

TOWNSHIP OF NUTLEY  
ZONING BOARD OF ADJUSTMENT

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

-----  
IN THE MATTER OF: :  
: TRANSCRIPT  
7-ELEVEN CONVENIENCE STORE: OF  
649 Passaic Avenue : PROCEEDINGS  
98 Kingsland Street and :  
108 Kingsland Street :  
(corner properties) :  
-----

Monday, October 22, 2012  
Township Hall  
1 Kennedy Drive  
Nutley, New Jersey 07110  
Commencing at 7:30 p.m.

BOARD MEMBERS PRESENT:

- PAUL SCRUDATO, Chairman
- FRANK GRAZIANO, Vice Chairman (ABSENT)
- THOMAS DaCOSTA LOBO, Secretary
- SUZANNE BROWN
- GARY MARINO
- THOMAS O'BRIEN
- RALPH PASTORE (ABSENT)
- MARY RYDER (1st Alternate)
- SERGE DEMERJIAN (2nd Alternate)

ALSO PRESENT:

- MARIE L. GOWOREK, Recording Secretary
- PAUL RICCI, P.P., Township Planner
- TODD M. HAY, P.E., Township Engineer

MICHELE QUICK  
CERTIFIED COURT REPORTER

QUICK COURT REPORTING, LLC  
47 BRIAN ROAD  
WEST CALDWELL, NEW JERSEY 07006  
(973) 618-0872

EXHIBITS MARKED INTO EVIDENCE

NUMBER	DESCRIPTION	PAGE NO.
A-1	Photographic rendering	23
A-2	Photo board	70
A-3	Photo board	70

A P P E A R A N C E S :

DIANA McGOVERN, ESQ.  
 414 Eagle Rock Avenue  
 West Orange, New Jersey 07052  
 Attorney for the Board

DIBIASI & RINALDI, LLC  
 345 Centre Street  
 Nutley, New Jersey 07110  
 BY: THOMAS S. DIBIASI, ESQ.  
 Attorneys for the Applicant

CHAIRMAN SCRUDATO: Okay. Before we

-- before we start the application, I'd like to read a statement for everyone who's in the audience for the expert witnesses, for the applicant and for the Board members.

Tonight's hearing is a special meeting only. It's on Kingsland Avenue and Passaic Avenue, a 7-Eleven. We will proceed carefully according to the following plan: The applicant's attorney will make an opening statement. The applicant's attorney will then first call his first witness and the attorney will question that witness. Next, the Board members will ask questions that they have of the witness. The attorney may ask his witness some additional questions and, in turn, the Board members may ask additional questions. When the applicant's attorney has completed his questions for the witnesses and the Board has completed their questions, I will ask the members of the public if they have any questions or want to make a comment on the witness. The Board will take statements or opinions of members of the public at this time. Oh, the Board will not take -- wait a minute. The Board -- I'm sorry. The Board will not take statements or opinions of members of the public at this time.

I N D E X

APPLICANT'S WITNESSES	SWORN
LEE LEVINE	20
JOSEPH STAIGAR	57
<u>BOARD'S WITNESSES:</u>	
PAUL RICCI	36
TODD M. HAY	111
<u>MEMBERS OF THE PUBLIC:</u>	
KAREN HART	38
SUZANNE BEADLE	41/54
JAMES LARIVIERE	43
SUSAN ARMSTRONG	45
LINDA FRANK	47
ANDREW LUBAS	49/144
MARK BRESNAN	55
PEGGY WINDHEIM	130
CHRISTINE ROGHANIAN	141
ROSE VEZZOSI	150
ROSEANNA REESE	156
EILEEN McCABE	160

1 Instead, your questions should be based on the  
 2 testimony that was just given. For example, if a  
 3 witness is called as an expert witness in  
 4 architecture, please don't ask the witness questions  
 5 about traffic. There will be a witness that will  
 6 give testimony on that subject.

7 We will go through the same procedure  
 8 with each and every witness that the applicant  
 9 introduces; therefore, it is important that you  
 10 listen to the questions and the answers so as not to  
 11 be repetitive. We could be here all night long if  
 12 we don't control that.

13 At the end of the applicant's case,  
 14 after the applicant has called his last witness,  
 15 then the members of the audience will be asked if  
 16 they'd like to make any comment. You may give your  
 17 own personal experiences, photographs or call  
 18 witnesses if you so choose. Please listen carefully  
 19 to the statements made by the other witnesses and  
 20 try not to be repetitive. All questions are  
 21 important to us up here, but let's not make a  
 22 repetitive situation out of the questions from the  
 23 audience.

24 If you cannot hear the testimony of a  
 25 witness or a question being asked by either the

1 transcript of this application. Can we have a  
 2 motion on that?

3 MR. DaCOSTA LOBO: So moved.

4 CHAIRMAN SCRUDATO: Second. All in  
 5 favor?

6 BOARD MEMBERS: Aye.

7 CHAIRMAN SCRUDATO: Opposed?  
 8 Okay. Mr. DiBiasi.

9 MR. DiBIASI: Thank you, Mr. Chairman  
 10 and Board members. We appreciate the Board making a  
 11 special effort in order to accommodate this  
 12 application and make it as convenient as possible  
 13 for you and for also members of the community.

14 We are going to be as sensitive as  
 15 possible to the neighbors. We recognize that we are  
 16 the newcomer to this neighborhood and I recognize  
 17 many of the people behind me as being longtime  
 18 members of our community.

19 CHAIRMAN SCRUDATO: Excuse me, Mr.  
 20 DiBiasi, I apologize, please identify yourself for  
 21 the stenographer and the Board.

22 MR. DiBIASI: Thomas S. DiBiasi.

23 CHAIRMAN SCRUDATO: Thank you.

24 MR. DiBIASI: I'm hoping that everyone  
 25 can hear me because we are not being amplified and

1 applicant's lawyer or a Board member, please raise  
 2 your hand so that we may make sure you are able to  
 3 follow the testimony.

4 Finally, in an effort to try to move  
 5 the hearing along in an orderly fashion, I expect  
 6 all persons to remain quiet during the testimony and  
 7 their cell phones to be turned off. When your turn  
 8 comes, please speak into the microphone so that it  
 9 can be recorded by our recording secretary and by  
 10 the applicant's stenographer.

11 I'd like to also make the statement  
 12 that this is a use variance. By that, those in the  
 13 audience who are not familiar with a use variance,  
 14 you need five affirmative votes by the Board members  
 15 and the preponderance of testimony is on the  
 16 applicant to make his case for the use variance.

17 Okay. We can now start, Mr. DiBiasi.

18 MS. McGOVERN: I think we need to just  
 19 point out, the Board -- it is acceptable for the  
 20 Board -- you are an official court reporter, Madam  
 21 Court Reporter?

22 COURT REPORTER: Yes.

23 MS. McGOVERN: I'd like to just have  
 24 the Board vote or adopt that the transcript as  
 25 produced by the official court reporter will be a

1 we have also the air-conditioning on, but the  
 2 comments that I am making -- that's much better.

3 MEMBER OF THE PUBLIC: Thank you.

4 MEMBER OF THE PUBLIC: Thank you.

5 MR. DiBIASI: The comments that I'm  
 6 making are directed not only to the Board members  
 7 but also to our neighbors in the community. I have  
 8 always practiced law with the intention of being a  
 9 partner in planning. I've never appeared in front  
 10 of this Board as an adversary. And I say that also  
 11 to the neighbors; as they see me walk in, they may  
 12 look at me as someone who is an adversary. We are  
 13 not here to do that. We are here to try to put a  
 14 plan together that will serve everyone's needs, and  
 15 to do that, we have been working on this project  
 16 with the township professionals for eight months,  
 17 and once we believed that we had a plan that was  
 18 reasonable in design, we went public with that plan.  
 19 I would be remiss if I did not thank the township  
 20 professionals for their time and effort and for the  
 21 reports that I received from the township engineer  
 22 and from the planner. Both reports were objective,  
 23 professional, gave good criticism, we've taken their  
 24 comments, we took them very seriously and we believe  
 25 that we're in a position to address each and every

1 one of their comments. We're not talking about  
2 criticism, these are suggestions that they made to  
3 help improve the project.

4 To my right is an actual photo, to  
5 scale, of what this corner would look like if the  
6 project becomes a reality. The trees that are there  
7 are actually existing trees, and it's amazing what  
8 technology does now. That is drawn to scale. It  
9 shows the apartment complex on Passaic Avenue and we  
10 could see a little bit of the one-family home that's  
11 behind the foliage and the fence, and I know that  
12 members to my right could not see that and we will  
13 turn that around so they also -- the members can see  
14 it from this side of the Board.

15 This is a corporate project. Southland  
16 is a very large company. There are approximately  
17 40,000 7-Eleven operations. Corporate is  
18 controlling every aspect of this site. That's  
19 important. So that any change that we suggested  
20 went through the channels, and we have a  
21 representative here this evening on that, Mr. Ray  
22 Aquino.

23 We have this evening a traffic expert,  
24 a planning expert, the architectural, the architect  
25 that did this. We have a complete complement of

1 experts. Our engineering expert has worked well  
2 with Mr. Hay, we've interfaced with Mr. Staigar, our  
3 traffic expert, with Mr. Hay's office. Our planner  
4 is now beginning to interface with your planner. We  
5 do not believe that we'll probably get to the  
6 planning testimony this evening. We welcome  
7 comments. And hear us out when you analyze this  
8 application. Two issues. One: The intersection.  
9 An intersection that we have all lived with. An  
10 intersection that we know is challenging. An  
11 intersection which our traffic expert says operates  
12 at a level C. When our neighbors hear a level C, in  
13 their minds, they are going to say and believe that  
14 their experience at this is not a level C  
15 intersection. So in order to take some of what may  
16 be the myths of this intersection, we have done  
17 extensive traffic counts and those counts have been  
18 analyzed by your expert and by our expert and again  
19 by yours and again by ours. As recently as  
20 Saturday, traffic counts were taken at this  
21 intersection because there was concern that Saturday  
22 may be even busier because of the shopping complex  
23 than Monday through Friday, and you will hear those  
24 results.

25 What is good about traffic counts is

1 that there's no spin, the numbers are objective, and  
2 the numbers will speak for themselves. And then the  
3 conclusions based upon those numbers are also no  
4 spin when both traffic experts agree as to what the  
5 existing situation is now and what the situation  
6 should be if this application is approved.

7 Our reports show that whatever traffic  
8 is there today will be there tomorrow, obviously,  
9 but that the ingress and egress will be improved,  
10 that the cuing will be managed much better. We have  
11 applications not only with the county but with the  
12 Department of Transportation and we are working with  
13 them and waiting for them to sign off. We have not  
14 received those permits as of this meeting, but we're  
15 working on that and Mr. Staigar will testify about  
16 that.

17 We are trusting that at the end of this  
18 presentation, that the facts will overcome the fear,  
19 that the facts will overcome the fear of property  
20 values, that the facts will overcome the fear of  
21 loitering, of messiness, of any security issues.  
22 All those things will be addressed in a very open  
23 and candid manner. And then we believe that when  
24 the neighbors ask relevant questions, that we will  
25 have pinpoint answers to them, and we're hoping that

1 their concerns, which are absolutely relevant and  
2 absolutely important, will be satisfied. Now,  
3 having said that, if we have some neighbors that are  
4 just flat out against a 7-Eleven being there, then  
5 obviously I have no chance of changing that mind,  
6 but if we have a community that will be open minded  
7 -- and we've gone through this in the past when we  
8 did Cambridge Heights, there was a lot of fear,  
9 fifteen-, sixteen-hundred people against that  
10 application, but ultimately, you know, the fear  
11 melted away when the facts came to the top and we're  
12 hoping that that's what will happen this evening.

13 Some general comments: You'll hear  
14 testimony that the site is 18,600 and a few feet and  
15 that takes into account the three-family on Passaic  
16 Avenue, Billy's Service Station -- we all know  
17 Billy, and also the one-family. Those three parcels  
18 are owned by the Smack estate, and the Smack estate  
19 is represented by an attorney that we know in town,  
20 Frank Costenbader. If he hasn't walked in yet, he  
21 will be. He was flying in from Florida, landing in  
22 Newark and taking a cab directly here. Hopefully  
23 he'll tap me on the shoulder and say "yes."

24 (Mr. Costenbader raises his hand)

25 MR. DiBIASI: Welcome back, Counselor.

1 He is here representing the estate. You will hear  
2 testimony that for the last six years, the Smack  
3 family has been trying to sell this piece. Of  
4 course, Billy died about a year ago, we all know  
5 that Billy was sick, the cancer went into remission,  
6 unfortunately came back and then Billy passed, and  
7 we always refer to him as Billy. This is the first  
8 offer that the Smack family has received.

9 Part of the interest in my client's  
10 contract is that environmental issues are being  
11 taken care of because the Smack family needs  
12 financing to take care of what is there, so one of  
13 our plans will be testifying that we believe that's  
14 sort of a benefit that can help us going forward,  
15 getting rid of the gas station, getting rid of  
16 environmental issues, having something that's clean,  
17 making sure that we don't have anything bad under  
18 the ground. That's good for the community, it's  
19 also good for the neighbors that are around here.

20 Recently, if you've heard, you've heard  
21 correctly, the three-family did have a fire. One of  
22 the apartments is being repaired, no loss of life,  
23 and we're fortunate about that. If this project  
24 goes forward, the three-family comes down, the  
25 one-family on Belleville Route 7, which we know as

1 Kingsland Avenue, the state highway, that will also  
2 be leveled.

3 The size of the building is state of  
4 the art, it's just under 3,000 square feet, 2,940  
5 square feet, but if we just look at what the sales  
6 part is, then we're at 2800 square feet. The  
7 additional footprint is for refuse, and of course,  
8 refuse, you'll hear, will be taken care of from a  
9 private carrier.

10 We do meet the parking. I've told our  
11 applicant that Nutley is very important on parking  
12 and as you will see from your letter of denial, the  
13 parking is not an issue here. Second big issue, as  
14 the Chairman mentioned, is that it is our  
15 responsibility to prove a use variance. The one-  
16 family home is in an R-1 zone that's now owned by  
17 the estate, and we recognize that neighbors that  
18 bought into that area bought into a one-family home.  
19 We also recognize that neighbors who live on  
20 Kingsland Avenue will have trouble today and trouble  
21 tomorrow backing out onto Route 7 because the way  
22 the houses were built back then is there weren't any  
23 circular driveways, so when we did our site study,  
24 neighbors have to carefully back out onto Passaic  
25 Avenue in order to negotiate where they're going.

1 We believe that the traffic signalization and the  
2 better ingress and egress that you'll hear from Mr.  
3 Staigar will help them, but there are certain things  
4 that we cannot improve, whether we're here or not  
5 here, because they're existing and just the way the  
6 driveways are on those houses.

7 What I'd like to do, and we've spoken  
8 with counsel and the Chair procedurally, is that  
9 architecture will go first and then we want to go  
10 right into the Lyon's den and talk about traffic,  
11 really go into that and see if we can get a handle  
12 on traffic, traffic over the next couple of hours,  
13 before we do anything else. You will hear that the  
14 engineers have gotten together, there are no  
15 disputes on the engineering issues. What Mr. Hay  
16 wants done, we've agreed to do. So that's not an  
17 issue. And Mr. Chairman, with your permission, if  
18 there are no further comments from what I've said,  
19 I'll call my first witness.

20 CHAIRMAN SCRUDATO: Before you call  
21 your first witness, will the secretary please read  
22 the letter of denial on this application?

23 MR. DaCOSTA LOBO: "Dear Mr. DiBiasi,  
24 Your request on behalf of your client, Forte Capital  
25 Management, LLC, to build a 2,940 square foot

1 7-Eleven convenience store with parking lot,  
2 landscaping, fencing, etc., at the above referenced  
3 premises, as shown on the plans prepared by Insite  
4 Engineering, dated May 25, 2012, and the  
5 architectural plans, prepared by LLA Architects,  
6 dated February 6, 2012, is denied for the following  
7 reasons:

8 The properties are located in the B-2  
9 and an R-1 district as shown on the Nutley Zoning  
10 Map.

11 Chapter 700, Article V, Section 700-9  
12 of the Codes of Nutley prohibits a neighborhood  
13 retail store in an R-1 district.

14 Chapter 700, Article VIII, Section  
15 700-46 A of the Codes of Nutley, the Schedule of  
16 Regulations, requires a 30-foot rear yard setback in  
17 an R-1 district and a 20-foot rear yard setback in  
18 the B-2 district. The proposed rear yard is six  
19 feet.

20 Chapter 700, Article XIII, Section  
21 700-102 A of the Codes of Nutley requires one  
22 loading space per building 2,000 square feet or  
23 more.

24 Chapter 700, Article XIII, Section 700-  
25 102.B of the Codes of Nutley requires loading space

1 shall be at least 12 feet wide and 56 feet long.  
2 Chapter 700, Article XIII, Section 700-  
3 94 A(3)(c) of the Codes of Nutley limits a curb cut  
4 to a maximum of 20 feet in length. The proposed  
5 curb cuts are 34 feet on the Passaic Avenue side,  
6 and 30 feet on the Kingsland Street side.

7 Chapter 700, Article XI, Section 700-  
8 71 A of the Codes of Nutley prohibits front yard  
9 fences. The proposed six foot solid fence, shown on  
10 the plans in an R-1 district is prohibited.

11 Chapter 700, Article XII, Section 700-  
12 77 C of the Codes of Nutley limits signage to the  
13 maximum display area for a premise not to exceed 150  
14 square feet.

15 Chapter 700, Article XII, Section 700-  
16 77 B of the Codes of Nutley states the permitted  
17 total surface display area of business signs for a  
18 premise shall not exceed the figure produced by the  
19 following formula. The formula for this application  
20 is as follows: the front of the building width is  
21 89.5' X 1.5 = 134 square feet; the corner side of  
22 the building width is 36' X 1.5 = 54 square feet;  
23 divide that by 1/3, = 18 square feet; 152 square  
24 feet permitted amount on the building. The proposed  
25 ground sign is 68 square feet (both sides), and the

1 front and side wall signs total 150 square feet;  
2 therefore, the total signage is 218 square feet,  
3 which includes the front & wall.

4 Chapter 700, Article XII, Section 700-  
5 77 A of the Codes of Nutley lists the permitted  
6 signage in the B-2 zoning district. A ground sign  
7 is not permitted.

8 Chapter 700, Article XII, Section 700-  
9 78 A(2) of the Codes of Nutley regulates ground  
10 signs not to exceed five feet in height and not to  
11 have a display area more than 25 square feet on both  
12 sides.

13 Chapter 600, Section 600-1A of the  
14 Codes of Nutley requires site plan review. A copy  
15 of the checklist and application are attached. A  
16 preliminary review of the site plan, prepared by  
17 Insite Engineering, dated February 26, 2012 shows  
18 items listed in the checklist to be listed on the  
19 site plan F(16), F(20), F(26), and F(30). Waivers  
20 may be requested for some."

21 CHAIRMAN SCRUDATO: Thank you.  
22 Mr. DiBiasi, please call your first  
23 witness.

24 MR. DIBIASI: Thank you, Mr. Chairman.  
25 May we have Lee Levine sworn?

1 L E E L E V I N E, Lee Levine Architects, P.C.,  
2 1101 Grand Street, Hoboken, New Jersey, sworn by the  
3 Board Chairman.

4  
5 CHAIRMAN SCRUDATO: Would you please  
6 give us your full name, your address, and spell your  
7 last name for the secretaries.

8 MR. LEVINE: Lee Levine Architects,  
9 P.C., 1101 Grand Street in Hoboken.

10 MR. DIBIASI: Thank you, Mr. Chairman.

11  
12 VOIR DIRE EXAMINATION BY MR. DIBIASI:

13  
14 Q. Mr. Levine, is this the first time that  
15 you've testified before this Board?

16 A. Yes.

17 Q. Would you please give the Board the  
18 benefit of your educational background?

19 A. I graduated from the Pratt  
20 architectural school a five-year professional degree  
21 in 1978, I started LLA in 1988, so we've been in  
22 business for 24, 25 years now as a mid-sized  
23 architectural firm. It's a very eclectic practice,  
24 we do a tremendous amount of retail and restaurant  
25 and hotel work. We also do some midrise and lowrise

1 and some highrise houses, although not as much  
2 lowrise in the two-and-a-half years. I --

3 CHAIRMAN SCRUDATO: We accept your  
4 credentials as an expert.

5 MR. LEVINE: Okay. Thank you.

6 CHAIRMAN SCRUDATO: Okay.

7 MR. DIBIASI: Thank you, Mr. Chairman.

8  
9 DIRECT EXAMINATION BY MR. DIBIASI:

10  
11 Q. Mr. Levine, have you been retained by  
12 the applicant in order to produce architectural  
13 plans for this project?

14 A. Yes, I have.

15 Q. And to my right, there is a color  
16 rendering of the project?

17 A. Yes.

18 Q. Is that a rendering that your office  
19 produced?

20 A. Yes, we did. It's a composite  
21 rendering of photographs taken from the opposite  
22 corner right where you see the crosswalks in front  
23 of -- I forget what the one-story commercial -- it's  
24 a spa across the street. And so the photographs  
25 were photo-montaged in after the rendering was

1 completed. The rendering is an Auto CAD 3-D drawing  
2 that was based on the topography that was provided  
3 on the civil engineering plans.

4 MR. DiBIASI: But before we have other  
5 questions, Mr. Chairman, may Mr. Levine try to angle  
6 this better so the right side of the Board can see  
7 this?

8 CHAIRMAN SCRUDATO: If you'd like, and  
9 use the microphone a little more, please.

10 MR. LEVINE: Yes, I will. I had tried  
11 to angle it just so the public can also see it.

12 MR. DiBIASI: But I don't think they  
13 can.

14 MS. McGOVERN: Do you have the  
15 pointer? I was just going to say, if you push it  
16 way back --

17 CHAIRMAN SCRUDATO: The audience could  
18 see it, too, if it's back further.

19 (Mr. DiBiasi and Mr. Levine adjust photo  
20 board)

21 MR. DiBIASI: Counsel, may we have,  
22 Mr. Chair, may we have that marked as A-1?

23 MS. McGOVERN: Sure. Is it marked  
24 already?

25 MS. GOWOREK: No.

1 (Photographic rendering marked as Exhibit  
2 A-1)

3 MR. DiBIASI: Mr. Levine, you and I  
4 need to speak into this, but the good news is that  
5 we have a backup with the reporter just in case.

6 BY MR. DiBIASI:

7 Q. There are trees that are shown on A-1.  
8 Are those trees something that you drew in or are  
9 those trees that actually exist today?

10 A. The trees in the background are the  
11 trees that actually exist today that we photo-  
12 montaged in from the photographs, we took from the  
13 corner. The other landscaping that you see was  
14 actually trees, bushes, shrubs, flowers that are on  
15 the civil engineering plan, and we tried to match  
16 that as closely as we could.

17 Q. And the color scheme that is on A-1,  
18 would you describe that, please?

19 A. The building that we all see, the one-  
20 story building, is accurately depicted with the  
21 color of the brick facade that's there, although it  
22 is, in fact, a composite cementitious panel that  
23 appears to be brick. You have EIFS cornice, you  
24 have a stone banding also. There is bronze, dark  
25 bronze mullions with the glazing, and the building

1 is set on a site of 18,626 square feet and it's got  
2 about -- a little less than 16 percent lot coverage  
3 there, building coverage.

4 Q. Why don't you take us to the floor plan  
5 of the building. Take us to the front door.

6 A. We might want to use a plan to go with  
7 that, is that okay, or do you want me to just  
8 describe it from here?

9 Q. Why don't we just describe it from  
10 here.

11 A. Okay. The door you can see towards  
12 the right of the glass area, on the far right of the  
13 building, you'll see there's a second pair of doors.  
14 Now, the second pair of doors facing Passaic are, in  
15 fact, the trash room, and the trash room is 140  
16 square feet. That's not something typical for a  
17 7-Eleven. 7-Eleven typically has an outdoor corral  
18 or a fenced enclosure where they do trash and  
19 recycling. In this case, there's 140 square feet  
20 taken out of the building, although it's within the  
21 facades of the building, and that area would be  
22 where the recycling and the trash is collected. It  
23 can be brought in from within the store or it can be  
24 brought around to the -- those pair of doors and  
25 introduced in the containers, and then at night,

1 whenever the private hauler comes, the hauler picks  
2 up the trash from the outside of the building at  
3 those doors.

4 There are no facade openings on the far  
5 side, the residential district to the north -- I  
6 guess it's northeast, is what you would call it, so  
7 there are no facade openings on that side. There is  
8 one exit egress door on the opposite narrow side of  
9 the building that goes to the exterior.

10 Q. And did you design this building so  
11 that the air-conditioning system would not be  
12 visible to the neighbors?

13 A. Yeah, the parapet that you see, the  
14 top of the parapet around the building, is actually  
15 18 feet above grade. The low point on the roof is  
16 about 12 foot 8, the high point on the roof is about  
17 13'4", so for the most part, you have a 4-foot-10 to  
18 a 5-foot-6 parapet all the way around the building.  
19 There are two RTUs on the roof, air-conditioning  
20 units, there's one small exhaust fan, there are a  
21 couple of condensing units for refrigeration of the  
22 compressors, but none of that is visible above the  
23 18-foot parapet.

24 Q. And as the architect, could you just  
25 make a general term about lighting? I know that we

1 have an engineer that will go in detail, but you can  
2 make a statement to this Board that lighting will be  
3 such that there is no spillage on neighbors'  
4 property; is that correct, Mr. Levine?

5 **A. Yes, that's correct.**

6 **Q.** Are there any other details that you  
7 would like to present to the Board at this time?

8 **A. Well, I think I should explain what**  
9 **the signage is that's posed there. There are two**  
10 **wall-mounted signs shown on the renderings, they are**  
11 **accurate to scale, they're also on the elevations**  
12 **that have been submitted to the Board. The**  
13 **elevation facing Passaic has a 33-square-foot sign**  
14 **illustrated there, it's 11 foot long by 3 feet tall.**  
15 **The main sign over the entrance area is, I believe,**  
16 **117 square feet, it's 3 feet tall by 39 feet long.**  
17 **And then what you see at the corner of the**  
18 **intersection is a monument sign. It's 5-by-5. It**  
19 **actually looks like it's narrower and taller, but**  
20 **that's simply because it's at 45 degrees to the**  
21 **intersection. Those three signs, which total -- did**  
22 **I do that right? -- is 150 on the wall signs and**  
23 **then there's two faces on the 25-foot 5-by-5**  
24 **monument sign. So there's a total of 200 square**  
25 **feet of signage shown there. They are all**

1 **internally illuminated.**

2 **Q.** And again, there will be more detail  
3 about the sign, but we do know that the sign that  
4 we're talking about on the corner is not within the  
5 sight line, and Mr. Staigar will be giving that  
6 testimony; is that correct, sir?

7 **A. Yes.**

8 **Q.** Did you have any input as to the  
9 landscape design?

10 **A. No, the civil engineer did the**  
11 **landscaping design. We had some discussions, but I**  
12 **wouldn't say that we were the designers of the**  
13 **landscape. We're simply trying to illustrate it**  
14 **here.**

15 **Q.** And of course, the Board members  
16 already have detailed plans, you should know, and I  
17 didn't tell you this before you testified, but three  
18 Board members are architects on this Board. So the  
19 Board has plenty experience, whether architects or  
20 not, in reading the floor plan, and because we're  
21 trying to move this along, if you could just very  
22 quickly go through the interior, verbally, that  
23 would be helpful because we do want to get through  
24 the traffic.

25 **A. The building, as you have before you,**

1 **is a very shortened L. The bump-out that is the L**  
2 **has both the trash room, the toilet rooms, manager's**  
3 **office. When you enter the store, to your left and**  
4 **on the back wall, you have all the refrigeration and**  
5 **some counters. There is a ladder and a scuttle**  
6 **shown. So the roof will be accessed to the**  
7 **interior, you won't have workmen putting ladders up**  
8 **on the outside of the building. And in the corner**  
9 **where there is no glass shown, towards the**  
10 **intersection, is a series of, they call it the back**  
11 **room but there's also an office and the room**  
12 **facility.**

13 **Q.** And one other element we can talk about  
14 even before the other representatives come up is  
15 that we have 14 parking spaces.

16 **A. Yes.**

17 **Q.** And that complies with the ordinance.

18 **A. Yes, it does.**

19 **Q.** And one reason why it does is that the  
20 actual floor space of this building when we take  
21 away the compaction area is exactly 2800 square  
22 feet; is that correct, sir?

23 **A. That is correct, that's how the plans**  
24 **are presented.**

25 **Q.** Okay. Is there anything else now you

1 would like to tell the Board by way of summation and  
2 if you're complete, you can say you submit.

3 **A. I think I'll submit there.**

4 **MR. DiBIASI:** Mr. Chairman, your  
5 question -- or your witness, rather, for cross-  
6 examination.

7 **CHAIRMAN SCRUDATO:** Thank you, sir.  
8 Questions from Board members, please. Ms. Brown?

9 **MS. BROWN:** One comment. I do  
10 appreciate that you have tried to give us a picture  
11 of what it would look like in context, but something  
12 is wrong with the scale and your detail of the  
13 rendering you created. Look at the site plan; the  
14 apartment building's about 20 feet away. You took  
15 this photo probably a hundred feet away. So  
16 something's not right. And it would be very helpful  
17 if, next time, you could bring back the picture with  
18 what's there and then we can look at it in  
19 comparison to what you're proposing. Something's  
20 off with this.

21 **MR. LEVINE:** Actually, the building,  
22 the site grading, the flowers, the locations of the  
23 fences are all accurate from what was produced in a  
24 3-D program. What is different is that, yes -- and  
25 I think I prefaced my testimony with this -- in

1 order, from that corner, to get three shots that  
2 presented the background, that we don't have a  
3 panoramic camera, we did supplies in the three  
4 pictures and that building is not the first building  
5 that you see, that multifamily building is the  
6 second one, the first one having been torn down in  
7 this rendering.

8 MS. BROWN: I understand, but you're  
9 trying to represent something as close to reality as  
10 you possibly can and I think you need to come back  
11 with a different way to try and do that. Maybe you  
12 can stand on Passaic, across on Passaic Avenue or  
13 across on Kingsland, take pictures that way because,  
14 quite honestly, this is extremely deceiving and it  
15 could be anywhere. It certainly doesn't look like  
16 this in Nutley to me.

17 MR. LEVINE: We could certainly  
18 produce that for you and show it to you side by  
19 side.

20 MS. BROWN: And while we're on it,  
21 let's talk a little bit about the signage. Can you  
22 tell me why it's necessary to have excessive  
23 signage, like, you're showing this building looks  
24 like it belongs on Route 3, not on Kingsland.

25 MR. DiBIASI: There will be testimony

1 on that by the planner and by the operations person.

2 CHAIRMAN SCRUDATO: Thank you. Anyone  
3 else?

4 MR. O'BRIEN: Yes, hi.

5 CHAIRMAN SCRUDATO: Mr. O'Brien.

6 MR. O'BRIEN: Thank you very much. To  
7 start off, have you designed other 7-Elevens; are  
8 you familiar with the 7-Eleven business model and  
9 the square footage related to the traffic and that  
10 type of thing? Not automobile traffic, pedestrian  
11 customer traffic.

12 MR. LEVINE: I would not be the one to  
13 testify about that.

14 MR. O'BRIEN: Might I ask --

15 MR. DEMERJIAN: I'm sorry, could you  
16 repeat that?

17 MR. LEVINE: No, I just said I  
18 wouldn't be able to testify about pedestrian or  
19 automobile traffic --

20 MR. O'BRIEN: Well, not automobile,  
21 I'm talking about -- I really want to get to: How  
22 is the size of the building determined? Is this --  
23 and going to is this a standard 7-Eleven? Is this a  
24 large 7-Eleven? Is this a small 7-Eleven? Are  
25 there different size 7-Elevens?

1 MR. LEVINE: It's a modified 7-Eleven.  
2 I would allow the folks from 7-Eleven to talk about  
3 why certain sizes are used, where they are, but in  
4 this case, there's less floor area because of what  
5 we did with the trash and recycling than would be  
6 the case normally.

7 MR. O'BRIEN: And I would presume that  
8 you take a 7-Eleven model and fit it to the site?

9 MR. LEVINE: Yes, I participated in  
10 doing that with the civil engineer.

11 MR. O'BRIEN: And once the building is  
12 placed, then you fit the parking to the footprint of  
13 the building?

14 MR. LEVINE: Frequently, it's a back-  
15 and-forth exercise, there's give and take. The  
16 building was reconfigured a couple of times by the  
17 civil engineer during the site work, so yes, there  
18 is some flexibility on that.

19 MR. O'BRIEN: And I'm not sure I'm  
20 asking the right person so you can, you know, push  
21 it to later testimony if this question should go to  
22 someone else, but it goes to the amount of parking  
23 as it relates to the amount of square footage of the  
24 building.

25 Is it the -- and I know the answer has

1 to be "yes" so I'm, you know, I'm not trying to ask  
2 a silly question, but do we have enough parking for  
3 the traffic that you expect to have in this  
4 building?

5 MR. LEVINE: And although I can say  
6 "yes" from experience, I think you should let the  
7 traffic engineer really answer that and hear from  
8 the 7-Eleven staff that are here.

9 MR. O'BRIEN: Thank you.

10 CHAIRMAN SCRUDATO: Anything further?  
11 Serge?

12 MR. DEMERJIAN: I don't think I heard  
13 your answer to the first question Mr. O'Brien asked,  
14 which was: Have you designed 7-Elevens before?

15 MR. LEVINE: My firm has not done a  
16 lot of 7-Elevens before we were involved with one a  
17 couple of years ago. We are in this project because  
18 we are doing a lot of work on other types of  
19 buildings with this client and so we were brought in  
20 to assist in this. There are many national retail  
21 groups and restaurant groups that my firm has done  
22 work with for years, so this is a familiar process  
23 to us.

24 MR. DEMERJIAN: One quick technical  
25 question, which is: I'm looking at the elevation of

1 the merchandise area and the elevation of the trash  
2 room and there's a foot difference off the site  
3 plan. I don't understand how you can negotiate that  
4 inside.

5 MR. LEVINE: Excuse me while I look at  
6 that. I'm not sure exactly what you're referring  
7 to. One second, please.

8 MR. DEMERJIAN: Sure.

9 MR. LEVINE: I'm sorry, I didn't see  
10 that on our elevation, so...

11 MR. DEMERJIAN: Yeah, your elevation  
12 draws it flat. Yeah, I get that. I'm saying, on  
13 the site plan, the finished floor of the main space  
14 is 66.15, the trash room is 65.15, so there's a one-  
15 foot difference. I'm trying to understand how you  
16 negotiate that inside.

17 MR. LEVINE: Why don't I let the civil  
18 engineer explain. You're not negotiating it inside,  
19 you're negotiating it outside.

20 MR. DEMERJIAN: No, no, you have a  
21 door from the merchandise area to the trash room,  
22 inside. It's a question for the architect, not the  
23 engineer.

24 MR. LEVINE: That's okay, just bear  
25 with me for a minute.

1 On the plan that we're looking at here,  
2 4 of 11, on the civil engineering drawings, the  
3 finished floor elevation is 65.15 and it's -- you're  
4 correct, it's 66.15 at the entrance here, because  
5 there's a step down at the door, at the exterior.

6 MR. DEMERJIAN: A one-foot step? I  
7 don't --

8 MR. LEVINE: It's actually --

9 MR. DEMERJIAN: You have some more  
10 work to do on it, is that the point?

11 MR. LEVINE: It's actually six inches,  
12 if you look at the drawing. It goes from 65.58 at  
13 the curb and 65.08, but we can certainly look at  
14 this for you --

15 MR. DEMERJIAN: Okay.

16 MR. LEVINE: -- before we're back.

17 CHAIRMAN SCRUDATO: Anything else,  
18 Serge?

19 MR. DEMERJIAN: No.

20 CHAIRMAN SCRUDATO: Sir, have you  
21 given any attention to snow removal on the site?  
22 Not that we get an awful lot, but once in a while,  
23 we get bombed.

24 MR. LEVINE: Yeah, we've seen a number  
25 of bombs in the last couple of years, but I'll let

1 the civil engineer address the site planning issues.

2 CHAIRMAN SCRUDATO: Okay, Mr. DiBiasi,  
3 I think it would be in order for you and Mr. Levine  
4 to step to the side so we can have --

5 MR. RICCI: Mr. Chairman, may I ask  
6 one question?

7 CHAIRMAN SCRUDATO: Please come to the  
8 microphone, yes. Would you identify yourself, sir,  
9 spell your name, and your address.

10 MR. RICCI: Yes. Paul Ricci, licensed  
11 Professional Planner, 10 Georgian Drive, Clark, New  
12 Jersey.

13 CHAIRMAN SCRUDATO: And you're  
14 retained by this Board?

15 MR. RICCI: Yes.

16 CHAIRMAN SCRUDATO: Okay. Please tell  
17 us what you --

18 MR. RICCI: Just a quick question. On  
19 the plans that I reviewed --

20 CHAIRMAN SCRUDATO: Wait. Raise your  
21 right hand.

22 MR. RICCI: Okay.

23

24 P A U L R I C C I, Township Planner, 10 Georgian  
25 Drive, Clark, New Jersey, sworn by the Board

1 Chairman.

2

3 CHAIRMAN SCRUDATO: Please tell us  
4 what you have to say.

5 MR. RICCI: I have a question for the  
6 architect regarding the upper portion of the facade  
7 of the building.

8 The plans that I reviewed show a red  
9 cove light to be illuminated around the top of the  
10 building. I think that's something that the Board  
11 may want to review as part of this application, hear  
12 from the architect as to the design.

13 CHAIRMAN SCRUDATO: Thank you.

14 MR. LEVINE: That's correct, and I  
15 apologize if I missed that. Recessed into the  
16 cornice that you see, they traditionally have a  
17 recessed LED light. You can't see the strip light  
18 itself, you see the glow that comes from the light,  
19 but that is on the elevations and indicated on the  
20 plans.

21 CHAIRMAN SCRUDATO: And proposed hours  
22 of operation, are you familiar with that?

23 MR. LEVINE: I'm not.

24 CHAIRMAN SCRUDATO: Okay. We'll ask  
25 someone else. Thank you. Anything further from

1 Board members?  
 2 (No response)  
 3 CHAIRMAN SCRUDATO: Okay, now is the  
 4 time for the audience to participate, please. We'll  
 5 entertain architectural questions at this time.  
 6 Please come to the microphone. Please.  
 7 Please identify yourself, spell your  
 8 last name for the secretary and your address,  
 9 please.  
 10 MS. HART: Hi, my name is Karen Hart,  
 11 H-A-R-T. I'm the owner of the property at 114  
 12 Kingsland Street, which is right next door to the  
 13 building, and I'd like to just make a statement --  
 14 CHAIRMAN SCRUDATO: Please, before --  
 15 MS. HART: Excuse me?  
 16 CHAIRMAN SCRUDATO: Please, before you  
 17 testify, would you raise your right hand.  
 18  
 19 K A R E N H A R T, 114 Kingsland Street, Nutley,  
 20 New Jersey 07110, sworn by the Board Chairman.  
 21  
 22 MS. HART: I'd also like to agree that  
 23 this picture is deceiving to me too. I'd like to  
 24 say that I'd like to see my home, which is right  
 25 next door, picture -- because it's hard for me to

1 see, where are my windows going to be looking down  
 2 to? How far up on the property is this building  
 3 going to be? What are we going to be seeing when --  
 4 where's the driveway? I mean, it's a little  
 5 deceiving. I see a driveway here. I'd like to know  
 6 if there's -- what -- does it go around the  
 7 building? Will there be vehicles or trucks coming  
 8 around the building to go in and out for deliveries?  
 9 Also, I understand that they're going  
 10 to need some footage, which means they'll be coming  
 11 up closer to our property, right there, with a six-  
 12 foot fence, which is a very high fence. How far is  
 13 it going to come up? Is it going to come right up  
 14 to the sidewalk, which leaves no visibility for us  
 15 to see out, to get out of our own driveway? Again,  
 16 like I said, this picture is very deceiving.  
 17 I'll stick to architectural stuff. I  
 18 can't even visualize how our home will be affected  
 19 because I'm not seeing it. The trees look really  
 20 nice but those trees are very old there, they're  
 21 old, they don't have that many leaves on them and  
 22 they certainly don't look as pretty. And again,  
 23 like, when I'm looking out of our second-floor  
 24 bedroom windows, what am I going to see? Am I going  
 25 to see just brick? Am I going to see the 7-Eleven

1 sign and the little white sign? I'd like it to look  
 2 a little bit more than I can visualize what we're  
 3 looking at.  
 4 CHAIRMAN SCRUDATO: Let's see if we  
 5 can get you an answer now and -- from the architect.  
 6 Please. Step aside, please. Thank you.  
 7 MS. HART: Go sit down?  
 8 MR. LEVINE: Stay with us for a  
 9 minute.  
 10 This is a little bit of an unusual way  
 11 to present and if members of the public haven't yet  
 12 had the opportunity to see the plans and understand  
 13 the speculation and the parking and how that all  
 14 ties together, that is something that the engineer  
 15 is going to be presenting. What was decided was to  
 16 have the building shown first just so one can  
 17 understand the colors, the palette and what the  
 18 building feels like, and I think if you can wait for  
 19 the next or follow-up civil engineer presentation,  
 20 then I think you'll really get a good understanding  
 21 of the site plan. I can try to describe it all, but  
 22 I think it's going to be easier for the public to  
 23 see with the plans.  
 24 MS. HART: I'll wait.  
 25 CHAIRMAN SCRUDATO: Just a minute.

1 You'll wait and you'll get your answer from possibly  
 2 the engineer.  
 3 MS. HART: Yes.  
 4 CHAIRMAN SCRUDATO: Thank you. Any  
 5 further questions of the architect?  
 6 Please come to the microphone, Miss.  
 7 Would you give us your full name, your address and  
 8 spell your last name for the secretary.  
 9 MS. BEADLE: Suzanne Beadle,  
 10 B-E-A-D-L-E, 571 Passaic Avenue.  
 11 My questions relate to the trees --  
 12 CHAIRMAN SCRUDATO: Would you raise  
 13 your right hand?  
 14  
 15 S U Z A N N E B E A D L E, 571 Passaic Avenue,  
 16 Nutley, New Jersey 07110, sworn by the Board  
 17 Chairman.  
 18  
 19 CHAIRMAN SCRUDATO: Please tell us.  
 20 MS. BEADLE: My questions are related  
 21 to the trees. Does that apply to the architect or  
 22 to some other testimony?  
 23 MR. DiBIASI: Ask the tree question.  
 24 MS. BEADLE: Okay. I see that -- the  
 25 existing trees, I wanted to know how many trees were

1 there, how many are being saved, the condition of  
2 the trees that are being saved, and did I ask the  
3 number that were removed?

4 CHAIRMAN SCRUDATO: Say that again,  
5 please?

6 MS. BEADLE: I wanted to know the  
7 number of existing trees, how many are being saved  
8 and how many are being removed, and also the status  
9 -- the health of the existing trees. We know  
10 they're not in such great condition so what would  
11 happen when the trees could have possible damage  
12 when the project is being developed, construction  
13 damage, what happens if the trees are damaged  
14 further than their current condition, which is not  
15 that good.

16 CHAIRMAN SCRUDATO: Let's see if we  
17 can get you the answer.

18 MR. DiBIASI: Mr. Chairman, our  
19 engineer would be able to answer that. What we're  
20 doing is writing down questions that don't pertain  
21 to the architect and then we will answer your  
22 question when the engineer testifies.

23 MS. BEADLE: Thank you.

24 CHAIRMAN SCRUDATO: Are you satisfied,  
25 ma'am?

1 MS. BEADLE: Yes, thank you.

2 CHAIRMAN SCRUDATO: Anyone else?  
3 Please come to the microphone.  
4 Sir, would you give us your full name,  
5 your address and spell your last name for the  
6 secretary.

7 MR. LaRIVIERE: James LaRiviere, 96  
8 Elm Place. LaRiviere is spelt L-A capital  
9 R-I-V-I-E-R-E.

10 CHAIRMAN SCRUDATO: Sir, would you  
11 raise your right hand?

12  
13 J A M E S L A R I V I E R E, 96 Elm Place, Nutley,  
14 New Jersey 07110, sworn by the Board Chairman.

15  
16 CHAIRMAN SCRUDATO: Please tell us  
17 what you have to say.

18 MR. LaRIVIERE: I moved to Nutley  
19 about 20 years ago and that whole area where this is  
20 going, people are fixing up their houses, the lawns  
21 are cut, it's a great neighborhood. I don't know if  
22 you can tell but I have an accent, I was from New  
23 England and stuff and 7-Eleven has put stores in New  
24 England and stuff, but they kind of blend in. With  
25 this sign, that huge sign coming across that

1 building, you don't need it.

2 CHAIRMAN SCRUDATO: Sir, your comments  
3 may be in order, but what is your question?

4 MR. LaRIVIERE: Do you have to have  
5 that big sign in the front?

6 CHAIRMAN SCRUDATO: We'll let you know  
7 in -- is that your question?

8 MR. LaRIVIERE: Yeah.

9 CHAIRMAN SCRUDATO: Is that your only  
10 question?

11 MR. LaRIVIERE: Yeah.

12 CHAIRMAN SCRUDATO: Okay. If you'll  
13 step aside, we'll get the architect to comment on  
14 that one, hopefully.

15 MR. LaRIVIERE: Thanks.

16 MR. LEVINE: I'll say something that  
17 you don't normally say, which is that's true, the  
18 size of the sign can change. In this particular  
19 instance, we started off with the wall signs  
20 conforming for the commercial site even though we  
21 know that there's also the residential portion of  
22 the site, and so the square footage of 150 square  
23 feet is what governed this, but yes, the signs  
24 certainly can be discussed.

25 CHAIRMAN SCRUDATO: And it can be

1 reduced?

2 MR. LEVINE: Can be.

3 CHAIRMAN SCRUDATO: Okay. Thank you.

4 Any -- ma'am, please come to the  
5 microphone. Would you give us your full name and  
6 your address and spell your last name.

7 MS. ARMSTRONG: Susan Armstrong,  
8 A-R-M-S-T-R-O-N-G, 151 Lakeside Drive in Nutley.

9 CHAIRMAN SCRUDATO: Would you raise  
10 your right hand?

11  
12 S U S A N A R M S T R O N G, 151 Lakeside Drive,  
13 Nutley, New Jersey 07110, sworn by the Board  
14 Chairman.

15  
16 CHAIRMAN SCRUDATO: Please tell us  
17 what your question is.

18 MS. ARMSTRONG: My question is: If  
19 we're talking about 7-Eleven, we have one on Passaic  
20 Avenue, right? Hanover -- Hancox, excuse me,  
21 Hancox. What is the square footage of the one on  
22 Hancox versus the 2800 plus that we're talking about  
23 here? What is the size in relationship to the one  
24 that we know?

25 MR. LEVINE: Unfortunately, I can't

1 tell you that, but we can find out and let you know,  
2 yes.

3 MS. ARMSTRONG: Because it seems to me  
4 that the one we're talking about here would be much  
5 larger, is my impression.

6 MR. LEVINE: We'd have to go and check  
7 that, but we can do that, yes.

8 MS. ARMSTRONG: And also I believe  
9 that this is a very, very deceiving picture. I just  
10 wanted to get that in.

11 CHAIRMAN SCRUDATO: I didn't hear  
12 that, please.

13 MS. ARMSTRONG: This is a very  
14 deceiving rendering.

15 CHAIRMAN SCRUDATO: Thank you.

16 MS. ARMSTRONG: Thank you.

17 MR. LEVINE: I'll simply repeat what  
18 I've repeated before about the rendering, and if I  
19 have to show it to everybody that way, we'll be  
20 happy to do it, we'll create another version or two,  
21 but the rendering was created in a program that  
22 allows us to do a 3-D projection and, yes, the trees  
23 in the background adjacent building were inserted in  
24 a photo montage but the rendering is an accurate  
25 depiction and we'll have to try to present that to

1 the Board again.

2 CHAIRMAN SCRUDATO: Thank you.  
3 Alrighty. Mr. Levine, we have another  
4 question.

5 Please give us your full name and your  
6 address and spell your last name.

7 MS. FRANK: Yes, my name is Linda  
8 Frank, F-R-A-N-K, I live at 105 Kingsland Street,  
9 directly across from this building.

10 My basic concern and I'm not sure if  
11 I'm directing this to the right person --

12 CHAIRMAN SCRUDATO: Before you go any  
13 further, raise your right hand.

14 MS. FRANK: Oh, sorry.

15 CHAIRMAN SCRUDATO: I generally forget  
16 that.

17  
18 L I N D A F R A N K, 105 Kingsland Street, Nutley,  
19 New Jersey 07110, sworn by the Board Chairman.

20  
21 CHAIRMAN SCRUDATO: Please tell us or  
22 ask us now.

23 MS. FRANK: My question is the  
24 lighting. My house is directly across the street  
25 from where this building is proposed to be. Is this

1 lighting going to be on 24 hours a day? Is that  
2 sign in front of the building, is that constantly?  
3 That is my concern at this point.

4 CHAIRMAN SCRUDATO: That question may  
5 be answered on the hours of operation of 7-Eleven  
6 and I thought directly across the street is a  
7 commercial building.

8 MS. FRANK: Directly across -- I am  
9 next door to that commercial building.

10 CHAIRMAN SCRUDATO: Okay, so you're  
11 one over.

12 MS. FRANK: But at the point that that  
13 shows, the rendering, that will be at my front door.

14 CHAIRMAN SCRUDATO: Fine. Okay, thank  
15 you.

16 Any comments, Mr. Levine?

17 MR. LEVINE: I think we'll leave the  
18 lighting discussion and the presentation for the  
19 civil engineer.

20 CHAIRMAN SCRUDATO: Fair enough.

21 Okay, I think that does it -- oh, wait  
22 a minute. I see one more way in the back.

23 Again, sir, your name, your address,  
24 and spell your last name.

25 MR. LUBAS: Andrew Lubas, L-U-B-A-S,

1 100 Elm Place.

2 CHAIRMAN SCRUDATO: Would you raise  
3 your right hand, sir.

4  
5 A N D R E W L U B A S, 100 Elm Place, Nutley, New  
6 Jersey 07110, sworn by the Board Chairman.

7  
8 CHAIRMAN SCRUDATO: Please tell us  
9 what is your question.

10  
11 MR. LUBAS: My question is: Can we  
12 redo this whole thing with a picture that we can  
13 really look at and believe in. I don't know where  
14 this is --

15 CHAIRMAN SCRUDATO: Excuse me.

16 MR. LUBAS: Please.

17 CHAIRMAN SCRUDATO: We've got -- we  
18 have two architects -- three architects on this  
19 Board, they've asked that question, and Mr. Levine  
20 has consented to supplying better -- more complete  
21 pictures. Am I right?

22 MR. LEVINE: I'm not sure that's  
23 exactly the way I responded to that, but we will  
24 bring other renderings --

25 CHAIRMAN SCRUDATO: Okay.

1 MR. LEVINE: -- and we'll try to make  
 2 a presentation that will be -- will either prove or  
 3 disprove this to you.

4 MR. LUBAS: My question is: Can you  
 5 present this in front of the people that are here so  
 6 that everybody can see the picture as it's going to  
 7 look in Nutley since this will change the area  
 8 completely? What I'm concerned about is we're going  
 9 to have a picture put in a hallway someplace and  
 10 then, all of a sudden, some people are going to look  
 11 at it and it will be voted on without really input  
 12 from the community, and what I'd like to see is  
 13 everybody here actually seeing a photo, with all the  
 14 houses around it, with exactly what you're planning  
 15 on doing. For example, the sign you're talking  
 16 about, it's a very big sign. Okay. Is it one inch  
 17 smaller? Two inches smaller? It would really be  
 18 helpful for the community to see what it looks like.  
 19 I would like to see -- you have to build a 7-Eleven  
 20 someplace in the community if you have the need for  
 21 it. There's no question about that, that's not a  
 22 problem. The issue is you want to make it look like  
 23 it's part of the community, you don't want to change  
 24 the community completely so it looks completely  
 25 different. That's what I'm interested in. Is that

1 possible?

2 CHAIRMAN SCRUDATO: Mr. Levine?

3 MR. LEVINE: I'm not sure I understand  
 4 how or where the question is going, if the question  
 5 is "can it be a very different building" or if the  
 6 question is "can it be presented differently." We  
 7 can certainly do our best to show everybody, both in  
 8 elevations and photographs and renderings, what it  
 9 will look like here, but I don't know that there's  
 10 -- I think there's a lot of testimony to go through  
 11 before we're directed as to whether or not we're  
 12 doing a different building. So that I wasn't  
 13 exactly clear on the question.

14 MR. LUBAS: Let me ask that again.

15 CHAIRMAN SCRUDATO: No.

16 MR. LUBAS: Sorry.

17 CHAIRMAN SCRUDATO: The way this is  
 18 going, there's going to be another meeting, the way  
 19 I see it, and at that time, the architect will be  
 20 ready to present different renderings on that, and  
 21 you will be --

22 MR. RICCI: Can I make a suggestion?  
 23 MR. O'BRIEN: Can I...  
 24 CHAIRMAN SCRUDATO: Mr. O'Brien.  
 25 MR. O'BRIEN: Yes, sir, related to the

1 signage -- never mind.

2 CHAIRMAN SCRUDATO: Mr. Ricci?

3 MR. RICCI: Mr. Chairman, can I make a  
 4 suggestion, if I may?

5 CHAIRMAN SCRUDATO: Please.

6 MR. RICCI: Again, Paul Ricci, for the  
 7 record. In today's times, I mean, where we have  
 8 digital cameras that have various millimeters and  
 9 the like, if you want to show something true to  
 10 scale, all photographs have to be taken at 50  
 11 millimeters, which is true life. You have to set  
 12 your camera to that focal point and take the  
 13 photographs; otherwise, there could be a great  
 14 degree of distortion of how the photograph is  
 15 representing the environment. So unless you can  
 16 attest to the fact that the photographs were taken  
 17 at 50 millimeters, I would be likely not to believe  
 18 your testimony regarding whether this is true to  
 19 scale.

20 CHAIRMAN SCRUDATO: Thank you, Mr.  
 21 Ricci.

22 MR. LEVINE: What I have very clearly  
 23 said to the Board and to the public is that you  
 24 can't take the entire site from either intersection  
 25 and get everything at 50 millimeters. In fact, it

1 takes two or three views to get the view down  
 2 Passaic, get the diagonal view and get the house  
 3 that is buried in the trees, although it's a little  
 4 dark there, but what we will do is do our best to  
 5 present that to the Board and to the public in a  
 6 different way.

7 CHAIRMAN SCRUDATO: We could ask for  
 8 no more than your best.

9 MR. LEVINE: Thank you.

10 MR. MARINO: Mr. Chairman.

11 CHAIRMAN SCRUDATO: Mr. Marino, I'm  
 12 sorry.

13 MR. MARINO: Thank you.

14 Mr. Levine, just to piggyback on  
 15 something one of the residents brought up. In other  
 16 towns, we all know what a 7-Eleven box looks like  
 17 and that's a pretty good rendering, besides there's  
 18 no signs on the windows which would be there. Was  
 19 there any thought to -- in some of the other towns  
 20 that I see, there's atypical looking 7-Elevens that  
 21 fit in. More affluent towns, believe it or not,  
 22 seem to have their 7-Elevens look different than a  
 23 7-Eleven. You wouldn't know it was a 7-Eleven till  
 24 you see the 7-Eleven sign. Was there any thought at  
 25 all to making an atypical design in this case?

1 MR. LEVINE: That was not the approach  
2 for this site.  
3 MR. MARINO: Thank you.  
4 CHAIRMAN SCRUDATO: Alrighty. I think  
5 we have one more. Please.  
6 MS. BEADLE: Suzanne Beadle again.  
7 The question I have is: When the rendering is  
8 revised, could we see an overlay of the existing  
9 view?  
10 CHAIRMAN SCRUDATO: That, I don't  
11 know.  
12 MR. DIBIASI: What we can do is a  
13 side-by-side. We are -- that is going to be an  
14 exhibit that will come at the next meeting anyhow as  
15 to what the site looks like today and then we'll  
16 have a comparison.  
17 CHAIRMAN SCRUDATO: Thank you. You  
18 know, there are a good number -- Mr. DiBiasi, there  
19 are a good number of questions about the scale and  
20 the rendering that --  
21 MR. DIBIASI: Yes.  
22 CHAIRMAN SCRUDATO: -- this building  
23 is presenting.  
24 MR. DIBIASI: And we're taking very  
25 careful notes and we have --

1 you will, of the area. What's going on is we're  
2 bumping out the commercial footprint and I wonder if  
3 -- I don't know if this is addressed -- this is  
4 really addressed to the Planning Board. It's not  
5 traffic, it's not architect, it's not civil  
6 engineering, it's a town question. Admittedly, the  
7 three-family house is a dilapidated house;  
8 admittedly, the one-family house on Kingsland is, I  
9 understand, has been hard to sell, but --  
10 CHAIRMAN SCRUDATO: Sir, I don't know  
11 if this Board can answer your question --  
12 MR. BRESNAN: I would just like to  
13 make the point that the project proposes to bump out  
14 the existing commercial footprint into what is now  
15 an existing residential area. That's all.  
16 CHAIRMAN SCRUDATO: That is a question  
17 for the Planning Board and --  
18 MR. BRESNAN: Okay.  
19 CHAIRMAN SCRUDATO: -- we cannot  
20 comment about it.  
21 MR. BRESNAN: Okay. I'm sorry.  
22 CHAIRMAN SCRUDATO: That's no problem.  
23 Thank you for your question.  
24 Okay, Mr. DiBiasi, I think that's all  
25 the questions.

1 CHAIRMAN SCRUDATO: You're taking  
2 notes on the questions, fine.  
3 MR. DIBIASI: We have all the key  
4 people here on our team this evening and also took a  
5 comment from Mr. Marino on this and I will have that  
6 discussion with our team also.  
7 CHAIRMAN SCRUDATO: I see another hand  
8 in the back. As long as we're not going to be  
9 redundant, please come to the mic.  
10 Sir, would you give us your full name,  
11 your address and spell your last name for the  
12 secretary.  
13 MR. BRESNAN: My name is Mark Bresnan.  
14 The last name is B-R-E-S-N-A-N, like Nancy. I live  
15 at 17 Fernwood Terrace, which is a block in from  
16 Kingsland.  
17 CHAIRMAN SCRUDATO: Would you raise  
18 your right hand.  
19  
20 M A R K B R E S N A N, 17 Fernwood Terrace,  
21 Nutley, New Jersey 07110, sworn by the Board  
22 Chairman.  
23  
24 MR. BRESNAN: I don't hear any mention  
25 of retaining the existing residential character, if

1 MR. DIBIASI: Thank you.  
2 CHAIRMAN SCRUDATO: Your next...  
3 MR. DIBIASI: Yes, Mr. Chairman, with  
4 your permission, Joseph Staigar.  
5 CHAIRMAN SCRUDATO: Sir, would you  
6 give us your full name, spell your last name and  
7 your address for the secretary.  
8 MR. STAIGAR: Yes. My name is Joseph  
9 Staigar, S-T-A-I-G-A-R, 17 Tremont Drive, East  
10 Hanover, New Jersey.  
11 CHAIRMAN SCRUDATO: Would you raise  
12 your hand, Mr. Staigar?  
13  
14 J O S E P H S T A I G A R, 17 Tremont Drive, East  
15 Hanover, New Jersey, sworn by the Board Chairman.  
16  
17 CHAIRMAN SCRUDATO: Please tell us  
18 what you have to say.  
19 MR. DIBIASI: Mr. Chairman, for the  
20 record, the Board will recall that Mr. Staigar was  
21 the traffic expert on the East Centre Street  
22 project. May we still have him considered to be a  
23 traffic expert or would you like his educational  
24 background for the record?  
25 CHAIRMAN SCRUDATO: Unless there are

1 questions by Board members, he certainly is an  
 2 expert in traffic.  
 3 MR. DIBIASI: All right. And also to  
 4 save time, Mr. Chairman, we were proposing to the  
 5 Board that Mr. Staigar testify in a narrative form  
 6 and then when his testimony is complete, there would  
 7 be certain questions that I would ask. I think that  
 8 may be a little more efficient. Is that acceptable?  
 9 He did that also on the East Centre Street project.

10 CHAIRMAN SCRUDATO: We'll let you ask  
 11 the questions when you're finished.

12 MR. DIBIASI: Thank you.

13 CHAIRMAN SCRUDATO: When he's finished  
 14 with his testimony.

15 MR. DIBIASI: Thank you.

16 MR. STAIGAR: Good evening.

17 CHAIRMAN SCRUDATO: Good evening, sir.

18 MR. STAIGAR: I'll be -- for the  
 19 benefit of the public, I'll be presenting traffic  
 20 engineering testimony. We did a traffic study,  
 21 traffic impact analysis, that was dated February of  
 22 this year, and then there was two follow-up  
 23 documents that I provided to the Board, one was an  
 24 accident analysis of the intersection of Passaic and  
 25 Kingsland, and then lastly, a report, a letter

1 report, that included Saturday traffic counts in  
 2 comparison to other traffic count data I had  
 3 collected.

4 The first document is a traffic impact  
 5 analysis and what it is, it's a comparison of  
 6 existing conditions to proposed conditions,  
 7 basically broken up into three parts: Existing  
 8 conditions where we go out and we take traffic  
 9 counts, measurements of the roadway and timing of  
 10 the traffic signal, take an inventory of existing  
 11 conditions around the site. The second aspect is  
 12 projecting how much traffic increase would occur  
 13 with the proposal, the before-and-after effect and  
 14 what the net increase would be; and then assessing  
 15 how the impacts may be to the surrounding roadway  
 16 network. And then, lastly, evaluation of the site  
 17 plan. In that aspect, we work hand in hand with the  
 18 site engineer and the architect to make sure we have  
 19 adequate parking, it operates safely and efficiently  
 20 in terms of the site plan.

21 We had taken traffic counts; those  
 22 traffic counts were taken essentially the last  
 23 Christmas season, on December 21 of 2011, and we  
 24 took them specifically because we knew what the  
 25 traffic conditions are relative to the shopping

1 center areas on Route 3 and what that variation may  
 2 be, but we also had traffic count data from New  
 3 Jersey Department of Transportation which  
 4 specifically counted this intersection, Passaic and  
 5 Kingsland Street, as well, on various occasions, so  
 6 we had comparison of those traffic volumes and what  
 7 we found is that the summer counts were indeed  
 8 higher than the previous counts that were taken in  
 9 May of 2006 and March of 2008 by New Jersey  
 10 Department of Transportation. Our counts were  
 11 considerably higher and we utilized them in our  
 12 traffic study.

13 There was also another traffic count  
 14 that was taken by Bertin Engineering, they're an  
 15 engineering firm here in New Jersey, at the  
 16 intersection of Franklin and Kingsland. That was  
 17 taken in February of 2012 and we were able to  
 18 compare the Kingsland Street traffic volumes of what  
 19 Bertin Engineering had counted and what we had  
 20 counted, the two-way volumes on Kingsland. There's  
 21 only Elm Place that separates two major  
 22 thoroughfares, very little traffic that I saw going  
 23 in and out of Elm, certainly in comparison to  
 24 Kingsland, so whatever was operating at the Franklin  
 25 intersection was compared to what was operating at

1 Passaic Street, and again, our traffic volumes were  
 2 higher than the Bertin Engineering, the point being  
 3 that we wanted to make sure that we had a fair  
 4 assessment of what the base traffic conditions were  
 5 at the intersection, and then we compared them to  
 6 the DOT data as well as another engineering firm to  
 7 see if we were in the ballpark but, actually, we  
 8 were a little bit higher. So we're starting at a  
 9 level of existing condition volumes that are higher  
 10 than what I think we would normally see. I think  
 11 that's a good -- it's relative to the seasonal  
 12 variation of taking traffic counts during the  
 13 Christmas season, but again, we use those higher  
 14 volumes in our traffic analysis.

15 We analyzed the intersection of Passaic  
 16 and Kingsland Street using the timing directive.  
 17 The timing directive is the official timing -- cycle  
 18 timing that the DOT has, since we're on a state  
 19 highway, that the DOT utilizes to time that traffic  
 20 signal and we went out in the field and timed it  
 21 with a stopwatch to determine whether it was  
 22 comparable to the actual timing directive of DOT,  
 23 which it was, and what we're finding there is that  
 24 the intersection operates overall at level of  
 25 service C. Now, just as in grade school, we're able

1 to analyze intersections and roadways and assign  
 2 them levels of service ranging from A to F and all  
 3 related to the average delay. We do the calculation  
 4 on modeling the intersection with the timing, the  
 5 number of lanes, the volumes, left-turns through and  
 6 right turns, and model that intersection to  
 7 calculate an average delay and we're right in that  
 8 medium range of level of service C. Level of  
 9 service C shows fairly good progression through the  
 10 intersection. There may be times where the traffic  
 11 signal delays occur and cuing occurs from that  
 12 signal but, overall, it essentially clears each and  
 13 every time, at least on average. So we have  
 14 relatively good conditions in terms of average  
 15 conditions at that intersection during the peak  
 16 hours.

17 The other aspect I'd like to point out  
 18 is that the site is not a vacant site. It was  
 19 utilized as a service station, purchase of fuel,  
 20 automobile fuel, and also automotive repairs. To  
 21 the west of the site is a single-family home, to the  
 22 north of the site is the three-family dwelling unit.  
 23 Those uses will be removed from the site and what is  
 24 proposed is the 7-Eleven convenience store. And  
 25 we're able to determine how much traffic the

1 7-Eleven can be expected to generate. The 7-Eleven  
 2 is protected -- projections are made for the  
 3 7-Eleven using the ITE Trip Generation Manual. The  
 4 ITE is the Institute -- acronym for the Institute of  
 5 Transportation Engineers. It's a document that  
 6 traffic engineers use, state DOT uses, your county,  
 7 Essex County, I'm sure your municipal engineer/  
 8 township engineer utilizes it as well, to project  
 9 various land uses and it essentially is the bible,  
 10 it's the standard in the industry for making  
 11 projections of future land uses for how much traffic  
 12 those land uses will generate, and we analyzed the  
 13 three peak hours, the a.m. peak hour; the morning  
 14 peak hour between 7 and 9 a.m.; the p.m. peak hour,  
 15 which is the business rush hour during the afternoon  
 16 between 4 and 6 p.m.; and then the Saturday peak  
 17 hour being midday, and that occurs between 12 and 3  
 18 p.m.

19 During the a.m. peak hour, this site  
 20 will see activity of a hundred vehicles per hour and  
 21 a hundred vehicles per hour going out. P.m. peak  
 22 hour, a little bit lighter, about 80 in, 80 out.  
 23 And the Saturday peak hour, about 110 in, 110 out.  
 24 Again, those are based on the ITE trip generation  
 25 projections.

1 There are also projections that we made  
 2 in our application to New Jersey Department of  
 3 Transportation. We are on a state highway,  
 4 Kingsland Street is Route 7, we have made an  
 5 application to the DOT with those numbers that I've  
 6 just given you as well and those are the accepted  
 7 numbers that DOT utilizes in determining their  
 8 permits.

9 We made two very conservative  
 10 assumptions. First of all, we made the assumption  
 11 that the site is vacant, which essentially it is.  
 12 It's not really generating traffic now but certainly  
 13 it can be reoccupied. Can be reoccupied and  
 14 utilized as a gas station, an automobile repair.  
 15 The three-family home to the north can be reoccupied  
 16 as well; right now, it's vacant, and can generate  
 17 traffic, just as the service station could be. And  
 18 a single-family home to the west, which is occupied  
 19 now, will be removed, but again, these three uses,  
 20 if not generating traffic now, potentially could  
 21 generate traffic in the future. So the net increase  
 22 between those numbers I just gave you for the  
 23 7-Eleven and the existing site are going to be a lot  
 24 closer than just the numbers I gave you because the  
 25 site has the potential of generating traffic and

1 that's normally how we would analyze this  
 2 intersection. But we assumed no credit for those  
 3 existing uses, which I think was a reasonable aspect  
 4 because right now it's not generating traffic in  
 5 terms of -- in terms of any traffic volume.

6 The other aspect is that a convenience  
 7 store primarily generates pass-by trips and the  
 8 Board's probably heard before of the difference  
 9 between a pass-by trip and a destination or primary  
 10 or new trip by the site. A new trip is going to be  
 11 a trip that is a destination, meaning that someone's  
 12 going to come from out of town or other than  
 13 Kingsland Street or other than Passaic Avenue, come  
 14 to this site and then leave the site to go back out  
 15 of the area. They ordinarily would not have been on  
 16 Kingsland or Passaic but is new traffic and an  
 17 increase to those roadways and that intersection.  
 18 An example would be an office building or a  
 19 residential use. If we were proposing an office  
 20 building on this site and it generated 50 trips per  
 21 hour, that would be 50 new trips that are drawn or  
 22 traffic to this area from outside the area.

23 Pass-by trips is the other aspect where  
 24 you draw from the existing stream of traffic --  
 25 you're a parasite, so to speak -- meaning that this

1 convenience store would generate its traffic from  
2 the existing volumes on Passaic, the existing  
3 volumes on Kingsland Street. Very rarely,  
4 particularly during peak hours because of the  
5 characteristics of this area, will someone come from  
6 outside the neighborhood or in the area and then be  
7 attracted to this site and go back out from this  
8 area and away from this site.

9           So this type of use has a specific  
10 characteristic that it generates pass-by trips, for  
11 the most part. And in comparing that to the  
12 existing uses of the site, we know that gasoline  
13 sales are the same type of characteristic, we don't  
14 go out of our way to buy gasoline, we do it en route  
15 to our destination, unless the price is right and  
16 I've done it and I'm sure other people have done it  
17 where it's 10 cents cheaper on the other side of  
18 town, you may take that diversion route to go buy  
19 gas there because you know it's 10 cents cheaper.  
20 Automobile repairs is all new traffic. When we go  
21 to have our car tuned up or a new muffler or even  
22 have an oil change, we don't do that on our way to  
23 work or on our way back from work, we typically make  
24 an appointment to drop it off, we typically have a  
25 spouse or a friend or someone follow us to drop our

1 car off so one car arrives, one car leaves as the  
2 car's being dropped off, and then when the service  
3 is done, one car arrives with two people in it but  
4 two cars leave. Those are all new trips to the  
5 area. So those will be removed from the  
6 intersection and from the site. In addition, the  
7 four residential units are also new trips. Any  
8 traffic that's generated by those four residential  
9 units will be additional traffic to this area.

10           So there's going to be a change in the  
11 characteristics of the type of trips that are  
12 generated by the site, a good portion, a larger  
13 component, being new trips to the area to the  
14 convenience store which will generate, particularly  
15 at this site, I believe, essentially all pass-by  
16 trips, at least during peak hours. Certainly, in  
17 the middle of the night, if somebody needs a quart  
18 of milk for the kids in the morning or Advil, cold  
19 medicine, you know, during the night period, you may  
20 go out of your house, get in the car, drive to the  
21 site and then go back again, but typically during  
22 the peak hours, you're going to be drawing from the  
23 rush-hour traffic, people going to work or going  
24 home from work. And the main reason why it's a  
25 convenience store, it needs to be convenient, going

1 out from the area and coming to the site is not  
2 going to allow that convenience to happen and people  
3 will come to the site as a matter of pass-by because  
4 the typical product or sales that is purchased at a  
5 convenience store, you can probably count them on  
6 five fingers or ten fingers of our hand, it's going  
7 to be the coffee, the soda, the bagel in the  
8 morning, the newspaper in the morning, the quart of  
9 milk or the loaf of bread in the evening on their  
10 way home from work, and those types of convenience  
11 sales are typically -- if you think about how many  
12 stores the typical commuter passes to buy those  
13 types of items, there's probably a dozen more that  
14 you have that ability, so you're not going to go out  
15 of your way to purchase those convenience items and  
16 do that as a matter of convenience route to your  
17 primary destination.

18           So what we had done, then, was we  
19 superimposed that traffic, that hundred trips in the  
20 morning in and out, 80 in and out in the evening  
21 peak hour, and then on the Saturday peak hour, 110,  
22 and superimposed it onto the roadway network and we  
23 re-analyzed the intersection, and when you have a  
24 change in the level of service, there's a red flag  
25 that says "Okay, we have an impact," but in this

1 case, we analyze existing conditions and then  
2 superimpose that traffic, the site traffic, onto the  
3 intersection, assuming that all those trips are new  
4 traffic, not pass-by traffic but new traffic or  
5 additional traffic to the existing volumes; it does  
6 not change the level of service, we remain at level  
7 of service C for the peak hours that we've analyzed.

8           So what that's telling us is that we  
9 have, in effect, an impact by this proposal that  
10 would not be per receivable by the public, that will  
11 not have a detrimental impact on the intersection.

12           Now, that's -- that's the impacts on  
13 the roadway. What I also took a look at is the  
14 safety aspect. What I was just discussing right now  
15 was capacity, do we have sufficient capacity at  
16 these roadways to accept this traffic, even taking  
17 an ultra worst-case scenario that we're going to  
18 have all new traffic that's going to be generated.  
19 The next aspect is safety.

20           We do have the site plan that the Board  
21 has with them, and if I may hold it up -- is there a  
22 microphone that I can carry with me?

23           CHAIRMAN SCRUDATO: The battery is  
24 dead on it so we don't --

25           MR. STAIGAR: Okay. I will -- I'll

1 hold it up, I'll just make a small reference to it.  
 2 CHAIRMAN SCRUDATO: Maybe Mr. DiBiasi  
 3 can hold it up for you.  
 4 MR. DIBIASI: I can help.  
 5 MR. STAIGAR: Or I can take this one.  
 6 MR. DIBIASI: Mr. Chairman, so the  
 7 record can show the -- A-2, please.  
 8 CHAIRMAN SCRUDATO: A-2. How many do  
 9 you have, two?  
 10 MS. GOWOREK: Two more.  
 11 CHAIRMAN SCRUDATO: Okay, so you need  
 12 a 2 and a 3.  
 13 (Photo boards marked as Exhibits A-2 and A-3)  
 14 MR. STAIGAR: A-2 is the existing  
 15 conditions that shows the existing conditions of the  
 16 site. Passaic Avenue runs left to right, north is  
 17 also from left to right. Kingsland is up and down  
 18 on this map. It shows the existing service station  
 19 building in the center of the site, gas station fuel  
 20 pumps. The underground tanks are also delineated on  
 21 that. And it shows that particular lot. And there  
 22 are three driveways that serve that lot. This is,  
 23 again, existing conditions. Three driveways, one on  
 24 Passaic and two on Kingsland, that provide access to  
 25 the existing service station. The two residential

1 buildings, the three-unit building to the north at  
 2 Passaic Avenue and the single-family to the west on  
 3 Kingsland Street, have a single driveway attached to  
 4 them as well. So we have a total of one, two,  
 5 three, four, five driveways that service the site  
 6 and the current properties and each and every one of  
 7 those driveways, full turning movements, there's no  
 8 restrictions at the driveways, you could make lefts,  
 9 rights, and in the case of the driveway that's on  
 10 the service station site closest to the  
 11 intersection, you can just pull out and probably go  
 12 straight to head south on Passaic Avenue.  
 13 One of the key aspects that's here is  
 14 that the two driveways on Passaic Avenue, the gas  
 15 station driveway and the single-family home --  
 16 excuse me, the three-family home driveway, are  
 17 actually in front of the stop bar. The stop bar on  
 18 Passaic Avenue where the cars stop are set back to  
 19 the north of those two driveways on Passaic Avenue,  
 20 so you pull out of Passaic Avenue and particularly  
 21 if you make a right-hand turn out of one of those  
 22 driveways, you're in front of the stop bar, you  
 23 essentially are not controlled by that intersection.  
 24 The same holds true for the most easterly driveway  
 25 of the service station. You pull out and you're

1 actually in -- you're behind the stop bar, you're at  
 2 the intersection, you're really -- depending upon  
 3 whether you're going to turn left, go through or  
 4 right, you're really not controlled by that traffic  
 5 signal either. So it's kind of a precarious  
 6 situation that hopefully how it operated was that  
 7 people just were careful pulling in and out of those  
 8 properties. Again, these properties will be removed  
 9 from the site and what will be proposed is the  
 10 7-Eleven store.  
 11 And now I'll refer to A-3, which is the  
 12 proposed conditions. And I'll try to answer some of  
 13 the questions from the public of how traffic  
 14 circulation will be around the building.  
 15 Again, this -- it probably would be  
 16 nice if I set them both up so you could have a  
 17 reference point. I'll set this one up here.  
 18 Kingsland Street again, up and down,  
 19 and Passaic Street running left to right; again, the  
 20 same orientation where the left to right is  
 21 northbound.  
 22 MS. McGOVERN: Just so the record's  
 23 clear, you're looking at A-3 now.  
 24 MR. STAIGAR: A-3, correct.  
 25 The five driveways that surround the

1 frontage of the site will be closed and in their  
 2 place will be two driveways, one on Passaic Street  
 3 located furthest as possible from the intersection,  
 4 and one on Kingsland Street, which again will be  
 5 placed, again, as furthest as possible, in order to  
 6 keep a significant buffer, to the west of the  
 7 intersection. The driveways, both driveways, are  
 8 significantly now behind the stop bar of the  
 9 intersection. We're proposing to move the stop bar  
 10 from its current condition on Passaic Avenue that's  
 11 further to the north and move that up closer to the  
 12 intersection, which will increase the capacity, the  
 13 cuing capacity, because for a car to turn when the  
 14 light turns green, for that car to travel in the  
 15 southbound direction takes time, it takes time and  
 16 it's lost time, it's inefficient flow for that  
 17 intersection, so by moving the stop bar closer, you  
 18 increase the capacity of that intersection to a  
 19 degree by allowing it to operate more efficiently  
 20 and remove the loss time that it takes for a car to  
 21 stop at zero velocity and then go through the  
 22 intersection itself. But again, moving the  
 23 driveways furthest from the intersection enhances  
 24 the safety. The driveway on Passaic Avenue will be  
 25 a right turn out, will disallow the left turns

1 coming out of the site at that location. The  
2 Kingsland Street driveway is where we'll need our  
3 DOT permit from. We've applied for that permit,  
4 it's under review by the Department of  
5 Transportation currently. We're proposing it as a  
6 full-movement driveway, and again, it will be  
7 subject to their review as well as their permit as  
8 well.

9 This site is fully compliant with the  
10 access permit, meaning that the state DOT has an  
11 access permit -- excuse me, an access code, I should  
12 say, state management highway access code, that  
13 controls how driveways are to be designed, how far  
14 they need to be from the intersections and so forth,  
15 and whereas the existing site, given the  
16 deficiencies that it has, is very deficient in terms  
17 of the access code, violates the access code in many  
18 ways; the proposed site will not. So we are making  
19 this site, in terms of the DOT access code, fully  
20 compliant and, therefore, having driveways that the  
21 DOT typically allow. Again, it will be under the  
22 subject of their review during that permit process,  
23 which we are in the midst of.

24 So there are a number of important  
25 aspects that this site will have in terms of

1 enhancing safety. As I pointed out before, the  
2 building is towards the rear corner of the site, in  
3 and out movements will be made at the two driveways  
4 on Kingsland and Passaic, there's a 26-foot aisle  
5 width that services the parking spaces which front  
6 up to the building around the, I'll call it the  
7 south side and east side of the building itself. No  
8 traffic will be going around the building to the  
9 rear or to the side. There's a relatively large  
10 buffer between the existing -- remaining residences  
11 and the site itself.

12 I'm just giving a short overview of the  
13 overall layout of the site, how the traffic works.  
14 We do have a site engineer that will be testifying  
15 that will get more detailed into the engineering,  
16 grading and drainage and how the site will operate,  
17 but for the overall, to complement my traffic  
18 testimony, I just wanted to provide that, how the  
19 existing site compares to the proposed site.

20 The next aspect that I prepared was I  
21 obtained accident reports from the police department  
22 for the intersection of Passaic and Kingsland just  
23 to find out what the experience has been at that  
24 intersection. We obtained accident reports from  
25 January 2009 to February 2012, so a little over

1 three years of accident history. Typically, three  
2 years is a standard -- the last three years is  
3 standard in analyzing accidents.

4 In 2009, there were 31 accidents at or  
5 near the intersection with 10 injuries. In 2010, it  
6 dropped to 26 total accidents with seven injuries;  
7 and in 2011, 14, with only two injuries. So we're  
8 seeing a -- at least a, over that three-year period,  
9 a decrease in the accidents as well as severities.  
10 The prevailing accident occurrences were rear-ends.  
11 People -- most likely, just for inattentiveness of  
12 the drivers, people rear-ending stopped cars at the  
13 light, and out of those -- out of the total 76  
14 accidents -- I'm sorry, in 2012, there were 5, so  
15 the two months that we had reports from 2012, there  
16 were 5 accidents with zero injuries. So a total of  
17 76 accidents in that little over three years, of  
18 which 26 of them, about one-third of them, were  
19 rear-ends. The next highest were hitting parked  
20 cars. Just coming around the corners or making  
21 turns or, again, inattentiveness and hitting parked  
22 cars on the roadways. And then the next,  
23 sideswipes, then left turns, people making left  
24 turns and having accidents. There were two  
25 pedestrians that were hit in the crosswalks and one

1 that was hit on a sidewalk where a car ran up over  
2 the curb line and hit someone on the sidewalk.

3 The patterns of traffic, as I said, the  
4 only prevailing one, really, was -- were the rear-  
5 ends, which is common at a traffic signal, people  
6 just stopping for a red light and somebody else just  
7 not paying attention, and then the hitting parked  
8 cars, and I don't have an explanation for that other  
9 than people are just, again, making turns rather  
10 carelessly and sideswiping some parked cars.

11 So the accident reports really did not  
12 point to any significant consequences other than  
13 there has been a decrease at this intersection,  
14 which is a good thing. There was one accident that  
15 was related to the existing service station;  
16 apparently someone was backing out or maneuvering  
17 around the site somehow, it might have been a  
18 congested site, which is typical of repair  
19 facilities and gasoline facilities, somebody backing  
20 out of Passaic Avenue driveway and hitting a cued  
21 car, a car waiting for the traffic signal, and then  
22 rear-ending that car. The only accident that  
23 related to the site itself.

24 And then lastly, there was the third  
25 document that I prepared, which again made a

1 comparison of the traffic counts that we had  
 2 conducted. Also, we took counts on a Saturday to  
 3 determine what the Saturday volumes were and we  
 4 found that the Saturday volumes were a little bit  
 5 less than the p.m. peak hour. Now, we took our  
 6 Saturday counts on October 13, this past -- two  
 7 Saturdays ago, between the hours of 12 noon to 3  
 8 p.m., and in comparing the two, the evening peak  
 9 hour, the rush hour, the amount of cars that went  
 10 through the intersection were about 188 less on the  
 11 Saturday than they were on the p.m. peak hour, which  
 12 relates to about 9 percent decrease. So, again, the  
 13 p.m. -- weekday p.m. peak hour is the more critical  
 14 peak hour, but in analyzing a Saturday, again, level  
 15 of service C at that intersection, relatively good  
 16 level of service.

17 And just to reiterate, I think the  
 18 important aspect of this proposal is a comparison of  
 19 existing to proposed conditions; again, what you  
 20 have at this intersection now to what would be there  
 21 in the future, that the existing site consists of  
 22 five driveways, two on Passaic Avenue, three on  
 23 Kingsland Street, and out of those five driveways,  
 24 two of those driveways, or actually three of the  
 25 driveways are in front of the stop bars, they're in

1 no man's land, they are not controlled by the  
 2 traffic signal, you just come out into the  
 3 intersection and not behind the stop bars of those  
 4 intersections. There are no turning restrictions at  
 5 any of those five driveways, meaning you or I could  
 6 make lefts, rights, through movements at each and  
 7 every one of those intersections.

8 Another key aspect is sight distance.  
 9 I've got to take my microphone. I forgot to bring  
 10 this up. But under -- on the existing conditions, a  
 11 very important aspect of the existing driveways, see  
 12 that three-family home is essentially right up to  
 13 the property line, the right-of-way line, with a  
 14 driveway for that site itself. Presumably, if  
 15 anybody came in with their car, would use this  
 16 driveway, would park in the back and then front out  
 17 again and would not need to back out on Passaic  
 18 Street or Kingsland, so this circulatory connection  
 19 certainly was a good thing or is a good thing, but  
 20 the important aspect is that when someone leaves  
 21 that driveway, because the building is so close to  
 22 the right-of-way line, you do not have sufficient  
 23 sight line to your left as you leave the site; the  
 24 building is in the way. You need a sight line of  
 25 115 feet and we only have about 80 feet, so we're

1 about 35 feet short in terms of sight line. Again,  
 2 as I pointed out, those buildings will be removed,  
 3 driveways would change, building setback is  
 4 significantly back, the sight line looking to your  
 5 left is more than adequate for the design speeds or  
 6 travel speeds of Passaic Avenue. So that sight line  
 7 deficiency will be removed from the site and then  
 8 provided with adequate sight line.

9 The existing site is one that generates  
 10 a fair or significant amount of new traffic to that  
 11 area if it was to be occupied and utilized as it is  
 12 currently developed and it's deficient in terms of  
 13 New Jersey Department of Transportation access code,  
 14 does not meet the standards of that code. The  
 15 proposed site, on the other hand, will consist of  
 16 two driveways. We'll be removing three of them, of  
 17 the existing five, and providing two driveways and  
 18 they're removed and provided -- removed and provided  
 19 furthest away from the intersection as much as  
 20 possible. And they're behind the stop bars, there's  
 21 adequate sight distance visibility. They'll consist  
 22 -- the proposed site is one that will consist, I  
 23 believe, almost entirely of pass-by traffic during  
 24 the peak hours and not generate new traffic to the  
 25 area, would not increase the intersection volumes or

1 the volumes on Kingsland or Passaic Avenue, but even  
 2 if we assume that they all are new trips, we do not  
 3 see a degradation of level of service at the  
 4 intersection of Passaic and Kingsland. And as I  
 5 said before, it's also compliant with the New Jersey  
 6 Department of Transportation access code, and the  
 7 reason why we were able to make it compliant is that  
 8 in obtaining the property Lot 17 to the west of the  
 9 site, we're able to pull that driveway furthest from  
 10 the intersection to be compliant with New Jersey  
 11 Department of Transportation standards.

12 So, in essence, I believe that this  
 13 site, the proposal will not have a significant  
 14 impact on traffic conditions in the area, will  
 15 operate safer than the existing development of this  
 16 site.

17 MR. DIBIASI: Mr. Staigar, thank you  
 18 for that report. Would you also address the sight  
 19 lines regarding the freestanding sign?

20 MR. STAIGAR: Yes. The freestanding  
 21 sign is, I believe, an important safety aspect of  
 22 this site. There will be the existing multifamily  
 23 house that will be to the north of the site in  
 24 particular that will block the building, there will  
 25 be a relatively heavy buffer along the westerly side

1 of the site that will also block visibility of the  
 2 building itself. So the ID sign is an  
 3 identification sign, as someone travels down  
 4 Kingsland or someone travels on Passaic Avenue to  
 5 have that advanced notification, advanced warning,  
 6 as we call it, in order to make a proper maneuver,  
 7 given that most of the customers will be day-in-day  
 8 customers to the site, particularly commuters during  
 9 rush hours, but there will be some transient traffic  
 10 commuters that will be traveling or does travel this  
 11 roadway. This is drawn from the pass-by traffic.  
 12 Many of the purchases at sites such as convenience  
 13 stores are done by impulse, someone traveling en  
 14 route to their destination has that yearning to stop  
 15 either for that cup of coffee or that water bottle  
 16 or whatever other convenience item they may be  
 17 looking for and then pull into that site. We don't  
 18 want that to happen in a short distance where,  
 19 again, we may get rear-ends or that may cause  
 20 accidents. So that ID sign in the front corner  
 21 provides that identification as someone travels  
 22 those roadways to then identify the sign -- perceive  
 23 the sign, identify the sign, read the sign, and then  
 24 make a judgment "Am I going to pull in or not,  
 25 sufficient distance?" All that mental reaction time

1 **believe the reports and analyses that I prepared**  
 2 **confirm that and, again, those reports and analyses**  
 3 **were provided in my testimony.**  
 4 MR. DiBIASI: Thank you. Mr.  
 5 Chairman, your witness for cross-examination.  
 6 CHAIRMAN SCRUDATO: Thank you for your  
 7 testimony, Mr. Staigar.  
 8 MR. STAIGAR: Thank you.  
 9 MS. McGOVERN: I don't have a copy of  
 10 the accident report that you talked about and I  
 11 don't think any of the Board members do. Did you  
 12 actually give us a copy?  
 13 MR. STAIGAR: Oh, I don't have an  
 14 extra copy, no, I don't, not with me.  
 15 MS. McGOVERN: Did you render it to  
 16 the --  
 17 MR. STAIGAR: Yes.  
 18 MS. McGOVERN: Did you give it to the  
 19 office downstairs?  
 20 MR. STAIGAR: Yup.  
 21 MS. McGOVERN: Because I never got a  
 22 copy. The Board members did not either.  
 23 MR. DiBIASI: If you can't find it in  
 24 Town Hall, we can make up ten copies and I'll  
 25 deliver them --

1 takes time as you travel and then the physical  
 2 slowing down and pulling into the site also takes  
 3 time. We don't want that to happen on top of the  
 4 driveway but well in advance of the driveway.  
 5 Q. And, sir, can you also direct your  
 6 attention to the width of the curb cuts? You were  
 7 here while the letter of denial was read and there  
 8 was an issue as to the curb cuts.  
 9 A. **Yes. Again, we need to accommodate**  
 10 **the traffic that we're providing for in a safe**  
 11 **manner. We will have truck deliveries, it will be**  
 12 **infrequent but we will have truck deliveries to and**  
 13 **from this site that need to be accommodated. The**  
 14 **driveways as they're designed accommodate those**  
 15 **truck vehicles that will be entering and exiting the**  
 16 **site.**  
 17 Q. And finally, the catchall question for  
 18 the record: Based upon your site inspections, your  
 19 research and your report, can you render an opinion  
 20 that if the Board were to pass this application,  
 21 that passing this application within the framework  
 22 of sound traffic engineering principles would not  
 23 negatively impact on the zoning ordinance and on the  
 24 zone plan of the Township of Nutley?  
 25 A. **Yes, I believe that's the case and I**

1 MS. McGOVERN: Okay, thank you.  
 2 MR. DiBIASI: -- to Town Hall.  
 3 CHAIRMAN SCRUDATO: In all the years  
 4 I've sat up here, Mr. Staigar, to be honest with  
 5 you, I can't understand some of these traffic  
 6 projections that are scientifically done.  
 7 Are you telling this Board that a  
 8 hundred trips in and a hundred trips out of the site  
 9 is not going to become overbearing or burdensome  
 10 upon this project, or upon the traffic?  
 11 MR. STAIGAR: No, and the main reason  
 12 being is that it's not going to be increased traffic  
 13 to the intersection of Passaic and Kingsland Street.  
 14 What controls this section of roadway is that  
 15 traffic signal, what is able to go in and out of the  
 16 site as well as many of the properties that surround  
 17 the area is the operation of that intersection, and  
 18 what I'm saying in one sense is that we will see an  
 19 increase in traffic going in and out of the  
 20 driveways from the existing uses. Even if the  
 21 existing uses were again reoccupied and reoperated,  
 22 there will be an increase in traffic that goes in  
 23 and out of the site, but offsite, meaning the  
 24 intersection of Passaic and Kingsland, we will not  
 25 see an increase because of the convenience store

1 because what we're doing is we're drawing traffic in  
 2 from the existing stream of traffic and then back  
 3 out. So that car that may be coming down Kingsland  
 4 -- I'm just using that vehicle as an example -- may  
 5 be making a left turn into the site, doing what  
 6 they're doing, and a left turn out, would have  
 7 traveled through that intersection anyway, so by  
 8 taking a short diversion as a pass-by trip in and  
 9 out, we don't increase what's happening at Passaic  
 10 and Kingsland.

11 CHAIRMAN SCRUDATO: But it's your  
 12 opinion that this 7-Eleven will not be a magnet for  
 13 additional --

14 MR. STAIGAR: Traffic.

15 CHAIRMAN SCRUDATO: -- traffic --

16 MR. STAIGAR: Exactly so.

17 CHAIRMAN SCRUDATO: -- people coming  
 18 to pick up a container of coffee.

19 MR. STAIGAR: Yes. And if you think  
 20 about it, I mean, it's logical. How many places do  
 21 you pass going to work, assuming that you take a  
 22 10-mile or 12-mile commute every day, you probably  
 23 pass a half a dozen or more places that you could  
 24 have picked up that coffee or a can of soda or a  
 25 pack of cigarettes if you happen to smoke, and those

1 MR. MARINO: I have no question on the  
 2 amount of cars, I believe it's accurate. You said  
 3 on the -- the people traveling southbound on Passaic  
 4 Avenue, you would like to move the stop bar back,  
 5 beyond the driveway.

6 MR. STAIGAR: Yes, we're proposing  
 7 that. We're proposing to move that stop bar further  
 8 south or closer to the intersection.

9 MR. MARINO: Are you envisioning  
 10 people on Passaic Avenue traveling northbound making  
 11 a left turn into that driveway in front of the stop  
 12 bar?

13 MR. STAIGAR: No, in our traffic  
 14 report, we assume that that did not happen, even  
 15 though we're not proposing it to be restricted. I  
 16 think most people that are going to be coming into  
 17 the site, they'll be -- they're traveling from the  
 18 north. They'll make the left turn onto Kingsland  
 19 Street and then the right turn. Now, if you're at  
 20 the light and you see no cuing going on on the other  
 21 side, you may cut across and then make the left-hand  
 22 turn, but if you do get stuck there, you're going to  
 23 do it once and then you're going to make the left  
 24 turn on Kingsland, right turn into the site.

25 MR. MARINO: 70-plus accidents in

1 are the type of convenience times that people stop  
 2 for at these sites.

3 CHAIRMAN SCRUDATO: Let's see. Thank  
 4 you. Questions from Board members, please.

5 MR. MARINO: Yes, Mr. Chairman.  
 6 Thanks for your testimony, Mr. Staigar.

7 MR. STAIGAR: You're very welcome.

8 MR. MARINO: It's an unenviable task  
 9 to stand in front of this group and tell them that  
 10 the traffic's not so bad.

11 MEMBER OF THE PUBLIC: Can't hear you.

12 MR. MARINO: Did you do the sight  
 13 count yourself or did somebody else?

14 MR. STAIGAR: No, we have trained --  
 15 I'll call them "trained employees" that I've been  
 16 using for years now and they do traffic counts for  
 17 us, and the key there is that I always say, "Well,  
 18 you know what, maybe they had a bad day, maybe they  
 19 didn't count a car or they missed a few," but what I  
 20 did was I compared it to the DOT data and I compared  
 21 it to the Bertin Engineering data and we were  
 22 higher, so either my guys are not doing the job  
 23 they're supposed to be doing but they're doing it --  
 24 they're counting more cars than what other people  
 25 are counting.

1 three years, you said is not significant. What  
 2 number would it be significant?

3 MR. STAIGAR: Oh, I didn't say it was  
 4 not significant, I just gave you that number, but  
 5 what we're seeing is that there's been a decrease in  
 6 the number of accidents. One accident is an  
 7 accident too many.

8 MR. MARINO: Yeah, that's not really  
 9 -- especially at the intersection.

10 MR. STAIGAR: But what we're finding  
 11 is we do have a relatively, I won't say a high  
 12 number but it's a significant number, 76 over three  
 13 years, but we're finding that it's decreasing over  
 14 the years. The accidents are not particularly  
 15 severe, the number of injuries were complaint of  
 16 pain and rather than -- and not having any  
 17 fatalities at all, and again, the number of injuries  
 18 have decreased over the years as well. What we do  
 19 when we look at an accident analysis, what's causing  
 20 those accidents, can there be something done to the  
 21 intersection either independent of what's being  
 22 proposed or dependent to decrease them, but the vast  
 23 majority -- well, not the majority but the higher  
 24 number of them, one-third of them, are rear-ends,  
 25 and again, it's people just being inattentive.

1 MR. MARINO: And I think that's my  
 2 point in my last bit here is it's an asymmetrical  
 3 intersection so the numbers, if we were looking at a  
 4 typical intersection, the numbers, you know, spin,  
 5 but you really need to look at this intersection and  
 6 your report says it would go to level of service  
 7 level D, that it would worsen the peak, and to E --  
 8 MR. STAIGAR: No.  
 9 MR. MARINO: -- in the peak hours.  
 10 MR. STAIGAR: No, what we did, and I  
 11 think you're looking at page --  
 12 MR. MARINO: 8.  
 13 MR. STAIGAR: -- 8 of my report, what  
 14 we did was we prepared the turning movements coming  
 15 out of Passaic Avenue. We know that the cue --  
 16 there's going to be a cue across that driveway, so  
 17 whereas the calculated delay, making a right turn  
 18 out of the driveway, if there was no cue, would be a  
 19 level of service B, somewhere in or around about 11  
 20 seconds, that traffic has to contend to the cue line  
 21 that's on Passaic Avenue. So I'm at the -- I'm at  
 22 the intersection, I want to make a right-hand turn  
 23 to come out, and what I'm assuming in that analysis  
 24 is that I have to wait for the cue line of cars on  
 25 Passaic Avenue going southbound to clear. Nobody

1 let's me cut in, nobody gives me a courtesy gap, so  
 2 I gotta wait for the cue line to leave, then I  
 3 leave, and that's operating at a level of service D  
 4 and E. So it's the exit movement that's influenced  
 5 by the cue line of the Passaic Street southbound  
 6 movements that creates the level of service D or E  
 7 during those a.m. and p.m. peak hours. But the  
 8 intersection itself, overall, continues to operate  
 9 at level of service C. If you compare the figures  
 10 at the end of my report, there is one movement that  
 11 degrades from C to D, but it is one lane group  
 12 movement and -- I'll get it for you -- it's the  
 13 westbound Kingsland Street movement during the p.m.  
 14 peak hour goes from C to D, but the overall  
 15 intersection continues to operate at level of  
 16 service C. So again, it's a minimal impact, and I'm  
 17 assuming that all hundred trips, whatever it may be,  
 18 80 or 110 trips, are all new traffic, that everybody  
 19 that's going to go to the 7-Eleven is not passing by  
 20 already but being attracted to the site and then  
 21 leaving the site and I get a level of service C.  
 22 MR. MARINO: One more question. Do we  
 23 know how many trips during peak hours the Hancox  
 24 Avenue 7-Eleven gets, did you compare?  
 25 MR. STAIGAR: No, I did not do that

1 count, no.  
 2 MR. MARINO: Thank you.  
 3 CHAIRMAN SCRUDATO: Thank you.  
 4 MR. DIBIASI: Excuse me, Mr. Marino,  
 5 would you like us to do that count --  
 6 MR. MARINO: Yes.  
 7 MR. DIBIASI: -- for when we come back  
 8 next time?  
 9 MR. MARINO: Yes. Thank you.  
 10 MR. DIBIASI: And what specific, a.m.,  
 11 p.m.?  
 12 MR. MARINO: Yeah, peak hour.  
 13 MR. STAIGAR: Do the a.m. and p.m.  
 14 peak hour.  
 15 MR. MARINO: Yeah.  
 16 MR. STAIGAR: That'll be 7 to 9, 4 to  
 17 6.  
 18 MR. MARINO: Perfect.  
 19 MR. DIBIASI: Any particular day of  
 20 the week?  
 21 MR. MARINO: (Mr. Marino nods.)  
 22 MR. DIBIASI: Wednesday?  
 23 MR. MARINO: Wednesday's fine.  
 24 MR. DIBIASI: We don't care, it's your  
 25 choice, Joe.

1 MEMBER OF THE PUBLIC: Saturday.  
 2 MEMBER OF THE PUBLIC: Saturday.  
 3 MR. DIBIASI: I'm hearing in the  
 4 background Saturday. Would that be okay?  
 5 MR. MARINO: Sounds good.  
 6 MR. STAIGAR: We'll do a Saturday.  
 7 MR. DIBIASI: We'll do a Saturday.  
 8 CHAIRMAN SCRUDATO: Ms. Brown?  
 9 MS. BROWN: I wanted to know if you  
 10 could just elaborate on a level C. Level C, how  
 11 many lights do I have to sit through before I get  
 12 through the light?  
 13 MR. STAIGAR: It should be very  
 14 rarely. Now, I sat there this evening myself,  
 15 didn't do the traffic counts but just to see how the  
 16 operation of that intersection would be. I did see  
 17 the westbound Kingsland Street back up where, very  
 18 rarely, a second car -- well, a car had to wait for  
 19 two cycles, and that's relative to that level of  
 20 service D that we see. But the other intersection,  
 21 I didn't see cars that had to wait for a second  
 22 cycle. I'm not saying that that doesn't ever, ever,  
 23 ever happen, but I did not see it happen tonight; in  
 24 the analysis, it doesn't show, so on a typical day,  
 25 what it's telling me is that I'll call it a failure,

1 failure in a sense that I have to wait for two  
2 cycles or two green lights in order to pass through,  
3 very rarely occurs. So level of service C, you  
4 should not be operating at more than one cycle  
5 getting through the intersection.

6 MS. BROWN: I guess I just have bad  
7 timing then.

8 MEMBER OF THE PUBLIC: Yeah.

9 MEMBER OF THE PUBLIC: All of us.

10 MEMBER OF THE PUBLIC: All of us.

11 MS. BROWN: I have another question  
12 also. You talked about --

13 MR. STAIGAR: Well, if I may just  
14 respond to that, and I don't mean to belabor the  
15 point, but the point that I'm making is that you  
16 very well could be right and every time you go  
17 through that intersection, at least half of the  
18 time, you have to wait for more than one cycle, but  
19 the difference or what my charge should be is  
20 "What's going to happen in the future when this site  
21 is operating there rather than what's operating  
22 there now, what's going to be the effect?" and if  
23 you do have to wait, let's say every other day for a  
24 second light, well, with this 7-Eleven, it'll remain  
25 the same, is this point I've been making or that I'm

1 trying to make, is that the difference between  
2 before and after with pass-by traffic will have no  
3 effect on the operation of that intersection.

4 MS. BROWN: All right, we're just  
5 going to move on because I don't understand how you  
6 can hold 14 cars and not have an impact on any  
7 traffic, so we're not going to go there, but my  
8 question --

9 MEMBER OF THE PUBLIC: Thank you.

10 MS. BROWN: But my question -- my  
11 other question -- I have two more. The first one  
12 is, you talked about the stop bar going south. Have  
13 you ever watched trucks trying to turn from  
14 Kingsland onto Passaic?

15 MR. STAIGAR: Yes.

16 MS. BROWN: I don't really know how  
17 you --

18 MR. STAIGAR: I saw a tractor-trailer  
19 did that this evening.

20 MS. BROWN: Yeah, I don't know how you  
21 can move that stop bar without him taking the first  
22 car out as he turns.

23 MR. STAIGAR: Okay. You know, and --  
24 you make a good point and that may be something we  
25 may be able to take a look at and we're offering to

1 move that stop bar just as an option. We're not  
2 committed to moving it nor do we need to move that  
3 stop bar, we're just doing it as an option. You  
4 make a very good point about the tractor-trailers.  
5 I did see one maneuver making that westbound right  
6 turn because it's a skewed angle and it may very  
7 well have been obstructed by a car if we move that  
8 stop bar. So we may either leave it alone or we may  
9 move it back not as far south, but we'll take a look  
10 at the maneuverability of a tractor-trailer making  
11 that right-hand turn, that westbound right-hand turn  
12 to go north.

13 MS. BROWN: What are you proposing to  
14 do with the existing bus stop?

15 MR. STAIGAR: Nothing.

16 MEMBER OF THE PUBLIC: Very good.

17 MS. BROWN: Well, you have to do  
18 something with it since your new curb cut's going to  
19 be right in the middle of it.

20 MR. STAIGAR: Okay. Good point, and  
21 we will solicit New Jersey Transit to have that bus  
22 stop moved.

23 (Public outburst)

24 MS. BROWN: Can you do that and let us  
25 know what they've proposed?

1 MR. STAIGAR: I'm sorry, say that  
2 again?

3 MS. BROWN: Can you talk to New Jersey  
4 Transit and come back to us and let us know what  
5 their proposition would be?

6 MR. STAIGAR: Okay. Sure. I mean, we  
7 do it all the time. A lot of times, we have to move  
8 bus stops and they're moved all the time.

9 CHAIRMAN SCRUDATO: Thank you. Serge?

10 MR. DEMERJIAN: Hi. I don't mean to  
11 belabor the point about levels of service but I'm  
12 just trying to understand the data that you have  
13 presented to us in terms of your report. So if I  
14 look at the existing evening peak hour, which  
15 currently has no activity on that site, correct?

16 MR. STAIGAR: Correct.

17 MR. DEMERJIAN: And then we go to the  
18 -- in the build condition in the peak hour, I see  
19 two levels of service changing from C to D.

20 MR. STAIGAR: Yes, you do, yes.

21 MR. DEMERJIAN: And one of them is an  
22 eastbound left-hand turn and one of them is  
23 westbound through traffic.

24 MR. STAIGAR: Yes. Yes, the eastbound  
25 does change an additional five -- approximately

1 four-and-a-half seconds to go from a C -- it went  
2 from a C-minus to a D-plus and the same thing with  
3 the westbound movement. It was an increase -- if we  
4 compare the delays, 32.8 to 35.1, so there would be  
5 an increase of 2.3 seconds. That brought it from  
6 that margin -- the dividing line is 35 seconds  
7 between a C and a D.

8 MR. DEMERJIAN: Okay, so I didn't  
9 understand your -- you lost me on where you  
10 discounted that. I didn't -- you kept saying that  
11 there was no effect on level of service --

12 MR. STAIGAR: Okay.

13 MR. DEMERJIAN: -- but there clearly  
14 is a level of service change, so if you don't mind  
15 just going through that for me one more time.

16 MR. STAIGAR: Sure. Now, again, I'm  
17 using the analogy of a pass-by trip because I assume  
18 that these are not pass-by trips. I assume that the  
19 hundred trips that will go in and out of the site  
20 are all new trips, and I oriented them in the figure  
21 of the site traffic of how they will come in and out  
22 of the site and that's provided on the Figure No. 4.

23 MR. DEMERJIAN: Is the hundred at peak  
24 or...

25 MR. STAIGAR: The a.m. peak hour, and

1 the a.m. peak hour occurs between 8 -- 7:45 to 8:45.  
2 When we took our counts from 7:00 to 9:00, we took  
3 them at 15-minute increments, we take the highest  
4 four increments to get our peak hour. It just so  
5 happens that it's between 7:45 and 8:45. I assumed  
6 that the 7-Eleven will generate its peak-hour  
7 activity coincident with the peak hour of the  
8 roadway. It could be a half-hour off either way but  
9 I assume again worst case and, most likely, it will  
10 be happening at the same time because that's the  
11 nature of pass-by traffic. Pass-by traffic is  
12 passing -- taken from the passing stream of traffic.

13 That hundred trips during that morning  
14 peak hour that go in and out, again, are pass-by  
15 traffic. That vehicle that's traveling, let's say,  
16 southbound on Passaic Street making a right turn  
17 into the convenience store, come out of the site and  
18 make a right turn, go through the intersection, make  
19 a left, go through or right, would have done that  
20 movement anyway. He's the same character that's  
21 driving down Passaic Avenue southbound and traveling  
22 through the intersection of Kingsland Street. Now  
23 7-Eleven comes along and this guy says "Wow, I can  
24 get my coffee in the morning now so what I do is I  
25 make a right turn into the site, go buy my coffee

1 and make a right turn out of the site, go back to  
2 the intersection," so there's no increase to the  
3 intersection of Passaic and Kingsland Street, and  
4 that's just the nature of a pass-by trip of a  
5 convenience store. If it was an office building --  
6 okay? -- and it were put on this site, all new  
7 traffic, and say 50 trips an hour were generated and  
8 someone comes from the direction through the  
9 intersection, well, that's one additional trip that  
10 occurred at that intersection, but a pass-by traffic  
11 is zero increase. So, in reality, there will be no  
12 increase to this intersection, but I assumed that  
13 there would be and did the analysis and saw that  
14 those minor delays, relatively minor delays, would  
15 occur.

16 MR. DEMERJIAN: So your assumption is  
17 the reason that there isn't a level increase is  
18 everything's pass-by, but we know that's not  
19 reality, so what is the basis on that statement that  
20 says "it's all pass-by"? I mean, there is going to  
21 be some destination --

22 MR. STAIGAR: Oh. The ITE. The ITE  
23 says that convenience stores generate primarily  
24 pass-by traffic. Gas stations -- you and I, when we  
25 buy gas, when do we -- we don't get out of our easy

1 chair to get in our car to go buy gas around the  
2 corner and come back again, we do it on our way to  
3 go shopping or running other errands, and the same  
4 thing with convenience stores, and particularly  
5 during those peak hours, we're drawing from the  
6 passing stream of traffic. As bad as this  
7 intersection seems to be from the comments that I'm  
8 getting, who really is going to be attracted to the  
9 site from out of the area to go shopping at this  
10 7-Eleven to go back out again or to do a diverted  
11 trip a few miles out of their way to go buy a cup of  
12 coffee here and then go back two or three miles out  
13 of their way.

14 MR. DEMERJIAN: It's trying to be a  
15 neighborhood business so I believe there will be  
16 some designation trips inherently as a product of  
17 having a neighborhood business.

18 MR. STAIGAR: Yes, and you could be  
19 right and I agree with you, there will be, and most  
20 of those will be during the off-peak hours. As I  
21 pointed out, you may go home and decide, "Oh, jeez,  
22 I need milk and cereal in the morning for the kids,  
23 let me run over to the 7-Eleven." There will be  
24 destination trips but not typically during those  
25 peak hours.

1 MR. DEMERJIAN: So then let me  
2 understand this. It's pass-by, stopping, stopping  
3 and then going back onto the roadway network, you're  
4 saying that that has no effect on traffic?

5 MR. STAIGAR: No impact on the  
6 intersection of Passaic and Kingsland because that  
7 same trip that pulls in --

8 MR. DEMERJIAN: I got the whole trip  
9 concept, but any time you have a flow and you  
10 interrupt that flow and get back on into that flow,  
11 it certainly has an impact to the flow. So just as  
12 though you have on-ramps on highways and exit ramps,  
13 they interrupt the flow of the highway. You have  
14 the same concept here. To say that it has no  
15 effect, I don't understand that.

16 MR. STAIGAR: Well, that's an effect  
17 that I can't measure and no traffic engineer could  
18 measure --

19 MR. DEMERJIAN: But it does have  
20 effect; does it not?

21 MR. STAIGAR: It should not, unless I  
22 take a gap in traffic that's a lot shorter, again,  
23 using Passaic Avenue, if I'm going to pull in,  
24 assuming that I am on this, I'm making a right-hand  
25 turn into the site, I slow down, maybe instead of

1 going 25 miles an hour, I went from 25 to 20 to 10  
2 and pulled into the site, the person behind me  
3 certainly had to slow down a little bit, the other  
4 guy behind him may have slowed down a little bit  
5 more, but after I made my turn, everybody sped up to  
6 25 miles per hour again.

7 MR. DEMERJIAN: Perfect, then let's  
8 talk about the cuing in the site for a second. So  
9 -- so having said that, let's talk about the backup  
10 that's going to get experienced as you're trying to  
11 pull in as somebody's pulling out of a spot, the  
12 cuing that may or may not exist as you ingress and  
13 egress the site when I'm making the right-hand turn  
14 off of Passaic Avenue into the site where I've got  
15 five vehicles there trying to back out, you have  
16 another car waiting there, and its effects on that  
17 intersection, the cars behind it -- let me finish --  
18 as well as vehicles trying to pull out onto  
19 Kingsland where you have two issues now, you have an  
20 issue, as you mentioned earlier, trying to make a  
21 right-hand turn, and during peak hour, there's a cue  
22 from Franklin Avenue, or trying to make a left-hand  
23 turn heading eastbound, which has -- which has now  
24 seen a decreased level of service and you're waiting  
25 there for a couple of lights there to make that

1 left. So, in my mind, the cuing is the fundamental  
2 problem here and its effects on the roadway network  
3 in that immediate intersection, so maybe you can  
4 explain to me how that's not a detriment at this  
5 point.

6 MR. STAIGAR: The cuing?

7 MR. DEMERJIAN: Yeah.

8 MR. STAIGAR: Well, there's always  
9 going to be a cue every time that the light turns  
10 red and what'll happen is, when the light turns red,  
11 you won't be able to pull out of the site and what  
12 you'll have to do is you'll have to wait on the site  
13 and that's why I made that analogy of even though  
14 the right-hand turn coming onto Passaic Avenue is a  
15 level of service B, I know that it's not because  
16 there's going to be a line of cued cars going  
17 southbound that I'm going to have to wait to  
18 dissipate before I can leave and, therefore, the  
19 reality is a D or an E. But again, that's going to  
20 affect on-site --

21 MR. DEMERJIAN: I'm saying there isn't  
22 enough cuing within the site for the vehicles trying  
23 to pull in and pull out, which is then going to, in  
24 turn, affect the intersection.

25 MR. STAIGAR: I don't understand that.

1 When people -- when motorists are trying to pull in  
2 and pull out --

3 MR. DEMERJIAN: I'm making a right off  
4 of Passaic into the station, into the store.

5 MR. STAIGAR: You're making a left-  
6 hand turn --

7 MR. DEMERJIAN: I got a car waiting  
8 there and I got a car backing out out of a space.

9 MR. STAIGAR: Well, as a car's waiting  
10 to exit, they're going to be on their side of the  
11 road, leaving sufficient area for you to just come  
12 around that car --

13 MR. DEMERJIAN: No, I got a car  
14 backing out of a space right there.

15 MR. STAIGAR: Oh, a car backing out of  
16 one of these spaces --

17 MR. DEMERJIAN: Yeah, and I've got  
18 another car in front of me that's also looking to  
19 pull in.

20 MR. STAIGAR: Another car in front of  
21 you doing what?

22 MR. DEMERJIAN: That's also looking to  
23 pull in. So now I've just blocked the entire  
24 southbound -- westbound roadway on Passaic Ave. for  
25 a period of time.

1 MR. STAIGAR: Yeah, probably for five  
 2 seconds or -- whatever it takes for that car to back  
 3 up and pull out. And that may happen once an hour,  
 4 if at most. I mean --  
 5 MR. DEMERJIAN: With a hundred cars --  
 6 MR. STAIGAR: It's not going to happen  
 7 -- well, a hundred --  
 8 MR. DEMERJIAN: You're saying a  
 9 hundred cars in the peak.  
 10 MR. STAIGAR: Yeah, but they're not  
 11 all coming in this one driveway, let's say half of  
 12 them are coming, so it may be one per minute, at the  
 13 most.  
 14 MR. DEMERJIAN: So one per minute has  
 15 no effect on that intersection?  
 16 MR. STAIGAR: Oh, pulling in and out  
 17 of this driveway --  
 18 MR. DEMERJIAN: Yeah.  
 19 MR. STAIGAR: -- having any impact on  
 20 the operation of this intersection.  
 21 MR. DEMERJIAN: As I'm heading -- as  
 22 I'm heading down Passaic Avenue, you know, a car  
 23 pulling in once a minute?  
 24 MR. STAIGAR: No. But each one of  
 25 those cars that are pulling in every minute are not

1 coinciding with someone pulling out of these parking  
 2 spaces. These parking spaces are being occupied  
 3 maybe once every five or ten minutes.  
 4 MR. DEMERJIAN: I guess my point is  
 5 I'm questioning the size of the lot and the quantity  
 6 of spaces and its proximity to the intersection. It  
 7 just seemed constrained and that's where I'm trying  
 8 to get to with my point.  
 9 MR. STAIGAR: Right, and I understand,  
 10 I understand the issue.  
 11 MR. DEMERJIAN: And it has a  
 12 significant impact that's not necessarily on paper,  
 13 the practical uses on the intersection.  
 14 MR. STAIGAR: It's not going to impact  
 15 the intersection. Someone slowing down because  
 16 they're in the way because they're waiting in the  
 17 driveway for a matter of four or five seconds for  
 18 that car to pull back and leave the site, it's not  
 19 going to impact the operation of this intersection  
 20 --  
 21 MR. DEMERJIAN: It does because right  
 22 now, buses stop there. Buses have a significant  
 23 impact on that intersection because they drop off/  
 24 pick up bus users at that location, and at that  
 25 point, everybody's driving around them to get around

1 the bus to see if they can go straight. So I  
 2 believe that, in conjunction with this, will have a  
 3 significant impact, it's just not in your report,  
 4 it's not --  
 5 MR. STAIGAR: Because it's not --  
 6 there's no way for me to calculate what the  
 7 probability or the frequency of occurrence will be  
 8 with someone backing out of one of these parking  
 9 spaces before someone pulls into the driveway  
 10 because that has to happen; otherwise, the person  
 11 backing out will wait for the person coming in.  
 12 I've never seen that type of analysis in --  
 13 MR. DEMERJIAN: I understand.  
 14 MR. STAIGAR: -- any traffic report.  
 15 MR. DEMERJIAN: Can you just talk  
 16 about delivery trucks for a second?  
 17 MR. STAIGAR: Yes. There will be one  
 18 tractor-trailer that will be coming to the site per  
 19 week, possibly twice a week, at the most.  
 20 MR. DEMERJIAN: And --  
 21 MR. STAIGAR: And the tractor-trailer  
 22 will arrive making a left-hand turn into the site  
 23 and we've designed the driveway to accommodate it,  
 24 and then make a left-hand turn out of the site out  
 25 of the Passaic Avenue driveway. It'll be the only

1 vehicle that will leave once or twice a week to make  
 2 that left-hand turn out of that driveway.  
 3 MR. DEMERJIAN: Do you have a sense of  
 4 the operation of the hours of when that tractor-  
 5 trailer will come?  
 6 MR. STAIGAR: Well, they're typically  
 7 always scheduled off-peak hours, typically. So it  
 8 will be off-peak hours, not un-similar to the tanker  
 9 truck that came in and out of that gas station which  
 10 happened maybe five or seven times a week, so --  
 11 MR. DEMERJIAN: That station hasn't  
 12 been in service for a long time.  
 13 MEMBER OF THE PUBLIC: What?  
 14 MR. STAIGAR: Excuse me?  
 15 MR. DEMERJIAN: That gas station  
 16 hasn't been in operation for a long time.  
 17 MR. STAIGAR: Oh, I understand, but  
 18 from what I understand, it could be operated as a  
 19 gas station. But the only point I'm saying, making,  
 20 is that it's not unusual to have a very infrequent  
 21 tractor-trailer delivery that needs to take  
 22 operations or movements that are maybe atypical.  
 23 There's no loading dock, obviously, to handle a  
 24 tractor-trailer, so that tractor-trailer is  
 25 accommodated during those off-peak hours and finds

1 its way in the site, very similar to many other  
2 small types of retails.

3 CHAIRMAN SCRUDATO: Excuse me, Mr.

4 Staigar, looking at the stenographer --

5 MR. STAIGAR: Take a break?

6 CHAIRMAN SCRUDATO: -- and sitting

7 where I'm sitting, I'm going to declare a five-  
8 minute break.

9 MR. STAIGAR: Thank you.

10 CHAIRMAN SCRUDATO: I also want to

11 make an announcement. Please keep the comments down

12 and there is no testimony after 11:00 at night here.

13 We will shut this thing down at 11:00 at night. We

14 all -- I shouldn't say we -- most of the members

15 here work and will be getting cranky by then.

16 Okay, so I want a five-minute break and

17 we'll be all back in five minutes, please. Thank

18 you.

19 (Recess taken, 9:46 to 9:57 p.m.)

20 CHAIRMAN SCRUDATO: Let's take our

21 seats, ladies and gentlemen, please.

22 All right. Mr. Hayes (sic), please.

23 Mr. Hayes, please, give us your full name, spell

24 your last name and identify yourself for the

25 audience, please.

1 MR. HAY: It's Todd M. Hay, H-A-Y,

2 with Pennoni Associates. It's 105 Fieldcrest

3 Avenue, Suite 502, Edison, New Jersey 08837.

4 CHAIRMAN SCRUDATO: Would you raise

5 your right hand, sir?

6

7 T O D D M. H A Y, 105 Fieldcrest Avenue, Suite

8 502, Edison, New Jersey 08837, sworn by the Board

9 Chairman.

10

11 CHAIRMAN SCRUDATO: We just had

12 traffic study testimony given. Would you please

13 comment on what has transpired, if you have any

14 comments at all.

15 MR. HAY: Well, essentially, Mr.

16 Chairman, after listening to the applicant's

17 witnesses and listening specifically to the traffic

18 engineer, it really goes back to the traffic

19 engineer's reports that he's produced. Those

20 reports were dated in October and in September and I

21 had put together a letter dated October 18,

22 discussed to the members of the Board some of the

23 articles that we looked at specifically from a

24 traffic standpoint. That would happen to be the

25 major access application with planning that was

1 submitted to DOT and that application is required

2 because this particular lot is adjacent to the DOT

3 traffic signal. There are several aspects that need

4 to be submitted with that application.

5 Specifically, there has to be traffic counts that

6 have to be done, analysis of previous counts that

7 are on single-line diagrams that can be easily

8 obtained by the DOT. History is shown, and then

9 also late counts that were performed in December of

10 2011, and also from the last two weeks, it's shown

11 that there is somewhat of a slight increase in

12 traffic with the p.m. peak-hour trip generation from

13 that particular intersection.

14 The other aspect that has to be shown

15 is the traffic impact analysis that's done by Mr.

16 Staigar, who's been before this Board several times

17 before in the past and specifically that is used to

18 support the access permit application.

19 The supplemental that I requested was

20 due to some discussions from the township, obviously

21 during my office hours as township engineer,

22 relative to Saturday hours or peak hour as to

23 whether or not that particular peak hour during

24 Saturday may be the morning, may be the evening, may

25 be higher than what was judged by Mr. Staigar. I

1 trust Mr. Staigar's judgment relevant to counts that

2 he performed. He did perform those counts this past

3 weekend, I believe it was homecoming weekend and it

4 might not have anything to do with it; however,

5 because we know that a lot of traffic is generated

6 due to Clifton Commons, specifically traffic that's

7 coming from westbound and eastbound, I asked him to

8 analyze that and he presented his report, I believe

9 that to be factual.

10 So, from a standpoint of capacity,

11 which this particular application has to measure, it

12 has to measure capacity which shows the level of

13 service has not decreased. We've had applications

14 in the past that have been looked at at Franklin and

15 Kingsland, for instance, recently, as well as

16 another application at East Centre Street and

17 Washington that was looked at that had to show that

18 there was not a decrease in level of service. This

19 application shows that, based on the amount of new

20 trips that could be generated from the site, that it

21 would constitute during the peak hour, less than 5

22 percent increase in traffic, additional traffic.

23 This is very similar to the Franklin and Kingsland

24 application that this Board heard not too long ago

25 and is consistent with the analysis that Bertin

1 Engineering performed that Mr. Staigar relied on,  
 2 that I asked him to rely on, to confirm if the  
 3 Bertin information was correct or if it was  
 4 inconsistent.  
 5           So, looking at traffic data, looking  
 6 at traffic here in this instance, there's a higher  
 7 amount of traffic at this particular intersection  
 8 and the DOT ultimately has the decision, in terms of  
 9 granting the application, in terms of allowing them  
 10 to create this driveway for this application, and to  
 11 restrict movements, and that is possible and that  
 12 can be done if the DOT feels that the cuing for  
 13 eastbound traffic going towards Clifton Commons at  
 14 that intersection, that they would have to go ahead  
 15 and relegate movements to only right-turn-only.  
 16 Now, I'm not suggesting that could happen but I'm  
 17 telling you that, again, we have an application  
 18 where movements could be restricted by the DOT.  
 19 Furthermore, the DOT may also say that there may be  
 20 geometry changes that may need to be made at the  
 21 intersection.

22           Now, obviously, there is not a lot of  
 23 room to make those geometry changes; however, that  
 24 can be done as well when you put through a major  
 25 access permit. What do I think is going to perhaps

1 happen? I think that perhaps what is going to  
 2 happen is that the DOT is going to look at this  
 3 intersection and decide that there may need to be  
 4 some timing looked at specifically for some of the  
 5 residents' concerns and some of the residents I've  
 6 heard discuss this application with me during my  
 7 office hours, specifically because of the fact that  
 8 there is the cuing problem during Saturdays. I've  
 9 witnessed it myself on several occasions now over  
 10 the past month and I think that that may need to be  
 11 further explored with the applicant, so one of the  
 12 suggestions I'm going to make with respect to the  
 13 major access permit with respect to the counts is  
 14 for the applicant's engineer, their traffic  
 15 engineer, to look and discuss with DOT to go through  
 16 its permit application to make sure that we don't  
 17 have an issue with -- existing issue with timing of  
 18 the signal and that if we do add these additional  
 19 counts, which the applicant, I believe, has proven  
 20 the burden that that is not going to be an issue,  
 21 but if it will, I want to say, have DOT feel that  
 22 they need to have further study of the timing, I kin  
 23 it to the application we recently approved on East  
 24 Centre Street where, you know, I asked the applicant  
 25 to go back and look at, with DOT, that traffic

1 signal. They may find out that there is a timing  
 2 problem and that they may have to adjust that to  
 3 further benefit, you know, the Township of Nutley as  
 4 well as the general public traveling to state  
 5 highway as well as Passaic Avenue.

6           CHAIRMAN SCRUDATO: That request has  
 7 not been made on the applicant, has it?

8           MR. HAY: No, it has not, but I'd ask  
 9 the applicant to do that and I hope that they're  
 10 taking notes.

11           CHAIRMAN SCRUDATO: And he's consented  
 12 to doing that.

13           MR. DiBIASI: Yes.

14           MR. HAY: I would hope so.

15           MS. McGOVERN: He's nodding his head.

16           MR. HAY: And Mr. DiBiasi has just  
 17 noted that that would be possible. So that's one  
 18 common observation that I do have.

19           The second thing that the applicant  
 20 proved, at least in terms of my mind, what my letter  
 21 went into -- of course, we talk about level of  
 22 service. There's no decrease in level of service;  
 23 again, it's a de minimis change in traffic, and  
 24 again, he has not accounted for pass-through and  
 25 pass-by accounts and that's good and he has looked

1 at the worst-case scenario and I'm satisfied with  
 2 that.

3           As far as traffic operations to and  
 4 from the site, we looked at it from a site  
 5 standpoint and Mr. Staigar looked at it from a  
 6 traffic standpoint. I want to direct you to the  
 7 Passaic Avenue intersection, which I actually had a  
 8 meeting with the applicant when he first approached  
 9 the town and the professionals, myself, the traffic  
 10 safety coordinator, the traffic safety officer, we  
 11 felt it was best to move that stop bar as close to  
 12 the intersection as possible to leave a gap for  
 13 vehicles to enter in and out, especially emergency  
 14 vehicles because the concern was if that stop bar is  
 15 located where it is now, it was going to block the  
 16 driveway and that driveway would not be permissible.  
 17 Now, believe it or not, that section is actually  
 18 controlled by DOT. DOT may actually have a comment  
 19 on that, and again, I'm asking the applicant to  
 20 basically verify that the stop bar is located  
 21 appropriately because it's actually been shifted 20  
 22 to 25 feet into the intersection. The DOT doesn't  
 23 just control what 's within the handicap ramps and  
 24 the crosswalks, they control outside of that area as  
 25 well. So I'm asking the applicant to review that

1 with DOT to make sure that that's appropriate. I  
 2 know from talking to the traffic safety coordinator  
 3 and traffic safety officer, they feel it's  
 4 appropriate from the standpoint it allows for  
 5 vehicles to get out, emergency vehicles, during an  
 6 emergency event.

7 CHAIRMAN SCRUDATO: More than likely,  
 8 it will be done.

9 MR. HAY: Yes.

10 CHAIRMAN SCRUDATO: Okay.

11 MR. HAY: So as far as -- again, this  
 12 whole application, to me, and I kin it to previous  
 13 applications that you've heard that are adjacent to  
 14 DOT intersections, that driveway actually is really  
 15 the make or break in this application. If they  
 16 decide to limit movements, 7-Eleven may say, you  
 17 know, "We don't want this site," you know, depending  
 18 on what type of movements are going to be limited,  
 19 whether it's ingress or egress that has to be  
 20 reviewed by DOT.

21 I do believe that we should be asking  
 22 the next time around when we have our next hearing  
 23 that the traffic engineer should give us a report, I  
 24 would like a letter sent to me and to the Board to  
 25 say where they're at with the application in terms

1 of the major access permit, what is the status of  
 2 that. I had said in the past that it's great to  
 3 have these permit -- and I want to, you know,  
 4 commend the applicant for putting the access permit  
 5 in many months before the application was submitted,  
 6 but I do think we're at the point now, considering  
 7 where we're at with the residents here that are in  
 8 the audience as well as some of the things that I'm  
 9 looking at in terms of the concerns that have been  
 10 brought up in the last, let's say, four weeks, that  
 11 that burden should be placed on the applicant to  
 12 find out from DOT what's the status of the  
 13 application and is it going to be positive in terms  
 14 of movements being restricted or open, what is DOT's  
 15 rationale for that.

16 CHAIRMAN SCRUDATO: Without putting  
 17 words in his mouth, I do believe he's consented to  
 18 doing that.

19 MR. DiBIASI: Yes.

20 CHAIRMAN SCRUDATO: Is that right?

21 MS. McGOVERN: You're nodding your  
 22 head. Yes?

23 MR. DiBIASI: Because we need the  
 24 record, the answer is "yes, we agree with Mr." --

25 CHAIRMAN SCRUDATO: You're nodding for

1 Mr. Staigar.

2 MR. DiBIASI: Yes, thank you. We  
 3 agree with Mr. Hay's conclusions.

4 CHAIRMAN SCRUDATO: Thank you.

5 MR. HAY: Next thing, and Mr.

6 Chairman, some of the things that I've heard from  
 7 members of the Board, which, you know, I believe  
 8 should be analyzed is the traffic safety in terms of  
 9 what we're talking about with accidents. There has  
 10 been -- admittedly, from talking to the traffic  
 11 safety coordinator, there has been a decrease in  
 12 accidents. However, the level of accidents is still  
 13 high. What is the detriment in terms of the  
 14 accidents on this intersection? I know what the  
 15 traffic safety coordinator is going to say: "It's  
 16 not." But the fact of the matter is, that probably  
 17 should be analyzed somehow, somehow or if Mr.  
 18 Staigar can look into that to make sure that that  
 19 will not be an impact in terms of ingress/ egress,  
 20 will there be additional accidents, will we have  
 21 additional sideswipes, will we have additional  
 22 rear-ends, and will we have basically fender-benders  
 23 in that intersection, and again, that could possibly  
 24 happen depending on the ingress and egress that's  
 25 allowed off site, both on Passaic Avenue and both on

1 Kingsland Avenue. So I believe that that probably  
 2 should be reviewed as well again, along with the  
 3 information I requested and I hope that the  
 4 applicant does not have an issue with it.

5 MR. DiBIASI: No.

6 MR. HAY: As far as the curb cuts are  
 7 concerned, I just want to raise another point:  
 8 These curb cuts are very appropriate and a lot of  
 9 the applications that I've reviewed and I've done  
 10 myself with, you know, large applications when you  
 11 have a corporate application like this 30-foot curb  
 12 cut, a 36-foot curb cut is very typical. It's  
 13 utilized for emergency access vehicles as well as  
 14 the vehicles that would traverse the site to service  
 15 the site and maintain it, mainly a WB50 turning type  
 16 of vehicle, which I heard earlier. So I don't have  
 17 an issue with that. Again, DOT controls that with  
 18 respect to Kingsland Avenue and Passaic Avenue. I  
 19 don't have too much of a concern with it because  
 20 I've already reviewed the turning template; however,  
 21 as I mentioned before, a lot of what DOT's going to  
 22 rule on Kingsland is going to affect Passaic Avenue  
 23 and understanding what impacts the application is  
 24 going to have on Kingsland may change my mind or  
 25 change the applicant's mind of what will happen on

1 Passaic with that right turn movement and the  
2 ingress into the site that will be off of either  
3 Passaic Avenue traffic that is going eastbound or,  
4 I'm sorry, southbound, or with Kingsland Avenue  
5 traffic that's going westbound. And that's about  
6 it, Mr. Chairman, that's all I have.

7 CHAIRMAN SCRUDATO: Thank you for your  
8 comments. Don't go away.

9 Any questions of Mr. Hay?

10 MR. O'BRIEN: Yes, I have a question.  
11 Thank you very much for your testimony.

12 It wasn't that many years back that  
13 this was a better intersection. This was before, I  
14 guess, the shopping center went in, correct?

15 MR. HAY: Yes.

16 MR. O'BRIEN: Are you aware of any  
17 existing studies that the DOT has done on this  
18 intersection given that recent -- I say recent, in  
19 the past so many years, construction has caused this  
20 intersection to be what it is today? Are you aware  
21 of any studies that are ongoing, any concept plans  
22 to make it better?

23 MR. HAY: No, and the reason is, is  
24 the last major traffic count that was done at that  
25 intersection, from my understanding from talking to

1 Mr. Berry, our traffic safety coordinator, was back  
2 when Clifton Commons was built, and that was some  
3 time ago. I don't believe that there's been  
4 anything that has been done also in conjunction with  
5 the widening of Route 3, which would also be  
6 something that, you know, the applicant should look  
7 at and review, but again, they look at the  
8 single-line diagrams from 2006 and 2008.

9 Now, they may have been done in  
10 relationship to the widening on Route 3 because that  
11 was coincidental, but with new applications, and I know  
12 where you're going with this question, new  
13 applications that are outside of town, that would be  
14 happening on that corridor, specifically on the  
15 westbound corridor going over towards Allwood, in  
16 that area, I don't believe there's been anything  
17 that's been done. I have not looked into that but I  
18 have talked to, again, Mr. Berry about that and he  
19 does not believe anything's been done. If  
20 anything's been done, it's been at the signal and --  
21 the signal at the Wendy's on the Clifton side, it's  
22 only been looked at in that area and it's been  
23 looked at, that ingress and egress into the Home  
24 Goods and the shopping center there.

25 MR. O'BRIEN: So when a new

1 construction happens upstream and then, all of a  
2 sudden, there's a bottleneck somewhere along the  
3 state highway, is it incumbent on the town to call  
4 DOT to -- is it the DOT's responsibility to  
5 straighten out that intersection or is it the  
6 town's?

7 MR. HAY: It's -- you know, the DOT  
8 controls the signal. If I got a complaint, which,  
9 you know, obviously, in the last month now because  
10 of the fact we've looked at several applications  
11 within this corridor between Franklin and Clifton  
12 Commons, including Passaic, and of course, we just  
13 paved that street, as everyone is well aware of, I  
14 would be -- that is what I am trying to do is put  
15 the burden on the applicant, because he's before us,  
16 to ask him to investigate it with the DOT. They  
17 have a major access permit before the DOT. If it  
18 was a minor access permit, I'd probably have to take  
19 a look at it a little bit more and talk to my  
20 contacts in Mount Arlington to find out exactly  
21 what's going on, but it is incumbent upon the  
22 applicant at this point to tell me and assure me for  
23 the public and for this Board that there's not going  
24 to be any additional issues that we have in adjacent  
25 applications in the City of Clifton, adjacent

1 applications on the Route 3 corridor, those things  
2 really do need to be investigated and the burden is  
3 on the applicant.

4 MR. O'BRIEN: The reason I'm asking  
5 this line of questioning is I know that there's a  
6 problem at that intersection currently. I don't  
7 know the solution. I don't know if someone else is  
8 looking at that intersection and I don't know if  
9 someone else is planning some solution and I don't  
10 know if this current design that's before us would  
11 hinder options for that intersection.

12 MR. HAY: The major access permit will  
13 basically dictate that. The major access permit  
14 will agree with the analysis that Mr. Staigar has  
15 put forward. They'll agree for them to allow this  
16 type of use to exist at that site to go from the  
17 existing use that it is, even though it's been, you  
18 know, obviously vacant for about six -- I think it's  
19 about six years now, six to seven years; it'll be  
20 able to look at those particular aspects and tell  
21 them what they'll be allowed to do from timing  
22 sequence at the intersection. They may say that,  
23 minimally, "We have a problem there, it's going to  
24 have to be investigated." The burden's on the  
25 applicant. There may be geometry changes that are

1 needed there. I think that's something to do with  
 2 the timing. It's very akin to what we found in a  
 3 previous application of East Centre Street and  
 4 Washington Street where Mr. Staigar found out that  
 5 there was a problem with the timing and nobody knew  
 6 about this for any vehicles that were traveling  
 7 eastbound on Centre Street to Washington Street and  
 8 making a left turn to go to Washington School. So  
 9 we found that there was a way to make an improvement  
 10 there basically on the amount of green time that was  
 11 allowed there and lessen the amount of amber time  
 12 that was there. So Mr. Staigar's working on that  
 13 now as part of that application and the conditions  
 14 that this Board set forth.

15 So, again, you can look at it in the  
 16 light that -- I've asked the applicant now to go  
 17 back, talk to DOT about it, see if there is an issue  
 18 at that light, and if there is an existing issue,  
 19 what can be done to improve it. Mr. Staigar's done  
 20 that in previous applications, don't see any reason  
 21 why he can't do it for this one. And because he's  
 22 got a major access permit before the DOT, I'm quite  
 23 sure they'd be more than willing to help him out or  
 24 tell him if there is an issue and what can be done.

25 MR. O'BRIEN: Thank you. A couple

1 more things. You've reviewed the study of volume  
 2 that the engineer was talking about, that what we  
 3 could expect is no reasonable increase in volume  
 4 because it's pass-by traffic and I understand that  
 5 distinction, and you agree.

6 MR. HAY: I do agree, yes.

7 MR. O'BRIEN: Do you see that this or  
 8 do you believe this construction here will change  
 9 the nature of how that intersection is traversed,  
 10 let's say? Even if 50 cars still show up, are 50  
 11 cars doing a different thing at this intersection  
 12 than before?

13 MR. HAY: I was here in 2005 when the  
 14 gas station was in operation and Billy had the  
 15 operation in somewhat disarray and what have you. I  
 16 could tell you, it's a vast improvement. Based on  
 17 what Mr. Staigar said and me corroborating this, the  
 18 access code is very specific in terms of having  
 19 multiple driveways for one use. It's not allowed,  
 20 and any improvement that's going to be made there --  
 21 let's say something of a more passive use was placed  
 22 here, what would be -- let's say if they had to go  
 23 for a variance, because most likely they will  
 24 because it's a residential zone, if something else  
 25 was looked at in terms of the ingress/egress where

1 they're placed now on this plan, that is optimal.  
 2 There is no other way to do it because of the  
 3 nature. I believe one of the Board members  
 4 mentioned about the skewed nature of the roadway  
 5 that is not going to change. Now, the DOT may say  
 6 that they may want to have some geometry changes to  
 7 improve that. I don't know how that can be done  
 8 other than the taking of a property, but as far as  
 9 I'm concerned, I'm satisfied with the placement of  
 10 the ingress and egress and with the driveways that  
 11 they're now presenting and it's really up to the DOT  
 12 to either allow these driveways to operate where  
 13 they're presented or to restrict them.

14 MR. O'BRIEN: Thank you.

15 MR. HAY: Sure.

16 CHAIRMAN SCRUDATO: Thank you, Jim.

17 MR. DEMERJIAN: I'm sorry.

18 CHAIRMAN SCRUDATO: Oh, do you have a  
 19 question here?

20 MR. DEMERJIAN: I don't think you  
 21 answered his question. Is there a change in the way  
 22 that the intersection is going to operate?

23 MR. HAY: Serge, I'll be honest, I  
 24 really don't think it's going to change much at all.

25 This is so de minimis in terms of, you know,

1 operations. If you're talking about ingress and  
 2 egress off site from this tract, I don't see it  
 3 happening. I was here in 2005, I saw the mess that  
 4 was created by his operation with the gas station in  
 5 effect. I do not think it's going to change it in  
 6 terms of creating additional cues or what have you.  
 7 I just don't believe that from what I'm seeing.

8 Now, if -- what I -- and this is where  
 9 I'm really worried about. I'm worried about some of  
 10 the cues I'm hearing about on Kingsland Avenue  
 11 increasing, what if that would happen, what could be  
 12 done with that signal to make the flow improve to  
 13 maybe create more green time through the  
 14 intersection on Passaic -- or on Kingsland Avenue.  
 15 Admittedly, that's got to be looked at. If that is  
 16 not looked at and this continues to remain the way  
 17 it is, the only problem I could perceive is maybe at  
 18 the Passaic Avenue intersection, but again, I would  
 19 work with Mr. Staigar, I would work with the  
 20 applicant's engineer as well as the town traffic  
 21 safety coordinator officer to come up with a viable  
 22 solution because right now, I can't think of any  
 23 other solution than what they have here.

24 CHAIRMAN SCRUDATO: Thank you, Mr.

25 Hay. Now -- don't go away -- is there anyone from

1 the audience who has a question for Mr. Hay on his  
 2 testimony. Remember, we don't go past 11:00.  
 3 Please come to the microphone. Oh, also, if you  
 4 have a question of Mr. Staigar, you may ask the  
 5 question; I'm sure he'll be more than happy to  
 6 answer it.

7 MS. WINDHEIM: Okay. I don't --  
 8 CHAIRMAN SCRUDATO: Give us your name,  
 9 spell your last name, and your address.

10 MS. WINDHEIM: Peggy Windheim,  
 11 W-I-N-D-H-E-I-M. Now it's 447 Bloomfield Avenue;  
 12 the last 42 years, it was Lakeside Drive.

13 CHAIRMAN SCRUDATO: Okay. Would you  
 14 raise your right hand, Mrs. Windheim?  
 15 MS. WINDHEIM: Yes.

16  
 17 P E G G Y W I N D H E I M, 447 Bloomfield Avenue,  
 18 Nutley, New Jersey 07110, sworn by the Board  
 19 Chairman.

20  
 21 CHAIRMAN SCRUDATO: Okay. Please tell  
 22 us what your --  
 23 MS. WINDHEIM: Yeah, my question was:  
 24 Looking at the drawing, I would say that this  
 25 7-Eleven appears to be bigger than the one on Hancox

1 and Centre.

2 CHAIRMAN SCRUDATO: I think I would  
 3 agree with you.

4 MS. WINDHEIM: Yeah, and they're  
 5 saying there are 14 spaces. I think, from my  
 6 memory, the one -- the other 7-Eleven has at least  
 7 14 spaces also. My question is: During the peak  
 8 business hours, which they think would be their  
 9 busiest time of the day, how many employees would  
 10 they have in the store and where would those  
 11 employees park, in those 14 spaces?

12 CHAIRMAN SCRUDATO: No. I think I can  
 13 answer that for you. There is parking on the street  
 14 up at the other 7-Eleven.

15 MS. WINDHEIM: Yeah. What about this  
 16 one?

17 CHAIRMAN SCRUDATO: I don't know that,  
 18 but to alleviate some of that problem, there's  
 19 parking on the street because there's a park right  
 20 next to that 7-Eleven.

21 MS. WINDHEIM: You're talking about  
 22 the one on Hancox?

23 CHAIRMAN SCRUDATO: Yes.  
 24 MS. WINDHEIM: Yes.  
 25 MS. McGOVERN: She's asking about this

1 one. She wants to know where are the employees  
 2 going to park.

3 CHAIRMAN SCRUDATO: That -- probably  
 4 on site.

5 MS. WINDHEIM: Right, because if they  
 6 got three or four employees at their peak time,  
 7 would they be taking three or four of those 14  
 8 spaces?

9 CHAIRMAN SCRUDATO: Probably, yes.  
 10 But let's have Mr. Staigar answer that.

11 MR. STAIGAR: There'll be two  
 12 employees operating the store, and assuming they'll  
 13 have two cars, one car each, there'll be 12 spaces  
 14 that will be for the customers.

15 MS. WINDHEIM: There will only be two  
 16 employees during the peak times --  
 17 MR. STAIGAR: Yes.

18 MS. WINDHEIM: -- with a hundred  
 19 people coming in and out?

20 MR. STAIGAR: Per hour, yes.  
 21 MS. WINDHEIM: Okay. Thank you.

22 CHAIRMAN SCRUDATO: Thank you. Please  
 23 come to the microphone. Give us your full name and  
 24 your address, spell your last name for the  
 25 secretary, please.

1 MS. FRANK: Yes. It's Linda Frank  
 2 F-R-A-N-K, address 105 Kingsland Street.

3 CHAIRMAN SCRUDATO: Would you raise  
 4 your right hand? Do you solemnly swear the  
 5 testimony you're about to give is the whole truth --  
 6 I swore her in before?

7 MS. FRANK: Yes, you did.

8 CHAIRMAN SCRUDATO: Okay.

9 MS. FRANK: I've lived in that  
 10 neighborhood for 36 years; my husband, 51 years.  
 11 The traffic is horrendous. I understand about the  
 12 -- I just want to kind of read my notes now. I have  
 13 been on the phone and on the computer with both the  
 14 town, the county and the state DOT within the last  
 15 month. I've been told that the traffic and with  
 16 them working with the DOT, it will -- that the town  
 17 has to talk with them, like okay. I've talked to  
 18 the county because, at one point, they had did a  
 19 survey in front of my home and we talked about the  
 20 traffic, I also went out and talked with them. They  
 21 said they, you know, they would go to work on it.  
 22 That was three years ago. Right now, I live on  
 23 Kingsland going -- it would be considered eastbound.  
 24 It's now three lanes on that one side.

25 CHAIRMAN SCRUDATO: Do you have a

1 question for Mr. Hay --  
 2 MS. FRANK: Yes.  
 3 CHAIRMAN SCRUDATO: -- or Mr. Staigar,  
 4 please?  
 5 MS. FRANK: I'm sorry. I don't  
 6 understand where you're coming up with your numbers  
 7 for traffic. I live there all the -- I'm there all  
 8 the time, I've watched the intersections, I've taken  
 9 movies of the intersections. That traffic is  
 10 horrible. I'm not sure where you're getting your  
 11 numbers from. And that's what I want to know. I  
 12 don't see any of this being truth.  
 13 CHAIRMAN SCRUDATO: Ms. Frank, did you  
 14 actually count any cars?  
 15 MS. FRANK: If you would like me to do  
 16 that, I have no problem.  
 17 CHAIRMAN SCRUDATO: I don't want you  
 18 to do anything you shouldn't do or don't want to do.  
 19 MS. FRANK: I don't have a problem  
 20 doing that. I live on that street. I sit on that  
 21 front porch and I watch the traffic.  
 22 MR. O'BRIEN: Can I interrupt or  
 23 interject for a second before he answers?  
 24 MS. FRANK: Um-hum.  
 25 MR. O'BRIEN: And this is just my

1 designed to have something happen there and so  
 2 there's going to be, hopefully, some viable business  
 3 on that corner and that was also referenced, that  
 4 what they're proposing is not necessarily any worse  
 5 than whatever else might go on that corner. This is  
 6 my understanding.  
 7 CHAIRMAN SCRUDATO: Mr. Ricci?  
 8 MR. O'BRIEN: I don't mean to answer  
 9 his question.  
 10 CHAIRMAN SCRUDATO: Don't go away,  
 11 Mrs. Frank, please, stay there. We haven't  
 12 satisfied you yet. Mr. Ricci, do you want to make a  
 13 comment on that subject?  
 14 MR. RICCI: I just had a comment or  
 15 two.  
 16 CHAIRMAN SCRUDATO: You're still under  
 17 oath, sir.  
 18 MR. RICCI: Thank you. Again for the  
 19 record, Paul Ricci.  
 20 First and foremost, regarding interior  
 21 circulation, is that going to be addressed by the  
 22 site engineer?  
 23 MR. DIBIASI: Yes.  
 24 MR. RICCI: Okay. I just have one  
 25 question then. We heard a lot of testimony

1 understanding so I might have it wrong.  
 2 MS. FRANK: Um-hum.  
 3 MR. O'BRIEN: I think the testimony is  
 4 about additional traffic, impact of additional.  
 5 He's not really referring to the problem that we  
 6 currently have --  
 7 MS. FRANK: Right.  
 8 MR. O'BRIEN: -- it's just how much  
 9 worse it would be and the answer is it's not going  
 10 to be worse. That's what I -- that's how I'm  
 11 getting it.  
 12 MS. FRANK: But that can't be true.  
 13 Our traffic is heavy and extreme now. Putting in  
 14 additional traffic going in and out of that store on  
 15 a daily basis, seven days a week, has got to  
 16 increase.  
 17 First of all, they say they're going to  
 18 have arrows. The people do not follow the arrows  
 19 going in and out of those businesses.  
 20 MR. O'BRIEN: All right, one more  
 21 thing. The other thing that I'm understanding, and  
 22 I'm with you, I'm trying to get my head around  
 23 this --  
 24 MS. FRANK: Um-hum.  
 25 MR. O'BRIEN: -- is that that site is

1 regarding the amount of access at the intersection  
 2 and we know that the site has been vacant for  
 3 approximately six or seven years. I'd be curious if  
 4 the data is available while Mr. Staigar is looking  
 5 at some additional information to ascertain whether  
 6 there's ever historically been a relationship  
 7 between accidents from the subject property to that  
 8 intersection and whether accidents have -- because I  
 9 know some of his data he discussed were from -- he  
 10 said, I think, one was from the subject site but the  
 11 subject site wasn't actually really active during  
 12 that time frame. I'd be curious if the -- to  
 13 actually state my question: Historically, has there  
 14 been a relationship between access on the site when  
 15 it was active, not when it was -- has been vacant,  
 16 if that's clear?  
 17 CHAIRMAN SCRUDATO: Yes. Mr. Staigar.  
 18 MR. STAIGAR: Yeah, and I think I  
 19 understand what he's asking, if we could do an  
 20 accident analysis in those years that the site was  
 21 in operation, so if it was six years ago, we'd be  
 22 looking at 2006 and before, so...  
 23 MR. RICCI: And that can act as a pro  
 24 and con as well as the need for the relocation of  
 25 the intersection and also documents problems that

1 have been occurring on the site as well, so...

2 MR. STAIGAR: But I think the

3 comparison of the site plan of what you have before

4 and after speaks for itself. The driveways that are

5 currently out there and that had operated back in

6 2006 and before certainly are not typically what we

7 would design or see today and the proposed project

8 really cleans up the operation of the existing site.

9 CHAIRMAN SCRUDATO: We have Mrs. Frank

10 behind you.

11 Did you understand her question or

12 should she repeat it?

13 MS. FRANK: I'm fine.

14 MR. RICCI: I understand. I'm

15 curious, would DOT be interested in that information

16 as part of their review, because I think it makes

17 sense to have as much information available if DOT

18 is going to be evaluating changes to the signal,

19 what's causing -- I mean, the intersection, it's my

20 understanding, I'm not a traffic engineer, is not

21 perfectly aligned and they're going to be evaluating

22 other techniques, potentially, as part of their

23 review as to correct some of those problems. And

24 this is outside my area of expertise, it's just

25 something that I thought that I would like to know

1 that help in any way on the DOT?

2 MS. FRANK: No.

3 CHAIRMAN SCRUDATO: Oh. Would you

4 repeat the question then?

5 MS. FRANK: No, I'm fine with it. I'm

6 fine.

7 CHAIRMAN SCRUDATO: Thank you.

8 MR. HAY: I'll give my card to Mrs.

9 Frank and we can discuss that in a little more

10 detail but it goes back to what I suggested before,

11 which is look at the accident analysis within the

12 last few years, link it with the proposed site and

13 show us that there's not going to be an increase in

14 accidents that may occur at that intersection under

15 future conditions.

16 CHAIRMAN SCRUDATO: Fine.

17 Okay, young lady. No, the lady,

18 please. Ladies first.

19 Give us your full name, your address,

20 and spell your last name for the secretary.

21 MS. ROGHANIAN: Christine Roghanian,

22 R-O-G-H-A-N-I-A-N.

23 CHAIRMAN SCRUDATO: Speak into the

24 microphone, please.

25 MS. ROGHANIAN: 99 Elm Place, Nutley,

1 about the site moving forward.

2 MR. STAIGAR: Well, I think the DOT,

3 it's not part of their application but we can

4 certainly provide them the accident analysis that we

5 prepared. I think the -- what typically is the most

6 appropriate information is the past three years.

7 That's pretty much the standard in doing accident

8 analysis, and if the DOT is going to be concerned

9 about the intersection and how all that operates, if

10 accidents were being caused because the existing

11 driveways were too close to the intersection or

12 whatever other effect there may have been back in

13 2005 or before, well, we know that's going away.

14 It's either gone away because it's not in operation

15 right now or it will go away based on the new site.

16 But DOT will take review of the site and make sure

17 that it's compliant with what they feel is safe and

18 efficient. We've met the access code and the access

19 code does provide that, but I think if we could

20 provide them the accident analysis that we prepared

21 over the last three years in conjunction with how

22 the layout of the proposed site will be, they may be

23 able to take some kind of analysis or assessment of

24 how it all operates together.

25 CHAIRMAN SCRUDATO: Mrs. Frank, does

1 of course.

2 CHAIRMAN SCRUDATO: Raise your right

3 hand, please.

4

5 CHRISTINE ROGHANIAN, 99 Elm Place,

6 Nutley, New Jersey 07110, sworn by the Board

7 Chairman.

8

9 CHAIRMAN SCRUDATO: Please ask -- do

10 you have a question for Mr. Hay?

11 MS. ROGHANIAN: I have two question

12 for the gentleman --

13 CHAIRMAN SCRUDATO: Or Mr. Staigar?

14 MS. ROGHANIAN: For the gentleman who

15 did the traffic study. He mentioned one traffic

16 study done in February of 2012, I believe.

17 CHAIRMAN SCRUDATO: You have to use

18 the mic because we can't hear.

19 MS. ROGHANIAN: I'm short. He

20 mentioned a traffic study back in February. I

21 wanted to know if he would have the dates because

22 the traffic is very different if the school is in

23 session or not.

24 And my second question was, if there

25 was a study that was done, how it would affect the

1 traffic on Elm Place for the car coming in right  
2 from Passaic Avenue going to the 7-Eleven and wanted  
3 to go back onto Passaic, avoiding to make a left  
4 onto Kingsland, they would make a right on Kingsland  
5 and take a left onto Elm Place to go back onto  
6 Passaic.

7 CHAIRMAN SCRUDATO: Do I understand  
8 that you want to know if the school was in session  
9 --

10 MS. ROGHANIAN: Yes.

11 CHAIRMAN SCRUDATO: -- when the count  
12 was made?

13 MR. STAIGAR: Yeah, let me -- I'll  
14 answer that one first, and those counts were  
15 conducted on Thursday -- Wednesday, February 15,  
16 Thursday, February 16, and Saturday, February 25.

17 MEMBER OF THE PUBLIC: Winter break.

18 CHAIRMAN SCRUDATO: Two of the three  
19 schools seem to be in session, right?

20 MEMBER OF THE PUBLIC: Winter break  
21 might have been that week.

22 MS. McGOVERN: I have a calendar --

23 MEMBER OF THE PUBLIC: Okay.

24 MS. McGOVERN: -- and Presidents Day,  
25 which I think was the first day of the vacation, was

1 the 20th, so this would have been the week before  
2 when school was in session.

3 CHAIRMAN SCRUDATO: And the second  
4 question you had, ma'am?

5 MS. ROGHANIAN: The second question  
6 was the traffic from the car trying to avoid going  
7 back left onto Passaic that would -- coming off the  
8 7-Eleven, would have to make a right to Kingsland  
9 and would cut through Elm Place.

10 MS. McGOVERN: Suzanne.

11 MS. BROWN: What she's saying is  
12 people who are at 7-Eleven who want to keep going  
13 north on Passaic, instead of making a left onto  
14 Kingsland out of 7-Eleven and making a left at the  
15 light, they're going to make a right out of  
16 7-Eleven, go to Elm, make a left, and then go to  
17 Fernwood and make another left to get out to Passaic  
18 and make another left to get back to where they're  
19 going.

20 MS. ROGHANIAN: We already have a lot  
21 of traffic of cars trying to avoid that intersection  
22 who cut.

23 CHAIRMAN SCRUDATO: Can't stop that.

24 MS. BROWN: She's not asking to stop  
25 it, she wants to know what the impact is.

1 CHAIRMAN SCRUDATO: Oh.

2 MS. McGOVERN: Can you answer that,  
3 Mr. Staigar?

4 MR. STAIGAR: The nature of  
5 convenience stores is it's convenient. If it's not  
6 convenient, they're not going to go there. If they  
7 have to go make that maneuver and go out of their  
8 way, they'll choose another store to go to during  
9 the peak hours. So I don't see that happening at  
10 all.

11 CHAIRMAN SCRUDATO: Thank you, ma'am.  
12 Sir?

13 Sir, give us your name again, please.

14 MR. LUBAS: It's Andrew, Lubas,  
15 L-U-B-A-S, 100 Elm Place.

16 CHAIRMAN SCRUDATO: Okay, I've sworn  
17 you in already, I believe.

18 MR. LUBAS: Okay, two questions  
19 because I talked to that lady before. Safety  
20 situation with Yanticaw School. Yanticaw School is  
21 about two blocks away and a lot of people from  
22 Yanticaw school, during the peak hours, which is the  
23 peak hours of 7-Eleven. It's also the peak hours  
24 that people go to school and leave school from  
25 Yanticaw and what happens is a lot of these families

1 will go down Elm Place from Yanticaw straight down  
2 to Kingsland to make a turn. This will impact the  
3 traffic during those peak hours on that intersection  
4 and I'm wondering whether that causes a safety  
5 issue. First question.

6 MR. DIBIASI: Let's answer that one at  
7 a time for the record.

8 MR. LUBAS: Please.

9 MR. DIBIASI: Go ahead, Joe.

10 MR. STAIGAR: I'm not following the  
11 connection, your question of the school with the  
12 7-Eleven.

13 MR. LUBAS: They're both at the peak  
14 hours. You said that the peak hours were like from  
15 7 to 9 in the morning --

16 MR. STAIGAR: Right.

17 MR. LUBAS: -- for 7-Eleven. That's  
18 also -- people also go to school around 8:00 in the  
19 morning, that's when the traffic will be there, and  
20 your afternoon peak hours also coincide exactly with  
21 the students leaving school and they'll be going  
22 down Elm Place to Kingsland into that area, which is  
23 a congested area, so that it becomes a safety issue.  
24 We already have a lot of people speeding down Elm  
25 Place, the parents are late, they want to go with

1 their children from one place to another and they're  
2 behind schedule and I can foresee an issue with that  
3 intersection right there, which is a half a block  
4 from the 7-Eleven that's proposed.

5 MR. STAIGAR: At Elm Place and  
6 Kingsland, you're saying.

7 MR. LUBAS: Right, half a block from  
8 where you are. Is there a safety issue? That was  
9 my question.

10 MR. STAIGAR: No, because the same --  
11 again, being that it's pass-by traffic primarily  
12 that's going to be generated by this site, they're  
13 already on Kingsland and passing Elm. So they'll be  
14 on Kingsland irrespective of this site being a  
15 7-Eleven or not. We're not adding any more -- an  
16 increase to traffic on Kingsland and particularly  
17 not at Elm.

18 CHAIRMAN SCRUDATO: Sir, do you live  
19 on Elm Street?

20 MR. LUBAS: I live on Elm Place, yes.

21 CHAIRMAN SCRUDATO: Elm Place, rather?

22 MR. LUBAS: Yeah, Elm Place, right  
23 there, and I see a lot of traffic there.

24 CHAIRMAN SCRUDATO: You see a lot of  
25 what?

1 MR. LUBAS: I see a lot of traffic  
2 from school at that time.

3 CHAIRMAN SCRUDATO: Speeding.

4 MR. LUBAS: They're going a little  
5 faster than they should be. Not all the time.

6 CHAIRMAN SCRUDATO: Have you notified  
7 the police station?

8 MR. LUBAS: And the police have been  
9 there, they've been sitting there from time --

10 CHAIRMAN SCRUDATO: Have you notified  
11 the police station?

12 MR. LUBAS: No.

13 CHAIRMAN SCRUDATO: Thank you.

14 MR. LUBAS: But other people have and  
15 they have been there. It's not a speeding issue.  
16 What I'm concerned about is that people are going to  
17 have to turn at that intersection, and if that  
18 intersection is more congested than it is now, there  
19 may be an issue of safety down the road. That's my  
20 question.

21 CHAIRMAN SCRUDATO: Well, this Board  
22 can't control traffic two blocks away, sir.

23 MR. STAIGAR: But, again, the point  
24 is, is that this type of land use does not generate  
25 new traffic, so you're not going to have an increase

1 of traffic at Kingsland, particularly at Elm.

2 MR. LUBAS: But you're going to have  
3 more traffic during those time periods.

4 MR. STAIGAR: No.

5 CHAIRMAN SCRUDATO: Quiet, please.

6 Quiet, please. Anything further, sir?

7 MR. LUBAS: No.

8 CHAIRMAN SCRUDATO: Thank you very  
9 much. Is there anyone else that has a question for  
10 -- ma'am, come to the microphone.

11 MR. HAY: Mr. Chairman, I'm just going  
12 to suggest, I'll talk to the traffic safety  
13 coordinator about that question. That probably is  
14 in his purvey. I'd like to discuss that with him  
15 and I'll report back to the Board.

16 CHAIRMAN SCRUDATO: Can he come to the  
17 meeting, was the question.

18 MR. HAY: I can ask him that if you'd  
19 like.

20 CHAIRMAN SCRUDATO: By all means.  
21 Ma'am, give us your full name, your  
22 address and --

23 MS. HART: Hi. Karen Hart, 114  
24 Kingsland Street. I was sworn in previously.

25 CHAIRMAN SCRUDATO: Oh, okay. Fine.

1 MS. HART: I just have a question, I  
2 want to make sure I understand. They'll be coming  
3 out onto Kingsland Street, they can make a right  
4 turn or a left turn, there's no --

5 MR. STAIGAR: A right.

6 MS. HART: Okay. I'm just thinking  
7 about the impact, like, your driveway, my driveway  
8 (indicating), so...

9 MR. STAIGAR: Well, right now, that's  
10 the proposal, we have that proposal in front of the  
11 DOT right now. As Mr. Hay pointed out, he wants to  
12 see more coordination and more information given to  
13 DOT. That subject has certainly come out, as he  
14 pointed out, if any turning restrictions need to be  
15 made at that intersection.

16 MS. HART: Will DOT or somebody  
17 consider the neighborhood, the impact of the  
18 driveways, pulling out of the driveways and  
19 everything else?

20 MR. STAIGAR: Absolutely. Highway  
21 safety is paramount.

22 MS. HART: All right. Thank you.

23 CHAIRMAN SCRUDATO: Thank you, ma'am.  
24 Anything further? Sir, come to the microphone,  
25 please. I saw your white hair, I'm sorry. Mine is

1 catching up to yours.

2 MS. VEZZOSI: It will.

3 CHAIRMAN SCRUDATO: Would you give us

4 your full name, please?

5 MS. VEZZOSI: Rose Vezzosi. That's

6 V-E-Z-Z-O-S-I.

7 CHAIRMAN SCRUDATO: And where is your

8 address, please?

9 MS. VEZZOSI: 126 Kingsland.

10 CHAIRMAN SCRUDATO: All right, raise

11 your right hand, please.

12

13 R O S E V E Z Z O S I, 126 Kingsland Avenue,

14 Nutley, New Jersey 07110, sworn by the Board

15 Chairman.

16

17 CHAIRMAN SCRUDATO: Please tell us

18 what your question is for the expert.

19 MS. VEZZOSI: I want to know, are they

20 making any -- what do you call -- for pedestrians?

21 Pedestrians. Because we have people that do cross

22 on the corner there, and with the traffic the way it

23 is and the cars that speed down there, it's not easy

24 for people to cross, and especially during the day

25 when children are trying to get to school. And then

1 do that, you want to do it at the light.

2 MS. VEZZOSI: Well, I can't do it at

3 the light, it's not easy.

4 MR. O'BRIEN: Can the investigation

5 for signal timing take pedestrian traffic into

6 account too?

7 MR. DIBIASI: Yes.

8 MR. STAIGAR: Yes.

9 MR. DIBIASI: We'll do that.

10 MR. STAIGAR: It can.

11 CHAIRMAN SCRUDATO: Mr. Hay, can you

12 do something with regards to pedestrian crossing for

13 us?

14 MR. HAY: Yes, Mr. Chairman, I'm going

15 to suggest that when Mr. Staigar speaks to DOT, that

16 discussion centers on the pedestrian heads, on

17 making sure that pedestrian heads are in proper

18 working order, and I'll coordinate with him, if this

19 Board were to grant an approval, to make sure that

20 the pedestrian intersection is up to standard. It

21 may not be up to the latest standard but at least we

22 have the correct cycle times, that we don't have any

23 malfunctioning pedestrian heads, that type of thing.

24 CHAIRMAN SCRUDATO: Thank you, sir.

25 MS. McGOVERN: How much pedestrian

1 when I come out of the driveway, if I want to drive,

2 it's very hard to back out because you have traffic

3 going this way and traffic going the other way and

4 you can't back out of that driveway.

5 CHAIRMAN SCRUDATO: So your question

6 is, is there sidewalks for pedestrians being

7 designed --

8 MS. VEZZOSI: They have one on an

9 angle from Billy's gas station to the other one and

10 trying to make it across that road is difficult.

11 CHAIRMAN SCRUDATO: Okay. Let's see

12 what kind of an answer you have, Mr. Staigar.

13 MR. STAIGAR: Well, there are

14 crosswalks there now, there are sidewalks that

15 surround the site. We're going to design the site

16 to accommodate pedestrian traffic in and out of our

17 site. You'll hear more from the site engineer how

18 that's designed.

19 MS. VEZZOSI: Because it's difficult

20 to cross. I cross that myself.

21 MR. STAIGAR: Yes.

22 MS. VEZZOSI: And if I go down toward

23 the middle of the street, that will be like

24 jaywalking.

25 MR. STAIGAR: Yeah, you don't want to

1 walk-ins do you get at 7-Eleven?

2 CHAIRMAN SCRUDATO: How much

3 footprint?

4 MS. McGOVERN: Foot traffic. Did you

5 figure that into your --

6 MR. STAIGAR: No, we did not.

7 MS. McGOVERN: But it would figure

8 into the pedestrian crossing.

9 MR. STAIGAR: No. What it is is it

10 takes into account the amount of time that it takes

11 you to cross --

12 MS. McGOVERN: I think so.

13 MR. STAIGAR: -- to make sure that you

14 have enough green time to safely cross the road.

15 Now, it may be also a function of just informing the

16 public to yield to pedestrians --

17 MS. GOWOREK: Excuse me, sir.

18 MR. STAIGAR: -- in the crosswalk.

19 MS. GOWOREK: Mr. Staigar, can you use

20 that microphone?

21 MR. STAIGAR: It works in many other

22 communities. It's just a matter of notifying

23 people, drivers, that it's the law to give the right

24 of way to pedestrians in crosswalks. So maybe some

25 signage at that intersection needs to reinforce

1 that.

2 MR. DiBIASI: Thank you.

3 MS. VEZZOSI: Thank you.

4 CHAIRMAN SCRUDATO: Don't go away.

5 MS. McGOVERN: Mr. Staigar, I had a  
6 question for you that I didn't get to ask.

7 MR. STAIGAR: Um-hum.

8 MS. McGOVERN: I wanted to understand  
9 when you were talking about the driveway on, I think  
10 it's Block 17, the one-family home, you mentioned  
11 something where it would -- that right now the  
12 intersection isn't up to standard, that that would  
13 make it -- there was something that you testified to

14 --

15 MR. STAIGAR: Yeah.

16 MS. McGOVERN: And I want an  
17 explanation because I understand -- I suspect that's  
18 going to impact testimony we're going to get later  
19 on from the planner. Can you explain to the Board  
20 --

21 MR. STAIGAR: Yeah. The access code,  
22 DOT access code, says that any driveway has to be a  
23 hundred feet from a signalized intersection, tangent  
24 point of the curb to tangent point of the curb.

25 That's not possible at all for this property. So by

1 acquiring the Lot 17, we're able to push the  
2 driveway even further away from the intersection to  
3 be compliant with that DOT standard.

4 MS. McGOVERN: So if you utilize Lot  
5 17, then you'd be able to comply with that 100-foot  
6 requirement?

7 MR. STAIGAR: With the access code  
8 requirement. It's called "corner clearance" --

9 MS. McGOVERN: Okay.

10 MR. STAIGAR: -- and it's the distance  
11 between the signalized intersection and the nearest  
12 driveway.

13 MS. McGOVERN: Thank you.

14 CHAIRMAN SCRUDATO: And that would  
15 improve the safety of the driveway and the  
16 intersection.

17 MR. STAIGAR: Absolutely, because it  
18 gets it away from -- the idea is you want it  
19 separated from the intersection. A hundred feet is  
20 the DOT standard. If it's a hundred feet minimum,  
21 then it's standard and it's deemed safe.

22 CHAIRMAN SCRUDATO: Thank you for your  
23 testimony, sir, unless there's something -- another  
24 question.

25 Ma'am, please. Have I sworn you yet?

1 MS. REESE: No, you haven't. My name  
2 is Roseanna Reese, R-E-E-S-E.

3 CHAIRMAN SCRUDATO: Would you raise  
4 your right hand?

5  
6 R O S E A N N A R E E S E, sworn by the Board  
7 Chairman.

8  
9 MS. REESE: Something just occurred to  
10 me when this lady was asking about the pedestrian.

11 CHAIRMAN SCRUDATO: You have to use  
12 the microphone.

13 MS. REESE: I know, I realize that.  
14 When this lady was asking about pedestrians and what  
15 I realized was, what's going to happen, has anybody  
16 taken into consideration the foot traffic? There's  
17 four bus stops on that corner, each corner has a bus  
18 stop so there's a lot of pedestrian traffic on that  
19 corner, so now there's going to be people driving in  
20 and out of those driveways and has anybody thought  
21 about the pedestrians that are going to be trying to  
22 walk down the street?

23 CHAIRMAN SCRUDATO: Okay, let's see if  
24 we can get an answer.

25 MR. STAIGAR: We've provided standards

1 of driveways, we're going to put a stop bar as well  
2 as a crosswalk across our driveway. There's a clear  
3 line of sight visibility out of the driveway.  
4 That's the key. As long as the pedestrian and the  
5 driver can see one another, they can react  
6 appropriately, and if the proper controls are there,  
7 stop sign, stop bar, double-yellow solid line to  
8 separate the ingress and egress, people will orderly  
9 ingress and egress so that they'll coexist safely,  
10 pedestrians and vehicular traffic.

11 CHAIRMAN SCRUDATO: Thank you, sir.  
12 Mr. Hay?

13 MR. HAY: One thing I want to mention,  
14 Mr. Chairman, about the bus stop and the relocation  
15 of the bus stop. We would work with New Jersey  
16 Transit to relocate that in a more accessible area  
17 away from the site. I think it's probably going to  
18 have to be in front of the apartments. I don't see  
19 any other way of doing it, but that would be  
20 something that I would have to discuss with the  
21 traffic safety coordinator and then we'd have to put  
22 an ordinance in to the Commissioners.

23 CHAIRMAN SCRUDATO: Thank you.  
24 Mr. DiBiasi, we have 15 minutes left on  
25 the clock.

1 MR. DIBIASI: We're prepared to stop  
 2 this evening because we agree that we should have an  
 3 orderly transition. We have, I think, a very clear  
 4 transcript and I commend the Board for keeping us  
 5 all under control and I think this is a good time to  
 6 stop and to regroup and when we come back, we'll  
 7 have specific answers for the Board members, for the  
 8 public, and also for Mr. Hay, and then we can  
 9 proceed with our other witnesses. And if we could  
 10 work on the next meeting, Mr. Chairman, while we --

11 CHAIRMAN SCRUDATO: That's what I --  
 12 was my next suggestion.

13 MR. DIBIASI: That would be helpful.

14 CHAIRMAN SCRUDATO: Ladies and  
 15 gentlemen, we're sitting up here trying to figure  
 16 out when our next meeting can be held. We're  
 17 looking at holidays the town, this office and this  
 18 room is closed. We're looking at availability of  
 19 Board members and it appears we have November --

20 MS. McGOVERN: Is that a possibility  
 21 for the Board members, November 26?

22 CHAIRMAN SCRUDATO: We have the  
 23 stenographer, too, to consider.

24 MR. DIBIASI: That, unfortunately, is  
 25 a conflict that I have. Any of those dates is fine.

1 Chairman and let you know about that?

2 MR. DIBIASI: Yeah, why don't we call  
 3 the Planning Board Chairman.

4 CHAIRMAN SCRUDATO: Why don't you sum  
 5 up while she's getting that information.

6 MS. McCABE: Mr. Chairman, I have a  
 7 question.

8 CHAIRMAN SCRUDATO: Oh, I'm sorry.  
 9 Give me your full name, please.

10 MS. McCABE: Eileen McCabe,  
 11 M-c-C-A-B-E.

12 CHAIRMAN SCRUDATO: And your address,  
 13 please.

14 MS. McCABE: 120 Lakeside Drive,  
 15 Nutley.

16 CHAIRMAN SCRUDATO: Raise your right  
 17 hand.

18  
 19 E I L E E N M c C A B E, 120 Lakeside Drive,  
 20 Nutley, New Jersey, sworn by the Board Chairman.

21  
 22 MS. McCABE: I don't really have  
 23 anything, what I did want to present to you is a  
 24 signed petition from neighbors --

25 CHAIRMAN SCRUDATO: Not tonight.

1 MS. McGOVERN: Okay, no, we had talked  
 2 on a break about December 5, but I checked with the  
 3 Planning Board chairman and they have a meeting that  
 4 night, here in this room.

5 MR. DIBIASI: Would the 14th work,  
 6 something sooner? Although I know we're going to  
 7 need time to work on that permit, right, Mr.  
 8 Staigar?

9 MR. STAIGAR: Yeah.

10 MR. DIBIASI: Realistically, when do  
 11 you think you would have an answer on that.

12 MR. STAIGAR: Well, we're not going to  
 13 have a permit probably until the end of the year.

14 MS. McGOVERN: The next regular Board  
 15 of Adjustment meeting is the 19th of November.  
 16 You're not available the 26th.

17 MR. DIBIASI: Is there any chance of  
 18 doing it November 7? That's a Wednesday. I know  
 19 that the Planning Board is not meeting that night.  
 20 I had spoken to Mr. Kozyra, the Planning Board  
 21 attorney. I was hoping to take that night for an  
 22 application and the Board will not be meeting, so  
 23 that's an open night.

24 MS. McGOVERN: You want to wait two  
 25 seconds and I'll speak with the Planning Board

1 MS. McCABE: Well, when do we do that?

2 CHAIRMAN SCRUDATO: The next meeting.

3 MS. McCABE: At the next meeting.

4 CHAIRMAN SCRUDATO: Yes. Thank you.  
 5 Anything else from any member -- I'm sorry,  
 6 audience? Ma'am? Give us your name again, please.

7 MS. REESE: Roseanna Reese. I just  
 8 wanted to know, will there be a time, instead of  
 9 just answering questions, where someone could come  
 10 forward with observations and comments?

11 CHAIRMAN SCRUDATO: Will there be  
 12 what, please?

13 MS. REESE: Will there be an  
 14 opportunity, for those of us who do not have  
 15 specific questions, to come forward with  
 16 observations and comments about the proposed site?

17 CHAIRMAN SCRUDATO: That has been my  
 18 plan since the beginning, is to control this --

19 MS. REESE: Thank you.

20 CHAIRMAN SCRUDATO: -- so it's done in  
 21 an orderly manner.

22 MS. REESE: Thank you.

23 CHAIRMAN SCRUDATO: Anyone else?

24 (No response)

25 CHAIRMAN SCRUDATO: I want to thank

1 you for your questions and your cooperation with the  
2 meeting.

3 Mr. DiBiasi, thank you.

4 MR. DiBIASI: Thank you. I think  
5 we're just waiting for Ms. McGovern to give us a  
6 confirmation.

7 MS. McGOVERN: Yeah, I can't get in  
8 touch with either Barry or the Chairman.

9 CHAIRMAN SCRUDATO: Is it open?

10 MS. McGOVERN: I don't know. But Mr.  
11 DiBiasi --

12 MR. DiBIASI: I can tell the Board  
13 that it's open. There's an application on East  
14 Centre Street, same developer that was with you that  
15 is now in front of the Planning Board and we were  
16 asking for the November 7 date and I spoke to Mr.  
17 Kozyra from Town Hall, with Mr. Intindola on Friday,  
18 and he had told me that at the previous meeting that  
19 Wednesday night, the Board was polled because they  
20 had no applications and the Board agreed not to meet  
21 on that Wednesday. I was asking if I could take  
22 that spot because now I have an application, but the  
23 timing didn't work out in terms of plans and so  
24 forth. So that's how I happen to know about that  
25 date.

1 meetings are the first and the third Wednesday, so  
2 that should mean that this room is not booked by the  
3 Planning Board.

4 MR. DiBIASI: The 14th is bad for you,  
5 Joe?

6 MR. STAIGAR: No, the 14th's good.

7 MR. DiBIASI: Oh. The 14th is good  
8 for your team. That's a Wednesday.

9 MS. McGOVERN: I'll say this, though:  
10 The only problem with the 14th is if the  
11 Commissioners are using this room, we will not have  
12 the option of using across the street -- you're not  
13 available?

14 MR. HAY: November 14 is not good for  
15 a lot of people because that's the League of  
16 Municipalities.

17 MS. McGOVERN: Oh, the League of  
18 Municipalities.

19 CHAIRMAN SCRUDATO: Let's go to  
20 December.

21 MS. McGOVERN: December 3 is a Monday  
22 so we'd have the room. That's not good for someone,  
23 I remember. Who was that that wasn't good for? Was  
24 that --

25 MR. DiBIASI: I was also told, in

1 CHAIRMAN SCRUDATO: If it's iffy and  
2 we notify the public and we're not going to be here,  
3 it's going to be a problem.

4 MS. McGOVERN: Here's my suggestion.  
5 If the Board members are available -- are you  
6 available -- oh, wait. If the Board members are  
7 available on the 7th, our meetings start at 7:30,  
8 the Planning Board starts at 7. I think they'd  
9 probably give us the -- oh, yes, he is. Hold on a  
10 second.

11 MR. DiBIASI: Here we go. Should we  
12 tell the public why you're calling the Chairman.

13 MR. RICCI: Mrs. McGovern?

14 CHAIRMAN SCRUDATO: We haven't  
15 considered you, if you're available. Are you  
16 available?

17 MR. RICCI: Just so you're aware, that  
18 would be the third place I have to be on the 7th,  
19 so...

20 MS. McGOVERN: Oh, okay.

21 CHAIRMAN SCRUDATO: I'm sorry. Thank  
22 you.

23 MS. McGOVERN: Then -- no, we need our  
24 planner. The 14th falls in the middle of the  
25 Planning Board and the Board of Adjustment, so their

1 terms of the access permit, that Mr. Staigar is  
2 expecting a decision after the holidays, and that's  
3 an important issue for all of us, and he wanted the  
4 Board to have that information.

5 MS. McGOVERN: December 3, do you  
6 think you're going to finish on December 3?

7 MR. DiBIASI: I can finish the  
8 testimony; we will not have a decision from DOT  
9 until after the holidays, according to Mr. Staigar.

10 MS. McGOVERN: How about the Board  
11 members, are they available on December 3?

12 CHAIRMAN SCRUDATO: What I'm going to  
13 do is I'm going to pick a date --

14 MR. DiBIASI: Yeah.

15 CHAIRMAN SCRUDATO: -- and you either  
16 show up or you don't show up and that's it.

17 MR. DiBIASI: If we take December 3,  
18 we can do all of our testimony except for the  
19 planning and then we can do the planning at a  
20 regular meeting.

21 MR. STAIGAR: I can't do the 3rd  
22 either.

23 MR. DiBIASI: You can't do the 3rd  
24 either?

25 MR. STAIGAR: No.

1 MR. DiBIASI: Mr. Staigar's out on the  
 2 3rd, too?  
 3 Mr. Hay has a suggestion for November  
 4 5.  
 5 MS. McGOVERN: That's a Monday,  
 6 November 5? That's in two weeks. You're both  
 7 available then?  
 8 CHAIRMAN SCRUDATO: You'll have your  
 9 information then?  
 10 MR. RICCI: I have an issue, but I can  
 11 probably get out of it.  
 12 MR. DiBIASI: We will not have any  
 13 information, Mr. Staigar will not have any  
 14 information until January from the state, but we  
 15 could do the rest of our testimony, we could do  
 16 engineering and we could have Jack Barry here, we  
 17 could have Mr. Bauman here, we can accomplish all of  
 18 that and then wait until January for the DOT to give  
 19 the answer that we're all waiting for.  
 20 MS. McGOVERN: You're suggesting we do  
 21 a special meeting on November 5 to do the other  
 22 testimony of the planner and the like and then  
 23 continue until January and finish up the traffic and  
 24 then have --  
 25 MR. DiBIASI: And then clean it up,

1  
 2 CERTIFICATE  
 3  
 4  
 5

6 I, MICHELE QUICK, a Certified Court  
 7 Reporter, Registered Merit Reporter, Certified  
 8 Realtime Reporter and Notary Public of the State of  
 9 New Jersey, do hereby state that the foregoing is a  
 10 true and accurate verbatim transcript of my  
 11 stenographic notes of the within proceedings, to the  
 12 best of my ability.  
 13  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21

22   
 23 MICHELE QUICK, CCR, RMR, CRR  
 24 CCR License No. XIO1731  
 25

1 yeah.  
 2 MS. McGOVERN: -- any members from the  
 3 public that want to --  
 4 MR. DiBIASI: Yes.  
 5 MS. McGOVERN: Okay. Are the Board  
 6 members available on November 5?  
 7 CHAIRMAN SCRUDATO: Okay.  
 8 MS. McGOVERN: Is that good for you,  
 9 Mr. DiBiasi?  
 10 MR. DiBIASI: Yes, our experts are  
 11 available on November 5.  
 12 CHAIRMAN SCRUDATO: I strongly suggest  
 13 that the audience members check the Nutley Sun too.  
 14 I don't think anything will happen but...  
 15 MS. McGOVERN: The meeting will now be  
 16 continued on Monday, November 5 at 7:30 in this  
 17 room, it will be posted on the doors downstairs, on  
 18 the doors of the Town Hall, and the special meeting  
 19 will also be printed in the newspaper. You will not  
 20 receive any more individualized notices from the  
 21 applicant. Okay? So, again, just to reiterate,  
 22 November 5, 7:30 p.m., here.  
 23 MR. DiBIASI: Thank you, Mr. Chairman;  
 24 thank you, Board members.  
 25 CHAIRMAN SCRUDATO: Thank you.  
 (Hearing adjourned at 10:57 p.m.)

<p style="text-align: center;"><b>0</b></p> <p><b>07006</b> [1] - 1:25  <b>07052</b> [1] - 2:3  <b>07110</b> [12] - 1:9, 2:6, 38:20, 41:16, 43:14, 45:13, 47:19, 49:6, 55:21, 130:18, 141:6, 150:14  <b>08837</b> [2] - 111:3, 111:8</p>	<p>163:24, 164:4, 164:7, 164:10  <b>14th's</b> [1] - 164:6  <b>15</b> [2] - 142:15, 157:24  <b>15-minute</b> [1] - 99:3  <b>150</b> [5] - 3:19, 18:13, 19:1, 26:22, 44:22  <b>151</b> [2] - 45:8, 45:12  <b>152</b> [1] - 18:23  <b>156</b> [1] - 3:20  <b>16</b> [2] - 24:2, 142:16  <b>160</b> [1] - 3:21  <b>17</b> [8] - 55:15, 55:20, 57:9, 57:14, 81:8, 154:10, 155:1, 155:5  <b>18</b> [3] - 18:23, 25:15, 111:21  <b>18,600</b> [1] - 13:14  <b>18,626</b> [1] - 24:1  <b>18-foot</b> [1] - 25:23  <b>188</b> [1] - 78:10  <b>1978</b> [1] - 20:21  <b>1988</b> [1] - 20:21  <b>19th</b> [1] - 159:15  <b>1st</b> [1] - 1:16</p>	<p><b>25-foot</b> [1] - 26:23  <b>26</b> [4] - 19:17, 76:6, 76:18, 158:21  <b>26-foot</b> [1] - 75:4  <b>26th</b> [1] - 159:16  <b>2800</b> [3] - 15:6, 28:21, 45:22  <b>2nd</b> [1] - 1:16</p>	<p style="text-align: center;"><b>5</b></p> <p><b>5</b> [11] - 76:14, 76:16, 113:21, 159:2, 166:4, 166:6, 166:21, 167:6, 167:11, 167:16, 167:22  <b>5-by-5</b> [2] - 26:18, 26:23  <b>5-foot-6</b> [1] - 25:18  <b>50</b> [8] - 52:10, 52:17, 52:25, 65:20, 65:21, 100:7, 127:10  <b>502</b> [2] - 111:3, 111:8  <b>51</b> [1] - 133:10  <b>54</b> [1] - 18:22  <b>55</b> [1] - 3:16  <b>56</b> [1] - 18:1  <b>57</b> [1] - 3:4  <b>571</b> [2] - 41:10, 41:15</p>	<p>143:8, 143:12, 143:14, 143:16, 144:23, 145:12, 145:17, 146:4, 146:15, 153:1  <b>7-Elevens</b> [6] - 31:7, 31:25, 33:14, 33:16, 53:20, 53:22  <b>70</b> [2] - 4:4, 4:5  <b>70-plus</b> [1] - 88:25  <b>700</b> [17] - 17:11, 17:14, 17:20, 17:24, 18:2, 18:7, 18:11, 18:15, 19:4, 19:8  <b>700-102</b> [1] - 17:21  <b>700-46</b> [1] - 17:15  <b>700-9</b> [1] - 17:11  <b>71</b> [1] - 18:8  <b>76</b> [3] - 76:13, 76:17, 89:12  <b>77</b> [3] - 18:12, 18:16, 19:5  <b>78</b> [1] - 19:9  <b>7:00</b> [1] - 99:2  <b>7:30</b> [4] - 1:10, 163:7, 167:16, 167:22  <b>7:45</b> [2] - 99:1, 99:5  <b>7th</b> [2] - 163:7, 163:18</p>
<p style="text-align: center;"><b>1</b></p> <p><b>1</b> [1] - 1:9  <b>1.5</b> [2] - 18:21, 18:22  <b>1/3</b> [1] - 18:23  <b>10</b> [8] - 36:11, 36:24, 66:17, 66:19, 76:5, 103:1  <b>10-mile</b> [1] - 86:22  <b>100</b> [3] - 49:1, 49:5, 144:15  <b>100-foot</b> [1] - 155:5  <b>102</b> [1] - 17:25  <b>105</b> [5] - 47:8, 47:18, 111:2, 111:7, 133:2  <b>108</b> [1] - 1:5  <b>10:57</b> [1] - 167:25  <b>11</b> [3] - 26:14, 35:2, 90:19  <b>110</b> [4] - 63:23, 68:21, 91:18  <b>1101</b> [2] - 20:2, 20:9  <b>111</b> [1] - 3:8  <b>114</b> [3] - 38:11, 38:19, 148:23  <b>115</b> [1] - 79:25  <b>117</b> [1] - 26:16  <b>11:00</b> [3] - 110:12, 110:13, 130:2  <b>12</b> [5] - 18:1, 25:16, 63:17, 78:7, 132:13  <b>12-mile</b> [1] - 86:22  <b>120</b> [2] - 160:14, 160:19  <b>126</b> [2] - 150:9, 150:13  <b>13</b> [1] - 78:6  <b>13'4</b> [1] - 25:17  <b>130</b> [1] - 3:17  <b>134</b> [1] - 18:21  <b>14</b> [8] - 28:15, 76:7, 95:6, 131:5, 131:7, 131:11, 132:7, 164:14  <b>140</b> [2] - 24:15, 24:19  <b>141</b> [1] - 3:18  <b>14th</b> [5] - 159:5,</p>	<p style="text-align: center;"><b>2</b></p> <p><b>2</b> [1] - 70:12  <b>2,000</b> [1] - 17:22  <b>2,940</b> [2] - 15:4, 16:25  <b>2.3</b> [1] - 98:5  <b>20</b> [6] - 3:3, 18:4, 29:14, 43:19, 103:1, 117:21  <b>20-foot</b> [1] - 17:17  <b>200</b> [1] - 26:24  <b>2005</b> [3] - 127:13, 129:3, 139:13  <b>2006</b> [4] - 60:9, 123:8, 137:22, 138:6  <b>2008</b> [2] - 60:9, 123:8  <b>2009</b> [2] - 75:25, 76:4  <b>2010</b> [1] - 76:5  <b>2011</b> [3] - 59:23, 76:7, 112:10  <b>2012</b> [9] - 1:8, 17:4, 17:6, 19:17, 60:17, 75:25, 76:14, 76:15, 141:16  <b>20th</b> [1] - 143:1  <b>21</b> [1] - 59:23  <b>218</b> [1] - 19:2  <b>22</b> [1] - 1:8  <b>23</b> [1] - 4:3  <b>24</b> [2] - 20:22, 48:1  <b>25</b> [8] - 17:4, 19:11, 20:22, 103:1, 103:6, 117:22, 142:16</p>	<p style="text-align: center;"><b>3</b></p> <p><b>3</b> [15] - 26:14, 26:16, 30:24, 60:1, 63:17, 70:12, 78:7, 123:5, 123:10, 125:1, 164:21, 165:5, 165:6, 165:11, 165:17  <b>3,000</b> [1] - 15:4  <b>3-D</b> [3] - 22:1, 29:24, 46:22  <b>30</b> [1] - 18:6  <b>30-foot</b> [2] - 17:16, 121:11  <b>31</b> [1] - 76:4  <b>32.8</b> [1] - 98:4  <b>33-square-foot</b> [1] - 26:13  <b>34</b> [1] - 18:5  <b>345</b> [1] - 2:6  <b>35</b> [2] - 80:1, 98:6  <b>35.1</b> [1] - 98:4  <b>36</b> [3] - 3:7, 18:22, 133:10  <b>36-foot</b> [1] - 121:12  <b>38</b> [1] - 3:10  <b>39</b> [1] - 26:16  <b>3rd</b> [3] - 165:21, 165:23, 166:2</p>	<p style="text-align: center;"><b>6</b></p> <p><b>6</b> [3] - 17:6, 63:16, 92:17  <b>600</b> [1] - 19:13  <b>600-1A</b> [1] - 19:13  <b>618-0872</b> [1] - 1:25  <b>649</b> [1] - 1:4  <b>65.08</b> [1] - 35:13  <b>65.15</b> [2] - 34:14, 35:3  <b>65.58</b> [1] - 35:12  <b>66.15</b> [2] - 34:14, 35:4  <b>68</b> [1] - 18:25</p>	<p style="text-align: center;"><b>8</b></p> <p><b>8</b> [4] - 25:16, 90:12, 90:13, 99:1  <b>80</b> [5] - 63:22, 68:20, 79:25, 91:18  <b>89.5</b> [1] - 18:21  <b>8:00</b> [1] - 145:18  <b>8:45</b> [2] - 99:1, 99:5</p>
		<p style="text-align: center;"><b>4</b></p> <p><b>4</b> [4] - 35:2, 63:16, 92:16, 98:22  <b>4-foot-10</b> [1] - 25:17  <b>40,000</b> [1] - 10:17  <b>41/54</b> [1] - 3:11  <b>414</b> [1] - 2:3  <b>42</b> [1] - 130:12  <b>43</b> [1] - 3:12  <b>447</b> [2] - 130:11, 130:17  <b>45</b> [2] - 3:13, 26:20  <b>47</b> [2] - 1:24, 3:14  <b>49/144</b> [1] - 3:15</p>	<p style="text-align: center;"><b>7</b></p> <p><b>7</b> [9] - 14:25, 15:21, 63:14, 64:4, 92:16, 145:15, 159:18, 162:16, 163:8  <b>7-ELEVEN</b> [1] - 1:4  <b>7-Eleven</b> [53] - 5:8, 10:17, 13:4, 17:1, 24:17, 31:8, 31:23, 31:24, 32:1, 32:2, 32:8, 33:8, 39:25, 43:23, 45:19, 48:5, 50:19, 53:16, 53:23, 53:24, 62:24, 63:1, 63:3, 64:23, 72:10, 86:12, 91:19, 91:24, 94:24, 99:6, 99:23, 101:10, 101:23, 118:16, 130:25, 131:6, 131:14, 131:20, 142:2,</p>	<p style="text-align: center;"><b>9</b></p> <p><b>9</b> [4] - 63:14, 78:12, 92:16, 145:15  <b>94</b> [1] - 18:3  <b>96</b> [2] - 43:7, 43:13  <b>973</b> [1] - 1:25  <b>98</b> [1] - 1:5  <b>99</b> [2] - 140:25, 141:5  <b>9:00</b> [1] - 99:2  <b>9:46</b> [1] - 110:19  <b>9:57</b> [1] - 110:19</p>
				<p style="text-align: center;"><b>A</b></p> <p><b>A(2)</b> [1] - 19:9  <b>A(3)(c)</b> [1] - 18:3  <b>A-1</b> [5] - 4:3, 22:22, 23:2, 23:7, 23:17</p>

<b>A-2</b> [5] - 4:4, 70:7, 70:8, 70:13, 70:14	<b>accommodated</b> [2] - 83:13, 109:25	<b>adopt</b> [1] - 7:24	137:1, 153:10	115:11, 115:19, 115:24, 116:7, 116:9, 116:19, 117:8, 117:19, 117:25, 119:4, 119:11, 121:4, 123:6, 124:15, 124:22, 125:3, 125:25, 126:16, 167:21
<b>A-3</b> [5] - 4:5, 70:13, 72:11, 72:23, 72:24	<b>accomplish</b> [1] - 166:17	<b>advance</b> [1] - 83:4	<b>amplified</b> [1] - 8:25	<b>Applicant</b> [1] - 2:7
<b>a.m</b> [8] - 63:13, 63:14, 63:19, 91:7, 92:10, 92:13, 98:25, 99:1	<b>according</b> [2] - 5:8, 165:9	<b>advanced</b> [2] - 82:5	<b>analogy</b> [2] - 98:17, 104:13	<b>applicant's</b> [10] - 5:9, 5:10, 5:16, 6:13, 7:1, 7:10, 111:16, 115:14, 121:25, 129:20
<b>ability</b> [2] - 68:14, 168:12	<b>account</b> [3] - 13:15, 152:6, 153:10	<b>adversary</b> [2] - 9:10, 9:12	<b>analyses</b> [2] - 84:1, 84:2	<b>APPLICANT'S</b> [1] - 3:2
<b>able</b> [15] - 7:2, 31:18, 42:19, 60:17, 61:25, 62:25, 81:7, 81:9, 85:15, 95:25, 104:11, 125:20, 139:23, 155:1, 155:5	<b>accounted</b> [1] - 116:24	<b>Advil</b> [1] - 67:18	<b>analysis</b> [19] - 58:21, 58:24, 59:5, 61:14, 89:19, 90:23, 93:24, 100:13, 108:12, 112:6, 112:15, 113:25, 125:14, 137:20, 139:4, 139:8, 139:20, 139:23, 140:11	<b>application</b> [41] - 5:2, 8:1, 8:12, 11:8, 12:6, 13:10, 16:22, 18:19, 19:15, 37:11, 64:2, 64:5, 83:20, 83:21, 111:25, 112:1, 112:4, 112:18, 113:11, 113:16, 113:19, 113:24, 114:9, 114:10, 114:17, 115:6, 115:16, 115:23, 118:12, 118:15, 118:25, 119:5, 119:13, 121:11, 121:23, 126:3, 126:13, 139:3, 159:22, 162:13, 162:22
<b>ABSENT</b> [2] - 1:13, 1:15	<b>accounts</b> [1] - 116:25	<b>affect</b> [4] - 104:20, 104:24, 121:22, 141:25	<b>analyze</b> [5] - 11:7, 62:1, 65:1, 69:1, 113:8	<b>applications</b> [12] - 12:11, 113:13, 118:13, 121:9, 121:10, 123:11, 123:13, 124:10, 124:25, 125:1, 126:20, 162:20
<b>absolutely</b> [4] - 13:1, 13:2, 149:20, 155:17	<b>accurate</b> [5] - 26:11, 29:23, 46:24, 88:2, 168:10	<b>affected</b> [1] - 39:18	<b>analyzed</b> [7] - 11:18, 61:15, 63:12, 68:23, 69:7, 120:8, 120:17	<b>applied</b> [1] - 74:3
<b>accent</b> [1] - 43:22	<b>accurately</b> [1] - 23:20	<b>affluent</b> [1] - 53:21	<b>analyzing</b> [2] - 76:3, 78:14	<b>apply</b> [1] - 41:21
<b>accept</b> [2] - 21:3, 69:16	<b>acquiring</b> [1] - 155:1	<b>afternoon</b> [2] - 63:15, 145:20	<b>and-forth</b> [1] - 32:15	<b>appointment</b> [1] - 66:24
<b>acceptable</b> [2] - 7:19, 58:8	<b>acronym</b> [1] - 63:4	<b>ago</b> [8] - 14:4, 33:17, 43:19, 78:7, 113:24, 123:3, 133:22, 137:21	<b>Andrew</b> [2] - 48:25, 144:14	<b>appreciate</b> [2] - 8:10, 29:10
<b>accepted</b> [1] - 64:6	<b>act</b> [1] - 137:23	<b>agreed</b> [2] - 16:16, 162:20	<b>ANDREW</b> [1] - 3:15	<b>approach</b> [1] - 54:1
<b>access</b> [31] - 70:24, 74:10, 74:11, 74:12, 74:17, 74:19, 80:13, 81:6, 111:25, 112:18, 114:25, 115:13, 119:1, 119:4, 121:13, 124:17, 124:18, 125:12, 125:13, 126:22, 127:18, 137:1, 137:14, 139:18, 154:21, 154:22, 155:7, 165:1	<b>active</b> [2] - 137:11, 137:15	<b>ahead</b> [2] - 114:14, 145:9	<b>angle</b> [4] - 22:5, 22:11, 96:6, 151:9	<b>approached</b> [1] - 117:8
<b>accessed</b> [1] - 28:6	<b>activity</b> [3] - 63:20, 97:15, 99:7	<b>air</b> [3] - 9:1, 25:11, 25:19	<b>announcement</b> [1] - 110:11	<b>appropriate</b> [4] - 118:1, 118:4, 121:8, 139:6
<b>accessible</b> [1] - 157:16	<b>actual</b> [3] - 10:4, 28:20, 61:22	<b>air-conditioning</b> [3] - 9:1, 25:11, 25:19	<b>answer</b> [23] - 32:25, 33:7, 33:13, 40:5, 41:1, 42:17, 42:19, 42:21, 56:11, 72:12, 119:24, 130:6, 131:13, 132:10, 135:9, 136:8, 142:14, 144:2, 145:6, 151:12, 156:24, 159:11, 166:19	<b>appropriately</b> [2] - 117:21, 157:6
<b>accident</b> [17] - 58:24, 75:21, 75:24, 76:1, 76:10, 77:11, 77:14, 77:22, 84:10, 89:6, 89:7, 89:19, 137:20, 139:4, 139:7, 139:20, 140:11	<b>add</b> [1] - 115:18	<b>aisle</b> [1] - 75:4	<b>answered</b> [2] - 48:5, 128:21	<b>approval</b> [1] - 152:19
<b>accidents</b> [22] - 76:3, 76:4, 76:6, 76:9, 76:14, 76:16, 76:17, 76:24, 82:20, 88:25, 89:6, 89:14, 89:20, 120:9, 120:12, 120:14, 120:20, 137:7, 137:8, 139:10, 140:14	<b>adding</b> [1] - 146:15	<b>akin</b> [1] - 126:2	<b>answering</b> [1] - 161:9	<b>approved</b> [2] - 12:6,
<b>accommodate</b> [5] - 8:11, 83:9, 83:14, 108:23, 151:16	<b>addition</b> [1] - 67:6	<b>aligned</b> [1] - 138:21	<b>answers</b> [4] - 6:10, 12:25, 134:23, 158:7	
	<b>additional</b> [19] - 5:15, 5:16, 15:7, 67:9, 69:5, 86:13, 97:25, 100:9, 113:22, 115:18, 120:20, 120:21, 124:24, 129:6, 135:4, 135:14, 137:5	<b>alleviate</b> [1] - 131:18	<b>anyhow</b> [1] - 54:14	
	<b>address</b> [20] - 9:25, 20:6, 36:1, 36:9, 38:8, 41:7, 43:5, 45:6, 47:6, 48:23, 55:11, 57:7, 81:18, 130:9, 132:24, 133:2, 140:19, 148:22, 150:8, 160:12	<b>allow</b> [5] - 32:2, 68:2, 74:21, 125:15, 128:12	<b>anyway</b> [2] - 86:7, 99:20	
	<b>addressed</b> [4] - 12:22, 56:3, 56:4, 136:21	<b>allowed</b> [4] - 120:25, 125:21, 126:11, 127:19	<b>apartment</b> [2] - 10:9, 29:14	
	<b>adequate</b> [4] - 59:19, 80:5, 80:8, 80:21	<b>allowing</b> [2] - 73:19, 114:9	<b>apartments</b> [2] - 14:22, 157:18	
	<b>adjacent</b> [5] - 46:23, 112:2, 118:13, 124:24, 124:25	<b>allows</b> [2] - 46:22, 118:4	<b>apologize</b> [2] - 8:20, 37:15	
	<b>adjourned</b> [1] - 167:25	<b>Allwood</b> [1] - 123:15	<b>appeared</b> [1] - 9:9	
	<b>adjust</b> [2] - 22:19, 116:2	<b>almost</b> [1] - 80:23	<b>applicant</b> [25] - 5:4, 6:8, 6:14, 7:16, 15:11, 21:12,	
	<b>ADJUSTMENT</b> [1] - 1:1	<b>alone</b> [1] - 96:8		
	<b>Adjustment</b> [2] - 159:15, 163:25	<b>alrighty</b> [2] - 47:3, 54:4		
	<b>admittedly</b> [4] - 56:6, 56:8, 120:10, 129:15	<b>ALSO</b> [1] - 1:18		
		<b>Alternate</b> [2] - 1:16, 1:16		
		<b>amazing</b> [1] - 10:7		
		<b>amber</b> [1] - 126:11		
		<b>amount</b> [13] - 18:24, 20:24, 32:22, 32:23, 78:9, 80:10, 88:2, 113:19, 114:7, 126:10, 126:11,		

115:23  
**Aquino** [1] - 10:22  
**architect** [13] - 10:24, 25:24, 34:22, 37:6, 37:12, 40:5, 41:5, 41:21, 42:21, 44:13, 51:19, 56:5, 59:18  
**Architects** [3] - 17:5, 20:1, 20:8  
**architects** [4] - 27:18, 27:19, 49:18  
**architectural** [7] - 10:24, 17:5, 20:20, 20:23, 21:12, 38:5, 39:17  
**architecture** [2] - 6:4, 16:9  
**area** [38] - 15:18, 18:13, 18:17, 19:11, 24:12, 24:21, 26:15, 28:21, 32:4, 34:1, 34:21, 43:19, 50:7, 56:1, 56:15, 65:15, 65:22, 66:5, 66:6, 66:8, 67:5, 67:9, 67:13, 68:1, 80:11, 80:25, 81:14, 85:17, 101:9, 105:11, 117:24, 123:16, 123:22, 138:24, 145:22, 145:23, 157:16  
**areas** [1] - 60:1  
**Arlington** [1] - 124:20  
**Armstrong** [1] - 45:7  
**ARMSTRONG** [8] - 3:13, 45:7, 45:8, 45:18, 46:3, 46:8, 46:13, 46:16  
**arrive** [1] - 108:22  
**arrives** [2] - 67:1, 67:3  
**arrows** [2] - 135:18  
**art** [1] - 15:4  
**Article** [10] - 17:11, 17:14, 17:20, 17:24, 18:2, 18:7, 18:11, 18:15, 19:4, 19:8  
**articles** [1] - 111:23  
**ascertain** [1] - 137:5  
**aside** [2] - 40:6, 44:13  
**aspect** [16] - 10:18, 59:11, 59:17, 62:17, 65:3, 65:6, 65:23, 69:14, 69:19, 75:20, 78:18, 79:8, 79:11, 79:20, 81:21, 112:14  
**aspects** [4] - 71:13, 74:25, 112:3, 125:20  
**assessing** [1] - 59:14  
**assessment** [2] - 61:4,

139:23  
**assign** [1] - 62:1  
**assist** [1] - 33:20  
**Associates** [1] - 111:2  
**assume** [5] - 81:2, 88:14, 98:17, 98:18, 99:9  
**assumed** [3] - 65:2, 99:5, 100:12  
**assuming** [6] - 69:3, 86:21, 90:23, 91:17, 102:24, 132:12  
**assumption** [2] - 64:10, 100:16  
**assumptions** [1] - 64:10  
**assure** [1] - 124:22  
**asymmetrical** [1] - 90:2  
**attached** [2] - 19:15, 71:3  
**attention** [3] - 35:21, 77:7, 83:6  
**attest** [1] - 52:16  
**Attorney** [1] - 2:4  
**attorney** [7] - 5:9, 5:10, 5:12, 5:14, 5:17, 13:19, 159:21  
**Attorneys** [1] - 2:7  
**attracted** [3] - 66:7, 91:20, 101:8  
**atypical** [3] - 53:20, 53:25, 109:22  
**audience** [11] - 5:3, 6:15, 6:23, 7:13, 22:17, 38:4, 110:25, 119:8, 130:1, 161:6, 167:13  
**Auto** [1] - 22:1  
**automobile** [6] - 31:10, 31:19, 31:20, 62:20, 64:14, 66:20  
**automotive** [1] - 62:20  
**availability** [1] - 158:18  
**available** [13] - 137:4, 138:17, 159:16, 163:5, 163:6, 163:7, 163:15, 163:16, 164:13, 165:11, 166:7, 167:6, 167:11  
**Ave** [1] - 105:24  
**Avenue** [60] - 1:4, 2:3, 5:7, 10:9, 13:16, 15:1, 15:20, 15:25, 18:5, 30:12, 41:10, 41:15, 45:20, 65:13, 70:16, 71:2, 71:12, 71:14, 71:18, 71:19, 71:20, 73:10, 73:24,

77:20, 78:22, 80:6, 81:1, 82:4, 88:4, 88:10, 90:15, 90:21, 90:25, 91:24, 99:21, 102:23, 103:14, 103:22, 104:14, 106:22, 108:25, 111:3, 111:7, 116:5, 117:7, 120:25, 121:1, 121:18, 121:22, 122:3, 122:4, 129:10, 129:14, 129:18, 130:11, 130:17, 142:2, 150:13  
**average** [4] - 62:3, 62:7, 62:13, 62:14  
**avoid** [2] - 143:6, 143:21  
**avoiding** [1] - 142:3  
**aware** [4] - 122:16, 122:20, 124:13, 163:17  
**awful** [1] - 35:22  
**aye** [1] - 8:6

**B**

**B-2** [3] - 17:8, 17:18, 19:6  
**background** [6] - 20:18, 23:10, 30:2, 46:23, 57:24, 93:4  
**backing** [8] - 15:21, 77:16, 77:19, 105:8, 105:14, 105:15, 108:8, 108:11  
**backup** [2] - 23:5, 103:9  
**bad** [6] - 14:17, 87:10, 87:18, 94:6, 101:6, 164:4  
**bagel** [1] - 68:7  
**ballpark** [1] - 61:7  
**banding** [1] - 23:24  
**bar** [20] - 71:17, 71:22, 72:1, 73:8, 73:9, 73:17, 88:4, 88:7, 88:12, 95:12, 95:21, 96:1, 96:3, 96:8, 117:11, 117:14, 117:20, 157:1, 157:7  
**Barry** [2] - 162:8, 166:16  
**bars** [3] - 78:25, 79:3, 80:20  
**base** [1] - 61:4  
**based** [8] - 6:1, 12:3, 22:2, 63:24, 83:18,

113:19, 127:16, 139:15  
**basic** [1] - 47:10  
**basis** [2] - 100:19, 135:15  
**battery** [1] - 69:23  
**Bauman** [1] - 166:17  
**BEADLE** [9] - 3:11, 41:9, 41:10, 41:20, 41:24, 42:6, 42:23, 43:1, 54:6  
**Beadle** [2] - 41:9, 54:6  
**bear** [1] - 34:24  
**become** [1] - 85:9  
**becomes** [2] - 10:6, 145:23  
**bedroom** [1] - 39:24  
**before-and-after** [1] - 59:13  
**beginning** [2] - 11:4, 161:18  
**behalf** [1] - 16:24  
**behind** [11] - 8:17, 10:11, 72:1, 73:8, 79:3, 80:20, 103:2, 103:4, 103:17, 138:10, 146:2  
**belabor** [2] - 94:14, 97:11  
**Belleville** [1] - 14:25  
**belongs** [1] - 30:24  
**benders** [1] - 120:22  
**benefit** [4] - 14:14, 20:18, 58:19, 116:3  
**berry** [2] - 123:1, 123:18  
**Bertin** [6] - 60:14, 60:19, 61:2, 87:21, 113:25, 114:3  
**best** [5] - 51:7, 53:4, 53:8, 117:11, 168:12  
**better** [7] - 9:2, 12:10, 16:2, 22:6, 49:20, 122:13, 122:22  
**between** [15] - 63:14, 63:16, 63:17, 64:22, 65:9, 75:10, 78:7, 95:1, 98:7, 99:1, 99:5, 124:11, 137:7, 137:14, 155:11  
**beyond** [1] - 88:5  
**bible** [1] - 63:9  
**big** [3] - 15:13, 44:5, 50:16  
**bigger** [1] - 130:25  
**Billy** [6] - 13:17, 14:4, 14:5, 14:6, 14:7, 127:14  
**Billy's** [2] - 13:16, 151:9

**bit** [11] - 10:10, 30:21, 40:2, 40:10, 61:8, 63:22, 78:4, 90:2, 103:3, 103:4, 124:19  
**blend** [1] - 43:24  
**Block** [1] - 154:10  
**block** [8] - 55:15, 81:24, 82:1, 117:15, 146:3, 146:7  
**blocked** [1] - 105:23  
**blocks** [2] - 144:21, 147:22  
**Bloomfield** [2] - 130:11, 130:17  
**BOARD** [3] - 1:1, 1:11, 8:6  
**Board** [105] - 2:4, 5:5, 5:13, 5:15, 5:18, 5:21, 5:23, 5:24, 7:1, 7:14, 7:19, 7:20, 7:24, 8:10, 8:21, 9:6, 9:10, 10:14, 20:3, 20:15, 20:17, 22:6, 26:2, 26:7, 26:12, 27:15, 27:18, 27:19, 29:1, 29:8, 36:14, 36:25, 37:10, 38:1, 38:20, 41:16, 43:14, 45:13, 47:1, 47:19, 49:6, 49:19, 52:23, 53:5, 55:21, 56:4, 56:11, 56:17, 57:15, 57:20, 58:1, 58:5, 58:23, 69:20, 83:20, 84:11, 84:22, 85:7, 87:4, 111:8, 111:22, 112:16, 113:24, 118:24, 120:7, 124:23, 126:14, 128:3, 130:18, 141:6, 147:21, 148:15, 150:14, 152:19, 154:19, 156:6, 158:4, 158:7, 158:19, 158:21, 159:3, 159:14, 159:19, 159:20, 159:22, 159:25, 160:3, 160:20, 162:12, 162:15, 162:19, 162:20, 163:5, 163:6, 163:8, 163:25, 164:3, 165:4, 165:10, 167:5, 167:24  
**board** [3] - 4:4, 4:5, 22:20  
**Board's** [1] - 65:8  
**BOARD'S** [1] - 3:6  
**boards** [1] - 70:13

**bombed** [1] - 35:23  
**bombs** [1] - 35:25  
**booked** [1] - 164:2  
**bottle** [1] - 82:15  
**bottleneck** [1] - 124:2  
**bought** [2] - 15:18  
**box** [1] - 53:16  
**bread** [1] - 68:9  
**break** [7] - 110:5,  
 110:8, 110:16,  
 118:15, 142:17,  
 142:20, 159:2  
**Bresnan** [1] - 55:13  
**BRESNAN** [7] - 3:16,  
 55:13, 55:14, 55:24,  
 56:12, 56:18, 56:21  
**BRIAN** [1] - 1:24  
**brick** [3] - 23:21,  
 23:23, 39:25  
**bring** [3] - 29:17,  
 49:24, 79:9  
**broken** [1] - 59:7  
**bronze** [2] - 23:24,  
 23:25  
**brought** [6] - 24:23,  
 24:24, 33:19, 53:15,  
 98:5, 119:10  
**BROWN** [17] - 1:14,  
 29:9, 30:8, 30:20,  
 93:9, 94:6, 94:11,  
 95:4, 95:10, 95:16,  
 95:20, 96:13, 96:17,  
 96:24, 97:3, 143:11,  
 143:24  
**brown** [2] - 29:8, 93:8  
**buffer** [3] - 73:6,  
 75:10, 81:25  
**build** [3] - 16:25,  
 50:19, 97:18  
**building** [65] - 15:3,  
 17:22, 18:20, 18:22,  
 18:24, 23:19, 23:20,  
 23:25, 24:3, 24:5,  
 24:13, 24:20, 24:21,  
 25:2, 25:9, 25:10,  
 25:14, 25:18, 27:25,  
 28:8, 28:20, 29:21,  
 30:4, 30:5, 30:23,  
 31:22, 32:11, 32:13,  
 32:16, 32:24, 33:4,  
 37:7, 37:10, 38:13,  
 39:2, 39:7, 39:8,  
 40:16, 40:18, 44:1,  
 46:23, 47:9, 47:25,  
 48:2, 48:7, 48:9,  
 51:5, 51:12, 54:22,  
 65:18, 65:20, 70:19,  
 71:1, 72:14, 75:2,  
 75:6, 75:7, 75:8,  
 79:21, 79:24, 80:3,

81:24, 82:2, 100:5  
**building's** [1] - 29:14  
**buildings** [3] - 33:19,  
 71:1, 80:2  
**built** [2] - 15:22, 123:2  
**bump** [2] - 28:1, 56:13  
**bump-out** [1] - 28:1  
**bumping** [1] - 56:2  
**burden** [4] - 115:20,  
 119:11, 124:15,  
 125:2  
**burden's** [1] - 125:24  
**burdensome** [1] -  
 85:9  
**buried** [1] - 53:3  
**bus** [9] - 96:14, 96:21,  
 97:8, 107:24, 108:1,  
 156:17, 157:14,  
 157:15  
**buses** [2] - 107:22  
**bushes** [1] - 23:14  
**busier** [1] - 11:22  
**busiest** [1] - 131:9  
**business** [8] - 18:17,  
 20:22, 31:8, 63:15,  
 101:15, 101:17,  
 131:8, 136:2  
**businesses** [1] -  
 135:19  
**but..** [1] - 167:14  
**buy** [7] - 66:14, 66:18,  
 68:12, 99:25,  
 100:25, 101:1,  
 101:11  
**BY** [4] - 2:7, 20:12,  
 21:9, 23:6

## C

**C-minus** [1] - 98:2  
**cab** [1] - 13:22  
**CAD** [1] - 22:1  
**calculate** [2] - 62:7,  
 108:6  
**calculated** [1] - 90:17  
**calculation** [1] - 62:3  
**CALDWELL** [1] - 1:25  
**calendar** [1] - 142:22  
**Cambridge** [1] - 13:8  
**camera** [2] - 30:3,  
 52:12  
**cameras** [1] - 52:8  
**cancer** [1] - 14:5  
**candid** [1] - 12:23  
**cannot** [3] - 6:24,  
 16:4, 56:19  
**capacity** [7] - 69:15,  
 73:12, 73:13, 73:18,  
 113:10, 113:12

**capital** [1] - 43:8  
**Capital** [1] - 16:24  
**car** [35] - 66:21, 67:1,  
 67:3, 67:20, 73:13,  
 73:14, 73:20, 77:1,  
 77:21, 77:22, 79:15,  
 86:3, 87:19, 93:18,  
 95:22, 96:7, 101:1,  
 103:16, 105:7,  
 105:8, 105:12,  
 105:13, 105:15,  
 105:18, 105:20,  
 106:2, 106:22,  
 107:18, 132:13,  
 142:1, 143:6  
**car's** [2] - 67:2, 105:9  
**card** [1] - 140:8  
**care** [4] - 14:11, 14:12,  
 15:8, 92:24  
**careful** [2] - 54:25,  
 72:7  
**carefully** [3] - 5:8,  
 6:18, 15:24  
**carelessly** [1] - 77:10  
**carrier** [1] - 15:9  
**carry** [1] - 69:22  
**cars** [24] - 67:4, 71:18,  
 76:12, 76:20, 76:22,  
 77:8, 77:10, 78:9,  
 87:24, 88:2, 90:24,  
 93:21, 95:6, 103:17,  
 104:16, 106:5,  
 106:9, 106:25,  
 127:10, 127:11,  
 132:13, 134:14,  
 143:21, 150:23  
**case** [13] - 6:13, 7:16,  
 23:5, 24:19, 32:4,  
 32:6, 53:25, 69:1,  
 69:17, 71:9, 83:25,  
 99:9, 117:1  
**catchall** [1] - 83:17  
**catching** [1] - 150:1  
**caused** [2] - 122:19,  
 139:10  
**causes** [1] - 145:4  
**causing** [2] - 89:19,  
 138:19  
**CCR** [2] - 168:23,  
 168:23  
**cell** [1] - 7:7  
**cementitious** [1] -  
 23:22  
**center** [4] - 60:1,  
 70:19, 122:14,  
 123:24  
**centers** [1] - 152:16  
**Centre** [9] - 2:6, 57:21,  
 58:9, 113:16,  
 115:24, 126:3,

126:7, 131:1, 162:14  
**cents** [2] - 66:17,  
 66:19  
**cereal** [1] - 101:22  
**certain** [3] - 16:3,  
 32:3, 58:7  
**certainly** [16] - 30:15,  
 30:17, 35:13, 39:22,  
 44:24, 51:7, 58:1,  
 60:23, 64:12, 67:16,  
 79:19, 102:11,  
 103:3, 138:6, 139:4,  
 149:13  
**CERTIFIED** [1] - 1:22  
**Certified** [2] - 168:6,  
 168:7  
**chair** [2] - 22:22,  
 101:1  
**Chair** [1] - 16:8  
**CHAIRMAN** [218] - 5:1,  
 8:4, 8:7, 8:19, 8:23,  
 16:20, 19:21, 20:5,  
 21:3, 21:6, 22:8,  
 22:17, 29:7, 31:2,  
 31:5, 33:10, 35:17,  
 35:20, 36:2, 36:7,  
 36:13, 36:16, 36:20,  
 37:3, 37:13, 37:21,  
 37:24, 38:3, 38:14,  
 38:16, 40:4, 40:25,  
 41:4, 41:12, 41:19,  
 42:4, 42:16, 42:24,  
 43:2, 43:10, 43:16,  
 44:2, 44:6, 44:9,  
 44:12, 44:25, 45:3,  
 45:9, 45:16, 46:11,  
 46:15, 47:2, 47:12,  
 47:15, 47:21, 48:4,  
 48:10, 48:14, 48:20,  
 49:2, 49:8, 49:15,  
 49:17, 49:25, 51:2,  
 51:15, 51:17, 51:24,  
 52:2, 52:5, 52:20,  
 53:7, 53:11, 54:4,  
 54:10, 54:17, 54:22,  
 55:1, 55:7, 55:17,  
 56:10, 56:16, 56:19,  
 56:22, 57:2, 57:5,  
 57:11, 57:17, 57:25,  
 58:10, 58:13, 58:17,  
 69:23, 70:2, 70:8,  
 70:11, 84:6, 85:3,  
 86:11, 86:15, 86:17,  
 87:3, 92:3, 93:8,  
 97:9, 110:3, 110:6,  
 110:10, 110:20,  
 111:4, 111:11,  
 116:6, 116:11,  
 118:7, 118:10,  
 119:16, 119:20,

119:25, 120:4,  
 122:7, 128:16,  
 128:18, 129:24,  
 130:8, 130:13,  
 130:21, 131:2,  
 131:12, 131:17,  
 131:23, 132:3,  
 132:9, 132:22,  
 133:3, 133:8,  
 133:25, 134:3,  
 134:13, 134:17,  
 136:7, 136:10,  
 136:16, 137:17,  
 138:9, 139:25,  
 140:3, 140:7,  
 140:16, 140:23,  
 141:2, 141:9,  
 141:13, 141:17,  
 142:7, 142:11,  
 142:18, 143:3,  
 143:23, 144:1,  
 144:11, 144:16,  
 146:18, 146:21,  
 146:24, 147:3,  
 147:6, 147:10,  
 147:13, 147:21,  
 148:5, 148:8,  
 148:16, 148:20,  
 148:25, 149:23,  
 150:3, 150:7,  
 150:10, 150:17,  
 151:5, 151:11,  
 152:11, 152:24,  
 153:2, 154:4,  
 155:14, 155:22,  
 156:3, 156:11,  
 156:23, 157:11,  
 157:23, 158:11,  
 158:14, 158:22,  
 160:4, 160:8,  
 160:12, 160:16,  
 160:25, 161:2,  
 161:4, 161:11,  
 161:17, 161:20,  
 161:23, 161:25,  
 162:9, 163:1,  
 163:14, 163:21,  
 164:19, 165:12,  
 165:15, 166:8,  
 167:7, 167:12,  
 167:25  
**chairman** [1] - 159:3  
**Chairman** [49] - 1:12,  
 1:13, 8:9, 15:14,  
 16:17, 19:24, 20:3,  
 20:10, 21:7, 22:5,  
 29:4, 36:5, 37:1,  
 38:20, 41:17, 42:18,  
 43:14, 45:14, 47:19,  
 49:6, 52:3, 53:10,  
 55:22, 57:3, 57:15,

- 57:19, 58:4, 70:6,  
84:5, 87:5, 111:9,  
111:16, 120:6,  
122:6, 130:19,  
141:7, 148:11,  
150:15, 152:14,  
156:7, 157:14,  
158:10, 160:1,  
160:3, 160:6,  
160:20, 162:8,  
163:12, 167:23
- challenging** [1] -  
11:10
- chance** [2] - 13:5,  
159:17
- change** [19] - 10:19,  
44:18, 50:7, 50:23,  
66:22, 67:10, 68:24,  
69:6, 80:3, 97:25,  
98:14, 116:23,  
121:24, 121:25,  
127:8, 128:5,  
128:21, 128:24,  
129:5
- changes** [5] - 114:20,  
114:23, 125:25,  
128:6, 138:18
- changing** [2] - 13:5,  
97:19
- channels** [1] - 10:20
- Chapter** [9] - 17:11,  
17:14, 17:20, 18:2,  
18:7, 18:11, 18:15,  
19:4, 19:8
- chapter** [2] - 17:24,  
19:13
- character** [2] - 55:25,  
99:20
- characteristic** [2] -  
66:10, 66:13
- characteristics** [2] -  
66:5, 67:11
- charge** [1] - 94:19
- cheaper** [2] - 66:17,  
66:19
- check** [2] - 46:6,  
167:13
- checked** [1] - 159:2
- checklist** [2] - 19:15,  
19:18
- children** [2] - 146:1,  
150:25
- choice** [1] - 92:25
- choose** [2] - 6:18,  
144:8
- CHRISTINE** [1] - 3:18
- Christine** [1] - 140:21
- Christmas** [2] - 59:23,  
61:13
- cigarettes** [1] - 86:25
- circular** [1] - 15:23
- circulation** [2] - 72:14,  
136:21
- circulatory** [1] - 79:18
- City** [1] - 124:25
- civil** [11] - 22:3, 23:15,  
27:10, 32:10, 32:17,  
34:17, 35:2, 36:1,  
40:19, 48:19, 56:5
- Clark** [2] - 36:11,  
36:25
- clean** [2] - 14:16,  
166:25
- cleans** [1] - 138:8
- clear** [6] - 51:13,  
72:23, 90:25,  
137:16, 157:2, 158:3
- clearance** [1] - 155:8
- clearly** [2] - 52:22,  
98:13
- clears** [1] - 62:12
- client** [2] - 16:24,  
33:19
- client's** [1] - 14:9
- Clifton** [6] - 113:6,  
114:13, 123:2,  
123:21, 124:11,  
124:25
- clock** [1] - 157:25
- close** [4] - 30:9, 79:21,  
117:11, 139:11
- closed** [2] - 73:1,  
158:18
- closely** [1] - 23:16
- closer** [5] - 39:11,  
64:24, 73:11, 73:17,  
88:8
- closest** [1] - 71:10
- code** [14] - 74:11,  
74:12, 74:17, 74:19,  
80:13, 80:14, 81:6,  
127:18, 139:18,  
139:19, 154:21,  
154:22, 155:7
- Codes** [11] - 17:12,  
17:15, 17:21, 17:25,  
18:3, 18:8, 18:12,  
18:16, 19:5, 19:9,  
19:14
- coexist** [1] - 157:9
- coffee** [7] - 68:7,  
82:15, 86:18, 86:24,  
99:24, 99:25, 101:12
- coincidal** [1] - 123:11
- coincide** [1] - 145:20
- coincident** [1] - 99:7
- coinciding** [1] - 107:1
- cold** [1] - 67:18
- collected** [2] - 24:22,  
59:3
- color** [3] - 21:15,  
23:17, 23:21
- colors** [1] - 40:17
- coming** [21] - 39:7,  
39:10, 43:25, 68:1,  
74:1, 76:20, 86:3,  
86:17, 88:16, 90:14,  
104:14, 106:11,  
106:12, 108:11,  
108:18, 113:7,  
132:19, 134:6,  
142:1, 143:7, 149:2
- Commencing** [1] -  
1:10
- commend** [2] - 119:4,  
158:4
- comment** [10] - 5:20,  
6:16, 29:9, 44:13,  
55:5, 56:20, 111:13,  
117:18, 136:13,  
136:14
- comments** [15] - 9:2,  
9:5, 9:24, 10:1, 11:7,  
13:13, 16:18, 44:2,  
48:16, 101:7,  
110:11, 111:14,  
122:8, 161:10,  
161:16
- commercial** [6] -  
21:23, 44:20, 48:7,  
48:9, 56:2, 56:14
- Commissioners** [2] -  
157:22, 164:11
- committed** [1] - 96:2
- common** [2] - 77:5,  
116:18
- Commons** [4] - 113:6,  
114:13, 123:2,  
124:12
- communities** [1] -  
153:22
- community** [10] -  
8:13, 8:18, 9:7, 13:6,  
14:18, 50:12, 50:18,  
50:20, 50:23, 50:24
- commute** [1] - 86:22
- commuter** [1] - 68:12
- commuters** [2] - 82:8,  
82:10
- compaction** [1] -  
28:21
- company** [1] - 10:16
- comparable** [1] -  
61:22
- compare** [4] - 60:18,  
91:9, 91:24, 98:4
- compared** [4] - 60:25,  
61:5, 87:20
- compares** [1] - 75:19
- comparing** [2] - 66:11,  
78:8
- comparison** [9] -  
29:19, 54:16, 59:2,  
59:5, 60:6, 60:23,  
78:1, 78:18, 138:3
- complaint** [2] - 89:15,  
124:8
- complement** [2] -  
10:25, 75:17
- complete** [4] - 10:25,  
29:2, 49:20, 58:6
- completed** [3] - 5:17,  
5:18, 22:1
- completely** [3] - 50:8,  
50:24
- complex** [2] - 10:9,  
11:22
- compliant** [7] - 74:9,  
74:20, 81:5, 81:7,  
81:10, 139:17, 155:3
- complies** [1] - 28:17
- comply** [1] - 155:5
- component** [1] - 67:13
- composite** [2] - 21:20,  
23:22
- compressors** [1] -  
25:22
- computer** [1] - 133:13
- con** [1] - 137:24
- concept** [3] - 102:9,  
102:14, 122:21
- concern** [5] - 11:21,  
47:10, 48:3, 117:14,  
121:19
- concerned** [5] - 50:8,  
121:7, 128:9, 139:8,  
147:16
- concerns** [3] - 13:1,  
115:5, 119:9
- conclusions** [2] -  
12:3, 120:3
- condensing** [1] -  
25:21
- condition** [6] - 42:1,  
42:10, 42:14, 61:9,  
73:10, 97:18
- conditioning** [3] - 9:1,  
25:11, 25:19
- conditions** [16] - 59:6,  
59:8, 59:11, 59:25,  
61:4, 62:14, 62:15,  
69:1, 70:15, 70:23,  
72:12, 78:19, 79:10,  
81:14, 126:13,  
140:15
- conducted** [2] - 78:2,  
142:15
- confirm** [2] - 84:2,  
114:2
- confirmation** [1] -  
162:6
- conflict** [1] - 158:25
- conforming** [1] -  
44:20
- congested** [3] - 77:18,  
145:23, 147:18
- conjunction** [3] -  
108:2, 123:4, 139:21
- connection** [2] -  
79:18, 145:11
- consented** [3] - 49:20,  
116:11, 119:17
- consequences** [1] -  
77:12
- conservative** [1] -  
64:9
- consider** [2] - 149:17,  
158:23
- considerably** [1] -  
60:11
- consideration** [1] -  
156:16
- considered** [3] -  
57:22, 133:23,  
163:15
- considering** [1] -  
119:6
- consist** [3] - 80:15,  
80:21, 80:22
- consistent** [1] -  
113:25
- consists** [1] - 78:21
- constantly** [1] - 48:2
- constitute** [1] - 113:21
- constrained** [1] -  
107:7
- construction** [4] -  
42:12, 122:19,  
124:1, 127:8
- contacts** [1] - 124:20
- container** [1] - 86:18
- containers** [1] - 24:25
- contend** [1] - 90:20
- context** [1] - 29:11
- continue** [1] - 166:23
- continued** [1] - 167:16
- continues** [3] - 91:8,  
91:15, 129:16
- contract** [1] - 14:10
- control** [6] - 6:12,  
117:23, 117:24,  
147:22, 158:5,  
161:18
- controlled** [4] - 71:23,  
72:4, 79:1, 117:18
- controlling** [1] - 10:18
- controls** [5] - 74:13,  
85:14, 121:17,  
124:8, 157:6
- convenience** [19] -

17:1, 62:24, 65:6, 66:1, 67:14, 67:25, 68:5, 68:10, 68:15, 68:16, 82:12, 82:16, 85:25, 87:1, 99:17, 100:5, 100:23, 101:4, 144:5	122:24, 134:14, 142:11	153:24	111:20, 111:21	104:7, 104:21, 105:3, 105:7, 105:13, 105:17, 105:22, 106:5, 106:8, 106:14, 106:18, 106:21, 107:4, 107:11, 107:21, 108:13, 108:15, 108:20, 109:3, 109:11, 109:15, 128:17, 128:20
<b>CONVENIENCE</b> [1] - 1:4	<b>counted</b> [3] - 60:4, 60:19, 60:20	<b>CRR</b> [1] - 168:23	<b>dates</b> [2] - 141:21, 158:25	<b>den</b> [1] - 16:10
<b>conveniency</b> [1] - 68:2	<b>counters</b> [1] - 28:5	<b>cue</b> [9] - 90:15, 90:16, 90:18, 90:20, 90:24, 91:2, 91:5, 103:21, 104:9	<b>day-in-day</b> [1] - 82:7	<b>denial</b> [3] - 15:12, 16:22, 83:7
<b>convenient</b> [4] - 8:12, 67:25, 144:5, 144:6	<b>counting</b> [2] - 87:24, 87:25	<b>cued</b> [2] - 77:20, 104:16	<b>days</b> [1] - 135:15	<b>denied</b> [1] - 17:6
<b>cooperation</b> [1] - 162:1	<b>counts</b> [26] - 11:17, 11:20, 11:25, 59:1, 59:9, 59:21, 59:22, 60:7, 60:8, 60:10, 61:12, 78:1, 78:2, 78:6, 87:16, 93:15, 99:2, 112:5, 112:6, 112:9, 113:1, 113:2, 115:13, 115:19, 142:14	<b>cues</b> [2] - 129:6, 129:10	<b>de</b> [2] - 116:23, 128:25	<b>Department</b> [8] - 12:12, 60:3, 60:10, 64:2, 74:4, 80:13, 81:6, 81:11
<b>coordinate</b> [1] - 152:18	<b>County</b> [1] - 63:7	<b>cuing</b> [11] - 12:10, 62:11, 73:13, 88:20, 103:8, 103:12, 104:1, 104:6, 104:22, 114:12, 115:8	<b>dead</b> [1] - 69:24	<b>department</b> [1] - 75:21
<b>coordination</b> [1] - 149:12	<b>county</b> [4] - 12:11, 63:6, 133:14, 133:18	<b>cup</b> [2] - 82:15, 101:11	<b>dear</b> [1] - 16:23	<b>dependent</b> [1] - 89:22
<b>coordinator</b> [8] - 117:10, 118:2, 120:11, 120:15, 123:1, 129:21, 148:13, 157:21	<b>couple</b> [7] - 16:12, 25:21, 32:16, 33:17, 35:25, 103:25, 126:25	<b>curb</b> [13] - 18:3, 18:5, 35:13, 77:2, 83:6, 83:8, 96:18, 121:6, 121:8, 121:11, 121:12, 154:24	<b>deceiving</b> [6] - 30:14, 38:23, 39:5, 39:16, 46:9, 46:14	<b>depicted</b> [1] - 23:20
<b>copies</b> [1] - 84:24	<b>course</b> [6] - 14:4, 15:7, 27:15, 116:21, 124:12, 141:1	<b>curious</b> [3] - 137:3, 137:12, 138:15	<b>December</b> [9] - 59:23, 112:9, 159:2, 164:20, 164:21, 165:5, 165:6, 165:11, 165:17	<b>depiction</b> [1] - 46:25
<b>copy</b> [5] - 19:14, 84:9, 84:12, 84:14, 84:22	<b>COURT</b> [3] - 1:22, 1:24, 7:22	<b>current</b> [4] - 42:14, 71:6, 73:10, 125:10	<b>decide</b> [3] - 101:21, 115:3, 118:16	<b>describe</b> [4] - 23:18, 24:8, 24:9, 40:21
<b>corner</b> [19] - 1:6, 10:5, 18:21, 21:22, 23:13, 26:17, 27:4, 28:8, 30:1, 75:2, 82:20, 101:2, 136:3, 136:5, 150:22, 155:8, 156:17, 156:19	<b>court</b> [2] - 7:20, 7:25	<b>customer</b> [1] - 31:11	<b>decided</b> [1] - 40:15	<b>DESCRIPTION</b> [1] - 4:2
<b>corners</b> [1] - 76:20	<b>Court</b> [2] - 7:21, 168:6	<b>customers</b> [3] - 82:7, 82:8, 132:14	<b>decision</b> [3] - 114:8, 165:2, 165:8	<b>design</b> [10] - 9:18, 25:10, 27:9, 27:11, 37:12, 53:25, 80:5, 125:10, 138:7, 151:15
<b>cornice</b> [2] - 23:23, 37:16	<b>courtesy</b> [1] - 91:1	<b>cut</b> [8] - 18:3, 43:21, 88:21, 91:1, 121:12, 143:9, 143:22	<b>declare</b> [1] - 110:7	<b>designated</b> [1] - 101:16
<b>corporate</b> [3] - 10:15, 10:17, 121:11	<b>cove</b> [1] - 37:9	<b>cut's</b> [1] - 96:18	<b>decrease</b> [8] - 76:9, 77:13, 78:12, 89:5, 89:22, 113:18, 116:22, 120:11	<b>designed</b> [8] - 31:7, 33:14, 74:13, 83:14, 108:23, 136:1, 151:7, 151:18
<b>corral</b> [1] - 24:17	<b>coverage</b> [2] - 24:2, 24:3	<b>cuts</b> [5] - 18:5, 83:6, 83:8, 121:6, 121:8	<b>decreased</b> [3] - 89:18, 103:24, 113:13	<b>designers</b> [1] - 27:12
<b>correct</b> [14] - 26:4, 26:5, 27:6, 28:22, 28:23, 35:4, 37:14, 72:24, 97:15, 97:16, 114:3, 122:14, 138:23, 152:22	<b>cranky</b> [1] - 110:15	<b>cycle</b> [5] - 61:17, 93:22, 94:4, 94:18, 152:22	<b>decreasing</b> [1] - 89:13	<b>destination</b> [7] - 65:9, 65:11, 66:15, 68:17, 82:14, 100:21, 101:24
<b>correctly</b> [1] - 14:21	<b>create</b> [3] - 46:20, 114:10, 129:13	<b>cycles</b> [2] - 93:19, 94:2	<b>deemed</b> [1] - 155:21	<b>detail</b> [4] - 26:1, 27:2, 29:12, 140:10
<b>corridor</b> [4] - 123:14, 123:15, 124:11, 125:1	<b>created</b> [3] - 29:13, 46:21, 129:4		<b>deficiencies</b> [1] - 74:16	<b>detailed</b> [2] - 27:16, 75:15
<b>corroborating</b> [1] - 127:17	<b>creates</b> [1] - 91:6		<b>deficiency</b> [1] - 80:7	<b>details</b> [1] - 26:6
<b>Costenbader</b> [2] - 13:20, 13:24	<b>creating</b> [1] - 129:6		<b>deficient</b> [2] - 74:16, 80:12	<b>determine</b> [3] - 61:21, 62:25, 78:3
<b>counsel</b> [2] - 16:8, 22:21	<b>credentials</b> [1] - 21:4		<b>degradation</b> [1] - 81:3	<b>determined</b> [1] - 31:22
<b>Counselor</b> [1] - 13:25	<b>credit</b> [1] - 65:2		<b>degrades</b> [1] - 91:11	<b>determining</b> [1] - 64:7
<b>count</b> [11] - 59:2, 60:2, 60:13, 68:5, 87:13, 87:19, 92:1, 92:5,	<b>critical</b> [1] - 78:13		<b>degree</b> [3] - 20:20, 52:14, 73:19	<b>detriment</b> [2] - 104:4, 120:13
	<b>criticism</b> [2] - 9:23, 10:2		<b>degrees</b> [1] - 26:20	<b>detrimental</b> [1] - 69:11
	<b>cross</b> [8] - 29:5, 84:5, 150:21, 150:24, 151:20, 153:11, 153:14		<b>delay</b> [3] - 62:3, 62:7, 90:17	<b>developed</b> [2] - 42:12, 80:12
	<b>cross-examination</b> [1] - 84:5		<b>delays</b> [4] - 62:11, 98:4, 100:14	<b>developer</b> [1] - 162:14
	<b>crossing</b> [2] - 152:12, 153:8		<b>delineated</b> [1] - 70:20	<b>development</b> [1] -
	<b>crosswalk</b> [2] - 153:18, 157:2		<b>deliver</b> [1] - 84:25	
	<b>crosswalks</b> [5] - 21:22, 76:25, 117:24, 151:14,		<b>deliveries</b> [3] - 39:8, 83:11, 83:12	
			<b>delivery</b> [2] - 108:16, 109:21	
			<b>DEMERJIAN</b> [46] - 1:16, 31:15, 33:12, 33:24, 34:8, 34:11, 34:20, 35:6, 35:9, 35:15, 35:19, 97:10, 97:17, 97:21, 98:8, 98:13, 98:23, 100:16, 101:14, 102:1, 102:8, 102:19, 103:7,	
			<b>D</b>	
			<b>D-plus</b> [1] - 98:2	
			<b>DaCOSTA</b> [3] - 1:13, 8:3, 16:23	
			<b>daily</b> [1] - 135:15	
			<b>damage</b> [2] - 42:11, 42:13	
			<b>damaged</b> [1] - 42:13	
			<b>dark</b> [2] - 23:24, 53:4	
			<b>data</b> [9] - 59:2, 60:2, 61:6, 87:20, 87:21, 97:12, 114:5, 137:4, 137:9	
			<b>date</b> [3] - 162:16, 162:25, 165:13	
			<b>dated</b> [6] - 17:4, 17:6, 19:17, 58:21,	

<p>81:15  <b>diagonal</b> [1] - 53:2  <b>diagrams</b> [2] - 112:7, 123:8  <b>DIANA</b> [1] - 2:2  <b>diBiasi</b> [1] - 167:9  <b>DiBiasi</b> [94] - 2:5, 2:7, 7:17, 8:8, 8:9, 8:20, 8:22, 8:24, 9:5, 13:25, 16:23, 19:22, 19:24, 20:10, 20:12, 21:7, 21:9, 22:4, 22:12, 22:19, 22:21, 23:3, 23:6, 29:4, 30:25, 36:2, 41:23, 42:18, 54:12, 54:18, 54:21, 54:24, 55:3, 56:24, 57:1, 57:3, 57:19, 58:3, 58:12, 58:15, 70:2, 70:4, 70:6, 81:17, 84:4, 84:23, 85:2, 92:4, 92:7, 92:10, 92:19, 92:22, 92:24, 93:3, 93:7, 116:13, 116:16, 119:19, 119:23, 120:2, 121:5, 136:23, 145:6, 145:9, 152:7, 152:9, 154:2, 157:24, 158:1, 158:13, 158:24, 159:5, 159:10, 159:17, 160:2, 162:3, 162:4, 162:11, 162:12, 163:11, 164:4, 164:7, 164:25, 165:7, 165:14, 165:17, 165:23, 166:1, 166:12, 166:25, 167:4, 167:10, 167:23  <b>dictate</b> [1] - 125:13  <b>died</b> [1] - 14:4  <b>difference</b> [5] - 34:2, 34:15, 65:8, 94:19, 95:1  <b>different</b> [11] - 29:24, 30:11, 31:25, 50:25, 51:5, 51:12, 51:20, 53:6, 53:22, 127:11, 141:22  <b>differently</b> [1] - 51:6  <b>difficult</b> [2] - 151:10, 151:19  <b>digital</b> [1] - 52:8  <b>dilapidated</b> [1] - 56:7  <b>DIRE</b> [1] - 20:12  <b>DIRECT</b> [1] - 21:9</p>	<p><b>direct</b> [2] - 83:5, 117:6  <b>directed</b> [2] - 9:6, 51:11  <b>directing</b> [1] - 47:11  <b>direction</b> [2] - 73:15, 100:8  <b>directive</b> [3] - 61:16, 61:17, 61:22  <b>directly</b> [5] - 13:22, 47:9, 47:24, 48:6, 48:8  <b>disallow</b> [1] - 73:25  <b>disarray</b> [1] - 127:15  <b>discounted</b> [1] - 98:10  <b>discuss</b> [5] - 115:6, 115:15, 140:9, 148:14, 157:20  <b>discussed</b> [3] - 44:24, 111:22, 137:9  <b>discussing</b> [1] - 69:14  <b>discussion</b> [3] - 48:18, 55:6, 152:16  <b>discussions</b> [2] - 27:11, 112:20  <b>display</b> [3] - 18:13, 18:17, 19:11  <b>disprove</b> [1] - 50:3  <b>disputes</b> [1] - 16:15  <b>dissipate</b> [1] - 104:18  <b>distance</b> [5] - 79:8, 80:21, 82:18, 82:25, 155:10  <b>distinction</b> [1] - 127:5  <b>distortion</b> [1] - 52:14  <b>district</b> [7] - 17:9, 17:13, 17:17, 17:18, 18:10, 19:6, 25:5  <b>diversion</b> [2] - 66:18, 86:8  <b>diverted</b> [1] - 101:10  <b>divide</b> [1] - 18:23  <b>dividing</b> [1] - 98:6  <b>dock</b> [1] - 109:23  <b>document</b> [3] - 59:4, 63:5, 77:25  <b>documents</b> [2] - 58:23, 137:25  <b>done</b> [33] - 11:16, 16:16, 33:15, 33:21, 66:16, 67:3, 68:18, 82:13, 85:6, 89:20, 99:19, 112:6, 112:15, 114:12, 114:24, 118:8, 121:9, 122:17, 122:24, 123:4, 123:9, 123:17, 123:19, 123:20, 126:19, 126:24, 128:7, 129:12,</p>	<p>141:16, 141:25, 161:20  <b>door</b> [9] - 24:5, 24:11, 25:8, 34:21, 35:5, 38:12, 38:25, 48:9, 48:13  <b>doors</b> [6] - 24:13, 24:14, 24:24, 25:3, 167:17, 167:18  <b>DOT</b> [57] - 61:6, 61:18, 61:19, 61:22, 63:6, 64:5, 64:7, 74:3, 74:10, 74:19, 74:21, 87:20, 112:1, 112:2, 112:8, 114:8, 114:12, 114:18, 114:19, 115:2, 115:15, 115:21, 115:25, 117:18, 117:22, 118:1, 118:14, 118:20, 119:12, 121:17, 122:17, 124:4, 124:7, 124:16, 124:17, 126:17, 126:22, 128:5, 128:11, 133:14, 133:16, 138:15, 138:17, 139:2, 139:8, 139:16, 140:1, 149:11, 149:13, 149:16, 152:15, 154:22, 155:3, 155:20, 165:8, 166:18  <b>DOT's</b> [3] - 119:14, 121:21, 124:4  <b>double</b> [1] - 157:7  <b>double-yellow</b> [1] - 157:7  <b>down</b> [28] - 14:24, 30:6, 35:5, 39:1, 40:7, 42:20, 53:1, 70:17, 72:18, 82:3, 83:2, 86:3, 99:21, 102:25, 103:3, 103:4, 106:22, 107:15, 110:11, 110:13, 145:1, 145:22, 145:24, 147:19, 150:23, 151:22, 156:22  <b>downstairs</b> [2] - 84:19, 167:17  <b>dozen</b> [2] - 68:13, 86:23  <b>drainage</b> [1] - 75:16  <b>draw</b> [1] - 65:24  <b>drawing</b> [6] - 22:1, 35:12, 67:22, 86:1,</p>	<p>101:5, 130:24  <b>drawings</b> [1] - 35:2  <b>drawn</b> [3] - 10:8, 65:21, 82:11  <b>draws</b> [1] - 34:12  <b>drew</b> [1] - 23:8  <b>drive</b> [2] - 67:20, 151:1  <b>Drive</b> [10] - 1:9, 36:11, 36:25, 45:8, 45:12, 57:9, 57:14, 130:12, 160:14, 160:19  <b>driver</b> [1] - 157:5  <b>drivers</b> [2] - 76:12, 153:23  <b>driveway</b> [44] - 39:4, 39:5, 39:15, 71:3, 71:9, 71:15, 71:16, 71:24, 73:24, 74:2, 74:6, 77:20, 79:14, 79:16, 79:21, 81:9, 83:4, 88:5, 88:11, 90:16, 90:18, 106:11, 106:17, 107:17, 108:9, 108:23, 108:25, 109:2, 114:10, 117:16, 118:14, 149:7, 151:1, 151:4, 154:9, 154:22, 155:2, 155:12, 155:15, 157:2, 157:3  <b>driveways</b> [38] - 15:23, 16:6, 70:22, 70:23, 71:5, 71:7, 71:8, 71:14, 71:19, 71:22, 72:25, 73:2, 73:7, 73:23, 74:13, 74:20, 75:3, 78:22, 78:23, 78:24, 78:25, 79:5, 79:11, 80:3, 80:16, 80:17, 83:14, 85:20, 127:19, 128:10, 128:12, 138:4, 139:11, 149:18, 156:20, 157:1  <b>driving</b> [3] - 99:21, 107:25, 156:19  <b>drop</b> [3] - 66:24, 66:25, 107:23  <b>dropped</b> [2] - 67:2, 76:6  <b>due</b> [2] - 112:20, 113:6  <b>during</b> [36] - 7:6, 32:17, 61:12, 62:15, 63:15, 63:19, 66:4, 67:16, 67:19, 67:21, 74:22, 80:23, 82:8, 91:7, 91:13, 91:23, 99:13, 101:5,</p>	<p>101:20, 101:24, 103:21, 109:25, 112:21, 112:23, 113:21, 115:6, 115:8, 118:5, 131:7, 132:16, 137:11, 144:8, 144:22, 145:3, 148:3, 150:24  <b>dwelling</b> [1] - 62:22</p> <p style="text-align: center;"><b>E</b></p> <p><b>Eagle</b> [1] - 2:3  <b>easier</b> [1] - 40:22  <b>easily</b> [1] - 112:7  <b>East</b> [8] - 57:9, 57:14, 57:21, 58:9, 113:16, 115:23, 126:3, 162:13  <b>east</b> [1] - 75:7  <b>eastbound</b> [8] - 97:22, 97:24, 103:23, 113:7, 114:13, 122:3, 126:7, 133:23  <b>easterly</b> [1] - 71:24  <b>easy</b> [3] - 100:25, 150:23, 152:3  <b>eclectic</b> [1] - 20:23  <b>Edison</b> [2] - 111:3, 111:8  <b>educational</b> [2] - 20:18, 57:23  <b>effect</b> [12] - 59:13, 69:9, 94:22, 95:3, 98:11, 102:4, 102:15, 102:16, 102:20, 106:15, 129:5, 139:12  <b>effects</b> [2] - 103:16, 104:2  <b>efficient</b> [2] - 58:8, 139:18  <b>efficiently</b> [2] - 59:19, 73:19  <b>effort</b> [3] - 7:4, 8:11, 9:20  <b>egress</b> [12] - 12:9, 16:2, 25:8, 103:13, 118:19, 120:19, 120:24, 123:23, 128:10, 129:2, 157:8, 157:9  <b>EIFS</b> [1] - 23:23  <b>eight</b> [1] - 9:16  <b>EILEEN</b> [1] - 3:21  <b>Eileen</b> [1] - 160:10  <b>either</b> [17] - 6:25, 50:2, 52:24, 72:5, 82:15, 84:22, 87:22, 89:21,</p>
---	--	---	---	--

96:8, 99:8, 122:2, 128:12, 139:14, 162:8, 165:15, 165:22, 165:24	23:15, 35:2, 56:6, 58:20, 60:15, 61:6, 75:15, 83:22, 166:16	<b>except</b> [1] - 165:18	<b>exterior</b> [2] - 25:9, 35:5	<b>feet</b> [41] - 13:14, 15:4, 15:5, 15:6, 17:19, 17:22, 18:1, 18:4, 18:5, 18:6, 18:14, 18:21, 18:22, 18:23, 18:24, 18:25, 19:1, 19:2, 19:10, 19:11, 24:1, 24:16, 24:19, 25:15, 26:14, 26:16, 26:25, 28:22, 29:14, 29:15, 44:23, 79:25, 80:1, 117:22, 154:23, 155:19, 155:20
<b>elaborate</b> [1] - 93:10	<b>engineers</b> [2] - 16:14, 63:6	<b>excuse</b> [11] - 8:19, 34:5, 38:15, 45:20, 49:15, 71:16, 74:11, 92:4, 109:14, 110:3, 153:17	<b>extra</b> [1] - 84:14	<b>felt</b> [1] - 117:11
<b>element</b> [1] - 28:13	<b>Engineers</b> [1] - 63:5	<b>exercise</b> [1] - 32:15	<b>extreme</b> [1] - 135:13	<b>fence</b> [4] - 10:11, 18:9, 39:12
<b>elevation</b> [6] - 26:13, 33:25, 34:1, 34:10, 34:11, 35:3	<b>England</b> [2] - 43:23, 43:24	<b>exhaust</b> [1] - 25:20	<b>extremely</b> [1] - 30:14	<b>fenced</b> [1] - 24:18
<b>elevations</b> [3] - 26:11, 37:19, 51:8	<b>enhances</b> [1] - 73:23	<b>exhibit</b> [1] - 54:14	<b>F</b>	<b>fences</b> [2] - 18:9, 29:23
<b>Elm</b> [24] - 43:8, 43:13, 49:1, 49:5, 60:21, 60:23, 140:25, 141:5, 142:1, 142:5, 143:9, 143:16, 144:15, 145:1, 145:22, 145:24, 146:5, 146:13, 146:17, 146:19, 146:20, 146:21, 146:22, 148:1	<b>entering</b> [1] - 83:15	<b>Exhibit</b> [1] - 23:1	<b>F(16)</b> [1] - 19:19	<b>fencing</b> [1] - 17:2
<b>emergency</b> [4] - 117:13, 118:5, 118:6, 121:13	<b>entertain</b> [1] - 38:5	<b>Exhibits</b> [1] - 70:13	<b>F(20)</b> [1] - 19:19	<b>fender</b> [1] - 120:22
<b>employees</b> [7] - 87:15, 131:9, 131:11, 132:1, 132:6, 132:12, 132:16	<b>entire</b> [2] - 52:24, 105:23	<b>EXHIBITS</b> [1] - 4:1	<b>F(26)</b> [1] - 19:19	<b>fender-benders</b> [1] - 120:22
<b>en</b> [2] - 66:14, 82:13	<b>entirely</b> [1] - 80:23	<b>exist</b> [4] - 23:9, 23:11, 103:12, 125:16	<b>F(30)</b> [1] - 19:19	<b>Fernwood</b> [3] - 55:15, 55:20, 143:17
<b>enclosure</b> [1] - 24:18	<b>entrance</b> [2] - 26:15, 35:4	<b>existing</b> [50] - 10:7, 12:5, 16:5, 41:25, 42:7, 42:9, 54:8, 55:25, 56:14, 56:15, 59:6, 59:7, 59:10, 61:9, 64:23, 65:3, 65:24, 66:2, 66:12, 69:1, 69:5, 70:14, 70:15, 70:18, 70:23, 70:25, 74:15, 75:10, 75:19, 77:15, 78:19, 78:21, 79:10, 79:11, 80:9, 80:17, 81:15, 81:22, 85:20, 85:21, 86:2, 96:14, 97:14, 115:17, 122:17, 125:17, 126:18, 138:8, 139:10	<b>facade</b> [4] - 23:21, 25:4, 25:7, 37:6	<b>few</b> [4] - 13:14, 87:19, 101:11, 140:12
<b>end</b> [4] - 6:13, 12:17, 91:10, 159:13	<b>environment</b> [1] - 52:15	<b>exit</b> [4] - 25:8, 91:4, 102:12, 105:10	<b>facades</b> [1] - 24:21	<b>field</b> [1] - 61:20
<b>ending</b> [2] - 76:12, 77:22	<b>environmental</b> [2] - 14:10, 14:16	<b>exiting</b> [1] - 83:15	<b>faces</b> [1] - 26:23	<b>Fieldcrest</b> [2] - 111:2, 111:7
<b>ends</b> [6] - 76:10, 76:19, 77:5, 82:19, 89:24, 120:22	<b>envisioning</b> [1] - 88:9	<b>expect</b> [3] - 7:5, 33:3, 127:3	<b>facilities</b> [2] - 77:19	<b>fifteen</b> [1] - 13:9
<b>Engineer</b> [1] - 1:20	<b>errands</b> [1] - 101:3	<b>expected</b> [1] - 63:1	<b>facility</b> [1] - 28:12	<b>Figure</b> [1] - 98:22
<b>engineer</b> [30] - 9:21, 26:1, 27:10, 32:10, 32:17, 33:7, 34:18, 34:23, 36:1, 40:14, 40:19, 41:2, 42:19, 42:22, 48:19, 59:18, 63:7, 63:8, 75:14, 102:17, 111:18, 112:21, 115:14, 115:15, 118:23, 127:2, 129:20, 136:22, 138:20, 151:17	<b>especially</b> [3] - 89:9, 117:13, 150:24	<b>expecting</b> [1] - 165:2	<b>facings</b> [2] - 24:14, 26:13	<b>figure</b> [5] - 18:18, 98:20, 153:5, 153:7, 158:15
<b>engineer's</b> [1] - 111:19	<b>ESQ</b> [2] - 2:2, 2:7	<b>experience</b> [4] - 11:14, 27:19, 33:6, 75:23	<b>fact</b> [7] - 23:22, 24:15, 52:16, 52:25, 115:7, 120:16, 124:10	<b>figures</b> [1] - 91:9
<b>Engineering</b> [7] - 17:4, 19:17, 60:14, 60:19, 61:2, 87:21, 114:1	<b>essence</b> [1] - 81:12	<b>experienced</b> [1] - 103:10	<b>facts</b> [4] - 12:18, 12:19, 12:20, 13:11	<b>finally</b> [2] - 7:4, 83:17
<b>engineering</b> [12] - 11:1, 16:15, 22:3,	<b>essentially</b> [8] - 59:22, 62:12, 63:9, 64:11, 67:15, 71:23, 79:12, 111:15	<b>experiences</b> [1] - 6:17	<b>factual</b> [1] - 113:9	<b>financing</b> [1] - 14:12
	<b>Essex</b> [1] - 63:7	<b>expert</b> [14] - 5:4, 6:3, 10:23, 10:24, 11:1, 11:3, 11:11, 11:18, 21:4, 57:21, 57:23, 58:2, 150:18	<b>failure</b> [2] - 93:25, 94:1	<b>fine</b> [9] - 48:14, 55:2, 92:23, 138:13, 140:5, 140:6, 140:16, 148:25, 158:25
	<b>estate</b> [4] - 13:18, 14:1, 15:17	<b>expertise</b> [1] - 138:24	<b>fair</b> [3] - 48:20, 61:3, 80:10	<b>finished</b> [4] - 34:13, 35:3, 58:11, 58:13
	<b>etc</b> [1] - 17:2	<b>experts</b> [3] - 11:1, 12:4, 167:10	<b>fairly</b> [1] - 62:9	<b>fire</b> [1] - 14:21
	<b>evaluating</b> [2] - 138:18, 138:21	<b>explain</b> [4] - 26:8, 34:18, 104:4, 154:19	<b>falls</b> [1] - 163:24	<b>firm</b> [5] - 20:23, 33:15, 33:21, 60:15, 61:6
	<b>evaluation</b> [1] - 59:16	<b>explanation</b> [2] - 77:8, 154:17	<b>familiar</b> [4] - 7:13, 31:8, 33:22, 37:22	<b>first</b> [24] - 5:11, 14:7, 16:9, 16:19, 16:21, 19:22, 20:14, 30:4, 30:6, 33:13, 40:16, 59:4, 64:10, 95:11, 95:21, 117:8, 135:17, 136:20, 140:18, 142:14,
	<b>evening</b> [15] - 10:21, 10:23, 11:6, 13:12, 55:4, 58:16, 58:17, 68:9, 68:20, 78:8, 93:14, 95:19, 97:14, 112:24, 158:2	<b>explored</b> [1] - 115:11	<b>families</b> [1] - 144:25	
	<b>event</b> [1] - 118:6	<b>extensive</b> [1] - 11:17	<b>family</b> [22] - 10:10, 13:15, 13:17, 14:3, 14:8, 14:11, 14:21, 14:24, 14:25, 15:16, 15:18, 56:7, 56:8, 62:21, 62:22, 64:15, 64:18, 71:2, 71:15, 71:16, 79:12, 154:10	
	<b>EVIDENCE</b> [1] - 4:1		<b>fan</b> [1] - 25:20	
	<b>exactly</b> [8] - 28:21, 34:6, 49:23, 50:14, 51:13, 86:16, 124:20, 145:20		<b>far</b> [10] - 24:12, 25:4, 39:2, 39:12, 74:13, 96:9, 117:3, 118:11, 121:6, 128:8	
	<b>EXAMINATION</b> [2] - 20:12, 21:9		<b>fashion</b> [1] - 7:5	
	<b>examination</b> [2] - 29:6, 84:5		<b>faster</b> [1] - 147:5	
	<b>example</b> [4] - 6:2, 50:15, 65:18, 86:4		<b>fatalities</b> [1] - 89:17	
	<b>exceed</b> [3] - 18:13, 18:18, 19:10		<b>favor</b> [1] - 8:5	
			<b>fear</b> [5] - 12:18, 12:19, 12:20, 13:8, 13:10	
			<b>February</b> [10] - 17:6, 19:17, 58:21, 60:17, 75:25, 141:16, 141:20, 142:15, 142:16	

142:25, 145:5, 164:1  
**fit** [3] - 32:8, 32:12, 53:21  
**five** [19] - 7:14, 19:10, 20:20, 68:6, 71:5, 72:25, 78:22, 78:23, 79:5, 80:17, 97:25, 103:15, 106:1, 107:3, 107:17, 109:10, 110:7, 110:16, 110:17  
**five-minute** [1] - 110:16  
**five-year** [1] - 20:20  
**fixing** [1] - 43:20  
**flag** [1] - 68:24  
**flat** [2] - 13:4, 34:12  
**flexibility** [1] - 32:18  
**floor** [7] - 24:4, 27:20, 28:20, 32:4, 34:13, 35:3, 39:23  
**Florida** [1] - 13:21  
**flow** [7] - 73:16, 102:9, 102:10, 102:11, 102:13, 129:12  
**flowers** [2] - 23:14, 29:22  
**flying** [1] - 13:21  
**focal** [1] - 52:12  
**foliage** [1] - 10:11  
**folks** [1] - 32:2  
**follow** [5] - 7:3, 40:19, 58:22, 66:25, 135:18  
**follow-up** [2] - 40:19, 58:22  
**following** [4] - 5:9, 17:6, 18:19, 145:10  
**follows** [1] - 18:20  
**foot** [10] - 16:25, 18:9, 25:16, 26:14, 34:2, 34:15, 35:6, 39:12, 153:4, 156:16  
**footage** [5] - 31:9, 32:23, 39:10, 44:22, 45:21  
**footprint** [5] - 15:7, 32:12, 56:2, 56:14, 153:3  
**foregoing** [1] - 168:9  
**foremost** [1] - 136:20  
**foresee** [1] - 146:2  
**forget** [2] - 21:23, 47:15  
**forgot** [1] - 79:9  
**form** [1] - 58:5  
**formula** [2] - 18:19  
**Forte** [1] - 16:24  
**forth** [4] - 32:15, 74:14, 126:14, 162:24

**fortunate** [1] - 14:23  
**forward** [6] - 14:14, 14:24, 125:15, 139:1, 161:10, 161:15  
**four** [10] - 67:7, 67:8, 71:5, 98:1, 99:4, 107:17, 119:10, 132:6, 132:7, 156:17  
**four-and-a-half** [1] - 98:1  
**frame** [1] - 137:12  
**framework** [1] - 83:21  
**Frank** [8] - 13:20, 47:8, 133:1, 134:13, 136:11, 138:9, 139:25, 140:9  
**FRANK** [24] - 1:13, 3:14, 47:7, 47:8, 47:14, 47:23, 48:8, 48:12, 133:1, 133:2, 133:7, 133:9, 134:2, 134:5, 134:15, 134:19, 134:24, 135:2, 135:7, 135:12, 135:24, 138:13, 140:2, 140:5  
**Franklin** [6] - 60:16, 60:24, 103:22, 113:14, 113:23, 124:11  
**freestanding** [2] - 81:19, 81:20  
**frequency** [1] - 108:7  
**frequently** [1] - 32:14  
**Friday** [2] - 11:23, 162:17  
**friend** [1] - 66:25  
**front** [26] - 9:9, 18:8, 18:20, 19:1, 19:3, 21:22, 24:5, 44:5, 48:2, 48:13, 50:5, 71:17, 71:22, 75:5, 78:25, 79:16, 82:20, 87:9, 88:11, 105:18, 105:20, 133:19, 134:21, 149:10, 157:18, 162:15  
**frontage** [1] - 73:1  
**fuel** [3] - 62:19, 62:20, 70:19  
**full** [15] - 20:6, 41:7, 43:4, 45:5, 47:5, 55:10, 57:6, 71:7, 74:6, 110:23, 132:23, 140:19, 148:21, 150:4, 160:9  
**full-movement** [1] - 74:6  
**fully** [2] - 74:9, 74:19

**function** [1] - 153:15  
**fundamental** [1] - 104:1  
**furthermore** [1] - 114:19  
**furthest** [5] - 73:3, 73:5, 73:23, 80:19, 81:9  
**future** [5] - 63:11, 64:21, 78:21, 94:20, 140:15

## G

**gap** [3] - 91:1, 102:22, 117:12  
**GARY** [1] - 1:14  
**gas** [14] - 14:15, 64:14, 66:19, 70:19, 71:14, 100:24, 100:25, 101:1, 109:9, 109:15, 109:19, 127:14, 129:4, 151:9  
**gasoline** [3] - 66:12, 66:14, 77:19  
**general** [3] - 13:13, 25:25, 116:4  
**generally** [1] - 47:15  
**generate** [10] - 63:1, 63:12, 64:16, 64:21, 66:1, 67:14, 80:24, 99:6, 100:23, 147:24  
**generated** [8] - 65:20, 67:8, 67:12, 69:18, 100:7, 113:5, 113:20, 146:12  
**generates** [3] - 65:7, 66:10, 80:9  
**generating** [4] - 64:12, 64:20, 64:25, 65:4  
**Generation** [1] - 63:3  
**generation** [2] - 63:24, 112:12  
**gentleman** [2] - 141:12, 141:14  
**gentlemen** [2] - 110:21, 158:15  
**geometry** [4] - 114:20, 114:23, 125:25, 128:6  
**Georgian** [2] - 36:11, 36:24  
**given** [8] - 6:2, 35:21, 64:6, 74:15, 82:7, 111:12, 122:18, 149:12  
**glass** [2] - 24:12, 28:9  
**glazing** [1] - 23:25

**glow** [1] - 37:18  
**Goods** [1] - 123:24  
**gotta** [1] - 91:2  
**governed** [1] - 44:23  
**GOWOREK** [5] - 1:19, 22:25, 70:10, 153:17, 153:19  
**grade** [2] - 25:15, 61:25  
**grading** [2] - 29:22, 75:16  
**graduated** [1] - 20:19  
**Grand** [2] - 20:2, 20:9  
**grant** [1] - 152:19  
**granting** [1] - 114:9  
**GRAZIANO** [1] - 1:13  
**great** [4] - 42:10, 43:21, 52:13, 119:2  
**green** [5] - 73:14, 94:2, 126:10, 129:13, 153:14  
**ground** [4] - 14:18, 18:25, 19:6, 19:9  
**group** [2] - 87:9, 91:11  
**groups** [2] - 33:21  
**guess** [4] - 25:6, 94:6, 107:4, 122:14  
**guy** [2] - 99:23, 103:4  
**guys** [1] - 87:22

## H

**H-A-R-T** [1] - 38:11  
**hair** [1] - 149:25  
**half** [8] - 21:2, 86:23, 94:17, 98:1, 99:8, 106:11, 146:3, 146:7  
**half-hour** [1] - 99:8  
**Hall** [5] - 1:8, 84:24, 85:2, 162:17, 167:18  
**hallway** [1] - 50:9  
**Hancox** [6] - 45:20, 45:21, 45:22, 91:23, 130:25, 131:22  
**hand** [38] - 7:2, 13:24, 36:21, 38:17, 41:13, 43:11, 45:10, 47:13, 49:3, 55:7, 55:18, 57:12, 59:17, 68:6, 71:21, 80:15, 88:21, 90:22, 96:11, 97:22, 102:24, 103:13, 103:21, 103:22, 104:14, 105:6, 108:22, 108:24, 109:2, 111:5, 130:14, 133:4, 141:3, 150:11, 156:4, 160:17

**handicap** [1] - 117:23  
**handle** [2] - 16:11, 109:23  
**Hanover** [3] - 45:20, 57:10, 57:15  
**happy** [2] - 46:20, 130:5  
**hard** [3] - 38:25, 56:9, 151:2  
**HART** [12] - 3:10, 38:10, 38:15, 38:22, 40:7, 40:24, 41:3, 148:23, 149:1, 149:6, 149:16, 149:22  
**Hart** [2] - 38:10, 148:23  
**hauler** [2] - 25:1  
**Hay** [13] - 11:2, 16:15, 111:1, 122:9, 129:25, 130:1, 134:1, 141:10, 149:11, 152:11, 157:12, 158:8, 166:3  
**HAY** [26] - 1:20, 3:8, 111:1, 111:15, 116:8, 116:14, 116:16, 118:9, 118:11, 120:5, 121:6, 122:15, 122:23, 124:7, 125:12, 127:6, 127:13, 128:15, 128:23, 140:8, 148:11, 148:18, 152:14, 157:13, 164:14  
**Hay's** [2] - 11:3, 120:3  
**Hayes** [2] - 110:22, 110:23  
**head** [4] - 71:12, 116:15, 119:22, 135:22  
**heading** [3] - 103:23, 106:21, 106:22  
**heads** [3] - 152:16, 152:17, 152:23  
**health** [1] - 42:9  
**hear** [17] - 6:24, 8:25, 11:7, 11:12, 11:23, 13:13, 14:1, 15:8, 16:2, 16:13, 33:7, 37:11, 46:11, 55:24, 87:11, 141:18, 151:17  
**heard** [10] - 14:20, 33:12, 65:8, 113:24, 115:6, 118:13, 120:6, 121:16, 136:25

<p><b>hearing</b> [6] - 5:6, 7:5, 93:3, 118:22, 129:10, 167:25</p> <p><b>heavy</b> [2] - 81:25, 135:13</p> <p><b>height</b> [1] - 19:10</p> <p><b>Heights</b> [1] - 13:8</p> <p><b>held</b> [1] - 158:16</p> <p><b>help</b> [6] - 10:3, 14:14, 16:3, 70:4, 126:23, 140:1</p> <p><b>helpful</b> [4] - 27:23, 29:16, 50:18, 158:13</p> <p><b>hereby</b> [1] - 168:9</p> <p><b>hi</b> [4] - 31:4, 38:10, 97:10, 148:23</p> <p><b>high</b> [4] - 25:16, 39:12, 89:11, 120:13</p> <p><b>higher</b> [10] - 60:8, 60:11, 61:2, 61:8, 61:9, 61:13, 87:22, 89:23, 112:25, 114:6</p> <p><b>highest</b> [2] - 76:19, 99:3</p> <p><b>highrise</b> [1] - 21:1</p> <p><b>highway</b> [8] - 15:1, 61:19, 64:3, 74:12, 102:13, 116:5, 124:3, 149:20</p> <p><b>highways</b> [1] - 102:12</p> <p><b>hinder</b> [1] - 125:11</p> <p><b>historically</b> [2] - 137:6, 137:13</p> <p><b>history</b> [2] - 76:1, 112:8</p> <p><b>hit</b> [3] - 76:25, 77:1, 77:2</p> <p><b>hitting</b> [4] - 76:19, 76:21, 77:7, 77:20</p> <p><b>Hoboken</b> [2] - 20:2, 20:9</p> <p><b>hold</b> [5] - 69:21, 70:1, 70:3, 95:6, 163:9</p> <p><b>holds</b> [1] - 71:24</p> <p><b>holidays</b> [3] - 158:17, 165:2, 165:9</p> <p><b>home</b> [16] - 10:10, 15:16, 15:18, 38:24, 39:18, 62:21, 64:15, 64:18, 67:24, 68:10, 71:15, 71:16, 79:12, 101:21, 133:19, 154:10</p> <p><b>Home</b> [1] - 123:23</p> <p><b>homecoming</b> [1] - 113:3</p> <p><b>honest</b> [2] - 85:4, 128:23</p> <p><b>honestly</b> [1] - 30:14</p> <p><b>hope</b> [3] - 116:9,</p>	<p>116:14, 121:3</p> <p><b>hopefully</b> [4] - 13:22, 44:14, 72:6, 136:2</p> <p><b>hoping</b> [4] - 8:24, 12:25, 13:12, 159:21</p> <p><b>horrendous</b> [1] - 133:11</p> <p><b>horrible</b> [1] - 134:10</p> <p><b>hotel</b> [1] - 20:25</p> <p><b>hour</b> [42] - 63:13, 63:14, 63:15, 63:17, 63:19, 63:20, 63:21, 63:22, 63:23, 65:21, 67:23, 68:21, 78:5, 78:9, 78:11, 78:13, 78:14, 91:14, 92:12, 92:14, 97:14, 97:18, 98:25, 99:1, 99:4, 99:6, 99:7, 99:8, 99:14, 100:7, 103:1, 103:6, 103:21, 106:3, 112:12, 112:22, 112:23, 113:21, 132:20</p> <p><b>hours</b> [35] - 16:12, 37:21, 48:1, 48:5, 62:16, 63:13, 66:4, 67:16, 67:22, 69:7, 78:7, 80:24, 82:9, 90:9, 91:7, 91:23, 101:5, 101:20, 101:25, 109:4, 109:7, 109:8, 109:25, 112:21, 112:22, 115:7, 131:8, 144:9, 144:22, 144:23, 145:3, 145:14, 145:20</p> <p><b>house</b> [7] - 47:24, 53:2, 56:7, 56:8, 67:20, 81:23</p> <p><b>houses</b> [5] - 15:22, 16:6, 21:1, 43:20, 50:14</p> <p><b>huge</b> [1] - 43:25</p> <p><b>hum</b> [4] - 134:24, 135:2, 135:24, 154:7</p> <p><b>hundred</b> [18] - 13:9, 29:15, 63:20, 63:21, 68:19, 85:8, 91:17, 98:19, 98:23, 99:13, 106:5, 106:7, 106:9, 132:18, 154:23, 155:19, 155:20</p> <p><b>husband</b> [1] - 133:10</p>	<p><b>ID</b> [2] - 82:2, 82:20</p> <p><b>idea</b> [1] - 155:18</p> <p><b>identification</b> [2] - 82:3, 82:21</p> <p><b>identify</b> [6] - 8:20, 36:8, 38:7, 82:22, 82:23, 110:24</p> <p><b>iffy</b> [1] - 163:1</p> <p><b>illuminated</b> [2] - 27:1, 37:9</p> <p><b>illustrate</b> [1] - 27:13</p> <p><b>illustrated</b> [1] - 26:14</p> <p><b>immediate</b> [1] - 104:3</p> <p><b>impact</b> [25] - 58:21, 59:4, 68:25, 69:9, 69:11, 81:14, 83:23, 91:16, 95:6, 102:5, 102:11, 106:19, 107:12, 107:14, 107:19, 107:23, 108:3, 112:15, 120:19, 135:4, 143:25, 145:2, 149:7, 149:17, 154:18</p> <p><b>impacts</b> [3] - 59:15, 69:12, 121:23</p> <p><b>important</b> [11] - 6:9, 6:21, 10:19, 13:2, 15:11, 74:24, 78:18, 79:11, 79:20, 81:21, 165:3</p> <p><b>impression</b> [1] - 46:5</p> <p><b>improve</b> [6] - 10:3, 16:4, 126:19, 128:7, 129:12, 155:15</p> <p><b>improved</b> [1] - 12:9</p> <p><b>improvement</b> [3] - 126:9, 127:16, 127:20</p> <p><b>impulse</b> [1] - 82:13</p> <p><b>IN</b> [1] - 1:3</p> <p><b>inattentive</b> [1] - 89:25</p> <p><b>inattentiveness</b> [2] - 76:11, 76:21</p> <p><b>inch</b> [1] - 50:16</p> <p><b>inches</b> [2] - 35:11, 50:17</p> <p><b>included</b> [1] - 59:1</p> <p><b>includes</b> [1] - 19:3</p> <p><b>including</b> [1] - 124:12</p> <p><b>inconsistent</b> [1] - 114:4</p> <p><b>increase</b> [24] - 59:12, 59:14, 64:21, 65:17, 73:12, 73:18, 80:25, 85:19, 85:22, 85:25, 86:9, 98:3, 98:5, 100:2, 100:11, 100:12, 100:17,</p>	<p>112:11, 113:22, 127:3, 135:16, 140:13, 146:16, 147:25</p> <p><b>increased</b> [1] - 85:12</p> <p><b>increasing</b> [1] - 129:11</p> <p><b>increments</b> [2] - 99:3, 99:4</p> <p><b>incumbent</b> [2] - 124:3, 124:21</p> <p><b>indeed</b> [1] - 60:7</p> <p><b>independent</b> [1] - 89:21</p> <p><b>indicated</b> [1] - 37:19</p> <p><b>indicating</b> [1] - 149:8</p> <p><b>individualized</b> [1] - 167:20</p> <p><b>industry</b> [1] - 63:10</p> <p><b>inefficient</b> [1] - 73:16</p> <p><b>influenced</b> [1] - 91:4</p> <p><b>information</b> [12] - 114:3, 121:3, 137:5, 138:15, 138:17, 139:6, 149:12, 160:5, 165:4, 166:9, 166:13, 166:14</p> <p><b>informing</b> [1] - 153:15</p> <p><b>infrequent</b> [2] - 83:12, 109:20</p> <p><b>ingress</b> [12] - 12:9, 16:2, 103:12, 118:19, 120:19, 120:24, 122:2, 123:23, 128:10, 129:1, 157:8, 157:9</p> <p><b>ingress/egress</b> [1] - 127:25</p> <p><b>inherently</b> [1] - 101:16</p> <p><b>injuries</b> [6] - 76:5, 76:6, 76:7, 76:16, 89:15, 89:17</p> <p><b>input</b> [2] - 27:8, 50:11</p> <p><b>inserted</b> [1] - 46:23</p> <p><b>inside</b> [4] - 34:4, 34:16, 34:18, 34:22</p> <p><b>insite</b> [2] - 17:3, 19:17</p> <p><b>inspections</b> [1] - 83:18</p> <p><b>instance</b> [3] - 44:19, 113:15, 114:6</p> <p><b>instead</b> [4] - 6:1, 102:25, 143:13, 161:8</p> <p><b>Institute</b> [2] - 63:4</p> <p><b>intention</b> [1] - 9:8</p> <p><b>interest</b> [1] - 14:9</p> <p><b>interested</b> [2] - 50:25, 138:15</p> <p><b>interface</b> [1] - 11:4</p>	<p><b>interfaced</b> [1] - 11:2</p> <p><b>interior</b> [3] - 27:22, 28:7, 136:20</p> <p><b>interject</b> [1] - 134:23</p> <p><b>internally</b> [1] - 27:1</p> <p><b>interrupt</b> [3] - 102:10, 102:13, 134:22</p> <p><b>intersection</b> [133] - 11:8, 11:9, 11:10, 11:11, 11:15, 11:16, 11:21, 26:18, 26:21, 28:10, 52:24, 58:24, 60:4, 60:16, 60:25, 61:5, 61:15, 61:24, 62:4, 62:6, 62:10, 62:15, 65:2, 65:17, 67:6, 68:23, 69:3, 69:11, 71:11, 71:23, 72:2, 73:3, 73:7, 73:9, 73:12, 73:17, 73:18, 73:22, 73:23, 75:22, 75:24, 76:5, 77:13, 78:10, 78:15, 78:20, 79:3, 80:19, 80:25, 81:4, 81:10, 85:13, 85:17, 85:24, 86:7, 88:8, 89:9, 89:21, 90:3, 90:4, 90:5, 90:22, 91:8, 91:15, 93:16, 93:20, 94:5, 94:17, 95:3, 99:18, 99:22, 100:2, 100:3, 100:9, 100:10, 100:12, 101:7, 102:6, 103:17, 104:3, 104:24, 106:15, 106:20, 107:6, 107:13, 107:15, 107:19, 107:23, 112:13, 114:7, 114:14, 114:21, 115:3, 117:7, 117:12, 117:22, 120:14, 120:23, 122:13, 122:18, 122:20, 122:25, 124:5, 125:6, 125:8, 125:11, 125:22, 127:9, 127:11, 128:22, 129:14, 129:18, 137:1, 137:8, 137:25, 138:19, 139:9, 139:11, 140:14, 143:21, 145:3, 146:3, 147:17, 147:18, 149:15, 152:20, 153:25, 154:12, 154:23,</p>
---	--	--	---	--

I., [1] - 51:23

155:2, 155:11,  
155:16, 155:19  
**intersections** [7] -  
62:1, 74:14, 79:4,  
79:7, 118:14, 134:8,  
134:9  
**Intindola** [1] - 162:17  
**INTO** [1] - 4:1  
**introduced** [1] - 24:25  
**introduces** [1] - 6:9  
**inventory** [1] - 59:10  
**investigate** [1] -  
124:16  
**investigated** [2] -  
125:2, 125:24  
**investigation** [1] -  
152:4  
**involved** [1] - 33:16  
**Irrespective** [1] -  
146:14  
**issue** [23] - 15:13,  
16:17, 50:22, 83:8,  
103:20, 107:10,  
115:17, 115:20,  
121:4, 121:17,  
126:17, 126:18,  
126:24, 145:5,  
145:23, 146:2,  
146:8, 147:15,  
147:19, 165:3,  
166:10  
**issues** [8] - 11:8,  
12:21, 14:10, 14:16,  
16:15, 36:1, 103:19,  
124:24  
**it'll** [3] - 94:24, 108:25,  
125:19  
**ITE** [5] - 63:3, 63:4,  
63:24, 100:22  
**item** [1] - 82:16  
**items** [3] - 19:18,  
68:13, 68:15  
**itself** [9] - 37:18,  
73:22, 75:7, 75:11,  
77:23, 79:14, 82:2,  
91:8, 138:4

## J

**Jack** [1] - 166:16  
**JAMES** [1] - 3:12  
**James** [1] - 43:7  
**January** [4] - 75:25,  
166:14, 166:18,  
166:23  
**jaywalking** [1] -  
151:24  
**jeez** [1] - 101:21  
**Jersey** [32] - 1:9, 2:3,

2:6, 20:2, 36:12,  
36:25, 38:20, 41:16,  
43:14, 45:13, 47:19,  
49:6, 55:21, 57:10,  
57:15, 60:3, 60:9,  
60:15, 64:2, 80:13,  
81:5, 81:10, 96:21,  
97:3, 111:3, 111:8,  
130:18, 141:6,  
150:14, 157:15,  
160:20, 168:9  
**JERSEY** [1] - 1:25  
**Jim** [1] - 128:16  
**job** [1] - 87:22  
**Joe** [3] - 92:25, 145:9,  
164:5  
**JOSEPH** [1] - 3:4  
**Joseph** [2] - 57:4,  
57:8  
**judged** [1] - 112:25  
**judgment** [2] - 82:24,  
113:1

## K

**Karen** [2] - 38:10,  
148:23  
**KAREN** [1] - 3:10  
**keep** [3] - 73:6,  
110:11, 143:12  
**keeping** [1] - 158:4  
**Kennedy** [1] - 1:9  
**kept** [1] - 98:10  
**key** [5] - 55:3, 71:13,  
79:8, 87:17, 157:4  
**kids** [2] - 67:18,  
101:22  
**kin** [2] - 115:22,  
118:12  
**kind** [5] - 43:24, 72:5,  
133:12, 139:23,  
151:12  
**Kingsland** [77] - 1:5,  
1:5, 5:7, 15:1, 15:20,  
18:6, 30:13, 30:24,  
38:12, 38:19, 47:8,  
47:18, 55:16, 56:8,  
58:25, 60:5, 60:16,  
60:18, 60:20, 60:24,  
61:16, 64:4, 65:13,  
65:16, 66:3, 70:17,  
70:24, 71:3, 72:18,  
73:4, 74:2, 75:4,  
75:22, 78:23, 79:18,  
81:1, 81:4, 82:4,  
85:13, 85:24, 86:3,  
86:10, 88:18, 88:24,  
91:13, 93:17, 95:14,  
99:22, 100:3, 102:6,

103:19, 113:15,  
113:23, 121:1,  
121:18, 121:22,  
121:24, 122:4,  
129:10, 129:14,  
133:2, 133:23,  
142:4, 143:8,  
143:14, 145:2,  
145:22, 146:6,  
146:13, 146:14,  
146:16, 148:1,  
148:24, 149:3,  
150:9, 150:13  
**Kozyra** [2] - 159:20,  
162:17

## L

**LA** [1] - 43:8  
**ladder** [1] - 28:5  
**ladders** [1] - 28:7  
**ladies** [3] - 110:21,  
140:18, 158:14  
**lady** [5] - 140:17,  
144:19, 156:10,  
156:14  
**Lakeside** [5] - 45:8,  
45:12, 130:12,  
160:14, 160:19  
**land** [5] - 63:9, 63:11,  
63:12, 79:1, 147:24  
**landing** [1] - 13:21  
**landscape** [2] - 27:9,  
27:13  
**landscaping** [3] -  
17:2, 23:13, 27:11  
**lane** [1] - 91:11  
**lanes** [2] - 62:5,  
133:24  
**large** [4] - 10:16,  
31:24, 75:9, 121:10  
**larger** [2] - 46:5, 67:12  
**LaRiviere** [9] - 3:12,  
43:7, 43:8, 43:18,  
44:4, 44:8, 44:11,  
44:15  
**last** [28] - 6:14, 14:2,  
20:7, 35:25, 38:8,  
41:8, 43:5, 45:6,  
47:6, 48:24, 55:11,  
55:14, 57:6, 59:22,  
76:2, 90:2, 110:24,  
112:10, 119:10,  
122:24, 124:9,  
130:9, 130:12,  
132:24, 133:14,  
139:21, 140:12,  
140:20  
**lastly** [3] - 58:25,

59:16, 77:24  
**late** [2] - 112:9, 145:25  
**latest** [1] - 152:21  
**law** [2] - 9:8, 153:23  
**lawns** [1] - 43:20  
**lawyer** [1] - 7:1  
**layout** [2] - 75:13,  
139:22  
**League** [2] - 164:15,  
164:17  
**least** [8] - 18:1, 62:13,  
67:16, 76:8, 94:17,  
116:20, 131:6,  
152:21  
**leave** [12] - 48:17,  
65:14, 67:4, 79:23,  
91:2, 91:3, 96:8,  
104:18, 107:18,  
109:1, 117:12,  
144:24  
**leaves** [4] - 39:14,  
39:21, 67:1, 79:20  
**leaving** [3] - 91:21,  
105:11, 145:21  
**LED** [1] - 37:17  
**Lee** [3] - 19:25, 20:1,  
20:8  
**LEE** [1] - 3:3  
**left** [37] - 28:3, 62:5,  
70:16, 70:17, 72:3,  
72:19, 72:20, 73:25,  
76:23, 79:23, 80:5,  
86:5, 86:6, 88:11,  
88:18, 88:21, 88:23,  
97:22, 99:19,  
103:22, 104:1,  
105:5, 108:22,  
108:24, 109:2,  
126:8, 142:3, 142:5,  
143:7, 143:13,  
143:14, 143:16,  
143:17, 143:18,  
149:4, 157:24  
**left-hand** [6] - 88:21,  
97:22, 103:22,  
108:22, 108:24,  
109:2  
**left-turns** [1] - 62:5  
**lefts** [2] - 71:8, 79:6  
**length** [1] - 18:4  
**less** [5] - 24:2, 32:4,  
78:5, 78:10, 113:21  
**lessen** [1] - 126:11  
**letter** [7] - 15:12,  
16:22, 58:25, 83:7,  
111:21, 116:20,  
118:24  
**level** [35] - 11:12,  
11:14, 61:9, 61:24,  
62:8, 68:24, 69:6,

78:14, 78:16, 81:3,  
90:6, 90:7, 90:19,  
91:3, 91:6, 91:9,  
91:15, 91:21, 93:10,  
93:19, 94:3, 98:11,  
98:14, 100:17,  
103:24, 104:15,  
113:12, 113:18,  
116:21, 116:22,  
120:12  
**leveled** [1] - 15:2  
**levels** [3] - 62:2,  
97:11, 97:19  
**LEVINE** [36] - 3:3,  
20:8, 21:5, 22:10,  
29:21, 30:17, 31:12,  
31:17, 32:1, 32:9,  
32:14, 33:5, 33:15,  
34:5, 34:9, 34:17,  
34:24, 35:8, 35:11,  
35:16, 35:24, 37:14,  
37:23, 40:8, 44:16,  
45:2, 45:25, 46:6,  
46:17, 48:17, 49:22,  
50:1, 51:3, 52:22,  
53:9, 54:1  
**Levine** [15] - 19:25,  
20:1, 20:8, 20:14,  
21:11, 22:5, 22:19,  
23:3, 26:4, 36:3,  
47:3, 48:16, 49:19,  
51:2, 53:14  
**License** [1] - 168:23  
**licensed** [1] - 36:10  
**life** [2] - 14:22, 52:11  
**light** [17] - 37:9, 37:17,  
37:18, 73:14, 76:13,  
77:6, 88:20, 93:12,  
94:24, 104:9,  
104:10, 126:16,  
126:18, 143:15,  
152:1, 152:3  
**lighter** [1] - 63:22  
**lighting** [5] - 25:25,  
26:2, 47:24, 48:1,  
48:18  
**lights** [3] - 93:11,  
94:2, 103:25  
**likely** [5] - 52:17,  
76:11, 99:9, 118:7,  
127:23  
**limit** [1] - 118:16  
**limited** [1] - 118:18  
**limits** [2] - 18:3, 18:12  
**LINDA** [1] - 3:14  
**Linda** [2] - 47:7, 133:1  
**line** [22] - 27:5, 77:2,  
79:13, 79:22, 79:23,  
79:24, 80:1, 80:4,  
80:6, 80:8, 90:20,

<p>90:24, 91:2, 91:5, 98:6, 104:16, 112:7, 123:8, 125:5, 157:3, 157:7</p> <p><b>lines</b> [1] - 81:19</p> <p><b>link</b> [1] - 140:12</p> <p><b>listed</b> [2] - 19:18</p> <p><b>listen</b> [2] - 6:10, 6:18</p> <p><b>listening</b> [2] - 111:16, 111:17</p> <p><b>lists</b> [1] - 19:5</p> <p><b>live</b> [8] - 15:19, 47:8, 55:14, 133:22, 134:7, 134:20, 146:18, 146:20</p> <p><b>lived</b> [2] - 11:9, 133:9</p> <p><b>LLA</b> [2] - 17:5, 20:21</p> <p><b>LLC</b> [3] - 1:24, 2:5, 16:25</p> <p><b>loading</b> [3] - 17:22, 17:25, 109:23</p> <p><b>loaf</b> [1] - 68:9</p> <p><b>LOBO</b> [3] - 1:13, 8:3, 16:23</p> <p><b>located</b> [4] - 17:8, 73:3, 117:15, 117:20</p> <p><b>location</b> [2] - 74:1, 107:24</p> <p><b>locations</b> [1] - 29:22</p> <p><b>logical</b> [1] - 86:20</p> <p><b>loitering</b> [1] - 12:21</p> <p><b>longtime</b> [1] - 8:17</p> <p><b>look</b> [35] - 9:12, 10:5, 15:5, 29:11, 29:13, 29:18, 30:15, 34:5, 35:12, 35:13, 39:19, 39:22, 40:1, 49:13, 50:7, 50:10, 50:22, 51:9, 53:22, 69:13, 89:19, 90:5, 95:25, 96:9, 97:14, 115:2, 115:15, 115:25, 120:18, 123:6, 123:7, 124:19, 125:20, 126:15, 140:11</p> <p><b>looked</b> [14] - 111:23, 113:14, 113:17, 115:4, 116:25, 117:4, 117:5, 123:17, 123:22, 123:23, 124:10, 127:25, 129:15, 129:16</p> <p><b>looking</b> [23] - 33:25, 35:1, 39:1, 39:23, 40:3, 53:20, 72:23, 80:4, 82:17, 90:3, 90:11, 105:18, 105:22, 110:4,</p>	<p>114:5, 119:9, 125:8, 130:24, 137:4, 137:22, 158:17, 158:18</p> <p><b>looks</b> [6] - 26:19, 30:23, 50:18, 50:24, 53:16, 54:15</p> <p><b>loss</b> [2] - 14:22, 73:20</p> <p><b>lost</b> [2] - 73:16, 98:9</p> <p><b>low</b> [1] - 25:15</p> <p><b>lowrise</b> [2] - 20:25, 21:2</p> <p><b>Lubas</b> [2] - 48:25, 144:14</p> <p><b>LUBAS</b> [24] - 3:15, 48:25, 49:11, 49:16, 50:4, 51:14, 51:16, 144:14, 144:15, 144:18, 145:8, 145:13, 145:17, 146:7, 146:20, 146:22, 147:1, 147:4, 147:8, 147:12, 147:14, 148:2, 148:7</p> <p><b>lyon's</b> [1] - 16:10</p>	<p><b>maneuverability</b> [1] - 96:10</p> <p><b>maneuvering</b> [1] - 77:16</p> <p><b>manner</b> [3] - 12:23, 83:11, 161:21</p> <p><b>Manual</b> [1] - 63:3</p> <p><b>map</b> [1] - 70:18</p> <p><b>Map</b> [1] - 17:10</p> <p><b>March</b> [1] - 60:9</p> <p><b>margin</b> [1] - 98:6</p> <p><b>MARIE</b> [1] - 1:19</p> <p><b>Marino</b> [4] - 53:11, 55:5, 92:4, 92:21</p> <p><b>MARINO</b> [24] - 1:14, 53:10, 53:13, 54:3, 87:5, 87:8, 87:12, 88:1, 88:9, 88:25, 89:8, 90:1, 90:9, 90:12, 91:22, 92:2, 92:6, 92:9, 92:12, 92:15, 92:18, 92:21, 92:23, 93:5</p> <p><b>Mark</b> [1] - 55:13</p> <p><b>MARK</b> [1] - 3:16</p> <p><b>marked</b> [4] - 22:22, 22:23, 23:1, 70:13</p> <p><b>MARKED</b> [1] - 4:1</p> <p><b>MARY</b> [1] - 1:16</p> <p><b>match</b> [1] - 23:15</p> <p><b>matter</b> [5] - 68:3, 68:16, 107:17, 120:16, 153:22</p> <p><b>MATTER</b> [1] - 1:3</p> <p><b>maximum</b> [2] - 18:4, 18:13</p> <p><b>McCabe</b> [8] - 3:21, 160:6, 160:10, 160:14, 160:22, 161:1, 161:3</p> <p><b>McGovern</b> [50] - 2:2, 7:18, 7:23, 22:14, 22:23, 72:22, 84:9, 84:15, 84:18, 84:21, 85:1, 116:15, 119:21, 131:25, 142:22, 142:24, 143:10, 144:2, 152:25, 153:4, 153:7, 153:12, 154:5, 154:8, 154:16, 155:4, 155:9, 155:13, 158:20, 159:1, 159:14, 159:24, 162:5, 162:7, 162:10, 163:4, 163:13, 163:20, 163:23, 164:9, 164:17, 164:21,</p>	<p>165:5, 165:10, 166:5, 166:20, 167:2, 167:5, 167:8, 167:15</p> <p><b>mean</b> [11] - 39:4, 52:7, 86:20, 94:14, 97:6, 97:10, 100:20, 106:4, 136:8, 138:19, 164:2</p> <p><b>meaning</b> [5] - 65:11, 65:25, 74:10, 79:5, 85:23</p> <p><b>means</b> [2] - 39:10, 148:20</p> <p><b>measure</b> [4] - 102:17, 102:18, 113:11, 113:12</p> <p><b>measurements</b> [1] - 59:9</p> <p><b>medicine</b> [1] - 67:19</p> <p><b>medium</b> [1] - 62:8</p> <p><b>meet</b> [3] - 15:10, 80:14, 162:20</p> <p><b>meeting</b> [20] - 5:6, 12:14, 51:18, 54:14, 117:8, 148:17, 158:10, 158:16, 159:3, 159:15, 159:19, 159:22, 161:2, 161:3, 162:2, 162:18, 165:20, 166:21, 167:15, 167:18</p> <p><b>meetings</b> [2] - 163:7, 164:1</p> <p><b>melted</b> [1] - 13:11</p> <p><b>MEMBER</b> [14] - 9:3, 9:4, 87:11, 93:1, 93:2, 94:8, 94:9, 94:10, 95:9, 96:16, 109:13, 142:17, 142:20, 142:23</p> <p><b>member</b> [2] - 7:1, 161:5</p> <p><b>members</b> [37] - 5:5, 5:13, 5:15, 5:19, 5:22, 5:25, 6:15, 7:14, 8:10, 8:13, 8:18, 9:6, 10:12, 10:13, 27:15, 27:18, 29:8, 38:1, 40:11, 58:1, 84:11, 84:22, 87:4, 110:14, 111:22, 120:7, 128:3, 158:7, 158:19, 158:21, 163:5, 163:6, 165:11, 167:2, 167:6, 167:13, 167:24</p>	<p><b>MEMBERS</b> [3] - 1:11, 3:9, 8:6</p> <p><b>memory</b> [1] - 131:6</p> <p><b>mental</b> [1] - 82:25</p> <p><b>mention</b> [2] - 55:24, 157:13</p> <p><b>mentioned</b> [7] - 15:14, 103:20, 121:21, 128:4, 141:15, 141:20, 154:10</p> <p><b>merchandise</b> [2] - 34:1, 34:21</p> <p><b>Merit</b> [1] - 168:7</p> <p><b>mess</b> [1] - 129:3</p> <p><b>messiness</b> [1] - 12:21</p> <p><b>met</b> [1] - 139:18</p> <p><b>mic</b> [2] - 55:9, 141:18</p> <p><b>MICHELE</b> [3] - 1:22, 168:6, 168:23</p> <p><b>microphone</b> [16] - 7:8, 22:9, 36:8, 38:6, 41:6, 43:3, 45:5, 69:22, 79:9, 130:3, 132:23, 140:24, 148:10, 149:24, 153:20, 156:12</p> <p><b>midday</b> [1] - 63:17</p> <p><b>middle</b> [4] - 67:17, 96:19, 151:23, 163:24</p> <p><b>midrise</b> [1] - 20:25</p> <p><b>midsized</b> [1] - 20:22</p> <p><b>midst</b> [1] - 74:23</p> <p><b>might</b> [7] - 24:6, 31:14, 77:17, 113:4, 135:1, 136:5, 142:21</p> <p><b>miles</b> [4] - 101:11, 101:12, 103:1, 103:6</p> <p><b>milk</b> [3] - 67:18, 68:9, 101:22</p> <p><b>millimeters</b> [4] - 52:8, 52:11, 52:17, 52:25</p> <p><b>mind</b> [7] - 13:5, 52:1, 98:14, 104:1, 116:20, 121:24, 121:25</p> <p><b>minded</b> [1] - 13:6</p> <p><b>minds</b> [1] - 11:13</p> <p><b>mine</b> [1] - 149:25</p> <p><b>minimal</b> [1] - 91:16</p> <p><b>minimally</b> [1] - 125:23</p> <p><b>minimis</b> [2] - 116:23, 128:25</p> <p><b>minimum</b> [1] - 155:20</p> <p><b>minor</b> [3] - 100:14, 124:18</p> <p><b>minus</b> [1] - 98:2</p> <p><b>minute</b> [11] - 5:23, 34:25, 40:9, 40:25, 48:22, 106:12,</p>
	<p style="text-align: center;"><b>M</b></p> <p><b>M-c-C-A-B-E</b> [1] - 160:11</p> <p><b>ma'am</b> [9] - 42:25, 45:4, 143:4, 144:11, 148:10, 148:21, 149:23, 155:25, 161:6</p> <p><b>Madam</b> [1] - 7:20</p> <p><b>magnet</b> [1] - 86:12</p> <p><b>main</b> [4] - 26:15, 34:13, 67:24, 85:11</p> <p><b>maintain</b> [1] - 121:15</p> <p><b>major</b> [10] - 60:21, 111:25, 114:24, 115:13, 119:1, 122:24, 124:17, 125:12, 125:13, 126:22</p> <p><b>majority</b> [2] - 89:23</p> <p><b>malfunctioning</b> [1] - 152:23</p> <p><b>man's</b> [1] - 79:1</p> <p><b>managed</b> [1] - 12:10</p> <p><b>management</b> [1] - 74:12</p> <p><b>Management</b> [1] - 16:25</p> <p><b>manager's</b> [1] - 28:2</p> <p><b>maneuver</b> [3] - 82:6, 96:5, 144:7</p>			

106:14, 106:23,  
106:25, 110:8,  
110:16  
**minutes** [3] - 107:3,  
110:17, 157:24  
**Miss** [1] - 41:6  
**missed** [2] - 37:15,  
87:19  
**model** [3] - 31:8, 32:8,  
62:6  
**modeling** [1] - 62:4  
**modified** [1] - 32:1  
**Monday** [5] - 1:8,  
11:23, 164:21,  
166:5, 167:16  
**montage** [1] - 46:24  
**montaged** [2] - 21:25,  
23:12  
**month** [3] - 115:10,  
124:9, 133:15  
**months** [3] - 9:16,  
76:15, 119:5  
**monument** [2] - 26:18,  
26:24  
**morning** [11] - 63:13,  
67:18, 68:8, 68:20,  
99:13, 99:24,  
101:22, 112:24,  
145:15, 145:19  
**most** [14] - 25:17,  
66:11, 71:24, 76:11,  
82:7, 88:16, 99:9,  
101:19, 106:4,  
106:13, 108:19,  
110:14, 127:23,  
139:5  
**motion** [1] - 8:2  
**motorists** [1] - 105:1  
**Mount** [1] - 124:20  
**mounted** [1] - 26:10  
**mouth** [1] - 119:17  
**move** [14] - 7:4, 27:21,  
73:9, 73:11, 88:4,  
88:7, 95:5, 95:21,  
96:1, 96:2, 96:7,  
96:9, 97:7, 117:11  
**moved** [4] - 8:3,  
43:18, 96:22, 97:8  
**movement** [8] - 74:6,  
91:4, 91:10, 91:12,  
91:13, 98:3, 99:20,  
122:1  
**movements** [12] -  
71:7, 75:3, 79:6,  
90:14, 91:6, 109:22,  
114:11, 114:15,  
114:18, 118:16,  
118:18, 119:14  
**movies** [1] - 134:9  
**moving** [4] - 73:17,

73:22, 96:2, 139:1  
**MR** [391] - 8:3, 8:9,  
8:22, 8:24, 9:5,  
13:25, 16:23, 19:24,  
20:8, 20:10, 20:12,  
21:5, 21:7, 21:9,  
22:4, 22:10, 22:12,  
22:21, 23:3, 23:6,  
29:4, 29:21, 30:17,  
30:25, 31:4, 31:6,  
31:12, 31:14, 31:15,  
31:17, 31:20, 32:1,  
32:7, 32:9, 32:11,  
32:14, 32:19, 33:5,  
33:9, 33:12, 33:15,  
33:24, 34:5, 34:8,  
34:9, 34:11, 34:17,  
34:20, 34:24, 35:6,  
35:8, 35:9, 35:11,  
35:15, 35:16, 35:19,  
35:24, 36:5, 36:10,  
36:15, 36:18, 36:22,  
37:5, 37:14, 37:23,  
40:8, 41:23, 42:18,  
43:7, 43:18, 44:4,  
44:8, 44:11, 44:15,  
44:16, 45:2, 45:25,  
46:6, 46:17, 48:17,  
48:25, 49:11, 49:16,  
49:22, 50:1, 50:4,  
51:3, 51:14, 51:16,  
51:22, 51:23, 51:25,  
52:3, 52:6, 52:22,  
53:9, 53:10, 53:13,  
54:1, 54:3, 54:12,  
54:21, 54:24, 55:3,  
55:13, 55:24, 56:12,  
56:18, 56:21, 57:1,  
57:3, 57:8, 57:19,  
58:3, 58:12, 58:15,  
58:16, 58:18, 69:25,  
70:4, 70:5, 70:6,  
70:14, 72:24, 81:17,  
81:20, 84:4, 84:8,  
84:13, 84:17, 84:20,  
84:23, 85:2, 85:11,  
86:14, 86:16, 86:19,  
87:5, 87:7, 87:8,  
87:12, 87:14, 88:1,  
88:6, 88:9, 88:13,  
88:25, 89:3, 89:8,  
89:10, 90:1, 90:8,  
90:9, 90:10, 90:12,  
90:13, 91:22, 91:25,  
92:2, 92:4, 92:6,  
92:7, 92:9, 92:10,  
92:12, 92:13, 92:15,  
92:16, 92:18, 92:19,  
92:21, 92:22, 92:23,  
92:24, 93:3, 93:5,  
93:6, 93:7, 93:13,

94:13, 95:15, 95:18,  
95:23, 96:15, 96:20,  
97:1, 97:6, 97:10,  
97:16, 97:17, 97:20,  
97:21, 97:24, 98:8,  
98:12, 98:13, 98:16,  
98:23, 98:25,  
100:16, 100:22,  
101:14, 101:18,  
102:1, 102:5, 102:8,  
102:16, 102:19,  
102:21, 103:7,  
104:6, 104:7, 104:8,  
104:21, 104:25,  
105:3, 105:5, 105:7,  
105:9, 105:13,  
105:15, 105:17,  
105:20, 105:22,  
106:1, 106:5, 106:6,  
106:8, 106:10,  
106:14, 106:16,  
106:18, 106:19,  
106:21, 106:24,  
107:4, 107:9,  
107:11, 107:14,  
107:21, 108:5,  
108:13, 108:14,  
108:15, 108:17,  
108:20, 108:21,  
109:3, 109:6,  
109:11, 109:14,  
109:15, 109:17,  
110:5, 110:9, 111:1,  
111:15, 116:8,  
116:13, 116:14,  
116:16, 118:9,  
118:11, 119:19,  
119:23, 120:2,  
120:5, 121:5, 121:6,  
122:10, 122:15,  
122:16, 122:23,  
123:25, 124:7,  
125:4, 125:12,  
126:25, 127:6,  
127:7, 127:13,  
128:14, 128:15,  
128:17, 128:20,  
128:23, 132:11,  
132:17, 132:20,  
134:22, 134:25,  
135:3, 135:8,  
135:20, 135:25,  
136:8, 136:14,  
136:18, 136:23,  
136:24, 137:18,  
137:23, 138:2,  
138:14, 139:2,  
140:8, 142:13,  
144:4, 144:14,  
144:18, 145:6,  
145:8, 145:9,

145:10, 145:13,  
145:16, 145:17,  
146:5, 146:7,  
146:10, 146:20,  
146:22, 147:1,  
147:4, 147:8,  
147:12, 147:14,  
147:23, 148:2,  
148:4, 148:7,  
148:11, 148:18,  
149:5, 149:9,  
149:20, 151:13,  
151:21, 151:25,  
152:4, 152:7, 152:8,  
152:9, 152:10,  
152:14, 153:6,  
153:9, 153:13,  
153:18, 153:21,  
154:2, 154:7,  
154:15, 154:21,  
155:7, 155:10,  
155:17, 156:25,  
157:13, 158:1,  
158:13, 158:24,  
159:5, 159:9,  
159:10, 159:12,  
159:17, 160:2,  
162:4, 162:12,  
163:11, 163:13,  
163:17, 164:4,  
164:6, 164:7,  
164:14, 164:25,  
165:7, 165:14,  
165:17, 165:21,  
165:23, 165:25,  
166:1, 166:10,  
166:12, 166:25,  
167:4, 167:10,  
167:23  
**MS** [153] - 7:18, 7:23,  
22:14, 22:23, 22:25,  
29:9, 30:8, 30:20,  
38:10, 38:15, 38:22,  
40:7, 40:24, 41:3,  
41:9, 41:20, 41:24,  
42:6, 42:23, 43:1,  
45:7, 45:18, 46:3,  
46:8, 46:13, 46:16,  
47:7, 47:14, 47:23,  
48:8, 48:12, 54:6,  
70:10, 72:22, 84:9,  
84:15, 84:18, 84:21,  
85:1, 93:9, 94:6,  
94:11, 95:4, 95:10,  
95:16, 95:20, 96:13,  
96:17, 96:24, 97:3,  
116:15, 119:21,  
130:7, 130:10,  
130:15, 130:23,  
131:4, 131:15,  
131:21, 131:24,

131:25, 132:5,  
132:15, 132:18,  
132:21, 133:1,  
133:7, 133:9, 134:2,  
134:5, 134:15,  
134:19, 134:24,  
135:2, 135:7,  
135:12, 135:24,  
138:13, 140:2,  
140:5, 140:21,  
140:25, 141:11,  
141:14, 141:19,  
142:10, 142:22,  
142:24, 143:5,  
143:10, 143:11,  
143:20, 143:24,  
144:2, 148:23,  
149:1, 149:6,  
149:16, 149:22,  
150:2, 150:5, 150:9,  
150:19, 151:8,  
151:19, 151:22,  
152:2, 152:25,  
153:4, 153:7,  
153:12, 153:17,  
153:19, 154:3,  
154:5, 154:8,  
154:16, 155:4,  
155:9, 155:13,  
156:1, 156:9,  
156:13, 158:20,  
159:1, 159:14,  
159:24, 160:6,  
160:10, 160:14,  
160:22, 161:1,  
161:3, 161:7,  
161:13, 161:19,  
161:22, 162:7,  
162:10, 163:4,  
163:20, 163:23,  
164:9, 164:17,  
164:21, 165:5,  
165:10, 166:5,  
166:20, 167:2,  
167:5, 167:8, 167:15  
**muffler** [1] - 66:21  
**mullions** [1] - 23:25  
**multifamily** [2] - 30:5,  
81:22  
**multiple** [1] - 127:19  
**municipal** [1] - 63:7  
**Municipalities** [2] -  
164:16, 164:18  
**myths** [1] - 11:16

**N**

**name** [97] - 20:6, 20:7,  
36:9, 38:8, 38:10,  
41:7, 41:8, 43:4,

- 43:5, 45:5, 45:6,  
47:5, 47:6, 47:7,  
48:23, 48:24, 55:10,  
55:11, 55:13, 55:14,  
57:6, 57:8, 110:23,  
110:24, 130:8,  
130:9, 132:23,  
132:24, 140:19,  
140:20, 144:13,  
148:21, 150:4,  
156:1, 160:9, 161:6  
**Nancy** [1] - 55:14  
**narrative** [1] - 58:5  
**narrow** [1] - 25:8  
**narrower** [1] - 26:19  
**national** [1] - 33:20  
**nature** [6] - 99:11,  
100:4, 127:9, 128:3,  
128:4, 144:4  
**near** [1] - 76:5  
**nearest** [1] - 155:11  
**necessarily** [2] -  
107:12, 136:4  
**necessary** [1] - 30:22  
**need** [28] - 7:14, 7:18,  
23:4, 30:10, 39:10,  
44:1, 50:20, 70:11,  
74:2, 74:14, 79:17,  
79:24, 83:9, 83:13,  
90:5, 96:2, 101:22,  
112:3, 114:20,  
115:3, 115:10,  
115:22, 119:23,  
125:2, 137:24,  
149:14, 159:7,  
163:23  
**needed** [1] - 126:1  
**needs** [6] - 9:14,  
14:11, 67:17, 67:25,  
109:21, 153:25  
**negatively** [1] - 83:23  
**negotiate** [3] - 15:25,  
34:3, 34:16  
**negotiating** [2] -  
34:18, 34:19  
**neighborhood** [8] -  
8:16, 17:12, 43:21,  
66:6, 101:15,  
101:17, 133:10,  
149:17  
**neighbors** [12] - 8:15,  
9:7, 9:11, 11:12,  
12:24, 13:3, 14:19,  
15:17, 15:19, 15:24,  
25:12, 160:24  
**neighbors'** [1] - 26:3  
**net** [2] - 59:14, 64:21  
**network** [4] - 59:16,  
68:22, 102:3, 104:2  
**never** [4] - 9:9, 52:1,  
84:21, 108:12  
**NEW** [1] - 1:25  
**new** [25] - 65:10,  
65:16, 65:21, 66:20,  
66:21, 67:4, 67:7,  
67:13, 69:3, 69:4,  
69:18, 80:10, 80:24,  
81:2, 91:18, 96:18,  
98:20, 100:6,  
113:19, 123:11,  
123:12, 123:25,  
139:15, 147:25  
**New** [34] - 1:9, 2:3,  
2:6, 20:2, 36:11,  
36:25, 38:20, 41:16,  
43:14, 43:22, 43:23,  
45:13, 47:19, 49:5,  
55:21, 57:10, 57:15,  
60:2, 60:9, 60:15,  
64:2, 80:13, 81:5,  
81:10, 96:21, 97:3,  
111:3, 111:8,  
130:18, 141:6,  
150:14, 157:15,  
160:20, 168:9  
**Newark** [1] - 13:22  
**newcomer** [1] - 8:16  
**news** [1] - 23:4  
**newspaper** [2] - 68:8,  
167:19  
**next** [23] - 5:12, 16:12,  
29:17, 38:12, 38:25,  
40:19, 48:9, 54:14,  
69:19, 75:20, 76:19,  
76:22, 92:8, 118:22,  
120:5, 131:20,  
158:10, 158:12,  
158:16, 159:14,  
161:2, 161:3  
**next..** [1] - 57:2  
**nice** [2] - 39:20, 72:16  
**night** [11] - 6:11,  
24:25, 67:17, 67:19,  
110:12, 110:13,  
159:4, 159:19,  
159:21, 159:23,  
162:19  
**NO** [1] - 4:2  
**nobody** [3] - 90:25,  
91:1, 126:5  
**none** [1] - 25:22  
**noon** [1] - 78:7  
**normally** [4] - 32:6,  
44:17, 61:10, 65:1  
**north** [11] - 25:5,  
62:22, 64:15, 70:16,  
71:1, 71:19, 73:11,  
81:23, 88:18, 96:12,  
143:13  
**northbound** [2] -  
72:21, 88:10  
**northeast** [1] - 25:6  
**Notary** [1] - 168:8  
**noted** [1] - 116:17  
**notes** [5] - 54:25,  
55:2, 116:10,  
133:12, 168:11  
**nothing** [1] - 96:15  
**notices** [1] - 167:20  
**notification** [1] - 82:5  
**notified** [2] - 147:6,  
147:10  
**notify** [1] - 163:2  
**notifying** [1] - 153:22  
**November** [13] -  
158:19, 158:21,  
159:15, 159:18,  
162:16, 164:14,  
166:3, 166:6,  
166:21, 167:6,  
167:11, 167:16,  
167:22  
**number** [15] - 35:24,  
42:3, 42:7, 54:18,  
54:19, 62:5, 74:24,  
89:2, 89:4, 89:6,  
89:12, 89:15, 89:17,  
89:24  
**NUMBER** [1] - 4:2  
**numbers** [11] - 12:1,  
12:2, 12:3, 64:5,  
64:7, 64:22, 64:24,  
90:3, 90:4, 134:6,  
134:11  
**NUTLEY** [1] - 1:1  
**Nutley** [35] - 1:9, 2:6,  
15:11, 17:9, 17:12,  
17:15, 17:21, 17:25,  
18:3, 18:8, 18:12,  
18:16, 19:5, 19:9,  
19:14, 30:16, 38:19,  
41:16, 43:13, 43:18,  
45:8, 45:13, 47:18,  
49:5, 50:7, 55:21,  
83:24, 116:3,  
130:18, 140:25,  
141:6, 150:14,  
160:15, 160:20,  
167:13
- O**
- O'Brien** [3] - 31:5,  
33:13, 51:24  
**O'BRIEN** [26] - 1:15,  
31:4, 31:6, 31:14,  
31:20, 32:7, 32:11,  
32:19, 33:9, 51:23,  
51:25, 122:10,  
122:16, 123:25,  
125:4, 126:25,  
127:7, 128:14,  
134:22, 134:25,  
135:3, 135:8,  
135:20, 135:25,  
136:8, 152:4  
**oath** [1] - 136:17  
**objective** [2] - 9:22,  
12:1  
**observation** [1] -  
116:18  
**observations** [2] -  
161:10, 161:16  
**obstructed** [1] - 96:7  
**obtained** [3] - 75:21,  
75:24, 112:8  
**obtaining** [1] - 81:8  
**obviously** [7] - 12:8,  
13:5, 109:23,  
112:20, 114:22,  
124:9, 125:18  
**occasions** [2] - 60:5,  
115:9  
**occupied** [3] - 64:18,  
80:11, 107:2  
**occur** [4] - 59:12,  
62:11, 100:15,  
140:14  
**occurred** [2] - 100:10,  
156:9  
**occurrence** [1] - 108:7  
**occurrences** [1] -  
76:10  
**occurring** [1] - 138:1  
**occurs** [4] - 62:11,  
63:17, 94:3, 99:1  
**October** [4] - 1:8,  
78:6, 111:20, 111:21  
**OF** [19] - 1:1, 1:1, 1:3,  
1:4, 3:9, 9:3, 9:4,  
87:11, 93:1, 93:2,  
94:8, 94:9, 94:10,  
95:9, 96:16, 109:13,  
142:17, 142:20,  
142:23  
**off-peak** [4] - 101:20,  
109:7, 109:8, 109:25  
**offer** [1] - 14:8  
**offering** [1] - 95:25  
**office** [11] - 11:3,  
21:18, 28:3, 28:11,  
65:18, 65:19, 84:19,  
100:5, 112:21,  
115:7, 158:17  
**officer** [3] - 117:10,  
118:3, 129:21  
**official** [3] - 7:20,  
7:25, 61:17  
**offsite** [1] - 85:23  
**oil** [1] - 66:22  
**old** [2] - 39:20, 39:21  
**on-ramps** [1] - 102:12  
**on-site** [1] - 104:20  
**once** [8] - 9:17, 32:11,  
35:22, 88:23, 106:3,  
106:23, 107:3, 109:1  
**one** [104] - 10:1, 10:10,  
11:8, 13:17, 14:12,  
14:21, 14:25, 15:15,  
15:18, 17:21, 21:23,  
23:19, 25:8, 25:20,  
28:13, 28:19, 29:9,  
30:6, 31:12, 33:16,  
33:24, 34:7, 34:14,  
35:6, 36:6, 40:16,  
44:14, 45:19, 45:21,  
45:23, 46:4, 48:11,  
48:22, 50:16, 53:15,  
54:5, 56:8, 58:23,  
67:1, 67:3, 70:5,  
70:23, 71:4, 71:6,  
71:13, 71:21, 72:17,  
73:2, 73:4, 76:18,  
76:25, 77:4, 77:14,  
79:7, 80:9, 80:22,  
85:18, 89:6, 89:24,  
91:10, 91:11, 91:22,  
94:4, 94:18, 95:11,  
96:5, 97:21, 97:22,  
98:15, 100:9,  
105:16, 106:11,  
106:12, 106:14,  
106:24, 108:8,  
108:17, 115:11,  
116:17, 126:21,  
127:19, 128:3,  
130:25, 131:6,  
131:16, 131:22,  
132:1, 132:13,  
133:18, 133:24,  
135:20, 136:24,  
137:10, 141:15,  
142:14, 145:6,  
146:1, 151:8, 151:9,  
154:10, 157:5,  
157:13  
**one-family** [6] - 10:10,  
13:17, 14:25, 15:18,  
56:8, 154:10  
**one-foot** [1] - 35:6  
**one-story** [1] - 21:23  
**one-third** [2] - 76:18,  
89:24  
**ongoing** [1] - 122:21  
**open** [6] - 12:22, 13:6,  
119:14, 159:23,  
162:9, 162:13  
**opening** [1] - 5:10  
**openings** [2] - 25:4

<p>25:7</p> <p><b>operate</b> [7] - 73:19, 75:16, 81:15, 91:8, 91:15, 128:12, 128:22</p> <p><b>operated</b> [3] - 72:6, 109:18, 138:5</p> <p><b>operates</b> [5] - 11:11, 59:19, 61:24, 139:9, 139:24</p> <p><b>operating</b> [7] - 60:24, 60:25, 91:3, 94:4, 94:21, 132:12</p> <p><b>operation</b> [15] - 37:22, 48:5, 85:17, 93:16, 95:3, 106:20, 107:19, 109:4, 109:16, 127:14, 127:15, 129:4, 137:21, 138:8, 139:14</p> <p><b>operations</b> [5] - 10:17, 31:1, 109:22, 117:3, 129:1</p> <p><b>opinion</b> [2] - 83:19, 86:12</p> <p><b>opinions</b> [2] - 5:22, 5:25</p> <p><b>opportunity</b> [2] - 40:12, 161:14</p> <p><b>opposed</b> [1] - 8:7</p> <p><b>opposite</b> [2] - 21:21, 25:8</p> <p><b>optimal</b> [1] - 128:1</p> <p><b>option</b> [3] - 96:1, 96:3, 164:12</p> <p><b>options</b> [1] - 125:11</p> <p><b>or..</b> [1] - 98:24</p> <p><b>Orange</b> [1] - 2:3</p> <p><b>order</b> [11] - 8:11, 11:15, 15:25, 21:12, 30:1, 36:3, 44:3, 73:5, 82:6, 94:2, 152:18</p> <p><b>orderly</b> [4] - 7:5, 157:8, 158:3, 161:21</p> <p><b>ordinance</b> [3] - 28:17, 83:23, 157:22</p> <p><b>ordinarily</b> [1] - 65:15</p> <p><b>orientation</b> [1] - 72:20</p> <p><b>oriented</b> [1] - 98:20</p> <p><b>otherwise</b> [2] - 52:13, 108:10</p> <p><b>outburst</b> [1] - 96:23</p> <p><b>outdoor</b> [1] - 24:17</p> <p><b>outside</b> [8] - 25:2, 28:8, 34:19, 65:22, 66:6, 117:24, 123:13, 138:24</p> <p><b>overall</b> [6] - 61:24,</p>	<p>62:12, 75:13, 75:17, 91:8, 91:14</p> <p><b>overbearing</b> [1] - 85:9</p> <p><b>overcome</b> [3] - 12:18, 12:19, 12:20</p> <p><b>overlay</b> [1] - 54:8</p> <p><b>overview</b> [1] - 75:12</p> <p><b>own</b> [2] - 6:17, 39:15</p> <p><b>owned</b> [2] - 13:18, 15:16</p> <p><b>owner</b> [1] - 38:11</p>	<p><b>participated</b> [1] - 32:9</p> <p><b>particular</b> [10] - 44:18, 70:21, 81:24, 92:19, 112:2, 112:13, 112:23, 113:11, 114:7, 125:20</p> <p><b>particularly</b> [8] - 66:4, 67:14, 71:20, 82:8, 89:14, 101:4, 146:16, 148:1</p> <p><b>partner</b> [1] - 9:9</p> <p><b>parts</b> [1] - 59:7</p> <p><b>pass</b> [30] - 65:7, 65:9, 65:23, 66:10, 67:15, 68:3, 69:4, 80:23, 82:11, 83:20, 86:8, 86:21, 86:23, 94:2, 95:2, 98:17, 98:18, 99:11, 99:14, 100:4, 100:10, 100:18, 100:20, 100:24, 102:2, 116:24, 116:25, 127:4, 146:11</p> <p><b>pass-by</b> [25] - 65:7, 65:9, 65:23, 66:10, 67:15, 68:3, 69:4, 80:23, 82:11, 86:8, 95:2, 98:17, 98:18, 99:11, 99:14, 100:4, 100:10, 100:18, 100:20, 100:24, 102:2, 116:25, 127:4, 146:11</p> <p><b>pass-through</b> [1] - 116:24</p> <p><b>Passaic</b> [79] - 1:4, 5:7, 10:9, 13:15, 15:24, 18:5, 24:14, 26:13, 30:12, 41:10, 41:15, 45:19, 53:2, 58:24, 60:4, 61:1, 61:15, 65:13, 65:16, 66:2, 70:16, 70:24, 71:2, 71:12, 71:14, 71:18, 71:19, 71:20, 72:19, 73:2, 73:10, 73:24, 75:4, 75:22, 77:20, 78:22, 79:17, 80:6, 81:1, 81:4, 82:4, 85:13, 85:24, 86:9, 88:3, 88:10, 90:15, 90:21, 90:25, 91:5, 95:14, 99:16, 99:21, 100:3, 102:6, 102:23, 103:14, 104:14, 105:4, 105:24, 106:22, 108:25, 116:5, 117:7, 120:25,</p>	<p>121:18, 121:22, 122:1, 122:3, 124:12, 129:14, 129:18, 142:2, 142:3, 142:6, 143:7, 143:13, 143:17</p> <p><b>passed</b> [1] - 14:6</p> <p><b>passes</b> [1] - 68:12</p> <p><b>passing</b> [6] - 83:21, 91:19, 99:12, 101:6, 146:13</p> <p><b>passive</b> [1] - 127:21</p> <p><b>past</b> [10] - 13:7, 78:6, 112:17, 113:2, 113:14, 115:10, 119:2, 122:19, 130:2, 139:6</p> <p><b>PASTORE</b> [1] - 1:15</p> <p><b>patterns</b> [1] - 77:3</p> <p><b>PAUL</b> [3] - 1:12, 1:19, 3:7</p> <p><b>Paul</b> [3] - 36:10, 52:6, 136:19</p> <p><b>paved</b> [1] - 124:13</p> <p><b>paying</b> [1] - 77:7</p> <p><b>peak</b> [60] - 62:15, 63:13, 63:14, 63:16, 63:19, 63:21, 63:23, 66:4, 67:16, 67:22, 68:21, 69:7, 78:5, 78:8, 78:11, 78:13, 78:14, 80:24, 90:7, 90:9, 91:7, 91:14, 91:23, 92:12, 92:14, 97:14, 97:18, 98:23, 98:25, 99:1, 99:4, 99:6, 99:7, 99:14, 101:5, 101:20, 101:25, 103:21, 106:9, 109:7, 109:8, 109:25, 112:12, 112:22, 112:23, 113:21, 131:7, 132:6, 132:16, 144:9, 144:22, 144:23, 145:3, 145:13, 145:14, 145:20</p> <p><b>peak-hour</b> [2] - 99:6, 112:12</p> <p><b>pedestrian</b> [14] - 31:10, 31:18, 151:16, 152:5, 152:12, 152:16, 152:17, 152:20, 152:23, 152:25, 153:8, 156:10, 156:18, 157:4</p> <p><b>pedestrians</b> [9] - 76:25, 150:20,</p>	<p>150:21, 151:6, 153:16, 153:24, 156:14, 156:21, 157:10</p> <p><b>Peggy</b> [1] - 130:10</p> <p><b>PEGGY</b> [1] - 3:17</p> <p><b>Pennoni</b> [1] - 111:2</p> <p><b>people</b> [39] - 8:17, 13:9, 43:20, 50:5, 50:10, 55:4, 66:16, 67:3, 67:23, 68:2, 72:7, 76:11, 76:12, 76:23, 77:5, 77:9, 86:17, 87:1, 87:24, 88:3, 88:10, 88:16, 89:25, 105:1, 132:19, 135:18, 143:12, 144:21, 144:24, 145:18, 145:24, 147:14, 147:16, 150:21, 150:24, 153:23, 156:19, 157:8, 164:15</p> <p><b>per</b> [10] - 17:22, 63:20, 63:21, 65:20, 69:10, 103:6, 106:12, 106:14, 108:18, 132:20</p> <p><b>perceive</b> [2] - 82:22, 129:17</p> <p><b>percent</b> [3] - 24:2, 78:12, 113:22</p> <p><b>perfect</b> [2] - 92:18, 103:7</p> <p><b>perfectly</b> [1] - 138:21</p> <p><b>perform</b> [1] - 113:2</p> <p><b>performed</b> [3] - 112:9, 113:2, 114:1</p> <p><b>perhaps</b> [2] - 114:25, 115:1</p> <p><b>period</b> [3] - 67:19, 76:8, 105:25</p> <p><b>periods</b> [1] - 148:3</p> <p><b>permissible</b> [1] - 117:16</p> <p><b>permission</b> [2] - 16:17, 57:4</p> <p><b>permit</b> [21] - 74:3, 74:7, 74:10, 74:11, 74:22, 112:18, 114:25, 115:13, 115:16, 119:1, 119:3, 119:4, 124:17, 124:18, 125:12, 125:13, 126:22, 159:7, 159:13, 165:1</p> <p><b>permits</b> [2] - 12:14, 64:8</p>
	<b>P</b>			
	<p><b>P.C</b> [2] - 20:1, 20:9</p> <p><b>P.E</b> [1] - 1:20</p> <p><b>p.m</b> [18] - 1:10, 63:14, 63:16, 63:18, 63:21, 78:5, 78:8, 78:11, 78:13, 91:7, 91:13, 92:11, 92:13, 110:19, 112:12, 167:22, 167:25</p> <p><b>P.P</b> [1] - 1:19</p> <p><b>pack</b> [1] - 86:25</p> <p><b>PAGE</b> [1] - 4:2</p> <p><b>page</b> [1] - 90:11</p> <p><b>pain</b> [1] - 89:16</p> <p><b>pair</b> [3] - 24:13, 24:14, 24:24</p> <p><b>palette</b> [1] - 40:17</p> <p><b>panel</b> [1] - 23:22</p> <p><b>panoramic</b> [1] - 30:3</p> <p><b>paper</b> [1] - 107:12</p> <p><b>paramount</b> [1] - 149:21</p> <p><b>parapet</b> [4] - 25:13, 25:14, 25:18, 25:23</p> <p><b>parasite</b> [1] - 65:25</p> <p><b>parcels</b> [1] - 13:17</p> <p><b>parents</b> [1] - 145:25</p> <p><b>park</b> [4] - 79:16, 131:11, 131:19, 132:2</p> <p><b>parked</b> [4] - 76:19, 76:21, 77:7, 77:10</p> <p><b>parking</b> [16] - 15:10, 15:11, 15:13, 17:1, 28:15, 32:12, 32:22, 33:2, 40:13, 59:19, 75:5, 107:1, 107:2, 108:8, 131:13, 131:19</p> <p><b>part</b> [10] - 14:9, 15:6, 25:17, 37:11, 50:23, 66:11, 126:13, 138:16, 138:22, 139:3</p> <p><b>participate</b> [1] - 38:4</p>			

permitted [4] - 18:16, 18:24, 19:5, 19:7	24:4, 24:6, 27:20, 29:13, 34:3, 34:13, 35:1, 40:21, 59:17, 59:20, 69:20, 83:24, 128:1, 138:3, 161:18	117:12, 154:25	probability [1] - 108:7	69:9, 78:18, 81:13, 149:10
person [6] - 31:1, 32:20, 47:11, 103:2, 108:10, 108:11	planner [7] - 9:22, 11:3, 11:4, 31:1, 154:19, 163:24, 166:22	possibly [4] - 30:10, 41:1, 108:19, 120:23	problem [15] - 50:22, 56:22, 104:2, 115:8, 116:2, 125:6, 125:23, 126:5, 129:17, 131:18, 134:16, 134:19, 135:5, 163:3, 164:10	proposed [22] - 17:18, 18:4, 18:9, 18:24, 37:21, 47:25, 59:6, 62:24, 72:9, 72:12, 74:18, 75:19, 78:19, 80:15, 80:22, 89:22, 96:25, 138:7, 139:22, 140:12, 146:4, 161:16
personal [1] - 6:17	Planner [3] - 1:19, 36:11, 36:24	posted [1] - 167:17	problems [2] - 137:25, 138:23	proposes [1] - 56:13
persons [1] - 7:6	Planning [11] - 56:4, 56:17, 159:3, 159:19, 159:20, 159:25, 160:3, 162:15, 163:8, 163:25, 164:3	potentially [1] - 64:25	proceed [2] - 5:8, 158:9	proposing [10] - 29:19, 58:4, 65:19, 73:9, 74:5, 88:6, 88:7, 88:15, 96:13, 136:4
pertain [1] - 42:20	Planner [3] - 1:19, 36:11, 36:24	potentially [2] - 64:20, 138:22	PROCEEDINGS [1] - 1:4	proposition [1] - 97:5
petition [1] - 160:24	Planner [3] - 1:19, 36:11, 36:24	practical [1] - 107:13	proceedings [1] - 168:11	protected [1] - 63:2
phone [1] - 133:13	Planner [3] - 1:19, 36:11, 36:24	practice [1] - 20:23	process [2] - 33:22, 74:22	prove [2] - 15:15, 50:2
phones [1] - 7:7	Planner [3] - 1:19, 36:11, 36:24	practiced [1] - 9:8	produce [2] - 21:12, 30:18	proved [1] - 116:20
photo [7] - 10:4, 21:25, 22:19, 23:11, 29:15, 46:24, 50:13	Planner [3] - 1:19, 36:11, 36:24	Pratt [1] - 20:19	produced [5] - 7:25, 18:18, 21:19, 29:23, 111:19	proven [1] - 115:19
Photo [3] - 4:4, 4:5, 70:13	Planner [3] - 1:19, 36:11, 36:24	precarious [1] - 72:5	product [2] - 68:4, 101:16	provide [5] - 70:24, 75:18, 139:4, 139:19, 139:20
photo-montaged [1] - 21:25	Planner [3] - 1:19, 36:11, 36:24	prefaced [1] - 29:25	Professional [1] - 36:11	provided [8] - 22:2, 58:23, 80:8, 80:18, 84:3, 98:22, 156:25
photograph [1] - 52:14	Planner [3] - 1:19, 36:11, 36:24	preliminary [1] - 19:16	professional [2] - 9:23, 20:20	provides [1] - 82:21
Photographic [2] - 4:3, 23:1	Planner [3] - 1:19, 36:11, 36:24	premise [2] - 18:13, 18:18	professionals [3] - 9:16, 9:20, 117:9	providing [2] - 80:17, 83:10
photographs [8] - 6:17, 21:21, 21:24, 23:12, 51:8, 52:10, 52:13, 52:16	Planner [3] - 1:19, 36:11, 36:24	premises [1] - 17:3	program [2] - 29:24, 46:21	proximity [1] - 107:6
physical [1] - 83:1	Planner [3] - 1:19, 36:11, 36:24	prepared [10] - 17:3, 17:5, 19:16, 75:20, 77:25, 84:1, 90:14, 139:5, 139:20, 158:1	progression [1] - 62:9	public [19] - 5:19, 5:22, 5:25, 9:18, 22:11, 40:11, 40:22, 52:23, 53:5, 58:19, 69:10, 72:13, 116:4, 124:23, 153:16, 158:8, 163:2, 163:12, 167:3
pick [3] - 86:18, 107:24, 165:13	Planner [3] - 1:19, 36:11, 36:24	PRESENT [2] - 1:11, 1:18	prohibited [1] - 18:10	PUBLIC [15] - 3:9, 9:3, 9:4, 87:11, 93:1, 93:2, 94:8, 94:9, 94:10, 95:9, 96:16, 109:13, 142:17, 142:20, 142:23
picked [1] - 86:24	Planner [3] - 1:19, 36:11, 36:24	present [7] - 26:7, 40:11, 46:25, 50:5, 51:20, 53:5, 160:23	prohibits [2] - 17:12, 18:8	Public [2] - 96:23, 168:8
picks [1] - 25:1	Planner [3] - 1:19, 36:11, 36:24	presentation [4] - 12:18, 40:19, 48:18, 50:2	project [15] - 9:15, 10:3, 10:6, 10:15, 14:23, 21:13, 21:16, 33:17, 42:12, 56:13, 57:22, 58:9, 63:8, 85:10, 138:7	pull [18] - 71:11, 71:20, 71:25, 81:9, 82:17, 82:24, 102:23, 103:11, 103:18, 104:11, 104:23, 105:1, 105:2, 105:19, 105:23, 106:3, 107:18
picture [9] - 29:10, 29:17, 38:23, 38:25, 39:16, 46:9, 49:12, 50:6, 50:9	Planner [3] - 1:19, 36:11, 36:24	presented [6] - 28:24, 30:2, 51:6, 97:13, 113:8, 128:13	projecting [1] - 59:12	pulled [1] - 103:2
pictures [3] - 30:4, 30:13, 49:21	Planner [3] - 1:19, 36:11, 36:24	presenting [4] - 40:15, 54:23, 58:19, 128:11	projection [1] - 46:22	pulling [8] - 72:7, 83:2, 103:11,
piece [1] - 14:3	Planner [3] - 1:19, 36:11, 36:24	Presidents [1] - 142:24	projections [5] - 63:2, 63:11, 63:25, 64:1, 85:6	
piggyback [1] - 53:14	Planner [3] - 1:19, 36:11, 36:24	presumably [1] - 79:14	proper [3] - 82:6, 152:17, 157:6	
pinpoint [1] - 12:25	Planner [3] - 1:19, 36:11, 36:24	presume [1] - 32:7	properties [6] - 1:6, 17:8, 71:6, 72:8, 85:16	
Place [18] - 43:8, 43:13, 49:1, 49:5, 60:21, 140:25, 141:5, 142:1, 142:5, 143:9, 144:15, 145:1, 145:22, 145:25, 146:5, 146:20, 146:21, 146:22	Planner [3] - 1:19, 36:11, 36:24	pretty [3] - 39:22, 53:17, 139:7	property [10] - 12:19, 26:4, 38:11, 39:2, 39:11, 79:13, 81:8, 128:8, 137:7, 154:25	
place [3] - 73:2, 146:1, 163:18	Planner [3] - 1:19, 36:11, 36:24	prevailing [2] - 76:10, 77:4	proposal [6] - 59:13,	
placed [5] - 32:12, 73:5, 119:11, 127:21, 128:1	Planner [3] - 1:19, 36:11, 36:24	previous [6] - 60:8, 112:6, 118:12, 126:3, 126:20, 162:18		
placement [1] - 128:9	Planner [3] - 1:19, 36:11, 36:24	previously [1] - 148:24		
places [2] - 86:20, 86:23	Planner [3] - 1:19, 36:11, 36:24	price [1] - 66:15		
plan [23] - 5:9, 9:14, 9:17, 9:18, 19:14, 19:16, 19:19, 23:15,	Planner [3] - 1:19, 36:11, 36:24	primarily [3] - 65:7, 100:23, 146:11		
	Planner [3] - 1:19, 36:11, 36:24	primary [2] - 65:9, 68:17		
	Planner [3] - 1:19, 36:11, 36:24	principles [1] - 83:22		
	Planner [3] - 1:19, 36:11, 36:24	printed [1] - 167:19		
	Planner [3] - 1:19, 36:11, 36:24	private [2] - 15:9, 25:1		
	Planner [3] - 1:19, 36:11, 36:24	pro [1] - 137:23		

106:16, 106:23, 106:25, 107:1, 149:18	45:9, 47:13, 49:2, 55:17, 57:11, 111:4, 121:7, 130:14, 133:3, 141:2, 150:10, 156:3, 160:16	100:17, 122:23, 125:4, 126:20	<b>regulates</b> [1] - 19:9	<b>repairs</b> [2] - 62:20, 66:20
<b>pulls</b> [2] - 102:7, 108:9	<b>raises</b> [1] - 13:24	<b>reasonable</b> [3] - 9:18, 65:3, 127:3	<b>Regulations</b> [1] - 17:16	<b>repeat</b> [4] - 31:16, 46:17, 138:12, 140:4
<b>pumps</b> [1] - 70:20	<b>RALPH</b> [1] - 1:15	<b>reasons</b> [1] - 17:7	<b>reinforce</b> [1] - 153:25	<b>repeated</b> [1] - 46:18
<b>purchase</b> [2] - 62:19, 68:15	<b>ramps</b> [3] - 102:12, 117:23	<b>receivable</b> [1] - 69:10	<b>reiterate</b> [2] - 78:17, 167:21	<b>repetitive</b> [3] - 6:11, 6:20, 6:22
<b>purchased</b> [1] - 68:4	<b>ran</b> [1] - 77:1	<b>receive</b> [1] - 167:20	<b>relate</b> [1] - 41:11	<b>report</b> [15] - 58:25, 59:1, 81:18, 83:19, 84:10, 88:14, 90:6, 90:13, 91:10, 97:13, 108:3, 108:14, 113:8, 118:23, 148:15
<b>purchases</b> [1] - 82:12	<b>range</b> [1] - 62:8	<b>received</b> [3] - 9:21, 12:14, 14:8	<b>related</b> [6] - 31:9, 41:20, 51:25, 62:3, 77:15, 77:23	<b>REPORTER</b> [2] - 1:22, 7:22
<b>purvey</b> [1] - 148:14	<b>ranging</b> [1] - 62:2	<b>recent</b> [2] - 122:18	<b>relates</b> [2] - 32:23, 78:12	<b>reporter</b> [3] - 7:20, 7:25, 23:5
<b>push</b> [3] - 22:15, 32:20, 155:1	<b>rarely</b> [4] - 66:3, 93:14, 93:18, 94:3	<b>recently</b> [4] - 11:19, 14:20, 113:15, 115:23	<b>relationship</b> [4] - 45:23, 123:10, 137:6, 137:14	<b>Reporter</b> [4] - 7:21, 168:7, 168:8
<b>put</b> [10] - 9:13, 43:23, 50:9, 100:6, 111:21, 114:24, 124:14, 125:15, 157:1, 157:21	<b>rather</b> [5] - 29:5, 77:9, 89:16, 94:21, 146:21	<b>Recess</b> [1] - 110:19	<b>relative</b> [4] - 59:25, 61:11, 93:19, 112:22	<b>REPORTING</b> [1] - 1:24
<b>putting</b> [4] - 28:7, 119:4, 119:16, 135:13	<b>rational</b> [1] - 119:15	<b>recessed</b> [2] - 37:15, 37:17	<b>relatively</b> [6] - 62:14, 75:9, 78:15, 81:25, 89:11, 100:14	<b>reports</b> [11] - 9:21, 9:22, 12:7, 75:21, 75:24, 76:15, 77:11, 84:1, 84:2, 111:19, 111:20
	<b>ray</b> [1] - 10:21	<b>recognize</b> [4] - 8:15, 8:16, 15:17, 15:19	<b>relegate</b> [1] - 114:15	<b>represent</b> [1] - 30:9
	<b>re</b> [1] - 68:23	<b>reconfigured</b> [1] - 32:16	<b>relevant</b> [3] - 12:24, 13:1, 113:1	<b>representative</b> [1] - 10:21
	<b>re-analyzed</b> [1] - 68:23	<b>record</b> [8] - 52:7, 57:20, 57:24, 70:7, 83:18, 119:24, 136:19, 145:7	<b>relied</b> [1] - 114:1	<b>representatives</b> [1] - 28:14
	<b>react</b> [1] - 157:5	<b>record's</b> [1] - 72:22	<b>relocate</b> [1] - 157:16	<b>represented</b> [1] - 13:19
	<b>reaction</b> [1] - 82:25	<b>recorded</b> [1] - 7:9	<b>relocation</b> [2] - 137:24, 157:14	<b>representing</b> [2] - 14:1, 52:15
	<b>read</b> [5] - 5:2, 16:21, 82:23, 83:7, 133:12	<b>Recording</b> [1] - 1:19	<b>rely</b> [1] - 114:2	<b>request</b> [2] - 16:24, 116:6
	<b>reading</b> [1] - 27:20	<b>recording</b> [1] - 7:9	<b>remain</b> [4] - 7:6, 69:6, 94:24, 129:16	<b>requested</b> [3] - 19:20, 112:19, 121:3
	<b>ready</b> [1] - 51:20	<b>recycling</b> [3] - 24:19, 24:22, 32:5	<b>remaining</b> [1] - 75:10	<b>required</b> [1] - 112:1
	<b>realistically</b> [1] - 159:10	<b>red</b> [5] - 37:8, 68:24, 77:6, 104:10	<b>remember</b> [2] - 130:2, 164:23	<b>requirement</b> [2] - 155:6, 155:8
	<b>reality</b> [5] - 10:6, 30:9, 100:11, 100:19, 104:19	<b>redo</b> [1] - 49:12	<b>remiss</b> [1] - 9:19	<b>requires</b> [4] - 17:16, 17:21, 17:25, 19:14
	<b>realize</b> [1] - 156:13	<b>reduced</b> [1] - 45:1	<b>remission</b> [1] - 14:5	<b>research</b> [1] - 83:19
	<b>realized</b> [1] - 156:15	<b>redundant</b> [1] - 55:9	<b>removal</b> [1] - 35:21	<b>residences</b> [1] - 75:10
	<b>really</b> [28] - 16:11, 31:21, 33:7, 39:19, 40:20, 49:13, 50:11, 50:17, 56:4, 64:12, 72:2, 72:4, 77:4, 77:11, 89:8, 90:5, 95:16, 101:8, 111:18, 118:14, 125:2, 128:11, 128:24, 129:9, 135:5, 137:11, 138:8, 160:22	<b>Reese</b> [2] - 156:2, 161:7	<b>remove</b> [1] - 73:20	<b>residential</b> [9] - 25:5, 44:21, 55:25, 56:15, 65:19, 67:7, 67:8, 70:25, 127:24
	<b>Realtime</b> [1] - 168:8	<b>REESE</b> [8] - 3:20, 156:1, 156:9, 156:13, 161:7, 161:13, 161:19, 161:22	<b>removed</b> [10] - 42:3, 42:8, 62:23, 64:19, 67:5, 72:8, 80:2, 80:7, 80:18	<b>residents</b> [3] - 53:15, 115:5, 119:7
	<b>rear</b> [13] - 17:16, 17:17, 17:18, 75:2, 75:9, 76:10, 76:12, 76:19, 77:4, 77:22, 82:19, 89:24, 120:22	<b>refer</b> [2] - 14:7, 72:11	<b>removing</b> [1] - 80:16	<b>residents'</b> [1] - 115:5
	<b>rear-ending</b> [2] - 76:12, 77:22	<b>reference</b> [2] - 70:1, 72:17	<b>render</b> [2] - 83:19, 84:15	<b>respect</b> [3] - 115:12, 115:13, 121:18
	<b>rear-ends</b> [5] - 76:10, 76:19, 82:19, 89:24, 120:22	<b>referenced</b> [2] - 17:2, 136:3	<b>rendering</b> [17] - 4:3, 21:16, 21:18, 21:21, 21:25, 22:1, 23:1, 29:13, 30:7, 46:14, 46:18, 46:21, 46:24, 48:13, 53:17, 54:7, 54:20	<b>respond</b> [1] - 94:14
	<b>reason</b> [8] - 28:19, 67:24, 81:7, 85:11,	<b>referring</b> [2] - 34:6, 135:5	<b>renderings</b> [4] - 26:10, 49:24, 51:8, 51:20	<b>responded</b> [1] - 49:23
		<b>refrigeration</b> [2] - 25:21, 28:4	<b>reoccupied</b> [4] - 64:13, 64:15, 85:21	<b>response</b> [2] - 38:2, 161:24
		<b>refuse</b> [2] - 15:7, 15:8	<b>reoperated</b> [1] - 85:21	<b>responsibility</b> [2] -
		<b>regarding</b> [5] - 37:6, 52:18, 81:19, 136:20, 137:1	<b>repair</b> [2] - 64:14, 77:18	
		<b>regards</b> [1] - 152:12	<b>repaired</b> [1] - 14:22	
		<b>Registered</b> [1] - 168:7		
		<b>regroup</b> [1] - 158:6		
		<b>regular</b> [2] - 159:14, 165:20		

## Q

**quantity** [1] - 107:5  
**quart** [2] - 67:17, 68:8  
**questioning** [2] -  
107:5, 125:5  
**questions** [32] - 5:13,  
5:15, 5:16, 5:17,  
5:19, 5:20, 6:1, 6:4,  
6:10, 6:20, 6:22,  
12:24, 22:5, 29:8,  
38:5, 41:5, 41:11,  
41:20, 42:20, 54:19,  
55:2, 56:25, 58:1,  
58:7, 58:11, 72:13,  
87:4, 122:9, 144:18,  
161:9, 161:15, 162:1  
**quick** [2] - 33:24,  
36:18  
**QUICK** [4] - 1:22,  
1:24, 168:6, 168:23  
**quickly** [1] - 27:22  
**quiet** [3] - 7:6, 148:5,  
148:6  
**quite** [2] - 30:14,  
126:22

## R

**R-1** [5] - 15:16, 17:9,  
17:13, 17:17, 18:10  
**R-E-E-S-E** [1] - 156:2  
**R-I-V-I-E-R-E** [1] -  
43:9  
**R-O-G-H-A-N-I-A-N** [1]  
- 140:22  
**raise** [18] - 7:1, 36:20,  
38:17, 41:12, 43:11,

15:15, 124:4 <b>rest</b> [1] - 166:15 <b>restaurant</b> [2] - 20:24, 33:21 <b>restrict</b> [2] - 114:11, 128:13 <b>restricted</b> [3] - 88:15, 114:18, 119:14 <b>restrictions</b> [3] - 71:8, 79:4, 149:14 <b>results</b> [1] - 11:24 <b>retail</b> [3] - 17:13, 20:24, 33:20 <b>retails</b> [1] - 110:2 <b>retained</b> [2] - 21:11, 36:14 <b>retaining</b> [1] - 55:25 <b>review</b> [11] - 19:14, 19:16, 37:11, 74:4, 74:7, 74:22, 117:25, 123:7, 138:16, 138:23, 139:16 <b>reviewed</b> [7] - 36:19, 37:8, 118:20, 121:2, 121:9, 121:20, 127:1 <b>revised</b> [1] - 54:8 <b>Ricci</b> [7] - 36:10, 52:2, 52:6, 52:21, 136:7, 136:12, 136:19 <b>RICCI</b> [19] - 1:19, 3:7, 36:5, 36:10, 36:15, 36:18, 36:22, 37:5, 51:22, 52:3, 52:6, 136:14, 136:18, 136:24, 137:23, 138:14, 163:13, 163:17, 166:10 <b>rid</b> [2] - 14:15 <b>right-hand</b> [8] - 71:21, 90:22, 96:11, 102:24, 103:13, 103:21, 104:14 <b>right-of-way</b> [2] - 79:13, 79:22 <b>right-turn-only</b> [1] - 114:15 <b>rights</b> [2] - 71:9, 79:6 <b>RINALDI</b> [1] - 2:5 <b>RMR</b> [1] - 168:23 <b>road</b> [4] - 105:11, 147:19, 151:10, 153:14 <b>ROAD</b> [1] - 1:24 <b>roadway</b> [11] - 59:9, 59:15, 68:22, 69:13, 82:11, 85:14, 99:8, 102:3, 104:2, 105:24, 128:4 <b>roadways</b> [5] - 62:1, 65:17, 69:16, 76:22,	82:22 <b>Rock</b> [1] - 2:3 <b>Roghianian</b> [1] - 140:21 <b>ROGHANIAN</b> [9] - 3:18, 140:21, 140:25, 141:11, 141:14, 141:19, 142:10, 143:5, 143:20 <b>roof</b> [4] - 25:15, 25:16, 25:19, 28:6 <b>room</b> [15] - 24:15, 28:2, 28:11, 34:2, 34:14, 34:21, 114:23, 158:18, 159:4, 164:2, 164:11, 164:22, 167:17 <b>rooms</b> [1] - 28:2 <b>rose</b> [1] - 150:5 <b>ROSE</b> [1] - 3:19 <b>Roseanna</b> [2] - 156:2, 161:7 <b>ROSEANNA</b> [1] - 3:20 <b>route</b> [4] - 66:14, 66:18, 68:16, 82:14 <b>Route</b> [8] - 14:25, 15:21, 30:24, 60:1, 64:4, 123:5, 123:10, 125:1 <b>RTUs</b> [1] - 25:19 <b>rule</b> [1] - 121:22 <b>run</b> [1] - 101:23 <b>running</b> [2] - 72:19, 101:3 <b>runs</b> [1] - 70:16 <b>rush</b> [4] - 63:15, 67:23, 78:9, 82:9 <b>rush-hour</b> [1] - 67:23 <b>RYDER</b> [1] - 1:16	157:21 <b>sales</b> [4] - 15:5, 66:13, 68:4, 68:11 <b>sat</b> [2] - 85:4, 93:14 <b>satisfied</b> [5] - 13:2, 42:24, 117:1, 128:9, 136:12 <b>Saturday</b> [20] - 11:20, 11:21, 59:1, 63:16, 63:23, 68:21, 78:2, 78:3, 78:4, 78:6, 78:11, 78:14, 93:1, 93:2, 93:4, 93:6, 93:7, 112:22, 112:24, 142:16 <b>Saturdays</b> [2] - 78:7, 115:8 <b>save</b> [1] - 58:4 <b>saved</b> [3] - 42:1, 42:2, 42:7 <b>saw</b> [5] - 60:22, 95:18, 100:13, 129:3, 149:25 <b>scale</b> [7] - 10:5, 10:8, 26:11, 29:12, 52:10, 52:19, 54:19 <b>scenario</b> [2] - 69:17, 117:1 <b>Schedule</b> [1] - 17:15 <b>schedule</b> [1] - 146:2 <b>scheduled</b> [1] - 109:7 <b>scheme</b> [1] - 23:17 <b>School</b> [3] - 126:8, 144:20 <b>school</b> [13] - 20:20, 61:25, 141:22, 142:8, 143:2, 144:22, 144:24, 145:11, 145:18, 145:21, 147:2, 150:25 <b>scientific</b> [1] - 142:19 <b>scientifically</b> [1] - 85:6 <b>SCRUDATO</b> [219] - 1:12, 5:1, 8:4, 8:7, 8:19, 8:23, 16:20, 19:21, 20:5, 21:3, 21:6, 22:8, 22:17, 29:7, 31:2, 31:5, 33:10, 35:17, 35:20, 36:2, 36:7, 36:13, 36:16, 36:20, 37:3, 37:13, 37:21, 37:24, 38:3, 38:14, 38:16, 40:4, 40:25, 41:4, 41:12, 41:19, 42:4, 42:16, 42:24, 43:2, 43:10, 43:16, 44:2, 44:6, 44:9, 44:12, 44:25, 45:3, 45:9,	45:16, 46:11, 46:15, 47:2, 47:12, 47:15, 47:21, 48:4, 48:10, 48:14, 48:20, 49:2, 49:8, 49:15, 49:17, 49:25, 51:2, 51:15, 51:17, 51:24, 52:2, 52:5, 52:20, 53:7, 53:11, 54:4, 54:10, 54:17, 54:22, 55:1, 55:7, 55:17, 56:10, 56:16, 56:19, 56:22, 57:2, 57:5, 57:11, 57:17, 57:25, 58:10, 58:13, 58:17, 69:23, 70:2, 70:8, 70:11, 84:6, 85:3, 86:11, 86:15, 86:17, 87:3, 92:3, 93:8, 97:9, 110:3, 110:6, 110:10, 110:20, 111:4, 111:11, 116:6, 116:11, 118:7, 118:10, 119:16, 119:20, 119:25, 120:4, 122:7, 128:16, 128:18, 129:24, 130:8, 130:13, 130:21, 131:2, 131:12, 131:17, 131:23, 132:3, 132:9, 132:22, 133:3, 133:8, 133:25, 134:3, 134:13, 134:17, 136:7, 136:10, 136:16, 137:17, 138:9, 139:25, 140:3, 140:7, 140:16, 140:23, 141:2, 141:9, 141:13, 141:17, 142:7, 142:11, 142:18, 143:3, 144:11, 144:16, 146:18, 146:21, 146:24, 147:3, 147:6, 147:10, 147:13, 147:21, 148:5, 148:8, 148:16, 148:20, 148:25, 149:23, 150:3, 150:7, 150:10, 150:17, 151:5, 151:11, 152:11, 152:24, 153:2, 154:4, 155:14, 155:22, 156:3, 156:11,	156:23, 157:11, 157:23, 158:11, 158:14, 158:22, 160:4, 160:8, 160:12, 160:16, 160:25, 161:2, 161:4, 161:11, 161:17, 161:20, 161:23, 161:25, 162:9, 163:1, 163:14, 163:21, 164:19, 165:12, 165:15, 166:8, 167:7, 167:12, 167:25 <b>scuttle</b> [1] - 28:5 <b>season</b> [2] - 59:23, 61:13 <b>seasonal</b> [1] - 61:11 <b>seats</b> [1] - 110:21 <b>second</b> [19] - 8:4, 15:13, 24:13, 24:14, 30:6, 34:7, 39:23, 59:11, 93:18, 93:21, 94:24, 103:8, 108:16, 116:19, 134:23, 141:24, 143:3, 143:5, 163:10 <b>second-floor</b> [1] - 39:23 <b>seconds</b> [7] - 90:20, 98:1, 98:5, 98:6, 106:2, 107:17, 159:25 <b>secretaries</b> [1] - 20:7 <b>secretary</b> [9] - 7:9, 16:21, 38:8, 41:8, 43:6, 55:12, 57:7, 132:25, 140:20 <b>Secretary</b> [2] - 1:13, 1:19 <b>section</b> [2] - 85:14, 117:17 <b>Section</b> [11] - 17:11, 17:14, 17:20, 17:24, 18:2, 18:7, 18:11, 18:15, 19:4, 19:8, 19:13 <b>security</b> [1] - 12:21 <b>see</b> [75] - 9:11, 10:10, 10:12, 10:13, 15:12, 16:11, 21:22, 22:6, 22:11, 22:18, 23:13, 23:19, 24:11, 24:13, 25:13, 26:17, 30:5, 34:9, 37:16, 37:17, 37:18, 38:24, 39:1, 39:5, 39:15, 39:24, 39:25, 40:4, 40:12, 40:23, 41:24, 42:16,
--	--	---	---	--

## S

**safe** [3] - 83:10, 139:17, 155:21  
**safely** [3] - 59:19, 153:14, 157:9  
**safer** [1] - 81:15  
**safety** [23] - 69:14, 69:19, 73:24, 75:1, 81:21, 117:10, 118:2, 118:3, 120:8, 120:11, 120:15, 123:1, 129:21, 144:19, 145:4, 145:23, 146:8, 147:19, 148:12, 149:21, 155:15,

48:22, 50:6, 50:12, 50:18, 50:19, 51:19, 53:20, 53:24, 54:8, 55:7, 61:7, 61:10, 63:20, 79:11, 81:3, 85:18, 85:25, 87:3, 88:20, 93:15, 93:16, 93:20, 93:21, 93:23, 96:5, 97:18, 108:1, 126:17, 126:20, 127:7, 129:2, 134:12, 138:7, 144:9, 146:23, 146:24, 147:1, 149:12, 151:11, 156:23, 157:5, 157:18	126:14 <b>setback</b> [3] - 17:16, 17:17, 80:3 <b>seven</b> [5] - 76:6, 109:10, 125:19, 135:15, 137:3 <b>several</b> [4] - 112:3, 112:16, 115:9, 124:10 <b>severe</b> [1] - 89:15 <b>severities</b> [1] - 76:9 <b>shall</b> [2] - 18:1, 18:18 <b>shifted</b> [1] - 117:21 <b>shopping</b> [6] - 11:22, 59:25, 101:3, 101:9, 122:14, 123:24 <b>short</b> [5] - 75:12, 80:1, 82:18, 86:8, 141:19 <b>shortened</b> [1] - 28:1 <b>shorter</b> [1] - 102:22 <b>shots</b> [1] - 30:1 <b>shoulder</b> [1] - 13:23 <b>show</b> [13] - 12:7, 30:18, 37:8, 46:19, 51:7, 52:9, 70:7, 93:24, 113:17, 127:10, 140:13, 165:16 <b>showing</b> [1] - 30:23 <b>shown</b> [12] - 17:3, 17:9, 18:9, 23:7, 26:10, 26:25, 28:6, 28:9, 40:16, 112:8, 112:10, 112:14 <b>shows</b> [9] - 10:9, 19:17, 48:13, 62:9, 70:15, 70:18, 70:21, 113:12, 113:19 <b>shrubs</b> [1] - 23:14 <b>shut</b> [1] - 110:13 <b>sic</b> [1] - 110:22 <b>sick</b> [1] - 14:5 <b>side</b> [23] - 10:14, 18:5, 18:6, 18:21, 19:1, 22:6, 25:5, 25:7, 25:8, 30:18, 30:19, 36:4, 54:13, 66:17, 75:7, 75:9, 81:25, 88:21, 105:10, 123:21, 133:24 <b>side-by-side</b> [1] - 54:13 <b>sides</b> [2] - 18:25, 19:12 <b>sideswipes</b> [2] - 76:23, 120:21 <b>sideswiping</b> [1] - 77:10 <b>sidewalk</b> [3] - 39:14, 77:1, 77:2	<b>sidewalks</b> [2] - 151:6, 151:14 <b>sight</b> [12] - 27:5, 79:8, 79:23, 79:24, 80:1, 80:4, 80:6, 80:8, 80:21, 81:18, 87:12, 157:3 <b>sign</b> [29] - 12:13, 18:25, 19:6, 26:13, 26:15, 26:18, 26:24, 27:3, 40:1, 43:25, 44:5, 44:18, 48:2, 50:15, 50:16, 53:24, 81:19, 81:21, 82:2, 82:3, 82:20, 82:22, 82:23, 157:7 <b>signage</b> [9] - 18:12, 19:2, 19:6, 26:9, 26:25, 30:21, 30:23, 52:1, 153:25 <b>signal</b> [18] - 59:10, 61:20, 62:11, 62:12, 72:5, 77:5, 77:21, 79:2, 85:15, 112:3, 115:18, 116:1, 123:20, 123:21, 124:8, 129:12, 138:18, 152:5 <b>signalized</b> [2] - 154:23, 155:11 <b>signed</b> [1] - 160:24 <b>significant</b> [11] - 73:6, 77:12, 80:10, 81:13, 89:1, 89:2, 89:4, 89:12, 107:12, 107:22, 108:3 <b>significantly</b> [2] - 73:8, 80:4 <b>signs</b> [9] - 18:17, 19:1, 19:10, 26:10, 26:21, 26:22, 44:19, 44:23, 53:18 <b>silly</b> [1] - 33:2 <b>similar</b> [3] - 109:8, 110:1, 113:23 <b>simply</b> [3] - 26:20, 27:13, 46:17 <b>single</b> [7] - 62:21, 64:18, 71:2, 71:3, 71:15, 112:7, 123:8 <b>single-family</b> [4] - 62:21, 64:18, 71:2, 71:15 <b>single-line</b> [2] - 112:7, 123:8 <b>sit</b> [3] - 40:7, 93:11, 134:20 <b>site</b> [156] - 10:18, 13:14, 15:23, 19:14, 19:16, 19:19, 24:1, 29:13, 29:22, 32:8, 32:17, 34:2, 34:13, 35:21, 36:1, 40:21, 44:20, 44:22, 52:24, 54:2, 54:15, 59:11, 59:16, 59:18, 59:20, 62:18, 62:21, 62:22, 62:23, 63:19, 64:11, 64:23, 64:25, 65:10, 65:14, 65:20, 66:7, 66:8, 66:12, 67:6, 67:12, 67:15, 67:21, 68:1, 68:3, 69:2, 69:20, 70:16, 70:19, 71:5, 71:10, 72:9, 73:1, 74:1, 74:9, 74:15, 74:18, 74:19, 74:25, 75:2, 75:11, 75:13, 75:14, 75:16, 75:19, 77:17, 77:18, 77:23, 78:21, 79:14, 79:23, 80:7, 80:9, 80:15, 80:22, 81:9, 81:13, 81:16, 81:22, 81:23, 82:1, 82:8, 82:17, 83:2, 83:13, 83:16, 83:18, 85:8, 85:16, 85:23, 86:5, 88:17, 88:24, 91:20, 91:21, 94:20, 97:15, 98:19, 98:21, 98:22, 99:17, 99:25, 100:1, 100:6, 101:9, 102:25, 103:2, 103:8, 103:13, 103:14, 104:11, 104:12, 104:20, 104:22, 107:18, 108:18, 108:22, 108:24, 110:1, 113:20, 117:4, 118:17, 120:25, 121:14, 121:15, 122:2, 125:16, 129:2, 132:4, 135:25, 136:22, 137:2, 137:10, 137:11, 137:14, 137:20, 138:1, 138:3, 138:8, 139:1, 139:15, 139:16, 139:22, 140:12, 146:12, 146:14, 151:15, 151:17, 157:17, 161:16 <b>sites</b> [2] - 82:12, 87:2 <b>sitting</b> [4] - 110:6, 110:7, 147:9, 158:15 <b>situation</b> [5] - 6:22, 12:5, 72:6, 144:20 <b>six</b> [10] - 14:2, 17:18,	18:9, 35:11, 39:11, 125:18, 125:19, 137:3, 137:21 <b>sixteen</b> [1] - 13:9 <b>sixteen-hundred</b> [1] - 13:9 <b>size</b> [6] - 15:3, 31:22, 31:25, 44:18, 45:23, 107:5 <b>sizes</b> [1] - 32:3 <b>skewed</b> [2] - 96:6, 128:4 <b>slight</b> [1] - 112:11 <b>slow</b> [2] - 102:25, 103:3 <b>slowed</b> [1] - 103:4 <b>slowing</b> [2] - 83:2, 107:15 <b>Smack</b> [5] - 13:18, 14:2, 14:8, 14:11 <b>small</b> [4] - 25:20, 31:24, 70:1, 110:2 <b>smaller</b> [2] - 50:17 <b>smoke</b> [1] - 86:25 <b>snow</b> [1] - 35:21 <b>so..</b> [5] - 34:10, 137:22, 138:1, 149:8, 163:19 <b>soda</b> [2] - 68:7, 86:24 <b>solemnly</b> [1] - 133:4 <b>solicit</b> [1] - 96:21 <b>solid</b> [2] - 18:9, 157:7 <b>solution</b> [4] - 125:7, 125:9, 129:22, 129:23 <b>someone</b> [21] - 9:12, 32:22, 37:25, 66:5, 66:25, 77:2, 77:16, 79:20, 82:3, 82:4, 82:13, 82:21, 100:8, 107:1, 107:15, 108:8, 108:9, 125:7, 125:9, 161:9, 164:22 <b>someplace</b> [2] - 50:9, 50:20 <b>something's</b> [2] - 29:16, 29:19 <b>someway</b> [1] - 120:17 <b>somewhat</b> [2] - 112:11, 127:15 <b>somewhere</b> [2] - 90:19, 124:2 <b>sooner</b> [1] - 159:6 <b>sorry</b> [16] - 5:24, 31:15, 34:9, 47:14, 51:16, 53:12, 56:21, 76:14, 97:1, 122:4, 128:17, 134:5, 149:25, 160:8, 161:5, 163:21
--	--	--	---

- sort** [1] - 14:14  
**sound** [1] - 83:22  
**sounds** [1] - 93:5  
**south** [5] - 71:12, 75:7, 88:8, 95:12, 96:9  
**southbound** [9] - 73:15, 88:3, 90:25, 91:5, 99:16, 99:21, 104:17, 105:24, 122:4  
**Southland** [1] - 10:15  
**spa** [1] - 21:24  
**space** [6] - 17:22, 17:25, 28:20, 34:13, 105:8, 105:14  
**spaces** [12] - 28:15, 75:5, 105:16, 107:2, 107:6, 108:9, 131:5, 131:7, 131:11, 132:8, 132:13  
**speaks** [2] - 138:4, 152:15  
**special** [4] - 5:6, 8:11, 166:21, 167:18  
**specific** [5] - 66:9, 92:10, 127:18, 158:7, 161:15  
**specifically** [10] - 59:24, 60:4, 111:17, 111:23, 112:5, 112:17, 113:6, 115:4, 115:7, 123:14  
**speculation** [1] - 40:13  
**sped** [1] - 103:5  
**speed** [1] - 150:23  
**speeding** [3] - 145:24, 147:3, 147:15  
**speeds** [2] - 80:5, 80:6  
**spell** [14] - 20:6, 36:9, 38:7, 41:8, 43:5, 45:6, 47:6, 48:24, 55:11, 57:6, 110:23, 130:9, 132:24, 140:20  
**spelt** [1] - 43:8  
**spillage** [1] - 26:3  
**spin** [3] - 12:1, 12:4, 90:4  
**spoken** [2] - 16:7, 159:20  
**spot** [2] - 103:11, 162:22  
**spouse** [1] - 66:25  
**square** [25] - 15:4, 15:5, 15:6, 16:25, 17:22, 18:14, 18:21, 18:22, 18:23, 18:25, 19:1, 19:2, 19:11, 24:1, 24:16, 24:19, 26:16, 26:24, 28:21, 31:9, 32:23, 44:22, 45:21  
**staff** [1] - 33:8  
**STAIGAR** [114] - 3:4, 57:8, 57:9, 58:16, 58:18, 69:25, 70:5, 70:14, 72:24, 81:20, 84:8, 84:13, 84:17, 84:20, 85:11, 86:14, 86:16, 86:19, 87:7, 87:14, 88:6, 88:13, 89:3, 89:10, 90:8, 90:10, 90:13, 91:25, 92:13, 92:16, 93:6, 93:13, 94:13, 95:15, 95:18, 95:23, 96:15, 96:20, 97:1, 97:6, 97:16, 97:20, 97:24, 98:12, 98:16, 98:25, 100:22, 101:18, 102:5, 102:16, 102:21, 104:6, 104:8, 104:25, 105:5, 105:9, 105:15, 105:20, 106:1, 106:6, 106:10, 106:16, 106:19, 106:24, 107:9, 107:14, 108:5, 108:14, 108:17, 108:21, 109:6, 109:14, 109:17, 110:5, 110:9, 132:11, 132:17, 132:20, 137:18, 138:2, 139:2, 142:13, 144:4, 145:10, 145:16, 146:5, 146:10, 147:23, 148:4, 149:5, 149:9, 149:20, 151:13, 151:21, 151:25, 152:8, 152:10, 153:6, 153:9, 153:13, 153:18, 153:21, 154:7, 154:15, 154:21, 155:7, 155:10, 155:17, 156:25, 159:9, 159:12, 164:6, 165:21, 165:25  
**Staigar** [39] - 11:2, 12:15, 16:3, 27:5, 57:4, 57:9, 57:12, 57:20, 58:5, 81:17, 84:7, 85:4, 87:6, 110:4, 112:16, 112:25, 114:1, 117:5, 120:1, 120:18, 125:14, 126:4, 127:17, 129:19, 130:4, 132:10, 134:3, 137:4, 137:17, 141:13, 144:3, 151:12, 152:15, 153:19, 154:5, 159:8, 165:1, 165:9, 166:13  
**Staigar's** [4] - 113:1, 126:12, 126:19, 166:1  
**stand** [2] - 30:12, 87:9  
**standard** [11] - 31:23, 63:10, 76:2, 76:3, 139:7, 152:20, 152:21, 154:12, 155:3, 155:20, 155:21  
**standards** [3] - 80:14, 81:11, 156:25  
**standpoint** [5] - 111:24, 113:10, 117:5, 117:6, 118:4  
**start** [4] - 5:2, 7:17, 31:7, 163:7  
**started** [2] - 20:21, 44:19  
**starting** [1] - 61:8  
**starts** [1] - 163:8  
**State** [1] - 168:8  
**state** [19] - 15:1, 15:3, 61:18, 63:6, 64:3, 74:10, 74:12, 116:4, 124:3, 133:14, 137:13, 166:14, 168:9  
**statement** [6] - 5:3, 5:10, 7:11, 26:2, 38:13, 100:19  
**statements** [3] - 5:21, 5:24, 6:19  
**states** [1] - 18:16  
**station** [21] - 14:15, 62:19, 64:14, 64:17, 70:18, 70:19, 70:25, 71:10, 71:15, 71:25, 77:15, 105:4, 109:9, 109:11, 109:15, 109:19, 127:14, 129:4, 147:7, 147:11, 151:9  
**Station** [1] - 13:16  
**stations** [1] - 100:24  
**status** [3] - 42:8, 119:1, 119:12  
**stay** [2] - 40:8, 136:11  
**stenographer** [4] - 7:10, 8:21, 110:4, 158:23  
**stenographic** [1] - 168:11  
**step** [5] - 35:5, 35:6, 36:4, 40:6, 44:13  
**stick** [1] - 39:17  
**still** [4] - 57:22, 120:12, 127:10, 136:16  
**stone** [1] - 23:24  
**stop** [38] - 71:17, 71:18, 71:22, 72:1, 73:8, 73:9, 73:17, 73:21, 78:25, 79:3, 80:20, 82:14, 87:1, 88:4, 88:7, 88:11, 95:12, 95:21, 96:1, 96:3, 96:8, 96:14, 96:22, 107:22, 117:11, 117:14, 117:20, 143:23, 143:24, 156:18, 157:1, 157:7, 157:14, 157:15, 158:1, 158:6  
**stopped** [1] - 76:12  
**stopping** [3] - 77:6, 102:2  
**stops** [2] - 97:8, 156:17  
**stopwatch** [1] - 61:21  
**store** [19] - 17:1, 17:13, 24:23, 28:3, 62:24, 65:7, 66:1, 67:14, 67:25, 68:5, 72:10, 85:25, 99:17, 100:5, 105:4, 131:10, 132:12, 135:14, 144:8  
**STORE** [1] - 1:4  
**stores** [6] - 43:23, 68:12, 82:13, 100:23, 101:4, 144:5  
**story** [2] - 21:23, 23:20  
**straight** [3] - 71:12, 108:1, 145:1  
**straighten** [1] - 124:5  
**stream** [4] - 65:24, 86:2, 99:12, 101:6  
**Street** [46] - 1:5, 1:5, 2:6, 18:6, 20:2, 20:9, 38:12, 38:19, 47:8, 47:18, 57:21, 58:9, 60:5, 60:18, 61:1, 61:16, 64:4, 65:13, 66:3, 71:3, 72:18, 72:19, 73:2, 73:4, 74:2, 78:23, 79:18, 85:13, 88:19, 91:5, 91:13, 93:17, 99:16, 99:22, 100:3, 113:16, 115:24, 126:3, 126:4, 126:7, 133:2, 146:19, 148:24, 149:3, 162:14  
**street** [10] - 21:24, 47:24, 48:6, 124:13, 131:13, 131:19, 134:20, 151:23, 156:22, 164:12  
**strip** [1] - 37:17  
**strongly** [1] - 167:12  
**stuck** [1] - 88:22  
**students** [1] - 145:21  
**studies** [2] - 122:17, 122:21  
**study** [10] - 15:23, 58:20, 60:12, 111:12, 115:22, 127:1, 141:15, 141:16, 141:20, 141:25  
**stuff** [3] - 39:17, 43:23, 43:24  
**subject** [8] - 6:6, 74:7, 74:22, 136:13, 137:7, 137:10, 137:11, 149:13  
**submit** [2] - 29:2, 29:3  
**submitted** [4] - 26:12, 112:1, 112:4, 119:5  
**sudden** [2] - 50:10, 124:2  
**sufficient** [4] - 69:15, 79:22, 82:25, 105:11  
**suggest** [3] - 148:12, 152:15, 167:12  
**suggested** [2] - 10:19, 140:10  
**suggesting** [2] - 114:16, 166:20  
**suggestion** [5] - 51:22, 52:4, 158:12, 163:4, 166:3  
**suggestions** [2] - 10:2, 115:12  
**Suite** [2] - 111:3, 111:7  
**sum** [1] - 160:4  
**summation** [1] - 29:1  
**summer** [1] - 60:7  
**Sun** [1] - 167:13  
**superimpose** [1] - 69:2  
**superimposed** [2] - 68:19, 68:22



<p><b>transpired</b> [1] - 111:13</p> <p><b>Transportation</b> [9] - 12:12, 60:3, 60:10, 63:5, 64:3, 74:5, 80:13, 81:6, 81:11</p> <p><b>trash</b> [10] - 24:15, 24:18, 24:22, 25:2, 28:2, 32:5, 34:1, 34:14, 34:21</p> <p><b>travel</b> [4] - 73:14, 80:6, 82:10, 83:1</p> <p><b>traveled</b> [1] - 86:7</p> <p><b>traveling</b> [9] - 82:10, 82:13, 88:3, 88:10, 88:17, 99:15, 99:21, 116:4, 126:6</p> <p><b>travels</b> [3] - 82:3, 82:4, 82:21</p> <p><b>traverse</b> [1] - 121:14</p> <p><b>traversed</b> [1] - 127:9</p> <p><b>tree</b> [1] - 41:23</p> <p><b>trees</b> [21] - 10:6, 10:7, 23:7, 23:8, 23:9, 23:10, 23:11, 23:14, 39:19, 39:20, 41:11, 41:21, 41:25, 42:2, 42:7, 42:9, 42:11, 42:13, 46:22, 53:3</p> <p><b>tremendous</b> [1] - 20:24</p> <p><b>Tremont</b> [2] - 57:9, 57:14</p> <p><b>tried</b> [3] - 22:10, 23:15, 29:10</p> <p><b>trip</b> [13] - 63:24, 65:9, 65:10, 65:11, 86:8, 98:17, 100:4, 100:9, 101:11, 102:7, 102:8, 112:12</p> <p><b>Trip</b> [1] - 63:3</p> <p><b>trips</b> [26] - 65:7, 65:20, 65:21, 65:23, 66:10, 67:4, 67:7, 67:11, 67:13, 67:16, 68:19, 69:3, 81:2, 85:8, 91:17, 91:18, 91:23, 98:18, 98:19, 98:20, 99:13, 100:7, 101:16, 101:24, 113:20</p> <p><b>trouble</b> [2] - 15:20</p> <p><b>truck</b> [4] - 83:11, 83:12, 83:15, 109:9</p> <p><b>trucks</b> [3] - 39:7, 95:13, 108:16</p> <p><b>true</b> [7] - 44:17, 52:9, 52:11, 52:18, 71:24, 135:12, 168:10</p> <p><b>trust</b> [1] - 113:1</p> <p><b>trusting</b> [1] - 12:17</p>	<p><b>truth</b> [2] - 133:5, 134:12</p> <p><b>try</b> [9] - 6:20, 7:4, 9:13, 22:5, 30:11, 40:21, 46:25, 50:1, 72:12</p> <p><b>trying</b> [26] - 14:3, 27:13, 27:21, 30:9, 33:1, 34:15, 95:1, 95:13, 97:12, 101:14, 103:10, 103:15, 103:18, 103:20, 103:22, 104:22, 105:1, 107:7, 124:14, 135:22, 143:6, 143:21, 150:25, 151:10, 156:21, 158:15</p> <p><b>tuned</b> [1] - 66:21</p> <p><b>turn</b> [44] - 5:15, 7:7, 10:13, 71:21, 72:3, 73:13, 73:25, 86:5, 86:6, 88:11, 88:18, 88:19, 88:22, 88:24, 90:17, 90:22, 95:13, 96:6, 96:11, 97:22, 99:16, 99:18, 99:25, 100:1, 102:25, 103:5, 103:13, 103:21, 103:23, 104:14, 104:24, 105:6, 108:22, 108:24, 109:2, 114:15, 122:1, 126:8, 145:2, 147:17, 149:4</p> <p><b>turned</b> [1] - 7:7</p> <p><b>turning</b> [6] - 71:7, 79:4, 90:14, 121:15, 121:20, 149:14</p> <p><b>turns</b> [11] - 62:5, 62:6, 73:14, 73:25, 76:21, 76:23, 76:24, 77:9, 95:22, 104:9, 104:10</p> <p><b>twice</b> [2] - 108:19, 109:1</p> <p><b>two</b> [52] - 11:8, 21:2, 25:19, 26:9, 26:23, 46:20, 49:18, 50:17, 53:1, 58:22, 60:20, 60:21, 64:9, 67:3, 67:4, 70:9, 70:10, 70:24, 70:25, 71:4, 71:14, 71:19, 73:2, 75:3, 76:7, 76:15, 76:24, 78:6, 78:8, 78:22, 78:24, 80:16, 80:17, 93:19, 94:1, 94:2, 95:11, 97:19, 101:12, 103:19,</p>	<p>112:10, 132:11, 132:13, 132:15, 136:15, 141:11, 142:18, 144:18, 144:21, 147:22, 159:24, 166:6</p> <p><b>two-and-a-half</b> [1] - 21:2</p> <p><b>two-way</b> [1] - 60:20</p> <p><b>type</b> [11] - 31:10, 66:9, 66:13, 67:11, 87:1, 108:12, 118:18, 121:15, 125:16, 147:24, 152:23</p> <p><b>types</b> [4] - 33:18, 68:10, 68:13, 110:2</p> <p><b>typical</b> [7] - 24:16, 68:4, 68:12, 77:18, 90:4, 93:24, 121:12</p> <p><b>typically</b> [12] - 24:17, 66:23, 66:24, 67:21, 68:11, 74:21, 76:1, 101:24, 109:6, 109:7, 138:6, 139:5</p>	<p>85:4, 86:18, 86:24, 93:17, 103:5, 106:3, 107:24, 119:10, 127:10, 128:11, 129:21, 131:14, 134:6, 138:8, 150:1, 152:20, 152:21, 154:12, 158:15, 160:5, 165:16, 166:23, 166:25</p> <p><b>upper</b> [1] - 37:6</p> <p><b>upstream</b> [1] - 124:1</p> <p><b>users</b> [1] - 107:24</p> <p><b>uses</b> [11] - 62:23, 63:6, 63:9, 63:11, 63:12, 64:19, 65:3, 66:12, 85:20, 85:21, 107:13</p> <p><b>utilize</b> [1] - 155:4</p> <p><b>utilized</b> [5] - 60:11, 62:19, 64:14, 80:11, 121:13</p> <p><b>utilizes</b> [3] - 61:19, 63:8, 64:7</p>	<p><b>versus</b> [1] - 45:22</p> <p><b>VEZZOSI</b> [10] - 3:19, 150:2, 150:5, 150:9, 150:19, 151:8, 151:19, 151:22, 152:2, 154:3</p> <p><b>Vezzosi</b> [1] - 150:5</p> <p><b>viable</b> [2] - 129:21, 136:2</p> <p><b>Vice</b> [1] - 1:13</p> <p><b>view</b> [3] - 53:1, 53:2, 54:9</p> <p><b>views</b> [1] - 53:1</p> <p><b>VIII</b> [1] - 17:14</p> <p><b>violates</b> [1] - 74:17</p> <p><b>visibility</b> [4] - 39:14, 80:21, 82:1, 157:3</p> <p><b>visible</b> [2] - 25:12, 25:22</p> <p><b>visualize</b> [2] - 39:18, 40:2</p> <p><b>VOIR</b> [1] - 20:12</p> <p><b>volume</b> [3] - 65:5, 127:1, 127:3</p> <p><b>volumes</b> [14] - 60:6, 60:18, 60:20, 61:1, 61:9, 61:14, 62:5, 66:2, 66:3, 69:5, 78:3, 78:4, 80:25, 81:1</p> <p><b>vote</b> [1] - 7:24</p> <p><b>voted</b> [1] - 50:11</p> <p><b>votes</b> [1] - 7:14</p>
		<b>U</b>	<b>V</b>	<b>W</b>
		<p><b>ultimately</b> [2] - 13:10, 114:8</p> <p><b>ultra</b> [1] - 69:17</p> <p><b>um-hum</b> [4] - 134:24, 135:2, 135:24, 154:7</p> <p><b>un-similar</b> [1] - 109:8</p> <p><b>under</b> [8] - 14:17, 15:4, 74:4, 74:21, 79:10, 136:16, 140:14, 158:5</p> <p><b>underground</b> [1] - 70:20</p> <p><b>unenviable</b> [1] - 87:8</p> <p><b>unfortunately</b> [3] - 14:6, 45:25, 158:24</p> <p><b>unit</b> [2] - 62:22, 71:1</p> <p><b>units</b> [4] - 25:20, 25:21, 67:7, 67:9</p> <p><b>unless</b> [5] - 52:15, 57:25, 66:15, 102:21, 155:23</p> <p><b>unusual</b> [2] - 40:10, 109:20</p> <p><b>up</b> [51] - 6:21, 25:2, 28:7, 28:14, 39:2, 39:11, 39:13, 40:19, 43:20, 53:15, 58:22, 59:7, 66:21, 69:21, 70:1, 70:3, 70:17, 72:16, 72:17, 72:18, 73:11, 75:6, 77:1, 79:10, 79:12, 84:24,</p>	<p><b>V-E-Z-Z-O-S-I</b> [1] - 150:6</p> <p><b>vacant</b> [6] - 62:18, 64:11, 64:16, 125:18, 137:2, 137:15</p> <p><b>vacation</b> [1] - 142:25</p> <p><b>values</b> [1] - 12:20</p> <p><b>variance</b> [5] - 7:12, 7:13, 7:16, 15:15, 127:23</p> <p><b>variation</b> [2] - 60:1, 61:12</p> <p><b>various</b> [3] - 52:8, 60:5, 63:9</p> <p><b>vast</b> [2] - 89:22, 127:16</p> <p><b>vehicle</b> [4] - 86:4, 99:15, 109:1, 121:16</p> <p><b>vehicles</b> [14] - 39:7, 63:20, 63:21, 83:15, 103:15, 103:18, 104:22, 117:13, 117:14, 118:5, 121:13, 121:14, 126:6</p> <p><b>vehicular</b> [1] - 157:10</p> <p><b>velocity</b> [1] - 73:21</p> <p><b>verbally</b> [1] - 27:22</p> <p><b>verbatim</b> [1] - 168:10</p> <p><b>verify</b> [1] - 117:20</p> <p><b>version</b> [1] - 46:20</p>	<p><b>W-I-N-D-H-E-I-M</b> [1] - 130:11</p> <p><b>wait</b> [19] - 5:23, 36:20, 40:18, 40:24, 41:1, 48:21, 90:24, 91:2, 93:18, 93:21, 94:1, 94:18, 94:23, 104:12, 104:17, 108:11, 159:24, 163:6, 166:18</p> <p><b>waiting</b> [9] - 12:13, 77:21, 103:16, 103:24, 105:7, 105:9, 107:16, 162:5, 166:19</p> <p><b>waivers</b> [1] - 19:19</p> <p><b>walk</b> [3] - 9:11, 153:1, 156:22</p> <p><b>walk-ins</b> [1] - 153:1</p> <p><b>walked</b> [1] - 13:20</p> <p><b>wall</b> [6] - 19:1, 19:3, 26:10, 26:22, 28:4, 44:19</p>

<p><b>wall-mounted</b> [1] - 26:10</p> <p><b>wants</b> [4] - 16:16, 132:1, 143:25, 149:11</p> <p><b>warning</b> [1] - 82:5</p> <p><b>Washington</b> [4] - 113:17, 126:4, 126:7, 126:8</p> <p><b>watch</b> [1] - 134:21</p> <p><b>watched</b> [2] - 95:13, 134:8</p> <p><b>water</b> [1] - 82:15</p> <p><b>ways</b> [1] - 74:18</p> <p><b>WB50</b> [1] - 121:15</p> <p><b>Wednesday</b> [7] - 92:22, 142:15, 159:18, 162:19, 162:21, 164:1, 164:8</p> <p><b>Wednesday's</b> [1] - 92:23</p> <p><b>week</b> [8] - 92:20, 108:19, 109:1, 109:10, 135:15, 142:21, 143:1</p> <p><b>weekday</b> [1] - 78:13</p> <p><b>weekend</b> [2] - 113:3</p> <p><b>weeks</b> [3] - 112:10, 119:10, 166:6</p> <p><b>welcome</b> [3] - 11:6, 13:25, 87:7</p> <p><b>Wendy's</b> [1] - 123:21</p> <p><b>west</b> [5] - 62:21, 64:18, 71:2, 73:6, 81:8</p> <p><b>WEST</b> [1] - 1:25</p> <p><b>West</b> [1] - 2:3</p> <p><b>westbound</b> [10] - 91:13, 93:17, 96:5, 96:11, 97:23, 98:3, 105:24, 113:7, 122:5, 123:15</p> <p><b>westerly</b> [1] - 81:25</p> <p><b>what'll</b> [1] - 104:10</p> <p><b>whereas</b> [2] - 74:15, 90:17</p> <p><b>white</b> [2] - 40:1, 149:25</p> <p><b>whole</b> [5] - 43:19, 49:12, 102:8, 118:12, 133:5</p> <p><b>wide</b> [1] - 18:1</p> <p><b>widening</b> [2] - 123:5, 123:10</p> <p><b>width</b> [4] - 18:20, 18:22, 75:5, 83:6</p> <p><b>willing</b> [1] - 126:23</p> <p><b>WINDHEIM</b> [13] - 3:17, 130:7, 130:10, 130:15, 130:23,</p>	<p>131:4, 131:15, 131:21, 131:24, 132:5, 132:15, 132:18, 132:21</p> <p><b>Windheim</b> [2] - 130:10, 130:14</p> <p><b>windows</b> [3] - 39:1, 39:24, 53:18</p> <p><b>winter</b> [2] - 142:17, 142:20</p> <p><b>witness</b> [17] - 5:11, 5:12, 5:14, 5:21, 6:3, 6:4, 6:5, 6:8, 6:14, 6:25, 16:19, 16:21, 19:23, 29:5, 84:5</p> <p><b>witnessed</b> [1] - 115:9</p> <p><b>witnesses</b> [6] - 5:4, 5:18, 6:18, 6:19, 111:17, 158:9</p> <p><b>WITNESSES</b> [2] - 3:2, 3:6</p> <p><b>wonder</b> [1] - 56:2</p> <p><b>wondering</b> [1] - 145:4</p> <p><b>words</b> [1] - 119:17</p> <p><b>workmen</b> [1] - 28:7</p> <p><b>works</b> [2] - 75:13, 153:21</p> <p><b>worried</b> [2] - 129:9</p> <p><b>worse</b> [3] - 135:9, 135:10, 136:4</p> <p><b>worsen</b> [1] - 90:7</p> <p><b>worst</b> [3] - 69:17, 99:9, 117:1</p> <p><b>worst-case</b> [2] - 69:17, 117:1</p> <p><b>Wow</b> [1] - 99:23</p> <p><b>writing</b> [1] - 42:20</p>	<p>33:22, 35:25, 43:19, 76:1, 76:2, 76:17, 85:3, 87:16, 89:1, 89:13, 89:14, 89:18, 122:12, 122:19, 125:19, 130:12, 133:10, 133:22, 137:3, 137:20, 137:21, 139:6, 139:21, 140:12</p> <p><b>yellow</b> [1] - 157:7</p> <p><b>yield</b> [1] - 153:16</p> <p><b>young</b> [1] - 140:17</p> <p><b>yourself</b> [5] - 8:20, 36:8, 38:7, 87:13, 110:24</p> <p><b>yup</b> [1] - 84:20</p>
<b>Z</b>		
		<p><b>zero</b> [3] - 73:21, 76:16, 100:11</p> <p><b>zone</b> [3] - 15:16, 83:24, 127:24</p> <p><b>ZONING</b> [1] - 1:1</p> <p><b>Zoning</b> [1] - 17:9</p> <p><b>zoning</b> [2] - 19:6, 83:23</p>
<b>X</b>		
	<p><b>XI</b> [1] - 18:7</p> <p><b>XII</b> [4] - 18:11, 18:15, 19:4, 19:8</p> <p><b>XIII</b> [3] - 17:20, 17:24, 18:2</p> <p><b>XIO1731</b> [1] - 168:23</p>	
<b>Y</b>		
	<p><b>Yanticaw</b> [5] - 144:20, 144:22, 144:25, 145:1</p> <p><b>yard</b> [4] - 17:16, 17:17, 17:18, 18:8</p> <p><b>year</b> [5] - 14:4, 20:20, 58:22, 76:8, 159:13</p> <p><b>yearning</b> [1] - 82:14</p> <p><b>years</b> [31] - 14:2, 20:22, 21:2, 33:17,</p>	