

1 1 TOWNSHIP OF WEST ORANGE 2 DEPARTMENT OF PLANNING AND DEVELOPMENT 3 WEDNESDAY, SEPTEMBER 11, 2024 4 6:30 P.M. 5 RE; PB-24-01 WEST ESSEX HIGHLANDS, INC. 6 7 8 BOARD MEMBERS: 9 ROBERT BAGOFF, Chairman 10 JERRY GUARINO, Vice Chairman 11 SUSAN MCCARTNEY, Mayor 12 BILL RUTHERFORD, Council President 13 LEE KLEIN 14 WILLIAM WILKES II 15 LEE D. KLEIN, PE PTOE 16 LORI KAPFERER (Alternate 2) 17 JOHN R. CARDOZA (Alternate 1) 18 19 20 21 22 23 FISHMAN COURT REPORTING AGENCY 24 89 HEADQUARTERS PLAZA NORTH 25 4 SPEEDWELL AVENUE, SUITE 1440 MORRISTOWN, NEW JERSEY 07960 (973) 285-5331 - FAX - (732) 605-9391	3 1 2 INDEX OF EXHIBITS 3 4 EXHIBIT DESCRIPTION 5 0-1 BOSWELL REPORT JULY 26, 2024 6 0-2 TOWNSHIP OF VERONA RESOLUTION 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25
2 1 APPEARANCES: 2 3 HUTT, SHIMANOWITZ & PLOCKER, ESQS. 4 BY BRYAN D. PLOCKER, ESQ. 5 Bplocker@huttshim.com 6 459 AMBOY AVENUE 7 WOODBRIDGE, NEW JERSEY 07095 8 Appearing on behalf of the Applicant 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25	4 1 CHAIRMAN BAGOFF: The question regarding 2 this application. We went through Oval Road to Warner 3 Road, we went down to the bridge that goes into Essex 4 Fells, we went up Warner Road and Kuzik Drive. We then 5 looked around that area, we walked the site from that 6 portion. We went then up around to Howell Drive, walked 7 down through Howell Drive through most of the site. At 8 no time did we meet anybody representing the applicant 9 nor any members of the public. We made no decisions 10 based on what we saw, we were on a fact-finding tour 11 looking at the elements of the project. 12 The Application PB 24-01 West Essex Highlands, Inc. 13 Block: 179 Lot: 32 Zone: IH-1. Warner Road. The 14 applicant is proposing to develop a 496 inclusionary 15 multifamily residential development on a vacant 120 acre 16 property in the northwest corner of the Township. 17 For the applicant, Mr. Plocker. 18 MR. PLOCKER: Good evening. Bryan Plocker 19 of the firm Hutt, Shimanowitz & Plocker, here on behalf 20 of the applicant. 21 CHAIRMAN BAGOFF: You have the floor, sir. 22 Q. Yeah, thank you very much. 23 We left off with Mr. Appel, our architect. He 24 gave his direct testimony, took questions from the board 25 members and the public, I believe the objector's

5 1 attorney needs to question him now. 2 CHAIRMAN BAGOFF: Mr. Afran. 3 MR. AFRAN: Yes. Thank you. Good evening 4 Chairman, good evening members. If I'm a few minutes 5 late and if I held you up, I apologize. 6 I'm going to start over. 7 Good evening, I'm Bruce Afran, A-F-R-A-N. 8 I'm counsel for the objectors, We Care, and I was saying 9 that I apologize if I was late and caused any delay. 10 I have some cross examination, won't be -- 11 well, everybody says it won't be that long, so I'll 12 withdraw that. I don't think it will take very long. 13 Q. Good evening, Mr. Appel. 14 A. Hello. 15 Q. When Mr. Anderson testified he indicated there 16 was no balloon test undertaken because the canopy of the 17 trees didn't allow the balloon movement, do you recall 18 hearing that? 19 A. I do recall hearing that, yes. 20 Q. Now, I understand the reason he gave but the 21 balloon test is mandatory in the Settlement Agreement, 22 is it not? 23 MR. PLOCKER: I'm going to object, if I may. 24 The balloon test was something that the condo 25 association asked for and was contained in the exhibit	7 1 a balloon test in the first place? 2 A. One would be to physically measure the height of 3 the tree, because that's typically what, one of the 4 things that a balloon test is doing. Other than that, 5 perhaps a drone. But that's, I'm not aware of other 6 tests to do. 7 Q. Well, nothing else was done, to your knowledge, 8 to identify the height relative to both the trees and 9 the visibility to other houses? 10 A. I'm not aware of other, other tests that were 11 done. 12 Q. Thank you. 13 Now, I would like to ask if you would put on the 14 screen, and I'm not sure which of the slides it is. 15 We'll start with 4.1. I don't have a set of these 16 myself, so I'm not absolutely certain which number it 17 is. 18 Stop. If you can go back to 4.1. 19 That's good. That's fine right there. 20 Let's go to C, please. Okay. 21 Both 4.4C and B depict the slope in different 22 orientations, is that correct? 23 A. Yes, if you look at the key map it indicates 24 where those sections were taken. 25 Q. Now, if you look on 4.4 the screen we have in
6 1 to the Settlement Agreement regarding our obligation to 2 the condominium association and I believe Mr. Anderson 3 testified he didn't, certainly make it clear that they 4 were out in the field and when they saw the sight lines 5 and the view, they agreed that it wasn't necessary. 6 MR. AFRAN: So the answers, yes, it is part 7 of the Settlement Agreement and is required in the 8 Settlement Agreement, does Mr. Plocker agree with that? 9 MR. PLOCKER: I'm going object to the 10 phrasing of the question. I know we're not in a court 11 but that is very misleading. 12 MS. MCGOVERN: I'm going to agree, what I 13 think is the Settlement Agreement speaks for itself. If 14 you want to highlight that paragraph, feel free to put 15 that on the record, but otherwise I think that's the 16 answer. 17 MR. AFRAN: Well, the Settlement Agreement 18 requires a balloon test which was not done for the 19 reason Mr. Anderson gave. 20 Q. Now, my question Mr. Appel, are there any other 21 types of tests that can be done when a balloon test is 22 impracticable or cannot be undertaken for any reason? 23 A. To achieve what? 24 Q. To achieve an identification of how visible the 25 height of the buildings will be, which is the purpose of	8 1 front of us, 4.4C, if you could move that just at little 2 bit over to the right so we see the beginning corner. 3 That's it. Thank you. 4 Now, we have a house that's depicted on the 5 bottom of the slope as you see. That's obviously meant 6 to be an idealized demonstration of a house at the base, 7 is that correct? 8 A. Just diagrammatically. 9 Q. Right. So I said idealized, it's 10 diagrammatically illustrative. It's not intended to 11 show existing conditions in any particular way, except 12 if there are houses at the bottom? 13 A. That's correct. 14 Q. Now, what is, I can't quite see because it's not 15 clear, at the very beginning of the slope there's two 16 words, I can't make them out, at least my eyes can't. 17 MR. KLEIN: Rosemont Terrace. 18 Q. Thank you. 19 Now, there is a point of a sight line that 20 continues from that base right there. Now, Rosemont 21 Terrace is referring to a street, is that correct? 22 A. Correct. 23 Q. So you're referring to the grade of the street at 24 the beginning of the sight line, is that correct? 25 A. That's correct.

9 1 Q. Now, you have a sight line running on an angle, 2 it looks like, I don't know, probably a 30 degree angle 3 if I'm estimating correctly, and it goes up, it skirts a 4 tree and then it goes way up into the sky, if I'm 5 correct. Now, what's the point of showing that 6 particular sight line? 7 A. Basically the sight line was shown 8 diagrammatically so that it just represented over the 9 house. Over the line of the house. So, but it wasn't 10 representing that somebody can't tilt their head or, or 11 otherwise move their head. 12 Q. So it's actually representing a position of say a 13 squirrel on the pavement standing behind the house and 14 looking up? 15 A. I think what was drawn was an automobile in the 16 street and that way it was just giving a perspective of 17 somebody driving by versus somebody being in the home. 18 Q. Okay. 19 Well, I don't see an automobile, but I understand 20 what you're saying. 21 Now, let's look -- 22 A. It's very small. You can see the distances are 23 so great that all these pieces are quite small. 24 Q. It may not be quite to scale a real car with a 25 person sitting in it, I assume.	11 1 the ridge, aren't you? 2 A. I'm not sure I'm understanding your question. 3 Q. Well, it's a cone. You're saying there's a range 4 of views within an angle, but you're depicting really a 5 view point that's on the extreme end that will have no 6 relationship at all to the structure. Why would you 7 include it that way? 8 A. It was just shown to be diagrammatic and 9 something to help somebody looking at this to show that 10 is a viewpoint. It could have been a single line as 11 well. 12 Q. Now, the trees you have depicted there are very 13 large round trees, aren't they? They're kind of like 14 park trees. They grow full because they're in the sun 15 standing by themselves, right? 16 A. We had just shown the trees to be diagrammatic. 17 We had spoken to the team and wanted to show something 18 representative. The trees vary in size. 19 Q. But there's woods on the slope, right? 20 A. Yes. 21 Q. Right. And trees in the woods, if you have ever 22 hiked in the woods everyone would know this, generally 23 grow tall and they're narrow and the canopies are narrow 24 because they're all fighting for the sunlight. So you 25 have trees, you have park trees where they stand in the
10 1 Now, if you look at -- if you can enlarge that 2 again, please. I'm sorry. 3 Now, the next sight line seems to start from one 4 of the eaves of that house, is that correct? 5 A. We actually tried to raise that up to a vantage 6 point that somebody would be looking out of a second 7 floor window. So we considered that to be another 8 potential viewpoint. 9 Q. Do most people on the second floor crane their 10 head up on a 60 degree angle so they're so looking at 11 Alpha Centauri? 12 A. This is a diagram. 13 Q. This is a diagram. So what's the point of that 14 second sight line from the eve of the house or wherever 15 it is coming into on such a sharp angle upward into the 16 night sky? Why are you showing us that. 17 A. It was to show that an angle of view is not 18 necessarily a straight line but it's a cone. So that 19 somebody doesn't look in one direction but there's, but 20 there is an upper and lower extremity to that. And it 21 was just to, to be graphically show a viewpoint. It 22 could have been a single line as well. 23 Q. You seemed to be focusing on the extreme end of 24 the cone where the sight line will be every part away 25 from the building that you're constructing on the top of	12 1 middle of a park and grow as wide as they want. Your 2 tree -- if you move the document to the left please now. 3 All the way, please. Your trees look about as wide as 4 the building. So this is really vastly out of scale to 5 reality, isn't it? 6 A. It was meant to be diagrammatic to show the 7 relative distances and topography for, for viewpoint 8 in -- so that, that really was the intent of here. 9 Q. Well, if you look right here at the top tree for 10 example, which is closest to the structure. It's really 11 just about as big as a five story building that you're 12 constructing, isn't it? 13 A. Well, what you're, what you're looking -- so we 14 drew a tree with a 60 foot dimension, actually our 15 building is shorter than 60 feet. 16 Q. Okay. 17 So you're saying that the tree at that point 18 might match the rough height of the building? 19 A. It -- potentially, yes. 20 Q. Now, these trees you depict are all in leaf, 21 correct? 22 A. The ones that we are showing here, we showed some 23 with leaves and then some just ghosted behind. 24 Q. Now, beginning in the mid fall through the winter 25 and early spring in a deciduous forest, the trees all

13 1 drop and the understory drops its leaves and one can 2 generally see through woods, it's quite a long distance, 3 you see buildings on the other end, isn't that correct? 4 A. Potentially, yes. I mean, the, while the leaves 5 will drop on deciduous trees, the, the limbs and trunks 6 to the trees -- 7 Q. Don't drop? 8 A. -- remain in intact. 9 Q. They remain intact. 10 But generally if you're driving by on the road in 11 the middle of winter and you drive by the woods that 12 otherwise would be full in the summer and the winter you 13 could see straight through to the buildings on the other 14 end of it, can't you? 15 A. Potentially, yes. 16 Q. Okay. 17 Now, how many lighted windows will face the 18 houses from Building D down the slope? 19 A. I haven't counted those. I would have to count 20 those. Typically they're, there are windows in 21 bedrooms, there's windows in living, you know, living 22 rooms, so the open areas. So there's typically windows 23 in both of those. I would need to count the number of 24 windows and the number of -- 25 Q. Okay. That's fair.	15 1 Could you turn to 4.4B. I just need a point of 2 reference, please. 3 You don't have a sight line I notice of a person 4 standing on the ground in front of the house, do you? 5 A. No. It was just one from reference point for 6 vehicle and one for a reference point from the interior 7 to the dwelling. 8 Q. Thank you. 9 Is there any viewpoint you have constructed or 10 rendered from Howell Avenue? 11 A. You said from Howell Avenue? 12 Q. Yeah. Do we have any depiction of a viewpoint -- 13 Howell Drive, my apologies. 14 A. I believe this is, this house is on Howell Drive. 15 Q. You said Rosemont Terrace? 16 A. I'm sorry. I'm sorry. 17 Q. Okay. So that's the car on Howell Drive, is that 18 correct? 19 Yeah, I have to apologize. I can't read those 20 words from where I'm standing, so I didn't see Howell? 21 MS. MCGOVERN: It says Howell Drive. 22 MR. AFRAN: To me it's invisible, not the 23 drawings fault, it's my fault. 24 Q. There is a very faint square image to Howell 25 Drive, is that the vehicle?
14 1 Would we say somewhere between 100 and 150 2 probably? 3 A. Couldn't even -- I, if I acknowledge that without 4 counting I would be not be professional. 5 Q. That's fine. 6 It's fair to say that most of the building will 7 be lighted windows? It's mostly going to be a glass 8 building, isn't that correct? 9 A. Not mostly glass. It's an opaque facade with 10 windows but they're, there are generous windows. I 11 don't know the exact percentage. 12 Q. Fair enough. 13 Now, during the winter those lighted windows will 14 likely be visible to the houses on the base of the 15 slope, isn't that fair to say? 16 A. Could not say with certainty whether it's visible 17 or not visible. 18 Q. Okay. 19 So we just don't know at this stage? 20 A. I couldn't represent, you know, with certainty. 21 Q. Okay. 22 So you are not representing one way or the other, 23 is that fair to say? 24 A. That's correct. 25 Q. Okay.	16 1 A. Yes. 2 Q. I honestly can't see it. 3 So at this point you have sight lines -- what is 4 the, what is the, I don't know the road specifically 5 myself, so I'm going to ask you this, if you know. To 6 the left of the car there appears to be a sort of an 7 embankment, an angular part of the hill. Then there's a 8 flat area with another type of embankment and then we go 9 to the house. What is that first embankment like 10 structure? 11 A. My, my recollection is that there was a retaining 12 wall in the front of that home and we were showing that 13 diagrammatically. 14 Q. What number on Howell Drive? 15 A. I'm not sure which number it is. 16 Q. Have you looked at the viewpoint from other 17 houses on the road, except this one? Other than this 18 one. 19 A. This exhibit was just at this one point. 20 Q. Now, 4.4C, was that to be done at a singular 21 point as well? 22 A. Yes. 23 Q. Okay. 24 So this doesn't represent the viewpoint from 25 other houses on this street other than the one you

17 1 chose? 2 A. Correct. 3 Q. Is the slope 4.4D and C intended to be reflecting 4 actual conditions? 5 A. We took those, those lines from topography from 6 the survey and site drawings. 7 Q. Okay. 8 So you're saying that the slope on both 9 renderings reflect the topography as you understand it? 10 A. Yes. 11 Q. Okay. 12 It's not idealized in that sense? 13 A. When you say idealized? 14 Q. I'll rephrase it. That's my word. 15 It's not really diagrammatic but you're saying 16 the slope represents existing conditions? 17 A. It is diagrammatic but we took, and took these 18 numbers not arbitrarily but from the site drawings. 19 Q. From the site drawings? 20 A. Yes. 21 Q. Okay. 22 I'm asking, so those drawings reflect the actual 23 topography -- excuse me. Topography, to your 24 understanding? 25 A. To the best of my understanding, yes.	19 1 seeing now on the building, that's depicted on the lower 2 part of the document, show seven affordable housing 3 units on the lower side of the hallway, is that correct? 4 A. Three, four, five, six, seven. There's 7 there 5 and additional ones on the other side, so there's -- the 6 buildings broken up into D-1 and D-2, so. 7 Q. I see three on the other side. 8 A. One, two. 9 Q. I see that's -- yes. If you go back. If you can 10 enlarge the -- 11 A. Depends on which floor you're looking at. It 12 depends on which floor you're looking at. 13 Q. Okay. 14 If you can go to the bottom part of the left side 15 of the lower building and just move it over a bit. 16 Yeah. I see at that point, I see four, is that correct? 17 A. Yes, that's what I was referencing. 18 Q. And they're on the lower side of the hallway as 19 well, right? 20 A. That's correct. 21 Q. Okay. 22 Now, could we move the image up. Well, let's 23 start with the far left corner. The top of the 24 building, that's the second floor. I see to my view 25 three affordable housing units on the lower side of the
18 1 Q. Okay. Thank you. 2 I would like you to turn, if you can, to the 3 renderings that depict the allocation of the affordable 4 housing units in the building. I don't have the exact 5 numbers in front of me. 6 A. So I think what you're asking me is to, is to 7 show any floor plan, because they would be shown on 8 almost every floor plan. 9 Q. Well, you had pointed to some of the affordable 10 housing units in your testimony earlier in response to 11 some questions from the public. So whichever renderings 12 you feel comfortable with that illustrate the 13 allocation. 14 A. So if I recall I believe we were potentially 15 looking at Building D. I believe. 16 Q. Well, looks at D then. 17 A. So PB-4.2. 18 Q. Now, I can't really see any distinction between 19 coloring from where I'm standing. Can you identify -- 20 that's a little bit better. The lighter color I think 21 are the affordable housing units, is that correct? 22 A. It's like an orangey color. We did them in a 23 different color so that it would pop out. 24 Q. Okay. 25 So the affordable housing units on the view we're	20 1 hallway, is that correct? 2 A. That's correct. 3 Q. Okay. 4 And if we could just move to the other end of the 5 upper building. At that point I see, I see six on the 6 lower side of the hallway, is that correct? 7 A. That's, that's correct. 8 Q. Now, Councilman Rutherford in his questions, this 9 goes back I think three meetings ago. Council President 10 Rutherford said he was concerned that there would be no 11 exterior distinction doorways, moldings between the 12 affordable units and the market rate units, because he 13 didn't want anyone stigmatized. If you recall he asked 14 those questions. Do you recall that? 15 A. Yes. 16 Q. Now, why though, and you indicated, I think, that 17 the exterior would look the same, is that correct? 18 A. Yes. 19 Q. The doorways will all look the same as the market 20 rate units, is that correct? 21 A. That's correct. 22 Q. Why though are the affordable units all bunched 23 together in corners, for the most part, and on one side? 24 Wouldn't that create sort of a stigmatization that this 25 is the affordable housing corner of each floor?

21 1 A. Not in my opinion. 2 Q. Is there any reason in particular why they're 3 bunched up this way? 4 A. A lot of times what, when we're planning these 5 and moving units around, basically to stack them, they 6 sometimes are, are clustered. But it is not necessary 7 that, that they, you know, they're, to some degree, as 8 long as the stacking works, to some degree they can be 9 interchanged. Location wise. 10 Q. Okay. 11 But a decision was made to put them as we see 12 here. Who made that decision, was that your decision, 13 was that the owners decision? 14 A. It probably likely was more our decision more 15 than ownership. 16 Q. Why are they all on one side of the hallway and 17 not the other? 18 A. I had given testimony on that, is that there is a 19 shorter side and a longer side. The longer -- the 20 deeper side of the building permits dens and we did not 21 have dens located in the affordable units. 22 Q. Okay. 23 So that was my next question actually. Are there 24 dens in any of the affordable units? 25 A. Currently --	23 1 design it that way, couldn't you? 2 A. It would -- hypothetically, yes. 3 Q. Okay. Thank you. 4 Have we resolved, I mean there was some 5 discussion last week, not last week, but one of the 6 other meetings about the nature of the appliances 7 between the market rate and affordable units. Will 8 there be a distinction in appliances between the two 9 units? I'd like you to clarify this, because I don't 10 think the answer was clear. I'm not blaming you, I 11 don't think it clearly came out. 12 A. No, you're correct. This was something that was 13 reviewed with ownership and ownership did agree that the 14 affordable units and the market units would have similar 15 finishes and similar appliances. 16 Q. When you say, similar, will they be the same 17 appliances? In other words, similar could mean a lot. 18 What do you mean by that? 19 A. Intending to be the same. However, sometimes 20 during projects is that purchasing can sometimes change 21 because certain things are available, certain things are 22 not. So, but the intent is that they would be the same 23 to the extent that it's supply chain and availability. 24 Q. Well, the supply chain should affect the market 25 rate and the affordable equally?
22 1 Q. Not just this building. 2 A. Currently none are proposed. 3 Q. Okay. 4 In any of the four buildings? 5 A. That's correct. 6 Q. Okay. Thank you. 7 There's nothing architecturally or structurally 8 preventing you from designing this with the affordable 9 units staggered in a general way throughout, rather than 10 having them bunched together, is there? 11 A. That's incorrect. The, it's important on wood 12 frame buildings that things stack. That a structure 13 stacks, so it's important to look at how these are 14 stacked both for structural and mechanical purposes. So 15 other than that stacking there would be no reason, 16 location wise. 17 Q. But you could stack for example, you could take 18 two of the affordable units, one on each side of the 19 hall, stack them that way. Five units down, put two 20 more that way. Five units down put two more that way. 21 You could stack that way, couldn't you? 22 A. So on opposite sides of the hall? 23 Q. Yeah. You could stack with two units designed 24 with the same dimensions opposite side of the hall and 25 two more on top of them, just like that and you could	24 1 A. Hundred percent. You're correct. 2 Q. So basically are you representing regardless of 3 the source of supply and any supply chain issues, that 4 the affordable and market will have identical 5 appliances? 6 A. Either identical or equivalent. As I said, that 7 there are sometimes changes made, either a manufacturer, 8 so I didn't want to pigeon hold that answer. But 9 they're not intended to be a, one is an expansive and 10 one is less expensive. 11 Q. But I'm trying to nail down a very specific 12 point. 13 CHAIRMAN BAGOFF: I'm going to interrupt a 14 minute. The planning board has in previous applications 15 used the term "fairly similar" for this type of project 16 based on the ability to deliver appliances, based on the 17 ability to deliver those appliances. So if affordable 18 and the COAH -- COAH and market rate units all are on a 19 floor that needs 12 washer/driers and they're not the 20 same washer/driers as the previous 12, they have to be 21 materially similar for all those 12 units. And that's 22 what the planning board has previously conditioned. 23 It's worked really well, same condition here. So I hope 24 that helps you move on. 25 MR. AFRAN: Well, it does. But I'd like to

25 1 nail it down a little better. 2 Q. Basically what -- I mean listen, I can't 3 understand why you would have a supply chain problem in 4 getting a stove for the affordable unit but not for the 5 unit across the hall, that market rate. Seems to me 6 they should all be coming in together. So that's what 7 I'm trying to get to. 8 CHAIRMAN BAGOFF: If they all come in at the 9 same time, the planning board does condition that they 10 all be used in both units at the same time. It would 11 not be that one gets -- all market rate get this and 12 affordable don't. You're finishing a quadrant that 13 quadrant get's those units all at the same time. 14 MR. AFRAN: I appreciate that. I'm not 15 criticizing Mr. Appel, but I don't think his answer was 16 quite specific. 17 Q. Is that your understanding, that the market rate 18 and the affordable's will get the same appliances when 19 they're ordered from the manufacturer? 20 MR. PLOCKER: I'm going to answer it. The 21 way Chairman Bagoff phrased it, that condition of 22 approval would be acceptable to the applicant. 23 CHAIRMAN BAGOFF: Is that okay, Mr. Afran? 24 MR. AFRAN: That's fine. 25 Thank you, Mr. Plocker.	27 1 of the ridge? 2 A. I mean, all, all of, you know, there's views in 3 all directions from the buildings. 4 Q. I said from the top -- I'll will rephrase my 5 question. Let's get specific. 6 A. So in the eastern direction there are no 7 affordable units looking easterly from Building D. 8 Q. I'll accept that. Thank you. 9 I do have questions about Howell Road an Kuzik, 10 but I don't know if that's something Mr. Appel is, 11 whether it's within the scope of his work on this case. 12 Are you conversant with the placement of the entry and 13 exit points and the road structure or is that something 14 for another witness? 15 A. Not part of my responsibility. 16 Q. You've gone into this and I apologize, I don't 17 think I have a specific note on it. I may not have 18 heard you clearly when you were going through it. Can 19 you explain again what is the variance that is being 20 sought here? 21 A. So inside the ordinance there is a provision 22 which is shown, let me pull up -- 23 Q. Oh, I'm sorry, you're referring to the exterior 24 wall that's going to be exposed above the grade? 25 A. Correct.
26 1 CHAIRMAN BAGOFF: Thank you. 2 Q. Is there a view from Building D from the top of 3 the ridge, that's something you've taken into 4 consideration in sighting the units? 5 A. Can you repeat that? Just clarify that. 6 Q. Is there a view to the human eye from the 7 apartments from the top of the ridge in Building D that 8 you've taken into account in situating the affordable 9 units versus the market rate units? 10 A. So what you're saying is that is the, there was 11 not a specific reason why affordable units were located 12 let's say close to the right side of the building or the 13 left side of the building for purposes of view. They 14 were done more for stacking. 15 Q. Well, no, but I what I'm asking is, on the 16 opposite side of the hall, that will be the side that 17 looks out from the top of the ridge, is that correct? 18 Strike that. I'll rephrase that. 19 The side of the hall opposite the affordable 20 units, will that be the side that looks out over the 21 ridge and gets the view? 22 A. The, the side that looks out toward the east is 23 the deeper side of the hallway and there is no 24 affordable units located there. 25 Q. Is that the side that gets the view from the top	28 1 Q. Okay. I reminded myself as you were looking. 2 A. That was the only thing I gave testimony on for a 3 variance. 4 Q. That's good. 5 I want to clarify one bit of nomenclature, the 6 term ridge line and the term pinch line have been used. 7 Can you explain whether there's a distinction between 8 the high point of the ridge and the pinch line or are 9 they the same? 10 A. I'm not familiar with what you call, pinch line, 11 because I don't know that I used that terminology. But 12 the ridge line is something that was drawn on the map. 13 It is not necessarily a ridge but it is a reference line 14 that was established for purposes of the ordinance and 15 Settlement Agreement. 16 Q. I know, I think Mr. Anderson was referring to a 17 pinch line reference. The word pinch line has been used 18 in this -- 19 MR. PLOCKER: I believe people, excuse me 20 Mr. Afran for interrupting. I believe people have used 21 the word pinch point, I don't recall pinch line. And I 22 believe, unless anyone wants to correct me, I believe 23 that people were referring to pinch point as the closest 24 point of Building D to the dotted line. 25 Q. I appreciate that correction. My point was pinch

29 1 point, not pinch line, is there a distinction in your 2 understanding between the high point of what we call the 3 ridge and the pinch point or are they the same? 4 A. I, I'm not quite sure what you're asking because 5 the, there's, there was reference made to the closet 6 point that the building is to the ridge line as a pinch 7 point because it's only a close point but being that the 8 building has jukes and jogs and ins and outs and has 9 geometry and the ridge line is not a straight line, 10 different parts of building have different dimensions. 11 Q. I was only asking because I want it to be clear 12 on the record because I didn't understand it myself. So 13 you're saying there's a pinch point means the closest 14 point of the structure to the high point of what we call 15 the ridge. Is that fair to say? 16 A. I don't know that the high point is, is -- that's 17 what's confusing, because you're putting a bunch of -- 18 Q. Let me rephrase it. 19 MR. PLOCKER: But they are, and I'll let you 20 continue, I think the ridge line term is a bit of a 21 misnomer. Everybody has referred to the ridge line, 22 including the ordinance and in the Settlement Agreement, 23 that is a dotted line on a map. It doesn't necessarily 24 mean it's the highest point or a steep point, as Mr. 25 Anderson and Mr. Appel testified to. The land in that	31 1 you used the phrase and it's not clear in the record 2 what that refers to. So I just want to understand it. 3 The pinch point, is that the part of the building that 4 comes closest to what Mr. Plocker just called the dotted 5 line? 6 A. That's correct. 7 Q. Okay. Thank you. 8 Now, is there only one pinch point or is the 9 pinch point in different parts of Building D? 10 A. I only made reference to one pinch point. 11 Q. Okay. 12 Is that the point where Building D comes closest 13 to the dotted line? 14 A. That's correct. 15 Q. Thank you. I just wanted to clarify. 16 MR. AFRAN: Mr. Bagoff, I'll just take a 17 moment. I'm just checking my notes. 18 CHAIRMAN BAGOFF: Mr. Afran, are you 19 finished, I'm sorry. 20 MR. AFRAN: No, I have one additional 21 question. 22 Q. Looking at, if we go back to 4.4B or 4.C, doesn't 23 really matter. I'm really looking for a depiction of 24 the slope versus Building D, so I think that was 4.4B or 25 C.
30 1 area remains flat for a certain point east of the ridge 2 line or the dotted line. See, I did it. The point of 3 the ordinance, the point of the Settlement Agreement is 4 if it's not -- that's not the cliff. That's, it's just 5 a point that any portion of the building, as long as it 6 remains west of the line, complies with the ordinance. 7 So to say that that is a pinch point or that is the 8 height of the ridge line, I don't think anyone here has 9 testified to that. It's just a dotted line on a map and 10 I think that is an important distinction during this 11 proceeding. 12 Q. I appreciate that, I'm just trying to understand 13 what pinch point means in relation to the dotted line. 14 That's my question. 15 MS. MCCARTHY: This witness ever use pinch 16 point? 17 MR. PLOCKER: No, I don't believe he did. I 18 believe it came up in questioning. 19 MR. AFRAN: I thought he did, that's why I 20 was asking. 21 Q. Mr. Appel, is that a term you used? 22 A. I may have in my testimony referred to that the, 23 when asked questions what the closest point was to the 24 building. 25 Q. So that's why I'm asking you, because I recall	32 1 A. It's either 4.4B or 4.4C. 2 Q. I don't think it matters which one. 3 A. This is the, I need the other PowerPoint. 4 CHAIRMAN BAGOFF: Let the record show 5 Council President Rutherford joined the board. 6 MR. AFRAN: Mr. Chairman, I just need a 7 moment to speak with my client, I'm sorry. I apologize 8 for the delay. 9 Q. Thank you. 10 We have 4.4C on the screen. This is not directly 11 what I'm asking you to comment on but it gives us the 12 diagrammatic image. 13 Now, Building D is pictured to the left and the 14 slope is pictured to the right and then there's kind of 15 representative house in the very bottom as you spoke 16 earlier. 17 Now, if you could move back towards the left side 18 again and just show Building D. That's perfect. 19 Now, the top of the building have you determined 20 by any measurements whether it exceeds the height of the 21 tree line that is in existence on the slope at any point 22 surrounding the building today? 23 A. So the building, you're asking that is the height 24 of the roof above the existing tree line at any 25 location?

33 1 Q. Just the top of the building is my laymen's 2 reference, yeah. 3 A. I, I, I don't know. I don't know. I don't have 4 an answer for that. 5 Q. Okay. 6 Has, and I referred to the slope in my question, 7 but obviously there are several neighborhoods 8 surrounding all of this, they're not all on a slope. 9 Has any measurement been taken as to whether, it's the 10 same question. Has any measurement been taken whether 11 the top of the building, the height of the building, 12 exceeds the tree line as seen from these other 13 neighborhoods? 14 A. Have not. 15 Q. Okay. 16 One final question that I don't think you fully 17 addressed, not that it's your fault. It was a question 18 from the public, I don't think we got to a full answer 19 on the point. 20 In case of an emergency in each of the buildings 21 where is there built in assembly point? I know there's 22 some places of refuge you referred to, but is there a 23 general assembly point that will be structurally 24 available and easily used for assembling in case of an 25 emergency?	35 1 from members of the public already prior to your 2 questioning. 3 MR. AFRAN: I'm sorry. 4 CHAIRMAN BAGOFF: We did have questions from 5 the members of the public prior to your questioning. 6 MR. AFRAN: I'm not endorsing or not 7 endorsing it. I'm just pointing it out. 8 CHAIRMAN BAGOFF: I will allow another 20 9 minutes for questions from the public. 10 THE PUBLIC: Seth Weisleder, S-E-T-H, 11 W-E-I-S-L-E-D-E-R. West Orange. 12 My question is on Building D and as the 13 architect the only, Building D is the only building with 14 access to the rooftop to be used? 15 THE WITNESS: Only building with a habitable 16 roof area. 17 THE PUBLIC: Okay. 18 Is there any reason why the other buildings 19 don't have habitable roof areas? They're all similar. 20 THE WITNESS: It was, it was determined to 21 put them all in one, one building as part of the design. 22 THE PUBLIC: Okay. 23 Any particular reason why Building D and not 24 Building C or B? 25 THE WITNESS: Not in particular.
34 1 A. So I did give this testimony that there would be 2 an area of refuge provided on the building at each 3 floor. 4 Q. On each floor? 5 A. Yes, sir. 6 Q. So those will be -- in general how large are 7 they? Are they uniform throughout the project in size. 8 A. It usually would be a small area because these 9 are typically used by somebody who would be mobility 10 impaired, so not for the general public who would go 11 down the stairways and go to a public way which would 12 typically be the front parking areas of the building. 13 Q. Okay. 14 So generally the emergency stairways will lead to 15 fronts of the buildings? 16 A. It's just an additional protective safety 17 element. 18 Q. The refuge? 19 A. The area of refuge, correct. 20 Q. Thank you. 21 MR. AFRAN: Mr. Chairman, that concludes my 22 cross. I think members of the public sitting next to me 23 said he had a question, I don't know that it's 24 appropriate at this time or not. 25 CHAIRMAN BAGOFF: Well, we had questions	36 1 THE PUBLIC: So if we could bring up that 2 slide I guess with that slope line. Because there's a 3 little image there that I wanted to look at on Building 4 D. I noticed that Building D has some structures on it, 5 is that correct? On the top. Roof top access. Yeah. 6 So if you could zoom in on the left-hand side there 7 showing the, showing the rooftop. 8 So I'm guessing this diagram shows cars 9 underneath of the first floor and then there's four 10 stories above that, correct? 11 THE WITNESS: That's correct. 12 THE PUBLIC: With the rooftop access showing 13 about six people on top there and there's some 14 structures? 15 THE WITNESS: Correct. 16 THE PUBLIC: So my question is, are those 17 structures permanent structures on the building? 18 THE WITNESS: If you look at the 19 architectural elevations these are clearly denoted. 20 Some are the bulkheads for access to the roof and others 21 are going to be open air pergolas. 22 THE PUBLIC: So those pergolas are going to 23 be permanent structures, and how high will they be? 24 Because I don't believe I saw any measurements for the 25 height of that and I was wondering if that exceeds the

37 1 building height that is allowed as part of the 2 Settlement Agreement? 3 THE WITNESS: We're not even close. 4 THE PUBLIC: Close to what? 5 THE WITNESS: The permitted is 75 feet and I 6 believe we were 47 foot 6, so. 7 THE PUBLIC: 47 foot 6 to the floor number 8 four, but not including the permanent structures that 9 I'm asking about, correct? 10 THE WITNESS: Correct. But these, these are 11 typically around ten feet in height. And even if these 12 were counted, which typically they're not, they would 13 still be within the buildable and permitted height for 14 these structures. 15 THE PUBLIC: Fair enough. Thank you. 16 THE PUBLIC: Hello. My name is Victor, 17 Misarti, M-I-S-A-R-T-I. I live on Mayfair. 18 So I have a question, can we put those up 19 again. The site sections. 20 So my question also was about the site 21 sections. I went to look for those, are those 22 available, I mean in between these, since this meeting 23 and the last meeting, that on the agenda, the board 24 agenda, they have like an engineering set, an 25 architectural set but I didn't see these. You mentioned	39 1 if you could enlarge that one. The pinch point 2 diagrammatically seven feet from the dotted line. 3 MR. AFRAN: Could we get a reading on the 4 number of this chart, please. Thank you. Part of 4.4C. 5 The upper part. 6 THE WITNESS: So where I'm am showing the 7 pointer at that point over here, that's your closest 8 point. That's the furthest easterly point and this is 9 closest to the, that is what Mr. Anderson was 10 referencing in his testimony as well. 11 THE PUBLIC: And should there be a fire on 12 that roof, people smoking, how do we expect to get a 13 fire truck in that pinch point area? 14 THE WITNESS: The fire would be fought from 15 the front of the building not from the back of the 16 building. 17 THE PUBLIC: And let's say we need multiple 18 fire trucks, like on my block which was Kinzel, corner 19 of Rappleye, there was a major fire December 15 with 20 three, four fire companies were called in, in addition 21 to every, maxed out of every single fire truck from the 22 West Orange Fire Department. And then you had first 23 responders, you had police, you had EMS. How, how is, 24 your vision, how is that going to go? 25 THE WITNESS: I believe that we have, this is
38 1 before these were part of a PowerPoint, different 2 PowerPoint presentation. Like are these available for 3 the public to see the site sections? 4 THE WITNESS: I can't say with certainty 5 because I haven't looked on the website, but they were 6 submitted, so I assume that they are. 7 MS. MCGOVERN: They're on, they're on the 8 website. 9 THE PUBLIC: I mean they may be, I just 10 don't know where to find them. 11 And I just had another comment that people 12 asked what specific house that is on Rosemont and on the 13 other section, which specific house it is on Howell 14 Drive. If we could just see the whole picture again. 15 Okay. So there's a red line and that red line is 16 showing where the section is and there's another red 17 line that goes up on the other 4.4B and that goes right 18 through the house. So I think it would be easy enough 19 to find what exact house that's going through. 20 THE WITNESS: Yes. 21 THE PUBLIC: Okay. That's all. Thank you. 22 THE WITNESS: You're welcome. 23 THE PUBLIC: Debbie Butensay, 24 B-U-T-E-N-S-A-Y, West Orange. 25 So I have a question regarding the picture,	40 1 addressing code requirements, ordinance requirements and 2 the local fire official also reviewed this without 3 additional comment on this. 4 THE PUBLIC: I'm just asking, you're the 5 architect, how do you envision that's going to go? 6 CHAIRMAN BAGOFF: I'm sorry, the fire 7 official envisions this, not the architect. That's a 8 question for the fire official and, he built the 9 building and the fire official decides, and the 10 buildings, as he said, by code, are sprinklered. 11 THE PUBLIC: Okay. 12 So you got roof access, you got people, 13 people can smoke up there. What type of materials are 14 you using to prevent fires up on the roof? 15 THE WITNESS: I would expect that smoking 16 would not be permitted in structure like this. 17 THE PUBLIC: It's outdoors. 18 THE WITNESS: But I, you know, that's an 19 operational -- 20 THE PUBLIC: But you said there was 21 barbecues there. You said barbecues were going to be 22 permitted up there. 23 THE WITNESS: Yes. 24 THE PUBLIC: Well, so you got fire. 25 THE WITNESS: So the grills that are used in

41 1 these types of operations are special grills that are 2 non flaring grills. 3 THE PUBLIC: Right. But there's open fire 4 up there, correct? 5 THE WITNESS: Open -- the whole idea is, is 6 the grills would not have open fire. 7 THE PUBLIC: And what materials do you use 8 on a rooftop should a fire occur? 9 THE WITNESS: The exterior siding is fiber 10 cement, which is essentially fire resistant, and most of 11 the pedestal pavers, which are the flooring surface, 12 typically are either tire -- tile or cementitious, which 13 are also fire resistant as well. 14 THE PUBLIC: So tell me, what is the actual 15 material of the roof? People are walking on cement, is 16 what you're saying. 17 THE WITNESS: People are walking on pavers 18 that are installed above a flat membrane roof. So 19 you're not walking on the actual roof, you're walking on 20 an elevated paver that is sitting above the roof. 21 That's what is proposed. 22 THE PUBLIC: So, but my concern is you got 23 seven feet from the roof at one point, if somebody does 24 elect to smoke, you're going have a whole gamut of 25 population living there. You might have teenagers, you	43 1 building. 2 THE PUBLIC: I'm just trying to make the 3 planning board aware that there is a fire hazard unless 4 the architect, Mr. Appel -- 5 MR. PLOCKER: Is there a question. 6 THE PUBLIC: -- defines what it is -- 7 CHAIRMAN BAGOFF: The buildings -- 8 THE PUBLIC: What is the standard of fire 9 mitigation. That's the question. 10 CHAIRMAN BAGOFF: The buildings meet or 11 exceed the New Jersey State fire code. 12 THE PUBLIC: He said internally. 13 CHAIRMAN BAGOFF: The building, I want to be 14 very clear, the building is going to be evaluated by the 15 building department of the Township of West Orange stem 16 to stern. The building and materials will meet or 17 exceed the fire code in the State of New Jersey. 18 THE PUBLIC: And one more question. 19 Can you go back to the building that has the 20 12-foot exposure of the foundation, just so we can see 21 that again. 22 THE WITNESS: I think it's in this first 23 packet. I believe it was, I can tell you what the 24 exhibit was called. It was called A-3 dated 8/14/24. 25 Yes, there it is. Bingo. You got it.
42 1 might have people smoking up there, even if it's not 2 permitted officially. What type of fire mitigation do 3 you have in your architectural plans? 4 THE WITNESS: The building is built to meet 5 or exceed all of the code requirements. So the 6 buildings fully sprinklered and -- 7 THE PUBLIC: But that's the interior of the 8 building. 9 THE WITNESS: That is correct. 10 THE PUBLIC: But I'm talking about the roof. 11 You got teenagers potentially smoking on the roof. 12 CHAIRMAN BAGOFF: Ma'am, the management 13 company will take care of this by the agreement. 14 THE PUBLIC: But he's the architect. 15 CHAIRMAN BAGOFF: Ma'am. Ma'am. 16 THE PUBLIC: I really do want to understand 17 -- 18 CHAIRMAN BAGOFF: The architect builds it. 19 He doesn't stand there and prosecute. 20 THE PUBLIC: But I didn't hear the materials 21 that are being used. 22 CHAIRMAN BAGOFF: Ma'am, the goal of the 23 meeting is that the planning board hears how the 24 buildings going to built and the structure. The 25 management company will be code enforcement in the	44 1 So there's the reference line. 2 THE PUBLIC: Can you please identify which 3 building? 4 THE WITNESS: That's Building D. 5 THE PUBLIC: This is Building D? 6 THE WITNESS: That's Building D. 7 THE PUBLIC: And where is it 12 feet as the 8 exposure of the foundation that's going to be visible? 9 At what elevation. 10 THE WITNESS: So this blue line in here that 11 we've drawn is what the line would need to be to make 12 this conforming. 13 THE PUBLIC: And that's the western 14 elevation? 15 THE WITNESS: That's the western elevation. 16 THE PUBLIC: So part of the building facing 17 the west has a 12-foot foundation exposure, is what 18 you're telling us? 19 THE WITNESS: No, what I'm mentioning here 20 is that the, this line, the ordinance measures building 21 height from this first floor line. So we have an 22 exposed foundation over here and when you balance off 23 and do all the calculations per the ordinance, is that 24 this is the conforming line. So we have a little bit 25 that's left on the base of the building to, to make this

45 1 conforming for the ordinance. 2 THE PUBLIC: Right. You said that little 3 bit is 12 feet? 4 THE WITNESS: No, the entire height of that 5 floor, if you go to the left. So you, if we can zoom in 6 over here. The entire height of this floor is 12 feet, 7 that as you can see this is a fractional piece of that, 8 of that 12 feet. 9 THE PUBLIC: So, I'm trying to understand. 10 THE WITNESS: It's very misleading and I 11 understand the confusion, but this was the cleanest way 12 I could represent to you the difference between 13 conforming and what we're proposing in here. 14 THE PUBLIC: So under the first floor is 12 15 feet of foundation? 16 THE WITNESS: Typically. However that, as I 17 gave testimony, some of the buildings -- I apologize. 18 THE PUBLIC: But the one with the most 19 exposed foundation, that's what I'm trying to visualize. 20 Does that have 12 feet of exposed foundation? 21 THE WITNESS: Every buildings different. 22 THE PUBLIC: The one with the maximum 23 exposure of foundation is the question here. 24 THE WITNESS: So that's a good -- I'm going 25 to say probably the building, either C or B probably at	47 1 THE WITNESS: You're talking, your, I'm not 2 sure that you're going to see any of this because 3 there's so much other stuff that is going to be between 4 your view and -- 5 THE PUBLIC: No -- 6 THE WITNESS: -- this area. 7 THE PUBLIC: -- I don't even mean from my 8 house. I mean I'm driving up to this development, this 9 buildings going to have 12 feet of foundation that I'm 10 looking at. 11 MR. PLOCKER: Larry, how far is Building A 12 from any point of The Grand? Do we know that. If you 13 know that. 14 THE WITNESS: No, I don't. 15 THE PUBLIC: I'm just saying, going into 16 this development. This development is being built, 17 going into Warner Road, forget where I live. It's a 18 southern exposure is what you're telling me. 19 CHAIRMAN BAGOFF: That's the testimony. The 20 testimony is that this area of the building is going to 21 be screened. 22 THE WITNESS: This area of the building 23 below here, we have handled this both with architectural 24 screening and landscaping as well. What is interesting, 25 even from the lowest point in here, so forget about what
46 1 some point has more exposure than D does. So over here. 2 So based on where the grade is falling off, this is 3 Building A that we're looking over here that there's, 4 from below this portion of the building, this would 5 probably be your, one of your worst case scenarios. 6 THE PUBLIC: And that's facing south? 7 THE WITNESS: This is Building A. 8 THE PUBLIC: You just told me it's facing 9 south? 10 THE WITNESS: A's facing south. 11 THE PUBLIC: So I live south, so if I, 12 looking at the building -- if I'm looking at this 13 building coming in from Warner Road -- 14 THE WITNESS: I'm not sure you're -- 15 THE PUBLIC: -- I'm seeing 12 feet of 16 foundation is what you're saying? 17 MR. PLOCKER: Can we point out where she 18 lives, so we have a point of reference. 19 CHAIRMAN BAGOFF: Ma'am, can you tell us 20 where you live so we have an idea of the relationship. 21 THE PUBLIC: I live in The Grand, but I'm 22 saying, which is south of Block 179. But I'm saying 23 even if we're coming in from Warner Road, I'm looking at 24 it from the south. I'm coming in from the south, this 25 is what I'm going to see, is 12 feet of foundation?	48 1 is exposed, and the foundation is actually part of the 2 building. It's not part of, it's not a, just a 3 foundation, but it's part of the building where the 4 parking is. If you measure the building height from the 5 lowest point of exposure we're still conforming. 6 THE PUBLIC: I'm not talking, I didn't read 7 the ordinance. I just want to visualize how high is the 8 building, how much is going to be foundation and is it 9 exposed foundation, are you going to have stones. Is it 10 going to be structurally cosmetic appealing or am I 11 going to be looking at 12 feet of concrete and then five 12 feet of apartment building on top of it? 13 CHAIRMAN BAGOFF: Do you have a picture 14 graph of the building with screening you can show her so 15 she can see the where the garage is? 16 That's the one. 17 THE WITNESS: So this portion of the 18 building in here, this is Building C facing the 19 clubhouse. It's an internal view, but as you can see 20 here's it's not exposed foundation. It's all part of 21 the building. It's been designed, we designed not one 22 side to be building but all four sides. And we did this 23 in concert to make the grading to work with the existing 24 grading and layered landscaping and other architectural. 25 So I'm not sure you're looking at this. You --

49 1 THE PUBLIC: So what you're saying is it's 2 not just exposed foundation of concrete? 3 THE WITNESS: That's correct. 4 THE PUBLIC: And the part that is, are you 5 going to have any kind of cosmetic structural -- 6 CHAIRMAN BAGOFF: Ma'am. Ma'am. Your time 7 is up. Thank you. Thank you very much. 8 Mr. Klein. 9 MR. KLEIN: So Mr. Appel, so what's the 10 height from the bottom of the vehicle to the top of the, 11 whatever you measured, the top of the roof surface? 12 Give me a ballpark. It's one, two -- it's six stories 13 high. Six times 12, 70? Not even. 14 THE WITNESS: I think it would be under 70. 15 MR. KLEIN: Under 70. And you're allowed to 16 be 75? 17 THE WITNESS: 75 actually measured from this 18 point. 19 MR. KLEIN: Okay. 20 THE WITNESS: So we're way, way under. 21 MR. KLEIN: Well, in our ordinance it says 22 the word, exposed foundation. Is there a foundation? I 23 know there's a foundation to the building, but is it 24 like a walkout basement on a house? 25 THE WITNESS: It's very similar to a walkout	51 1 buildings to put that roof top amenity on one of the 2 other buildings, would that be possible? 3 THE WITNESS: Possible but not what we're 4 proposing. 5 THE PUBLIC: Okay. 6 Can you then tell me why you're proposing it 7 on Building D? 8 THE WITNESS: It was decided that this 9 building was going to have the rooftop amenities. It 10 also has, the only building has internal amenities and 11 we felt that was, the combination, the correct 12 combination. So this building has more internal 13 amenities and has the roof amenities as well. 14 THE PUBLIC: But the other amenities, like 15 your dog spa or dog park and some of the other things 16 are in the other buildings, correct? Or closer to the 17 other buildings. 18 THE WITNESS: Correct. 19 THE PUBLIC: But theoretically it could be 20 redesigned to have the rooftop away from Howell and away 21 from Building D, is that correct? 22 THE WITNESS: Theoretically. Theoretically, 23 yes. 24 THE PUBLIC: Thank you. 25 THE WITNESS: You're welcome.
50 1 basement on a house. 2 MR. KLEIN: But it's going to be finished. 3 It's not going to look like a basement and clapboard 4 siding above? 5 THE WITNESS: No. There's no exposed 6 masonry. 7 MR. KLEIN: Okay. 8 THE WITNESS: And so exposed concrete. It's 9 all finished just like it was facade. 10 MR. KLEIN: Okay. Thank you. 11 THE WITNESS: Regardless of whether it's a 12 unit behind there or parking lot behind there. 13 MR. KLEIN: Okay. Thank you. 14 CHAIRMAN BAGOFF: Thank you. 15 You're up, sir. Sir, all the way in the 16 back, you're the last person. You're the last person to 17 speak. Go ahead, sir. 18 THE PUBLIC: My name is Howard Ruce, R-U-C-E 19 from West Orange. 20 Mr. Appel, you didn't assign any specific 21 reason why the rooftop amenity, as you called it, was 22 selected to be on Building D, is that correct? 23 THE WITNESS: No, not correct specifically. 24 THE PUBLIC: So if you were asked to 25 redesign this building or to redesign any of these	52 1 THE PUBLIC: Rachel Klein, K-L-E-I-N. 2 Howell Drive. 3 I think we could just all say Building D, 4 probably the goal is to try to get the city views and 5 that's probably why that no one is changing Building D, 6 we could stop asking about Building D. Building D is 7 obviously the grand building that you're aiming for, 8 that's why that type of building has different housing 9 units as well. 10 I just want to talk about the ridge line. 11 Mr. Plocker talked about the dotted line versus the 12 ridge line. There's an easement very clearly marked on 13 the map and you can very easily see from the easement 14 where Building D and how close Building D gets from what 15 we like to call the ridge line, which is really a 16 drop-off cliff and some of these points where the ridge 17 lines actually exposed -- 18 CHAIRMAN BAGOFF: Ma'am, ma'am, you're 19 testifying. 20 THE PUBLIC: Sorry. 21 CHAIRMAN BAGOFF: I need you to ask a 22 question, please. 23 THE PUBLIC: Okay. I just wanted to clear 24 it up because it was said -- 25 MR. PLOCKER: And the applicant takes issue

53 1 to the characteristic of the ridge line as a cliff. 2 CHAIRMAN BAGOFF: Ma'am, ma'am, please ask a 3 question. No more characterizations. Please ask a 4 question. Okay. 5 THE PUBLIC: I don't have a question. 6 CHAIRMAN BAGOFF: Thank you. 7 THE PUBLIC: How you doing today. Eric 8 Sampson, Bakley Terrace. 9 On the first night you testified you had 10 mentioned about the parking lot. That there were things 11 that architects or buildings repeat when they work out 12 well, so typically they keep doing them over and over, 13 do you remember? 14 THE WITNESS: With regard to maybe tandem 15 parking, is that what you're -- 16 THE PUBLIC: I think so. You basically said 17 this concept that people are repeating things over and 18 over. 19 THE WITNESS: Yes. 20 THE PUBLIC: Can you give me three examples 21 in this project that aren't from repeated projects that 22 are relatively new ideas? 23 THE WITNESS: I think this project was 24 designed specifically for this, you know -- this project 25 was designed specifically for this location. It was	55 1 and thought it worked out and it didn't. So what I'm 2 trying to understand is how many experiments are 3 happening in this project. 4 CHAIRMAN BAGOFF: Everything has to go to 5 the building department. The building department has to 6 look at each project, the fire department has to look at 7 code. Everything will be up to code. So until they 8 build something the answer is, nobody knows. And if 9 there's an issue they will come back to the township and 10 that's the way every project goes, so. 11 THE PUBLIC: So even code has its flaws, 12 right? 13 CHAIRMAN BAGOFF: Everything has it's flaws. 14 But we, but our professionals, things will stop, they 15 will be reevaluated and then the township will, through 16 it's engineers, it's architects and other professionals 17 decide how we should proceed and if need be they will 18 come back to the planning board if things change that 19 drastically. 20 THE PUBLIC: Got it. I guess at least my 21 next question is, can you give three examples of past 22 projects that were similar size and scope -- 23 CHAIRMAN BAGOFF: I'm sorry, he didn't 24 testify to that and that's not the planning boards 25 purview. We hear about this application and this
54 1 not, it doesn't exist anywhere else. 2 THE PUBLIC: My understanding, the point is, 3 the best practice gets repeated. So there's probably 4 some things that weren't best practices here that 5 haven't been repeated that are relatively new. So 6 there's a good chance that there's some things that are 7 going to go wrong, that builders don't repeat, right? 8 THE WITNESS: I couldn't -- 9 CHAIRMAN BAGOFF: I'm sorry, I don't 10 understand the question. The goal is, at the end of the 11 day, is that the planning board understand the question. 12 So please, I'm trying to understand it so he can answer 13 so we can use the information. 14 THE PUBLIC: Sure. Understand. 15 So when he was talking about the parking lot 16 he had mentioned that when something works out well they 17 use it over and over again. So many times things 18 probably don't work out well. So I'm asking for 19 examples of situations where in this project 20 specifically there are things that they haven't done in 21 other projects that they're repeating but rather they're 22 relatively new concepts that are being tested out. 23 There are many situations that people testified already 24 about or asked questions about that things that have 25 gone wrong in projects or they broke bedrock and cracked	56 1 project. So I want to focus on what we need to hear in 2 order to make a rational decision based on the facts. 3 THE PUBLIC: So my concern is since he 4 mentioned the parking scenario where things are repeated 5 when they work out well. I want to hear situations that 6 haven't been repeated because they didn't work out well 7 on a similar sized project so we can go eyes open 8 knowing that some things can go wrong, even with the 9 code being followed, even with the plans being followed. 10 There's a lot of experiments and newness coming in here 11 which may end up going wrong. 12 CHAIRMAN BAGOFF: I understand your 13 question. I'm going to refer to the attorney. I don't 14 think this has anything to do with our application. 15 There's an application before us that has the size of 16 the structure and dimensions that is proposed and either 17 it is or isn't within the guidelines and then the 18 building department will evaluate it, the fire 19 department will evaluate it, our engineers will evaluate 20 it, so all our professionals will look at it, does it 21 meet the requirements of the zone plan. So to your 22 question -- 23 MS. MCGOVERN: I think I understood the 24 question. It sounds to me like you're asking are they 25 experimenting with anything in this project that might

57 1 go wrong. 2 THE WITNESS: No. 3 MS. MCGOVERN: Okay. 4 THE PUBLIC: Then what's the distinction 5 between the parking lot being repeated and all the other 6 things that you testified to that you didn't mention? 7 CHAIRMAN BAGOFF: I'm sorry, I'm not going 8 to allow it. We're done with that question. There's a 9 parking lot that's proposed, either it fits the building 10 departments requirements or it doesn't, and that's 11 pretty much it. Everything has possibilities and at 12 this moment there's something on the drawing board and 13 we have to go with that. 14 THE PUBLIC: My last question is, we talked 15 about the sight lines from Howell, but not from Bakley 16 Terrace and Bakley Terrace is higher than the rest 17 topographically. Have you ever looked at the sight 18 lines from there to see what they'll look like? 19 THE WITNESS: I did not do a sight line 20 exhibit for, for, in that direction. 21 THE PUBLIC: Doesn't it make sense to do all 22 the way around the building for all the houses affected 23 not just some? 24 THE WITNESS: We have met or exceeded every 25 metric in the ordinance. Building codes alike. So the	59 1 CHAIRMAN BAGOFF: Thank you. 2 Okay. Mr. Plocker. 3 MR. PLOCKER: Okay. 4 Thank you Mr. Appel, I have nothing further 5 for you. 6 CHAIRMAN BAGOFF: Okay. 7 MR. PLOCKER: The applicant would like to 8 call our traffic engineer, Karl Pehnke. 9 THE PUBLIC: Mr. Chairman, may I ask a 10 procedural question. 11 CHAIRMAN BAGOFF: Hang on one second, sir. 12 You are, sir? 13 THE PUBLIC: I'm actually here representing 14 the Town of Verona, my name is Jack MacAvoy. I'm former 15 Mayor and currently Deputy Mayor. 16 CHAIRMAN BAGOFF: Hang on one second, sir. 17 Can we have some quite, please. 18 Mr. Plocker, the board is going -- I'm 19 sorry, are you representing the town council of Verona? 20 THE PUBLIC: Yes. 21 CHAIRMAN BAGOFF: Okay. 22 Mr. Plocker, the planning board is going to 23 give Mr. McEvoy the floor for a couple of minutes 24 representing, officially representing the Town Council 25 of Verona.
58 1 height is significantly below the maximum height as 2 well. So there is no reason to do it. The reason we 3 did that, that section was that so people understood the 4 relative scale of the, the site and the topography. 5 THE PUBLIC: Well, also to understand the 6 view and how the view will change, right? 7 THE WITNESS: Potentially it does show views 8 as well. 9 THE PUBLIC: So our view will change and we 10 don't have a good sense of how much and how impacted it 11 would be? 12 MR. PLOCKER: I don't believe he testified 13 that views would be changed. 14 THE PUBLIC: Well, I'm asking specifically 15 if you even considered our view. It sounds like no. 16 MR. PLOCKER: Just to confirm, Bakley is 17 part of The Grand? 18 THE PUBLIC: Yes. 19 MR. PLOCKER: All right. 20 I just wanted that for the record. 21 THE PUBLIC: So our view wasn't considered 22 or looked at? 23 THE WITNESS: I did not do a separate exhibit 24 for that view. 25 THE PUBLIC: Okay. Thank you.	60 1 Sir, you have the floor. 2 THE PUBLIC: Thank you very much. 3 MS. MCGOVERN: Full name. 4 THE PUBLIC: Full name, Jack McEvoy, 5 M-C-E-V-O-Y. 6 MS. MCGOVERN: Are you going to be providing 7 a little bit of testimony, right? So I do need to swear 8 you in. 9 THE PUBLIC: Maybe testimony. What I have 10 is a -- 11 MS. MCGOVERN: I understand. 12 THE PUBLIC: I just want to read it into the 13 record. 14 THE PUBLIC: Please raise your right-hand. 15 Do you swear to tell the truth the whole 16 truth nothing but the truth. 17 CHAIRMAN BAGOFF: Do you swear or affirm. 18 MS. McGOVERN: Do you swear or affirm to 19 tell the truth the whole truth nothing but the truth. 20 THE PUBLIC: I do, yes. Thank you. 21 CHAIRMAN BAGOFF: Could you state your name 22 for record and spell your last name. 23 THE PUBLIC: My name is Jack McEvoy. Last 24 name, M-C-E-V-O-Y. 25 J A C K M C E V O Y, having been duly sworn

61 1 testifies as follows: 2 CHAIRMAN BAGOFF: Thank you, sir. The floor 3 is yours. 4 THE PUBLIC: What I want to do is just read 5 the resolution into the record that was passed this past 6 Monday. I do participate in -- 7 CHAIRMAN BAGOFF: Which resolution? You 8 were there and discussed it? 9 THE PUBLIC: Yes. 10 CHAIRMAN BAGOFF: Okay. Very good. You're 11 part of the resolution, correct? 12 THE PUBLIC: Correct. 13 CHAIRMAN BAGOFF: Okay. Go ahead. 14 THE PUBLIC: "Township of Verona County of 15 Essex, State of New Jersey. Resolution No. 2024-150. 16 Requesting that the Township of West Orange Planning 17 Board deny the Application of West Essex Highlands LLC. 18 Whereas, the Township Council of the Township of Verona 19 has reviewed the preliminary and final site plan 20 application of West Essex Highlands LLC, for Block 179, 21 Lot 32, Warner Road, West Orange, and 22 Whereas, the application proposes the 23 construction of 496 residential units on a parcel which 24 is comprised of approximately 120 acres of undeveloped 25 woodlands; and	63 1 THE PUBLIC: That's it. Thank you, Mr. 2 Chairman. 3 CHAIRMAN BAGOFF: So before you leave, sir. 4 THE PUBLIC: Yes. 5 CHAIRMAN BAGOFF: As a matter of law, you're 6 asking for the official representation -- the Council of 7 Verona is asking the Planning Board of the Township of 8 West Orange to deviate from the ordinance and law of the 9 State of New Jersey and give the applicant the full 10 hearing to decide based on the facts is this application 11 good or bad. That's what this says. Is that the intent 12 of what you're doing today? 13 THE PUBLIC: We are asking you to have the 14 applicant work under the current New Jersey storm water 15 management rules and regulations. The council for the 16 applicant himself at prior meetings referred to the 17 storm water management rules and regulations that 18 they're using as, I quote, "the old regulations." So if 19 they're using the old regulations, what good are they, 20 if there is a new set of regulations that should be 21 enforced we should be using those regulations. 22 CHAIRMAN BAGOFF: There's two things you're 23 asking here. One is the storm water management and one 24 is you're asking the Township of West Orange Planning 25 Board to deny the application, that's what this says.
62 1 Whereas, the proposal will impact the 2 Township of Verona based on the changes in land cover 3 and runoff that will discharge towards Verona and the 4 Peckman River and will have a significant environmental 5 impact based upon the removal of trees; and 6 Whereas, some of the Township's concerns are 7 outlined in the attached," which I have here, "July 26, 8 2024 correspondence of Paul W. Ferriero, PE, CME of 9 Boswell Engineering; and 10 Whereas, in order to mitigate against the 11 high probability of increase flooding caused by the 12 development (if approved), the Township requests that 13 the application be reviewed and revised as necessary to 14 ensure the latest and most up to date New Jersey storm 15 water management rules and regulations are implemented 16 and applied to the project; and 17 Whereas, the Township also requests that the 18 applicant is required to address the concerns raised in 19 Mr. Ferriero's July 26, 2024 correspondence. 20 Therefore, be it resolved by the Township 21 Council of the Township of Verona that the Township 22 Clerk is hereby directed to serve a copy of this 23 resolution." Which I am doing tonight. 24 CHAIRMAN BAGOFF: Do you have anything to 25 add, sir?	64 1 That it deviates from the Land Use Law in the State of 2 New Jersey. We can not do that. It deviates from the 3 law. This is a matter of law. 4 THE PUBLIC: Deny based on our letter that 5 our engineer -- 6 CHAIRMAN BAGOFF: That's not what this says. 7 This is a legal document. 8 THE PUBLIC: Yes. 9 CHAIRMAN BAGOFF: I'm not arguing with you. 10 I'm just stating the facts. 11 THE PUBLIC: Written by our town engineer. 12 CHAIRMAN BAGOFF: The planning board has 13 this and you're asking them to deny it. You're asking 14 two things and asking them to deny it. We will give the 15 application indifference. We appreciate the council of 16 Verona providing that to us and it will be in relation 17 to the storm water management rules that apply by the 18 State of New Jersey, absolutely. Our engineer and our 19 expert engineering firm has reviewed and will review it 20 but we can't deny it based on not hearing the 21 application. That can't happen. 22 THE PUBLIC: I didn't ask for the 23 application to stop and deny it tonight. I, based on 24 future testimony and updated rules -- 25 CHAIRMAN BAGOFF: As a matter of reading

65 1 this it does. I'm going to leave it on the table. We 2 can't do anything with this because we must hear the 3 application. The application is in progress. You can 4 take that back to the council. We will hear the 5 application. I understand what you said and the board 6 will take that information and weigh it and the 7 applicant has the option or opportunity to refute it or 8 add to it. But thank you very much. We appreciate the 9 concern the Town Council brought up. 10 THE PUBLIC: Thank you. 11 MR. PLOCKER: And Chairman, if I may for a 12 second. 13 CHAIRMAN BAGOFF: Mr. Plocker. 14 MR. PLOCKER: And just for the record, it 15 would not be within this boards jurisdiction to 16 determine which set of storm water management 17 regulations apply to the application. I know it was 18 discussed and perhaps this is a good time, I had talked 19 to Ms. McGovern about it, I know there was some concern 20 or just the board asking for some backup, I would like 21 to mark as an exhibit, what are we up to A-4? 22 MS. MCGOVERN: A-4. 23 MR. PLOCKER: Yeah. I did provide this to 24 Ms. McGovern. There is an e-mail that was written from 25 Danielle Jones, she's an environmental engineer with the	67 1 submit anything in opposition? 2 MR. AFRAN: Which one, I'm sorry. 3 MS. MCGOVERN: Did you submit anything that 4 we marked already, I don't remember. 5 MR. AFRAN: I don't believe we submitted 6 anything. 7 MS. MCGOVERN: So that would be O-1. 8 MR. AFRAN: Oh no, wait. 9 MS. MCGOVERN: O-2. 10 MR. AFRAN: Well, why you say that, with 11 respect, O? 12 CHAIRMAN BAGOFF: Opposition. 13 MR. AFRAN: O, that would be opposition. 14 Not me. I didn't submit anything. 15 MS. MCGOVERN: What was O-1? 16 THE SECRETARY: That was the engineering. 17 The one that -- 18 MS. MCGOVERN: Boswell. Okay. So that is 19 actually attached. So the cover letter, the resolution 20 I should say, is now O-2 and Boswell is marked O-1, 21 which is the report of July 26, 2024. Okay. 22 CHAIRMAN BAGOFF: Okay. 23 You're up Mr. Afran. 24 MR. AFRAN: Just the reservation of right. 25 I understand the e-mail Mr. Plocker read into the
66 1 Division of Land Resource Protection at the New Jersey 2 Department of Environmental Protection. It was written 3 in response to a query that Jennifer Shari, who I know 4 has appeared here during these proceedings and inquiring 5 about the storm water rules and which ones apply. And 6 I'm just going to read the Danielle Jones very brief 7 e-mail to Ms. Shari. It's dated July 31, 2024. It was 8 sent to her at 7:46 AM. It says, "The FHA application 9 is being reviewed under the current FHA Rule" and I 10 believe that stands for Flood Hazard Area" however, the 11 storm water portion of the application is being reviewed 12 under the previous version of the storm water rule as it 13 was never withdrawn and still pending under the FWW 14 application. The FWW storm water review is being 15 conducted under the version of the rule which was 16 current at the time that the application was submitted." 17 And I would like to have that marked as A-4 and I will 18 submit it to you. 19 CHAIRMAN BAGOFF: Great. Can you give 20 Jamilet a copy of that. 21 Mr. Afran, have a question at all? 22 MR. AFRAN: Just a moment. 23 MS. MCGOVERN: It will not be marked A, 24 because it's not an applicant. So we are going to mark 25 the Verona resolution as, do we have opposition, did you	68 1 record, I am familiar with it. We do not, as the 2 objectors, we do necessarily accept the engineer from 3 DEP conclusion is correct. As a matter of law she is 4 not necessarily a decider of the legal question in terms 5 of what regulations are applicable, so the objectors are 6 reserving their position on this issue. We do not 7 necessarily accept the reference that the engineer made 8 and Mr. Plocker recited. It may well be our position in 9 the appropriate forum, whether it's in a court or at 10 DEP, that the new regulations must be deemed to apply. 11 But I just want to note, I don't want my silence to have 12 suggested that we necessarily agree with the position 13 Mr. Plocker took. We are reserving our right to suggest 14 and argue appropriately that the new regulations may be 15 appropriate. 16 CHAIRMAN BAGOFF: Okay. We take note. 17 MR. AFRAN: Thank you. 18 CHAIRMAN BAGOFF: Thank you. 19 Mr. Plocker. 20 MR. PLOCKER: The applicant would like to 21 call the traffic engineer, Karl Pehnke. 22 CHAIRMAN BAGOFF: Thank you. 23 MS. MCGOVERN: State you name for the 24 record. 25 THE WITNESS: Certainly. It's Karl, with a

69 1 K, Pehnke. P-E-H-N-K-E. 2 MS. MCGOVERN: Mr. Pehnke, please raise your 3 right-hand. 4 Do you swear or affirm to tell the truth the 5 whole truth and nothing but the truth. 6 THE WITNESS: Yes, I do. 7 MS. MCGOVERN: Thank you. 8 K A R L P E H N K E, having been duly sworn 9 under oath testifies as follows: 10 Q. Thank you, Karl. Can you briefly give the board 11 the benefits of your qualifications? 12 A. Yes. 13 Again, for the record, my name is Karl Pehnke. 14 I'm vice president with Langan Engineering and 15 Environmental Services. I'm a registered professional 16 engineer in the State of New Jersey. My license is in 17 good standing. I've been practicing for over 38 years. 18 CHAIRMAN BAGOFF: Do any members of the 19 board have any questions for Mr. Pehnke? 20 Seeing none. 21 You have the floor, sir. 22 Q. Okay. 23 Mr. Pehnke, just before you get going, I just 24 would like to state for the record Mr. Chairman, if I 25 may, Mr. Pehnke is testifying here as a traffic engineer	71 1 position on that issue. 2 CHAIRMAN BAGOFF: So noted, Mr. Afran. 3 MR. AFRAN: Thank you. 4 CHAIRMAN BAGOFF: Mr. Pehnke, you have the 5 floor sir. 6 THE WITNESS: Thank you. 7 A. Good evening. So with regard to this 8 application, as just stated, I was retained by the 9 applicant really to provide services associated with a 10 couple of aspects. One of the aspects is the design of 11 the traffic signal located at Oval Road and Eagle Rock 12 Avenue. The requirement to work with the township and 13 design and construct that traffic signal is a 14 stipulation in the Settlement Agreement, and the 15 applicant is proceeding forward with that. 16 Associated with that effort I did prepare a 17 Traffic Impact Study for use and design of the traffic 18 signal. And also it had been submitted with this 19 application and is in the record with the board and has 20 been reviewed by your board professionals. 21 In preparation for this hearing I did have an 22 opportunity to review the Settlement Agreement, the site 23 plan. I've been here for the prior testimony of Mr. 24 Anderson and Mr. Appel. I did have an opportunity to 25 review the boards traffic engineer professional review
70 1 and I just want to make clear for the record that 2 legally the planning board, because we are zoned, 3 because the density is permitted, the planning board is 4 without authority to deny the application because of 5 off-site traffic concerns. And I will let Ms. McGovern 6 correct me if I'm wrong, I'll cite to you Dunkin Donuts 7 of New Jersey v. Township North Brunswick case which is 8 193 NJ Super 513, 1984. That being said, as an 9 accommodation and a curtesy to the board and everybody 10 here, Mr. Pehnke did prepare a Traffic Impact Study 11 which he will reference and testify to here tonight. 12 CHAIRMAN BAGOFF: Thank you. 13 Mr. Afran. 14 MR. AFRAN: I would like reserve the 15 objectors position on this issue. We do not necessarily 16 -- so sorry. Hang on. I will start over. 17 The microphone is now turned on. I am reserving 18 the objectors position on this issue. We do not agree 19 that off-site impacts necessarily are barred to the 20 boards consideration. In fact there are times when 21 safety issues concerning the egress/ingress may well be 22 based on the road construction outside of the project 23 site. So we do not agree that in fact all of that 24 evidence is not within the jurisdiction of the board. 25 We believe that it is and I just want to reserve our	72 1 letter and, and take that into account in preparation 2 for this evening. 3 The Traffic Impact Study that was prepared is 4 dated June of 2024. The traffic study is prepared 5 basically following standard traffic engineering 6 industry standards. The traffic study, for those that 7 have reviewed it, basically incorporates and summarizes 8 the results of several aspects that we look at as 9 traffic engineers. It incorporates an inventory of the 10 roadway system, lane arrangement, traffic control 11 devices that are within the project area and access area 12 to the project. Incorporates a sampling of traffic 13 volume data on the adjacent roadway system. It then 14 uses a methodology established by the State of New 15 Jersey to project that traffic forward to represent 16 growth that may occur in an area absent or separate from 17 the project. And then with regard to the project 18 itself, it incorporates traffic projections, estimates 19 of the amount of traffic that may be generated by the 20 introduction of this residential community on the 21 adjacent -- on the roadway system and add the access. 22 And we do that by referencing a document that's known as 23 Trip Generation, that's a by the Institute of 24 Transportation Engineers, it's now it's 11th Edition. 25 That is a document that is used by all transportation

1 professionals, all transportation review agencies and
 2 engineers to prepare estimates of the level of traffic
 3 that may be generated by a project and it is accepted as
 4 such. We then utilize that data and assign those
 5 traffic projections to the road system on top of the
 6 existing traffic volumes and use a series of modeling
 7 analysis also established and accepted by the
 8 transportation industry to evaluate and model the
 9 operation of the road system and roads, and from that we
 10 were able to evaluate and determine the need for traffic
 11 control lane arrangements and so forth. And all of that
 12 is documented in the Traffic Impact Study.

13 As you are aware access to this property is
 14 basically from Eagle Rock Avenue utilizing Oval Road and
 15 Warner Road, extending up into the project site. Warner
 16 Road and Oval Road are both existing established
 17 roadways. They have a cartway width of approximately 40
 18 feet and basically provide one wide lane of travel in
 19 each direction. Oval Road and Warner Road service as
 20 access to the adjacent developments, The Grand, the
 21 Chateau and also our neighbors in the Highlands that
 22 Warner Road travels through.

23 Eagle Rock Avenue is a county road under the
 24 jurisdiction of Essex County. It's a four lane roadway
 25 providing two lanes in each direction. There's traffic

1 signalization located at Laurel Avenue just to the west
 2 of the, of Oval Road and further to the east at Pleasant
 3 Valley Way.

4 Oval Road itself, as everybody is aware, is a
 5 T-intersection. It has a one lane approach, a wide
 6 approach, and operates under a stop sign control today.

7 As I indicated, one of tasks that I am involved
 8 with is the result of the Stipulation Agreement, the
 9 design of an installation of a traffic signal at Oval
 10 Road and Eagle Rock Avenue. That signal falls under the
 11 jurisdiction of Essex County. It will be designed and
 12 is being designed to the standards of Essex County, as
 13 well as the State of New Jersey. And quite frankly the
 14 installation of the traffic signal will provide a
 15 substantial safety and operational improvement at that
 16 intersection accommodating both the existing traffic,
 17 alleviating the existing concerns and constraints at
 18 that intersection and certainly accommodating the
 19 additional traffic that was utilized at that
 20 intersection to access this new, this new community.

21 The intersection itself when completed based upon
 22 our analysis is anticipated to operate what's known as
 23 overall A level of service. For the purposes of the
 24 public, I know this board has certainly heard traffic
 25 engineering in the past. At the end of the day traffic

1 engineers try to boil down the results of our modeling
 2 analysis into a simplified system of ratings. Basically
 3 a rating of A through F, not unlike a grade school
 4 report card. A, being fairly free flow conditions, good
 5 levels of service, good operations. And F, obviously
 6 being failing conditions at a traffic signal. What that
 7 means, since we all experience F levels of service every
 8 day in our travels, is that you might arrive at the
 9 traffic signal at the end of a queue and not get through
 10 the green light and have to wait until it turns green
 11 again. It doesn't mean grid lock, it doesn't breakdown
 12 conditions, it just means longer travel times through
 13 the intersection. So that's basically the
 14 differentiations in ratings.

15 In terms of Oval Road and Warner Road, as I
 16 indicated they are wide roads, they're actually
 17 accessibly wide and built beyond the standard that we
 18 would build today. They have the capacity to
 19 accommodate the additional traffic generated by this
 20 project at good levels of service. And in fact no
 21 widening, no additional lanes are required on those
 22 roads providing the additional capacity for this
 23 project.

24 I will note separate from this project in the
 25 Settlement Agreement, anyone that's reviewed the

1 Settlement Agreement, the applicant has worked, has
 2 agreed to work with the Highlands Association as they go
 3 through construction to actually implement some, what I
 4 would call, traffic calming features, on those cartways
 5 to tighten them up a little bit. Those features from my
 6 understanding include an entry treatment gatehouse, for
 7 want of a better word. Potentially tightening up the
 8 cartways by reducing a boulevard type design, all of
 9 which are good elements that would be beneficial to both
 10 the existing residents as well as the future residents
 11 of this community. And as I said, that's a separate
 12 process that the applicant has agreed to work with
 13 during construction with the homeowners association.

14 We have a process to go through outside of this
 15 board with Essex County in terms of design of the
 16 intersection of Eagle Rock and Oval Road as a traffic
 17 signal. It will include some widening of Eagle Rock
 18 Avenue providing a separate turn lane into Oval Road.
 19 Again, a safety improvement along Eagle Rock Avenue,
 20 benefiting the existing residents as well as the future
 21 residents of this community. And as I said, it will
 22 result in a safe and efficient operation of that
 23 intersection. It will overcome the delays and
 24 difficulties making a left turn out and it will overcome
 25 some of the site distance issues that exist there today

1 from the overgrown growth that exists, I guess in the
2 northwest section of the intersection, which sort of
3 blocks vision. If you look to the right of the traffic
4 signal it'll overcome those issues also. So it will be
5 a fairly substantial safety improvement at that
6 intersection.

7 With regard to the site plan, you've heard
8 extensive testimony from Mr. Anderson and Mr. Appel.
9 From my standpoint this evening what I just want to
10 touch on with the site plan is, as testified to by Mr.
11 Anderson, this site is designed with three points of
12 access. Those access include Warner Road, the primary
13 point of access, extending into the new community. It
14 includes Kuzik Drive extending into the new community
15 and it includes a emergency access drive that connects
16 down to Howell Road from the area of Building D.

17 The internal drive aisles are designed in
18 accordance with RSIS requirements. The roadways
19 internal to this site are basically classified under the
20 Residential Site Improvement Standards. Just to back up
21 for the benefit of the public. The State of New Jersey
22 Department of Community Affairs back in the '90's
23 adopted a state wide ordinance governing residential
24 development. And that ordinance basically sets
25 classifications of various roadways, residential design

1 elements, parking standards and so forth that govern the
2 design of a residential project. So in this situation
3 under the Residential Site Improvement standards the
4 internal roadway system basically be classified as minor
5 collector roads. Warner Road, except from where it
6 extends into the site, Kuzik Drive from where it extends
7 into the site and then extending back to Road D to
8 Building D. Those road systems then provide access to
9 various parking lots serving each of the various
10 buildings.

11 The Residential Site Improvement standards for a
12 minor collector road is a 20-foot wide roadway basically
13 with parking, with sidewalks on both sides. And our
14 design to accommodate the types of traffic, pedestrians,
15 bicycles that are common to a residential development of
16 this site.

17 Under the definitions of RSIS they both, they
18 represent both the minimum and the maximum that can be
19 required in the design of residential development in the
20 State of New Jersey.

21 With regard to this particular application, the
22 Settlement Agreement does speak to a request by the
23 homeowners association to have some controls put in
24 place on the access, particularly Kuzik Drive. There's
25 a concern that the opening of Kuzik Drive to daily

1 traffic flow would result in a hardship or imposition on
2 some of the residents on that section of Kuzik Drive as
3 it extends into the site. The Settlement Agreement
4 specifically requests that we file what's known as a, de
5 minimus exception, with the board to have the board
6 consider having that road length controlled and gated
7 and operate as emergency access similar to Howell Drive.
8 It would be an improved road as opposed to a stabilized
9 emergency drive that connects out to Howell, but
10 nevertheless it's requested that it be gated and not
11 open to the daily flow of traffic to and from the site.
12 We have filed that application, we support that
13 application and look to the guidance of the board as to
14 approval of that. I would note that with regard to the
15 boards jurisdiction, while RSIS does set the standards
16 for the roadways and access, it does not specifically
17 define the control of access. That does fall in the
18 purview, we typical -- we actually don't really need the
19 de minimus exception, it does have purview under RSIS to
20 control the type of access and I'll give a for instance.
21 If you had a development that was proposed to be gated
22 or gate controlled by a guardhouse, the board could
23 approve that. That doesn't require a de minimus
24 exception. The board can approve emergency access
25 controls. So it falls within the purview, but in this

1 case, because it was in the Settlement Agreement, we did
2 formally file that request.

3 With regard to that request, from a traffic
4 engineering standpoint, we don't need that roadway,
5 Kuzik Drive, to be opened to traffic on a daily basis.
6 Warner Drive extending into the site provides sufficient
7 cartway width and capacity to accommodate the types of
8 traffic, pedestrian and bicycles that will flow in and
9 out of the site on a daily basis typical to a community
10 of this site. That includes delivery vehicles,
11 emergency vehicles and so forth. So we are supportive
12 of the request of the association and in my opinion if
13 the board does agree with that request the site will
14 still be providing safe and efficient access and the
15 community will function appropriately.

16 I would add to the testimony based upon some of
17 the conversation we heard in the prior hearings. There
18 was a discussion with regard to the resolution that was
19 adopted by the township with regard to complete streets.
20 That is a design guide that we look to state, state wide
21 in designing projects such as this. I would note that
22 this project does embrace the components of complete
23 street design. It is pedestrian friendly. It is
24 designed with a system of sidewalks throughout, with
25 crosswalks, with highlighted crosswalk areas. Paved

81 1 crosswalk areas, handicapped accessible accomodation. 2 Street trees. All established to make the pedestrian 3 environment in this site accommodating for the residents 4 that will live here. It's all ADA designed. The site 5 is bicycle friendly. You heard the prior testimony 6 there will be bicycle storage in the buildings. There 7 was an agreement to work with your consultant to add 8 additional bike racks in certain locations throughout 9 the site, particularly at the clubhouse. The storm 10 system is designed with bicycle safe grates to 11 accommodate the safe transit of bikes across any grates, 12 the drainage grates on the site. And all of that 13 embraces those complete street ideals within this 14 community. So we believe that while the resolution is 15 representative of the intent of the township with regard 16 to it's public streets, we've embraced it and pulled it 17 into this site. The cartway width will discourage high 18 rates of speed and also enhance that pedestrian 19 environment. 20 I do note that during discussion and review plan 21 we do have another de minimus exception that Mr. Plocker 22 identified and that's with regard to sidewalks on both 23 side of the street. The extension of Warner Drive 24 between where the property line is to the roundabout is 25 proposed with sidewalk on one side only, that is	83 1 MR. PLOCKER: I have nothing further for Mr. 2 Pehnke at this time. 3 CHAIRMAN BAGOFF: The board does have the 4 authority in the Settlement Agreement over the de 5 minimus exception on Kuzik Drive. 6 Second, there is a memorandum from CME 7 Associates based on your evaluation, and have you seen 8 this? Dated July -- I'm sorry. I will speak louder. 9 Sorry. Can you hear me? Sorry about that. I've been 10 lecturing all day, I'm losing my voice. 11 Did you see the memorandum from Kevin from 12 CME Associates on your report? This report is dated 13 July 26, 2024. 14 THE WITNESS: Yes, I have. And I've 15 reviewed it and we can be fully responsive to the 16 requests for additional information and clarifications 17 that they raise in the report. There's nothing in that 18 report that changes any of the testimony I provided 19 tonight but we will provide a full response and any 20 supplemental information they see fit. There are a few 21 recommendations for petitions, not only in that 22 memorandum but the engineers report, for additional 23 crosswalks, additional striping and so forth to enhance 24 the crosswalk and the pedestrian environment. Enhance 25 the layout of the roundabout at Warner Road, and all of
82 1 appropriate for that section of the roadway. There is 2 no residential homes, there are no points of stoppage or 3 walking or orientation along the road and the sidewalk 4 on one side of the road provides the connectivity to the 5 property line. I do note there is no sidewalks in the 6 adjoining commercial -- the adjoining Highlands 7 residential community to connect it to. It would be in 8 our property line traveling the site. Also on Road D we 9 are proposing a sidewalk on, I guess what would be the 10 north side only. With regard to that deviation, I do 11 note that the applicant has opted to provide the second 12 sidewalk, so to speak, as a direct link as -- it's a ADA 13 lane, full path lane directly between Building D to the 14 clubhouse area. So the sidewalks really there, it's 15 just been put in a more appropriate location rather than 16 on the side of the road. So we're building the 17 infrastructure and, again, that enhances that link, that 18 direct link between Building B and the clubhouse area 19 just enhances the overall pedestrian environment to the 20 site. 21 And quite frankly I think that summarizes the 22 traffic testimony on this project and the request that 23 we have for the board to consider the de minimus 24 exception for the site. 25 CHAIRMAN BAGOFF: Mr. Plocker.	84 1 that we will address to CME's satisfaction. 2 CHAIRMAN BAGOFF: Excellent. Thank you. 3 Okay. We'll start with Mr. Klein, do you 4 have any questions, sir? 5 MR. KLEIN: Sure, just a couple. 6 Good evening, Mr. Pehnke. 7 You went over it quickly, you said the 8 intersection of Oval Road, and I'm sorry, Oval Road and 9 Eagle Rock Avenue, will operate at what level of 10 service? 11 THE WITNESS: Overall level service A. 12 MR. KLEIN: A. With the left turn and -- 13 THE WITNESS: Correct. 14 MR. KLEIN: The gate at Kuzik, will that -- 15 that won't stop vehicles, will it allow pedestrians and 16 bicycles to get past? 17 THE WITNESS: There would nothing that 18 prohibits pedestrians and bicycles. There are two 19 sidewalks on each side of Kuzik, so in effect you will 20 have a fairly long stretch of pedestrian and bicycle 21 play area. 22 MR. KLEIN: And then the signal at Oval and 23 Eagle Rock, is that tied into a CO or any sort of a 24 certain number of units being occupied it must be 25 operational? Is there any kind of phasing schedule of

85 1 it. 2 THE WITNESS: I don't know that the 3 stipulation actually specified any phasing. You know, 4 my task had been to move it forward and get it 5 constructed as soon as practical. So it's linked to the 6 approval of the project itself, but I don't know that it 7 would be tied into any specific CO. 8 MR. KLEIN: Did you analyze the intersection 9 without the signal to see if it could operate without a 10 traffic signal for 496 units operationally? 11 THE WITNESS: No, I did not. Certainly 12 before the 496 units the signal should be working. 13 MR. KLEIN: Okay. 14 Do you have a little more specifics with 15 some traffic calming that you're going to propose or are 16 you still working through that? 17 THE WITNESS: I think that's a coordination 18 effort. I haven't been imminently involved with that. 19 It arose during the settlement talks, but my general 20 understanding is there is a desire to create a gatehouse 21 preferably someplace along Oval Road before the entry to 22 the Essex -- the Highlands Homeowners Association. And 23 my understanding is that the general intent or desire is 24 to introduce a median along Warner Road to create a 25 boulevard which would be a good traffic calming feature.	87 1 at that intersection? 2 THE WITNESS: No. So under RSIS off-site 3 improvements or off-site roadways are not governed by 4 RSIS. The RSIS standards explicitly start at the 5 property line and carry into the site. Any development, 6 any roadways that exist prior to the RSIS extending up 7 to the site are not part of and/or addressed by RSIS. 8 MR. KLEIN: So in your opinion if there was 9 some kind of a crash at the intersection anywhere along 10 Oval before you get to Rappleye Court, if there was any 11 kind of crash that blocked Oval Road how would the 12 people of this development and the new phase, how would 13 they get out? 14 THE WITNESS: Well you, actually, you know, 15 that type of event, obviously that can happen. It's 16 more can emergency vehicles get in. In this particular 17 case, this development actually offers a solution by 18 creating a connection to Howell. Certainly emergency 19 vehicles will now have another way into both the new 20 community as well as our adjacent neighbors in the 21 Highlands. 22 MR. KLEIN: So do you know if the Howell 23 access would be opened to the residents of this phase as 24 well as existing residents if there was a blockage of 25 Oval?
86 1 MR. KLEIN: Warner Road as it comes off Oval 2 Road? 3 THE WITNESS: Yeah, as it comes off Oval 4 Road, is my understanding. 5 MR. KLEIN: Because there isn't one now, but 6 that's where the gatehouse would be? 7 THE WITNESS: Someplace along Oval Road. 8 MR. PLOCKER: No, I'm just going to correct 9 Mr. Pehnke. Obviously the Settlement Agreement speaks 10 to the improvements for the association. Obviously 11 those improvements would be made after construction of 12 the project, after all the vehicles are going up and 13 down Warner Road and the discussion with the association 14 are that their gatehouse would be located on Warner. 15 THE WITNESS: Okay. 16 MR. KLEIN: Now, Oval Road is the only way 17 in and out for, I don't know, 496 plus, whatever's 18 existing. That's going to be a Boulevard? 19 THE WITNESS: No, Oval Road will remain its 20 current cartway. 21 MR. KLEIN: So now, in our RSI is there 22 anything about the limitations of the number of trips or 23 the number of parking spaces or whatever it is that 24 governs whether Oval Road needs to be a Boulevard from 25 Eagle Rock to the first intersection for safety issues	88 1 THE WITNESS: It would be for emergency 2 vehicles. It is not an improved connection. It's a 3 stabilized emergency gate. 4 MR. KLEIN: How would the residents get out 5 if it's a longer emergency? 6 THE WITNESS: They would be impeded until it 7 was cleared. 8 MR. KLEIN: What stage of the signal design 9 are you at right now? 10 THE WITNESS: So we have prepared a -- we 11 have completed surveys. We have done a preliminary 12 layout of widening. We have done a preliminary signal 13 layout. The signal will have full protection and 14 accommodation of course on current standards. So we got 15 the, basically a footprint laid out and preliminary 16 grading. 17 MR. KLEIN: And all the widening on Eagle 18 Rock is going to be right-of-way of Essex County? 19 THE WITNESS: There will be some cooperation 20 required from Crestmont Country Club. 21 MR. KLEIN: I think that's it for me. 22 CHAIRMAN BAGOFF: Thank you. 23 Council President Rutherford. 24 COUNCIL PRESIDENT RUTHERFORD: Thank you, 25 Mr. Chair.

89 1 Have you sir, considered the specific type 2 of emergency equipment, emergency equipment that would 3 have to access this project when it comes to their 4 building to navigate to Eagle Rock all the way into the 5 building? 6 THE WITNESS: Mr. Anderson did cover that in 7 his testimony. The RSIS standards also do consider that 8 and the RSIS standards are established to accommodate 9 the types of vehicles that need to access a residential 10 community of this type. So, and I believe Mr. Anderson 11 actually showed some turning templates on the site in 12 his testimony. 13 COUNCIL PRESIDENT RUTHERFORD: He did. 14 I'm more interested in route from Eagle 15 Rock, which is that main roadway, all the way into the 16 site. Was that considered? 17 THE WITNESS: It's an existing condition. 18 As I said, the roads are overly wide. They're 40 feet 19 wide cartways, so there's certainly no impediment to 20 accommodate the type of equipment that are currently 21 serving our neighbors in the Highlands. 22 COUNCIL PRESIDENT RUTHERFORD: Got it. 23 Mr. Chair, I will reserve my right to 24 consider some of my other questions before I ask them. 25 CHAIRMAN BAGOFF: Certainly.	91 1 of this project. 2 MAYOR McCARTNEY: Thank you. 3 You did not testify to this but I did read 4 in the agreement where there was talk of bus stops on 5 the east side of Eagle Rock, are you aware of that? 6 THE WITNESS: Yes, I am aware of that. We 7 are incorporating that into the design. Probably the 8 most important aspect of that is the pedestrian crossing 9 that we have the traffic signal that I just spoke to 10 that's even accommodated. That will include handicapped 11 ramps, a sidewalk connection, we'll figure out where to 12 put a bus pad. With regard to actually a shelter, 13 usually that's provided by New Jersey Transit under an 14 agreement with the sponsor, which in this case would 15 have to be the township. The only caveat I have is by 16 examination. I do not believe that NJ Transit has a 17 route that runs this section of Eagle Rock. My 18 understanding is their route is actually basically a 19 loop that basically turns at Eagle Rock and Pleasant 20 Valley Way. So they would have, that would be a whole 21 different aspect as to whether they change their service 22 at that location. 23 MAYOR McCARTNEY: We do have a shuttle 24 service in town too. 25 THE WITNESS: So then that would be
90 1 Go right ahead, Mayor McCartney. 2 MAYOR McCARTNEY: Thank you, Chairman. 3 Good evening, Mr. Pehnke. 4 So first I wanted to say thank you for 5 willing to comply with our complete streets design 6 policy. Thank you for that. 7 I wanted to ask about the level of service 8 and the trip generation within the complex. Mr. Klein 9 asked about Oval Road, what about what is the level of 10 service within? 11 THE WITNESS: So I did incorporate an 12 appendix in our traffic study of a prior study that was 13 done in 2018. We actually used that also to reference 14 and validate our traffic samples that we did. That was 15 a rather extensive study done as this property was being 16 considered, actually hire levels of development, and it 17 incorporated traffic counts all along Oval Road quite 18 frankly and Warner Drive at the various intersections, 19 including Bongart, Kuzik, I think it's Rappleye, excuse 20 me if I don't get the names exactly right, and then an 21 analysis that was done back in 2018 with higher levels 22 of traffic than we're projecting now all showed all 23 those internal intersections will operate under the 24 current configurations, under the current controls at 25 those levels of service, even with complete development	92 1 available for that. So, but yes, it would be 2 incorporated for that design. 3 MAYOR McCARTNEY: Thank you very much. 4 CHAIRMAN BAGOFF: Vice Chair Guarino. 5 VICE CHAIRMAN GUARINO: Thank you, Mr. 6 Chairman. 7 So thank you very much for incorporating 8 complete streets, we appreciate the respect, the time 9 and effort to do then analysis based upon the complete 10 streets program. So thank you. 11 My one question is, have you gone to the 12 county department of engineering and roadways with your 13 results and findings to discuss it with them for their 14 feedback and input? 15 THE WITNESS: We have not done formal 16 submissions to them. They are aware of the project. 17 They have met with us with regard to the concept of the 18 signalization and what it means along Eagle Rock Avenue. 19 To date they are receptive and they will provide 20 guidance as to us using their standards as we move 21 forward. I expect that they will be fully respectful of 22 this design to improve this section of Eagle Rock Road. 23 Eagle Rock Avenue. 24 VICE CHAIRMAN GUARINO: And you said you did 25 a traffic study in 2018 and you did one currently. Have

93 1 you seen any significant changes? 2 THE WITNESS: No, actually, and it's not 3 inconsistent with what we're seeing throughout the 4 state. Current volumes are actually either similar to 5 or lower than pre-COVID data. And the data that was 6 previously done was taken throughout 2018. What was 7 pretty amazing to me is the traffic patterns and level 8 of traffic quite frankly are almost the same. It was 9 actually slightly lower overall. But for all intents 10 and purposes I would call it flat through the years at 11 this point in time and that's not inconsistent with what 12 we've been seeing as we now are really coming out of 13 COVID. We are settling in. 14 VICE CHAIRMAN GUARINO: Did you get a chance 15 to walk through the development currently, you know, 16 resident areas, did you take a walk around to see and 17 get an impression of what additional traffic from your 18 observation, what it will do? 19 THE WITNESS: Along Oval Road and Warner 20 Road. I've driven the community several times. 21 Certainly the developments going to add traffic. Can't 22 make the cars go away, I wish I could. But both Oval 23 Road and Warner Drive are designed basically as roads, 24 they're actually C collector road standards. If we were 25 to build them today they would be built probably at two	95 1 we had to, we open it to traffic. 2 CHAIRMAN BAGOFF: But accessible to 3 emergency vehicles? 4 THE WITNESS: It's design and intent is 5 emergency vehicles. 6 CHAIRMAN BAGOFF: Okay. Perfect. 7 Mr. Wilkes. 8 MR. WILKES: Yes. 9 Did you consult the police department? 10 Who else was consulted to put this traffic 11 study together? Who else was consulted as far as 12 locally, the police or anybody else. 13 THE WITNESS: No. 14 MR. WILKES: Done by you guys? 15 THE WITNESS: Traffic studies are basically 16 following typical industry standards. We haven't 17 consulted the police. In this case we haven't looked at 18 access data because we're going to change the 19 intersection. It's no longer going to be an 20 unsignalized intersection, so any prior accident history 21 there really doesn't matter because the intersection now 22 will be safer and the types of accidents that you would 23 see in an unsignalized intersection won't occur anymore. 24 MR. WILKES: Will it be brought to any 25 future recommendations or anything like that?
94 1 thirds of the width that they are today. So there's no 2 limitations in terms of capacity and the ability to 3 handle the traffic. That's not to say, I'm not 4 suggesting there won't be additional traffic. Certainly 5 adding 496 units on top of an existing 370 that's there 6 today are going to raise the traffic level. 7 VICE CHAIRMAN GUARINO: Okay. Thank you 8 very much. 9 That's all I have, Mr. Chairman. Thank you. 10 CHAIRMAN BAGOFF: Thank you. 11 So you had testified that the Howell Road 12 access to it will be a stabilized roadway. So that is 13 compaction of the ground with no asphalt on it? 14 THE WITNESS: Yeah, I had to defer to Mr. 15 Anderson's August plans, the design parameters and 16 details for that. I didn't specifically review the 17 details. But it's not a paved road section, it's just 18 stabilized, I don't know whether we're using -- oh, it 19 as asphalt pavement. I apologize. Mr. Anderson's 20 corrected me, we are asphalt paving it. 21 CHAIRMAN BAGOFF: So it would be stabilized 22 and asphalt. What's the difference between that and a 23 conventional roadway? 24 THE WITNESS: Just the width in this case. 25 So to go back to Mr. Klein's question. Theoretically if	96 1 THE WITNESS: Certainly the design plans, the 2 obligation is to coordinate with the township and the 3 county. So the plans will be made available to your, to 4 your professional staff for input. But primarily the 5 jurisdiction will follow the county standards. 6 MR. WILKES: What is something that we have 7 as a condition, so we raise a condition to make sure 8 that the police or fire department are okay before we 9 vote on it or before we okay it ourselves, how is it 10 done? That's a question of protocol. 11 CHAIRMAN BAGOFF: Mr. Wilkes, talk into the 12 microphone. 13 MR. WILKES: My question was, as far as 14 protocol, will our police department and fire department 15 be involved in the final plans to make recommendations. 16 But I am told that it is a county road so -- 17 CHAIRMAN BAGOFF: Eagle Rock Avenue. 18 MR. KLEIN: Signalized. 19 CHAIRMAN BAGOFF: County has to approve 20 that. 21 MR. WILKES: County. Okay. 22 No more questions. 23 MAYOR McCARTNEY: Can I say something. 24 CHAIRMAN BAGOFF: Mayor McCartney. 25 MAYOR McCARTNEY: I do understand that the

97 1 county and township engineer and professionals have been 2 contacted already to review it prior to any of this. 3 MR. WILKES: Got it. Thank you. 4 CHAIRMAN BAGOFF: Mr. Cardoza. 5 MR. CARDOZA: Thank you, Mr. Chairman. 6 Mr. Pehnke, thank you for your testimony. 7 Joe, can you pull up the engineering plans. I know 8 these questions -- I believe Mr. Pehnke would have been 9 consulted to certain matters pertaining to the roadways. 10 Right? 11 MR. PLOCKER: Yeah, that's all right. If 12 it's something within Mr. Anderson's purview he will 13 address it. 14 MR. CARDOZA: Appreciate it. 15 MR. PLOCKER: Thank you. 16 You want the overall site plan? 17 MR. CARDOZA: Yeah. I believe it's marked 18 engineering plans too on the -- 19 MS. MCGOVERN: Says P-4. There's 99 pages 20 to this. 21 MR. CARDOZA: Sorry to throw a wrench in 22 there. 23 I don't know if Mr. Pehnke -- I don't know 24 if Mr. Pehnke has a clicker. Thank you. 25 Can you show me the bottom of Building D.	99 1 not design for every parking space to be filled. As Mr. 2 Anderson indicated, there are over 1070 parking spaces, 3 not including some additional 102 spaces scattered at 4 the, at the clubhouse and so forth. So we have an 5 abundance of parking that meets and exceeds the RSIS 6 actual parking demands. Just to give you a sense, based 7 upon published data by the same publication, done by the 8 Institute of Transportation Engineers, indicates that we 9 could expect, on average you might actual see maybe 10 about 630, 640 parked vehicles on this site. So, and 11 that's intentional. We don't want people to be looking 12 for their next parking space. You want to make sure 13 that we have more than adequate parking. So those 14 spaces are there, they're functional. I don't know that 15 I share your concerns that you have. I think they have 16 good sight lines from my looking at the grading. It's 17 in a low speed area. It's not a straightaway, so. 18 MR. CARDOZA: Since you're referring to a 19 low speed area, can you remind me, is there signage at 20 the exit of the garage telling motorists to slow down 21 before they exit the garage? 22 THE WITNESS: I'm not familiar with any of 23 the particular signage. There's not likely any signage. 24 We certainly could. 25 MR. CARDOZA: Yeah, I would suggest that
98 1 Okay. Perfect. 2 At the, so Building D at the bottom we got 3 one of the entrances and exits for the parking garage. 4 There are, what is that six parking -- yeah, six parking 5 spaces on that curb? Can you come zoom that in further. 6 Yeah, right there. Okay. So six parking spaces at the 7 bottom entrance and exit to the parking garage in 8 Building D. Those spaces, has there been any 9 consideration to, I don't know, are those meant solely 10 for maintenance for the facilities themselves. I just 11 imagine that being an accident waiting to happen. Where 12 they are, the curvature, the drive path, that people 13 might be exiting by the time they leave the building. 14 THE WITNESS: Well, I mean, the continuation 15 into the building is a very low speed situation. You 16 are going through a garage door into the interior. So I 17 don't think this is a high speed area. In terms of the 18 functioning of those, they are part of the overall 19 parking supply supporting the residents. 20 In terms of their utilization, I suspect 21 they will probably be the least utilized spaces through 22 the facility, as people are going to tend to look for 23 cover in the building from weather and visitors more 24 than likely will go directly to the parking lot up top. 25 And people, keep in mind when you design parking, we do	100 1 probably every -- 2 CHAIRMAN BAGOFF: I am going to make it a 3 condition. 4 MR. CARDOZA: Something coming and going for 5 motorists. 6 MR. PLOCKER: And that would be acceptable 7 to the applicant. 8 CHAIRMAN BAGOFF: Thank you, Mr. Plocker. 9 MR. KLEIN: Is there a gate? 10 THE WITNESS: That garage, that section of 11 the garage, I believe Mr. Appel testified to, is gated. 12 There is a section of that back garage that isn't gated, 13 that's open for visitor parking. But, yeah, so people 14 that are going in and out of this section are the people 15 that are doing it every day, so it's not unlike driving 16 in and out of your driveway every day. You are really 17 the only ones that's even doing it. 18 MS. MCGOVERN: What kind of warning would 19 you like? 20 CHAIRMAN BAGOFF: Go slow. 21 MS. McGOVERN: Just slow, that's it? 22 CHAIRMAN BAGOFF: Is that two-way in and 23 out? 24 THE WITNESS: That's two ways, yes. 25 CHAIRMAN BAGOFF: Is there a gate and door

101 1 there? 2 THE WITNESS: On the building, yes. 3 CHAIRMAN BAGOFF: Are the actual gates going 4 to open as a car goes up top -- 5 THE WITNESS: Management of that gate and how 6 it'll function I don't think has been fully determined 7 yet, but it is set up for that. 8 CHAIRMAN BAGOFF: And it has a signal on, 9 audible signal as the door is opening? 10 THE WITNESS: I don't know that we've gotten 11 to that level of design yet. 12 CHAIRMAN BAGOFF: Okay. 13 I'm going to ask the board to make a 14 recommendation there be an audible signal when the door 15 opens for people outside, so somebody in a parking spot 16 can hear or somebody coming up the roadway -- 17 MS. MCGOVERN: Exiting the garage? 18 CHAIRMAN BAGOFF: Exiting the garage. 19 MS. MCGOVERN: At each garage? 20 CHAIRMAN BAGOFF: Each garage or maybe 21 pedestrians may be walking up who left their car. 22 MS. MCGOVERN: That's for exiting cars? 23 CHAIRMAN BAGOFF: Exiting cars, correct. 24 MR. CARDOZA: Okay. Going forward. 25 The sidewalk that connects to those six	103 1 upper parking garage entrance and exit of the building? 2 THE WITNESS: Yeah, so a smaller typical 3 vehicle, small van, they'll actually be able to make the 4 left. The only vehicle that would really need to go on 5 is like a Sprinter van or larger van. So I don't know 6 we need to specify a no U-turn at that location. 7 MR. CARDOZA: Okay. So you don't expect 8 U-turns at that intersection? 9 THE WITNESS: I would expect that somebody's 10 going to make that left, but I hate to install signs 11 that just are going to be ignored, because most vehicles 12 can make it. You know, a Sprinter vans not going to 13 make it, somebody driving a Ford F10 may not make it, 14 but most vehicles can make that turn. 15 MAYOR MCCARTNEY: Do you want to go back to 16 the top of that because there's a loop. 17 THE WITNESS: There is and for those larger 18 vehicles there is the loop at the end. 19 MAYOR MCCARTNEY: Do you want to look at the 20 top of that. 21 MR. CARDOZA: Yeah. The traffic pattern 22 turns up there. 23 THE WITNESS: Correct. 24 MR. CARDOZA: Okay. 25 Can you go back down, just under the main
102 1 spaces, when we get to the, let's see, what's that. 2 Warner, we see the black mark, is that, does that 3 designate striping for a crosswalk? 4 THE WITNESS: Yes, so that designates, and 5 actually that's Road D. Right there, the bottom of Road 6 D. So that would designate on each side the handicapped 7 ramp. As I said, handicapped accessible ramp and a 8 pavement treatment other than macadam to designate the 9 crosswalk itself. 10 MR. CARDOZA: Okay. So it would be a 11 crosswalk? 12 THE WITNESS: It's a crosswalk. 13 MR. CARDOZA: Okay. All right. And that's, 14 just because I see that, you know, throughout I'm going 15 to ask specific questions about each entrance and exit 16 on almost every building. 17 As you get to the main entrance of Building 18 D -- if you go up a little bit. Okay. Keep going. So 19 the main entrance where you see you have the island and 20 I guess an awning. At the end of that -- so drivers 21 pull up under the awning, they can let, you know, 22 passengers go, they proceed and then that has the 23 indication no u-turn at the end of the island. I assume 24 you expect them to go up, make a U-turn somewhere or go 25 up further and utilize the turn style across from the	104 1 entrance. 2 So there's only a few places were I see this 3 but -- scroll down a little further. Okay. So the 4 central exit and entrance of the parking garage, 5 sidewalk connects, there's no striping there for 6 indicating pedestrians. Is that indicating a pedestrian 7 crosswalk? 8 THE WITNESS: We can incorporate the same 9 treatment at that location. 10 MR. CARDOZA: Okay. 11 Can you look at the clubhouse E, the turn 12 style of the clubhouse. 13 MR. KLEIN: With that crosswalk you should 14 probably put a stop sign too. 15 THE WITNESS: I agree. And I think one of 16 the comments by CME was to add stop signs and stop bars 17 at locations which is part of what we would agree to. 18 MR. KLEIN: Upper level exit of Building D. 19 That's the upper level, lower level then the curve, 20 right? 21 THE WITNESS: Yes. 22 MR. CARDOZA: Well, that's the middle. So 23 there are three exits and entrances of Building D. 24 MR. KLEIN: Two levels of parking. 25 MR. CARDOZA: Oh, two levels of parking.

105 1 MS. MCGOVERN: And it's just at that exit? 2 MR. KLEIN: For now, yeah. 3 MS. MCGOVERN: Okay. All right. 4 MR. CARDOZA: Looking at the turn style at 5 building, at the clubhouse, please. 6 THE WITNESS: I think I'll preempt your 7 comment here. I do need to work with Mr. Anderson, both 8 those road links are two-way and he has the arrows 9 backwards in circulatory area. So that will be 10 corrected and that was also a CME comment. 11 MR. CARDOZA: Okay. 12 Looking at Building C. So still in this 13 lot. The -- okay. So looking at the bottom parking 14 garage entrance and exit of Building C. So not that 15 one, that's just an exit. Over to the right. 16 MR. KLEIN: The double -- 17 MR. CARDOZA: Right there. 18 Same as the crosswalk suggestion at Building 19 C. 20 THE WITNESS: And stop sign and stop bar, we 21 agree. 22 CHAIRMAN BAGOFF: So all crosswalks. 23 MR. CARDOZA: I'm just pointing out the 24 spaces that aren't explicitly marked at this moment on 25 the plan.	107 1 THE WITNESS: I don't disagree that it looks 2 a little awkward. I've done this in the past, in this 3 situation where we have driveways to lobbies, it is 4 functional mostly because of the low volume of the drop 5 area itself. And in this case we did incorporate the 6 stop signs and stop bars to control that traffic. 7 MR. CARDOZA: Okay. Thank you. 8 MR. KLEIN: I'm sorry, real quick. Before 9 you leave. So maybe this is where you move the stop bar 10 back to where the building and garage door is that way 11 you can put the crosswalk across to connect to the 12 sidewalks and then have the stop area. If I drop 13 somebody off I either make the right turn in or I can 14 make the U-turn or left turn and get out of the parking 15 lot if somebody's stopped there under the building. 16 MR. CARDOZA: That would make sense. 17 THE WITNESS: I think I can look at that 18 with Mr. Anderson and then coordinate that with CME and 19 adjust that appropriately. 20 MR. CARDOZA: Okay. Thank you. 21 Can we look at Building A. Okay. That 22 looks good. Building A-2, the turn style. Just to 23 clarify. So you have two parking spaces at the end of 24 the turn style, those aren't designated for anything 25 specifically?
106 1 CHAIRMAN BAGOFF: We'll make a condition 2 that all will be marked with crosswalk and stop signs. 3 MS. MCGOVERN: At all garage entrances and 4 exits. 5 MR. KLEIN: All sidewalks. 6 CHAIRMAN BAGOFF: Is that acceptable? 7 THE WITNESS: Yes. 8 MR. KLEIN: All sidewalks. 9 CHAIRMAN BAGOFF: All right. 10 MR. CARDOZA: Going up a little bit. The 11 left side of Building C. So this main entrance to the 12 lobby, this also looks very awkward how you have this, 13 you have a ride up where you can, you know, drop a 14 passenger off at the lobby and then it directly abuts 15 another entrance and exit of probably the most utilized 16 entrance and exit C. That's where the lot is. How do 17 you envision people are supposed to make a left at that 18 stop sign? 19 THE WITNESS: They would proceed out and 20 circulate around the parking lot in this area. This 21 really is basically the drop to the lobby. Mostly mail 22 and/or Uber drop. You know, it's not a very high volume 23 location. 24 MR. CARDOZA: So basically not much to 25 offer?	108 1 THE WITNESS: That's correct. 2 MR. CARDOZA: And then is that an entrance 3 onto the green that I see? Specifically is that for 4 maintenance or -- just under. Right there. Just under 5 the two parking spaces, what is that? 6 THE WITNESS: I'm going to defer that to Mr. 7 Anderson. Oh, that's -- that is the dumpster area. I 8 believe he testified to that, those locations during his 9 testimony. 10 MR. CARDOZA: Okay. Perfect. Thank you. 11 So just scroll over just a little bit to the 12 left. Thank you. 13 The entrance, the main pedestrian entrance 14 to Building A-1. Right there. That's the only one 15 without an island and I guess that it did not fit, I'm 16 guessing, I just wonder whether you have any idea why, 17 maybe not as much distinction? 18 THE WITNESS: I don't know that there was a 19 specific design consideration there. If there's 20 something you'd like us to look at in that area with 21 CME. 22 THE WITNESS: It's just a matter of space, 23 that's all. I don't really care. 24 THE WITNESS: Just really intended to be a 25 pull off and then continue out area.

109 1 MR. CARDOZA: Okay. 2 And then looking at, you know, the main 3 entrance, regarding the main entrance in the center of 4 Building A as far as parking? 5 THE WITNESS: Yes, we'll do the same thing. 6 MR. CARDOZA: Okay. 7 When you look at the main turn style Joe, so 8 that would be the -- right there. To the left. 9 MR. KLEIN: The roundabout. 10 THE WITNESS: To the right. 11 MR. KLEIN: Right there. 12 MR. CARDOZA: Right there. 13 And this is the yield sign. So the only 14 thing is you testified the reason why you have, you 15 know, you looked at these streets but you have, you 16 know, parts of Warner that have a sidewalk on one side 17 of the street. I do see people potentially wanting to 18 jump, if they're walking the entire, you know, length of 19 this site, from one side of Warner to Kuzik. 20 THE WITNESS: The top left leg? 21 MR. CARDOZA: Yeah, top left leg. 22 THE WITNESS: So this is the comment that 23 CME probably had the biggest comment on. They wanted us 24 to clean this design up. Tighten this design. There's 25 actually too many arrows shown here. This will be a	111 1 referring to and that's what we'll incorporate on the 2 plan. 3 MR. CARDOZA: Those are all my questions. I 4 appreciate your testimony, specifically all that you 5 would be doing to make this bicycle friendly and I thank 6 you, Mr. Pehnke. 7 CHAIRMAN BAGOFF: Ms. Kapferer. 8 MS. KAPFERER: Thank you, Mr. Chairman. 9 Thank you, Mr. Pehnke. 10 My first questions about trip generation. 11 Can you talk a bit more, provide some numbers, give us 12 some idea what the peak hour trips are so the public can 13 understand what the changes might be? 14 THE WITNESS: Sure. So, again, for the 15 benefit of the public that may not know what a traffic 16 engineering study looks at. We focus on what's known as 17 the peak hours. In terms of residential development, 18 your peak hours are generally occurring during, you 19 know, commuter hours. Morning peak hour weekday, 20 evening peak hour during weekday, basically when people 21 are flowing to work and returning from work and that's 22 generally when you do a traffic count. You'll find, on 23 Oval Road you'll find a distinct peak. In this case we 24 were basically saying a peak hour occurring some place 25 between 8:00 and 9:00 in the morning and then again I
110 1 single lane, what's known as a single lane urban 2 roundabout. And there's some specific guidance they 3 refer to under the Federal Highway Administration MTB to 4 stripe this area. So we will work and clean that up. 5 Now, in terms of pedestrian crossing. CME also 6 did ask for additional crossings on Kuzik Drive. We 7 believe that we would be placing one to the upper left 8 where the crown of the road is. We can look at this 9 area, I'm just not fully clear on the grading in this 10 area, so I can look at this area with Mr. Anderson as to 11 whether we can get a crosswalk of that leg between the 12 clubhouse and Building A2. I don't want to commit to it 13 until I understand the grading specifically in this 14 area. 15 MR. CARDOZA: Thank you. 16 If that's the case, so just to clarify. The 17 roundabout you said is going to be a one lane 18 roundabout. So as far as what we're seeing the 19 additional arrows in the center -- 20 THE WITNESS: Would go away and the center 21 is basically a 30 foot median island. 22 MR. CARDOZA: Median island. Okay. 23 THE WITNESS: I think we all traveled 24 through roundabouts these days that have been starting 25 to get built to proper standards and that's what CME is	112 1 think it occurs between 5:00 and 6:00 in the evening. 2 Quite frankly that can vary any given day, but that's 3 we're we generally see in the roadway hitting the 4 highest. So when we make traffic projections for 5 redevelopment we look to see what that development would 6 generate during those peak hours. And peak hours is 7 what is used for the analysis to make sure that the 8 roadways can work, the signals can work, stop signs can 9 work. Because if they work for the peak they obviously 10 work for the other hours of the day. So in terms of 11 trip generation, as I referenced, traffic engineers and 12 transportation planners reference a document known as 13 Trip Generation. It is the public -- it's basically an 14 accumulation of actual traffic counts that have been 15 done at similar uses, whether it be a shopping center, 16 an office building or in this case a multifamily, 17 multistory apartment building. And the data base has 18 been proven out time again to be fairly representative. 19 And we're not looking for exact numbers as traffic 20 engineers, we're looking for the general levels of 21 traffic. So at the end of the day you go out and count, 22 you might see lower, you might see it a little bit 23 higher, but we basically try to understand the general 24 level. 25 So in terms of trip generation for the 496

113 1 units that are proposed, based upon the data base in 2 that morning peak, that 7:00 to -- 8:00 to 9:00 AM 3 period we would expect to see approximately 48 vehicles 4 entering in from Eagle Rock Avenue and travel up towards 5 the site. More importantly, that's primarily our egress 6 time in the morning, we would expect to see about 159 7 vehicles exit this community to travel down to Eagle 8 Rock Avenue. 9 Similarly in the evening peak hour we would 10 expect to see about 118 vehicles arriving back during 11 the course of that hour, you know, about two per minute. 12 And certainly in the evening you have another activity, 13 people going out to eat, shop and so forth, school, 14 after school activities, so we would expect to see about 15 76 existing vehicles. Since this is sort of an isolated 16 area, what I did do is a little bit of a calculation to 17 give a sense of how that compares to what's happening, 18 actually happening in this area. So we used Oval Road 19 currently service the 300 units or so in the Highlands. 20 The 70 units or so that are part of the Grand and that 21 actually provides access back to the Chateau, which the 22 Chateau is sort an anomaly that is served here, but 23 those 370 units, excluding the commercial activity 24 associated with the Chateau generate about 65 entering 25 vehicles in the morning today and about 112 vehicles	115 1 how data is developed. 2 MS. KAPFERER: Can you describe how somebody 3 who would be either walking or biking to destinations in 4 the area, such as the bus stop that was referenced 5 earlier or the schools or the other destinations in 6 Pleasantdale, how they would get there by, or not by 7 car, like by walking or by bike? 8 THE WITNESS: So your pedestrian path and 9 bike path on the existing Oval Road and Warner Drive is 10 within the cartway. As you're aware that development, 11 if you've driven through, does not have a sidewalk 12 system, does have a wide cartway. So the cartway being 13 wide is advantageous. Basically you have a 20-foot wide 14 inbound lane and 20-foot wide outbound lane. You take a 15 typical lane of 12 feet basically you have eight feet of 16 area for bike pedestrian activity and that's an existing 17 condition. 18 MS. KAPFERER: So were bike zones or 19 sidewalks considered for Warner or for Oval? 20 THE WITNESS: We have not specifically 21 considered that. As I indicated, the Association is 22 looking at some, some types of changes not directly 23 associated with this application. I don't know if they 24 considered that in their thinking but we're prepared to 25 work with them.
114 1 heading out. So the collaboration of the Chateau, The 2 Grand and The Highlands are generating that type of 3 traffic in the evening, it's about 109 entering, 101 4 exiting. A little bit more akin based on the 2018 data, 5 which really is still valid, the 300 units, if you 6 isolated it coming out in the morning 300 units is 7 generating 96 units -- 96 vehicles over the course of an 8 hour. Townhouses generally generate higher levels of 9 traffic than a multifamily development, but if you 10 actually converted that 96 unit -- 96 trips coming out 11 to about the ratio of 96 to 300, you put it against the 12 496, 159 trips would be generated by 496 townhouses on 13 this site. We're projecting 159 trips on our site. So 14 the data just proves itself out. Same thing in the 15 evening, the 300 units is generating about 84 trips 16 coming in the evening, whereas we're projecting about 17 118. Which, is a little lower than our direct ratio, 18 but it is what I would expect for a multifamily 19 apartment versus a townhouse community. And certainly 20 the townhouse, the volumes I'm seeing being generated by 21 the 300 units is very consistent with the ITE data for 22 townhouses. So I just I wanted -- I thought that was 23 interesting because everybody always tells us traffic 24 engineers this data's garbage and, and quite frankly 25 we'll take this data and submit it to the ITE, that's	116 1 MS. KAPFERER: I think someone actually 2 asked this question, so I apologize. Can you describe 3 the traffic calming that you propose? I know you talked 4 about like being sidewalks and things like that, but 5 have there been any other, you know, speed tables or 6 anything like that or control? 7 THE WITNESS: Along Oval and Warner Drive? 8 MR. KAPFERER: I'm sorry, within the 9 development. 10 THE WITNESS: Oh, within the development. 11 It's on the plans. It is a, crosswalks are a brick, a 12 brick paver is the crosswalk and there's details on the 13 plans for that. So it's more than just crosswalk paint, 14 it's actually a differentiated paver at the crosswalks. 15 MS. KAPFERER: Are they raised at all or are 16 they -- 17 THE WITNESS: Deferring to Mr. Anderson. 18 He's saying no, we're keeping them at level. Generally 19 we look, because of the way we have the cartway set, the 20 20 foot cartway, that's a naturally slowing feature, so 21 I don't think we need to have raised crosswalks in this 22 situation. The benefit of raised crosswalks is it can 23 slow traffic if you have like a 40 foot cartway it has a 24 benefit to it. But the downside always is emergency 25 services tend not to like them and they get beat to hell

117 1 by snowplows. 2 MS. KAPFERER: One comment about the 3 crosswalks. I feel like maybe red brick paver versus 4 white paint, what's more visible. Just putting it out 5 there for consideration. Maybe lots of people have 6 their own opinions about that and safety. And also 7 maintenance, sometimes the brick doesn't tend to hold 8 up. 9 THE WITNESS: It's a challenge for us 10 because every jurisdiction is different. Some 11 jurisdictions like the heavy ladder style crosswalks. 12 Some jurisdictions love the pavers and some just want 13 the simple two 12 foot, ten-inch crosswalk lines. In 14 this case we're proposing the pavers. We think it 15 works. It will be -- it'll enhance the, you know, the 16 community. These are low speed, the roads are 17 discontinuous, we don't have public traffic driving 18 through here, you know, so from that standpoint and the 19 maintenance is all on the clients. 20 MS. KAPFERER: Could you consider putting 21 white stripes on the sides? 22 THE WITNESS: On the side of the pavers? 23 MS. KAPFERER: Yeah. 24 THE WITNESS: Sure. 25 MS. KAPFERER: Are you aware that West Essex	119 1 county has expressed an interest if there's other 2 updates to this signal, they're likely be asking us to 3 do that. The two signals will be coordinated so that 4 they operate nicely. 5 MS. KAPFERER: I believe when we were 6 looking at Building D3 there were a couple of ADA spaces 7 that were across from the main entrance. Can you, can 8 you describe how -- is it marked or anything? People 9 who might use those spaces, how are they designated. 10 THE WITNESS: If you look across the way 11 where that little arrow is coming out of the front, 12 right below the two spaces, ADA spaces. That is a 13 depressed handicapped ramp at that location. So someone 14 that ingresses any of those spaces would use that 15 handicapped ramp to enter to the sidewalk. 16 MS. KAPFERER: Okay. 17 So the closest entrance is just crossing the 18 street there and using that? 19 THE WITNESS: Correct. 20 MS. KAPFERER: Okay. 21 I think that's all I have. Thank you so 22 much. 23 CHAIRMAN BAGOFF: One thing I asked for the 24 last meeting was, are you putting in Jitney stops along 25 the way?
118 1 or that West Orange has a Zero Vision Action Plan? 2 THE WITNESS: I haven't specifically 3 reviewed it, but the Vision Zero Action Plan is pretty 4 much state wide. Everybody is adopting those types of 5 situations. Our intent as engineers is to maximize 6 safety, reduce accidents, particularly deaths. And, you 7 know, certainly the installation and design of the 8 traffic signals is going to go a long way towards 9 providing that safety. 10 In terms of the site plan, I think it's well 11 designed to provide that environment that's appropriate 12 for pedestrians, bike and vehicular safety. 13 MS. KAPFERER: One comment about the action 14 plan is that there's a high injury network that's 15 referenced, studies done about where the high injury 16 crashes tend to be in West Orange and the topic of the 17 report is actually Laurel Avenue and Eagle Rock. 18 THE WITNESS: Eagle Rock. 19 MS. KAPFERER: Yeah. So might be worth 20 taking a look at that. 21 THE WITNESS: Yeah, so associated with the 22 design of the signal we are, and we did study that 23 intersection so that we understood the operation. We 24 will be adjusting the signal operation. We are 25 lengthening the left turn lane to Laurel Avenue and the	120 1 THE WITNESS: I'll refer to the owner on 2 that. 3 Yes. 4 CHAIRMAN BAGOFF: Thank you. 5 Okay. We'll work on that. 6 Mr. Rizzo, do you have any comments and 7 questions? 8 MR. RIZZO: Yes, just a few things, Mr. 9 Chair. 10 Mr. Pehnke, I have few questions regarding 11 Kuzik Drive. I have a few questions regarding Kuzik 12 Drive at the end. The gate that you're showing on the 13 plan, is that what you're actually proposing to use for 14 emergency. The gate at the end of Kuzik Drive, that's 15 for emergency purposes only and what you're showing on 16 the plan is what you're proposing tonight, correct? 17 THE WITNESS: That is what is on the plans 18 tonight, subject to any suggestions otherwise. 19 MR. RIZZO: Okay. 20 And will that have like a Knox Box? And 21 then, is that the plan that's been submitted to police 22 and fire that they're reviewing as far as emergency 23 access goes? 24 THE WITNESS: It would be typical to have a 25 Knox Box. I haven't been involved with any -- I haven't

121

1 been involved in direct coordination with police and
2 fire at this point.
3 MR. RIZZO: Okay.
4 Well, I'll just make the recommendation
5 police and fire get the latest plan that shows how they
6 would get in and out of the development.
7 And then you were mentioning the exception
8 from RSIS. Are you formally submitting anything to the
9 DCA or are you requesting that from the board, the
10 exception?
11 THE WITNESS: Well, as I indicated the board
12 actually has the purview to make that decision, absent
13 the formal request. The only reason why we submitted
14 the formal request is because it was in the Settlement
15 Agreement.
16 MR. RIZZO: I'm sorry, when you say,
17 submitted the formal request, you mean to the board?
18 THE WITNESS: To the board.
19 MR. RIZZO: Okay. Thank you.
20 THE WITNESS: The way it is the board has
21 the power to grant the de minimus exception. It's just
22 a record that's sent to the DCA. The DCA doesn't either
23 approve it or deny it, they just -- they get a record
24 that the board took action.
25 MR. RIZZO: Okay. I just want to confirm

122

1 whether you filed. That clears it up.
2 Thank you.
3 CHAIRMAN BAGOFF: Mr. Haizel, do you have
4 any questions?
5 MR. HAIZEL: Not at this time.
6 CHAIRMAN BAGOFF: Okay.
7 We're going to take a ten-minute break.
8 (Whereupon, a short recess is taken.)
9 CHAIRMAN BAGOFF: Okay.
10 Now, in an orderly fashion you may come up.
11 Members of the public, please come up and ask questions.
12 Please come up, state your name for the record and you
13 may ask questions based on the testimony.
14 Yes, sir. Go right a head.
15 THE PUBLIC: Thank you very much.
16 My name is Keith Loughlin, L-O-U-G-H-L-I-N.
17 I'm with the law firm of Ingelsino Taylor. I'm here on
18 behalf of my client, Essex Fells Country Club. Just a
19 few quick questions.
20 Can you confirm whether the applicant has
21 any plans or need to acquire any property from the Essex
22 Fells Country Club in connection with any of the
23 proposed off-site street improvements?
24 THE WITNESS: Yes, neither plans nor the
25 need to acquire.

123

1 THE PUBLIC: Thank you.
2 To the extent that that changes and the need
3 arises, we would object to any work on our property
4 associated with this project in the absence of a
5 negotiated agreement, which has not occurred.
6 Thank you.
7 CHAIRMAN BAGOFF: Thank you, sir.
8 MR. PLOCKER: Thank you.
9 CHAIRMAN BAGOFF: Any other members of the
10 public have questions?
11 Please come up, state your name for the
12 record.
13 THE PUBLIC: My name is Richard Baum. I'm a
14 resident of West Orange, New Jersey.
15 My questions are more on Oval Road. You
16 addressed some of the access issues on Warner but you
17 really didn't address Oval Road that much. I assume
18 that the need for a transportation shed at the end of
19 Eagle Rock is because you assume that the residents that
20 are going to live in this project are going to need
21 public transportation. How are they going to get to the
22 public transportation, are they're going to walk?
23 They're going to walk down Warner and they're going to
24 walk up and Oval which has no sidewalks. Oval is a
25 dangerous road for people that are using it as a

124

1 pedestrian. Any of you could go up and see people do
2 not obey the 25 mile hour limit, they go much faster
3 than that and when people are walking on Oval Road it is
4 a dangerous situation. You need sidewalks on Oval Road.
5 The other problem with Oval Road is
6 Pleasantdale Chateau consistently uses it as overflow
7 parking for events. It's crowded and it's even more
8 dangerous. I would request that you enforce no parking
9 on Oval Road for Pleasantdale Chateau for their events.
10 I know they're a favorite of yours, but really creating
11 a dangerous situation. So is there any plans to add
12 sidewalks on Oval Road?
13 THE WITNESS: Not associated with this
14 application.
15 THE PUBLIC: I think the council should
16 consider that.
17 Thank you.
18 CHAIRMAN BAGOFF: Thank you.
19 THE PUBLIC: Good evening. Joe Krakoviak,
20 K-R-A-K-O-V-I-A-K.
21 Mr. Pehnke, thank you very much for your
22 testimony. What is the industry best practice for a
23 traffic study relative to an affordable housing
24 multifamily housing development similar to the
25 applicants?

125 1 THE WITNESS: There's no differentiation 2 whether it's affordable or multifamily apartment. It's 3 treated the same from a traffic standpoint. 4 THE PUBLIC: Have you conducted a traffic 5 study related to a multifamily affordable housing 6 development? 7 THE WITNESS: Most projects these days for 8 multifamily include affordable elements. 9 THE PUBLIC: So that's a yes? 10 THE WITNESS: Yes. 11 THE PUBLIC: Would you agree that affordable 12 housing developments have a higher likelihood and 13 incidence of the use of non auto alternative 14 transportation, such as bus, pedestrian, bike or scooter 15 than one without affordable housing? 16 THE WITNESS: No. 17 THE PUBLIC: Do you know how many projected 18 affordable housing units are in this development? 19 THE WITNESS: I haven't specifically looked 20 at that. 21 THE PUBLIC: Do you know what the minimum 22 income level is in the Essex County area, according to 23 the state for affordable housing? 24 THE WITNESS: It's not -- 25 THE PUBLIC: Minimum income.	127 1 THE PUBLIC: What are the pedestrian safety 2 implications of having no sidewalks on Oval Road, are 3 there potential implications of no posted speed limits 4 as you pointed out in your report on Oval Road? 5 THE WITNESS: No, the de facto, quite frankly 6 the state law in a residential neighborhood is 25 miles 7 per hour, drivers should know that as part of their 8 licensing. The existing roads don't have sidewalks and 9 it's not part of our development and application to 10 install sidewalks. Those were existing conditions that 11 exist not only on Oval Road and Warner Road but 12 throughout the township quite frankly and the state. 13 THE PUBLIC: For Oval Road as well are there 14 any plans for bike lanes? 15 THE WITNESS: Not by this applicant, no. 16 THE PUBLIC: Would you expect a higher 17 likelihood of pedestrian accidents on a long relatively 18 straightaway road such as Oval Road rather than one with 19 traffic calming aspects or frequent bends? 20 THE WITNESS: I'm not sure I understand that 21 question. 22 THE PUBLIC: Okay. Do you have any data as 23 to the speed, speed history on Oval Road? 24 THE WITNESS: No. 25 THE PUBLIC: Did you analyze or estimate or
126 1 THE WITNESS: It's not my expertise. 2 THE PUBLIC: Would you normally take into 3 account tenant use of hired cars, such as Uber or jitney 4 service, as was mentioned earlier in the hearing? 5 THE WITNESS: That is a typical part of 6 today's traffic flow. It's incorporated in the traffic 7 generation of facilities. It's baked in the numbers. 8 THE PUBLIC: You say on Page 5, Item 10, 9 that you reviewed the site plan for parking and on-site 10 circulation, is that correct? 11 THE WITNESS: I indicated that I did review 12 the site plan, yes. 13 THE PUBLIC: I just want to try to clarify 14 because this has been talked about several times during 15 the application hearing process. 16 Are there any sidewalks or bike lanes 17 planned for the development relative to the planned 18 extension of Warner Road? 19 THE WITNESS: From the property line into 20 the site there is a sidewalk that extends along one side 21 of Warner Road, yes. 22 THE PUBLIC: Is there a continuous sidewalk 23 between the extension of Warner Road and Building D? 24 THE WITNESS: Yes, there is a sidewalk that 25 extends up to Building D along Road D, yes.	128 1 project the impact of more frequent public and 2 commercial passenger bus service or jitney service at 3 Oval and Eagle Rock Avenue? 4 THE WITNESS: No. 5 THE PUBLIC: Appendix B of your report, 6 traffic counts from May 14, 2024. On Page 33, 34 7 there's a data base of turning movement data for buses 8 that includes Oval Road. What does a turning movement 9 data search measure? 10 THE WITNESS: Basically the turning movements 11 at an intersection. So you have left turns, thru-lanes, 12 right turns. So the traffic counts look to quantify the 13 volumes making turns through an intersection. 14 THE PUBLIC: Okay. 15 This is the one that includes Oval Road. 16 The measurements for the full day show that there are 76 17 buses turning, making these turning -- excuse me. 18 Turning movements at Oval Road and both sections -- both 19 directions of Eagle Rock Avenue. Would you expect those 20 numbers to increase over time to serve the affordable 21 housing tenants over and above the statistical use of 22 buses or the measurement of bus turns that you did in 23 your data page? 24 THE WITNESS: Yeah, I'm not absolutely sure 25 that that's a correct interpretation of the data, but

129 1 the answers, no. This sites not going to change the 2 level of bus activity along Eagle Rock Avenue and/or 3 Oval Road. 4 THE PUBLIC: You mentioned earlier that your 5 knowledge about traffic accidents when you change from 6 an unsignaled to a signaled intersection. Did you, have 7 you actually looked at the traffic accident data at 8 Eagle Rock Avenue and the Laurel Avenue intersection as 9 was mentioned earlier tonight? 10 THE WITNESS: No, I have not looked at the 11 accident data at Laurel Avenue. 12 THE PUBLIC: Regarding your recommended 13 modification for the Eagle Rock Avenue, Laurel Avenue, 14 Oval Road, Crestmont Club portion of your report. What 15 would be the impact during peak hours if you're 16 recommendations for the changes on Laurel and Eagle Rock 17 Avenue and the Crestmont exit are not incorporated? 18 THE WITNESS: I'm not following. 19 THE PUBLIC: You recommend in your report -- 20 what happens if the recommendations in your report are 21 not followed through by the county and perhaps by the 22 town? 23 THE WITNESS: Well, then we would not be 24 meeting our condition of approval. Those are the 25 improvements that we are designing and pursuing.	131 1 THE PUBLIC: Thank you. 2 CHAIRMAN BAGOFF: Thank you. 3 THE PUBLIC: I have a request. Can you just 4 turn off the AC. Possible to shut off the AC. 5 CHAIRMAN BAGOFF: Can you what? 6 THE PUBLIC: Possibly shut off the AC. 7 CHAIRMAN BAGOFF: It's off. 8 THE PUBLIC: It comes on and off. 9 CHAIRMAN BAGOFF: Well, we'll see where we 10 are. Thank you. 11 Come up. State your name, please. Spell 12 your last name. 13 THE PUBLIC: Rachel Klein, K-L-E-I-N. 14 Everything you have done so far with traffic, that's, 15 even if they find that it's untenable, the 1,200 more 16 cars going by, you don't have any other plans to look 17 for other alternate excess points, do you? 18 THE WITNESS: No. 19 THE PUBLIC: Can we assume that everything 20 is going to stay like this? 21 THE WITNESS: The application that is 22 proposed before this board has the access by the 23 extension on Warner Road. 24 THE PUBLIC: Okay. And -- that's okay. 25 CHAIRMAN BAGOFF: Thank you.
130 1 THE PUBLIC: Okay. 2 How long would it take, would you estimate, 3 to do all of the improvements that you recommend in your 4 report and what would be the approximate cost of 5 implementing it? 6 THE WITNESS: We haven't done a cost 7 estimate. The project itself probably could be done, 8 depending upon on what time of year it starts within a 9 construction season. So the construction season 10 generally would run March, projects closeout towards the 11 end of the year, October, November. 12 THE PUBLIC: And is it industry practice to 13 not update a capacity analysis that is six years old? 14 THE WITNESS: No. If it's still valid 15 there's no reason to update it. 16 THE PUBLIC: And the engineer determines 17 whether it's still valid? 18 THE WITNESS: Professionals review the data 19 and if you're referring to the 2018 data that's 20 appended, certainly traffic counts that are incorporated 21 within that study have not changed. There's been no 22 additional units built within the Highlands. There's 23 been no additional units built within The Grand. So the 24 traffic that was generated six years ago is the same 25 traffic that's generated today and our counts show that.	132 1 Please come up, state your name and spell 2 your last name, please. 3 THE PUBLIC: Gilda Paul, P-A-U-L. West 4 Orange. 5 I have a question about the access road to 6 Howell Drive. How are you keeping that closed if it's 7 only for emergency vehicles and will there be a fence, 8 will there be a chain? 9 THE WITNESS: It'll be gated and as 10 discussed earlier, fire -- fire officials and emergency 11 personnel will have the ability to open it. It's 12 usually done with a provision for a Knox Box, which 13 basically is -- 14 THE PUBLIC: Oh, that was the Knox Box. I 15 had no idea what it was. 16 THE WITNESS: Basically it's a key to a lock. 17 THE PUBLIC: Now I got it. Thank you. 18 CHAIRMAN BAGOFF: Thank you. 19 THE PUBLIC: Now I'm back to ask some 20 questions. 21 My name is Sejal, last name is G A J A R A W 22 A L A, 6 Kinzel Lane. Thank you. 23 So it's a leading question but I need it to 24 ask the second question, but can you tell me how big the 25 actual site is for the applicant?

133 1 THE WITNESS: Mr. Anderson testified to 2 that, I don't have the acreage. 3 THE PUBLIC: Okay. It's more not about the 4 acreage it's about the road? 5 MS. MCGOVERN: How many miles? 6 THE PUBLIC: Yeah. 7 THE WITNESS: I haven't done that 8 calculation. 9 THE PUBLIC: Okay. So the leading question 10 leads to, so when we talk about complete streets, it's 11 only viable inside the site. What about the existing 12 environment and the neighborhoods, specifically Oval 13 Road, Warner, Highland, are we looking at those as well? 14 THE WITNESS: Well, those are -- 15 THE PUBLIC: It's a small space. 16 THE WITNESS: Those are not in the purview 17 of this application. Certainly the township adopted the 18 complete streets program for the public street system 19 and is looking at implementing them when they come in 20 with projects and that's the intent of that resolution. 21 Any new development this board is obviously looking for 22 the applicants to participate, as we have, but there is 23 no plan by this applicant to address that public realm. 24 It's not within our purview. 25 THE PUBLIC: Understood. But it is of the	135 1 THE PUBLIC: Understood. 2 We have asked for it before and it's been 3 denied, so therefore there were two accidents at that 4 location involving The Grand. So therefore I guess the 5 question is for the board, will that become a condition, 6 if they don't agree to the light? 7 CHAIRMAN BAGOFF: Yes, that's a condition of 8 the application. 9 THE WITNESS: Yes. And just to 10 differentiate, while we recognize and understand this 11 project is increasing traffic, one of the benefits of 12 this project increasing traffic is it results in that 13 signal being warranted and puts the position on the 14 county that they can approve it. 15 THE PUBLIC: Fair. Absolutely fair. I 16 guess the question is between Laurel Avenue and that 17 signal there's going to be more impact as well. More 18 different, this is towards the traffic, I hope that they 19 figure it out. Right now it's, there's, I mean daily 20 issues that come down and whenever 280 has an accident 21 that street becomes unbearable. So I understand that 22 this, you know, May 18 or whatever the date was, these 23 traffic, you know, counts were done, today if you look 24 at it there's constantly an accident on 280 around Exit 25 6 or Exit 4 and the impact comes down Eagle Rock Avenue.
134 1 space that's going to be used by all of those living in 2 those apartments at this point, along with the current 3 neighbors as well? 4 THE WITNESS: Yes. 5 THE PUBLIC: So to have a road like Oval 6 Road without having any sidewalks at all is unsafe as it 7 is today, it's just going to become even more unsafe 8 with the additional traffic on it. 9 THE WITNESS: I don't know that I would 10 characterize it as unsafe, but it is an existing 11 condition and it is missing some of those elements, yes. 12 THE PUBLIC: Has Essex County agreed to the 13 traffic lights? 14 THE WITNESS: We have not -- 15 THE PUBLIC: I understand it's in the 16 Settlement Agreement. Sorry, I apologize. I understand 17 it's in the Settlement Agreement, but have they actually 18 agreed that that traffic light will be going in? 19 THE WITNESS: So they're aware of it. 20 They're receptive to it. There is a process that needs 21 to pursued with the county on approval of it. Based 22 upon, you know, my knowledge, based upon past practice, 23 I do not see any reason why the county won't approve a 24 traffic signal at this location. It's advancement of 25 the safety of their road system.	136 1 CHAIRMAN BAGOFF: Thank you. 2 THE PUBLIC: I just wanted to add, you noted 3 three sites on Oval Road. I would also add the fourth, 4 it is the golf course. Did you have an entrance -- 5 THE WITNESS: The paddle club. 6 THE PUBLIC: There's tennis courts and 7 stuff, I would make sure that's included as well, so 8 there's cars coming up and down because of that. 9 CHAIRMAN BAGOFF: Mr. Plocker wants to say 10 something. 11 MR. PLOCKER: Oh, no, no. I want to clarify 12 the question. Is to be included in what? 13 THE PUBLIC: So he mentioned earlier there 14 is three sites that are impacted, which are the 15 Highlands, The Grand and the Chateau and the fourth one 16 is the country club. 17 THE WITNESS: The paddle facility. 18 THE PUBLIC: There are cars coming 19 constantly, especially during the summer months when the 20 tennis courts are open. 21 I guess the question is, I don't know if 22 it's a board question or your question. You answered 23 earlier the CME question that was put out there, their 24 response to that, will we be able to, once that comes 25 through, do we get a chance to come back and talk to

137 1 those as well? 2 THE WITNESS: It's part of our resolution 3 compliance with the engineer that we meet their 4 requirements. So it's a, it's a post approval process 5 we need to go through with the board professionals. 6 THE PUBLIC: Okay. 7 So you just talked a little bit, maybe I 8 caught the end of it, about buses not changing at that 9 Eagle Rock. The 496 units being built with two and 10 three bedrooms, I don't know what the number of children 11 that are going to be involved or in those units to begin 12 with. That will increase the number of school buses 13 that come into that, onto Oval Road and into the 14 Highlands and all. 15 THE WITNESS: It may or may not. The bus 16 routes are established and viewed by the school system 17 based upon the demographics and where things are 18 located. The existing service to this area may just be 19 expanded up into, up into the new community. But, 20 again, that is a function of the school system. They 21 establish that themselves. 22 THE PUBLIC: Absolutely fair. But in, when 23 you're looking at traffic patterns school buses are 24 going to increase in that area. Based on -- 25 THE WITNESS: Maybe, maybe not. Depends	139 1 THE WITNESS: The whole length, 15 feet wide 2 with, with controlled gates. 3 THE PUBLIC: Right. So how is, if someone 4 who likes to venture up onto Howell Drive know not to 5 drive through that gate and how penetrable will that 6 gate be? 7 THE WITNESS: I don't know if we have an 8 actual detail of the gate, but usually it's a chain or 9 bollards, removable bollards. But usually they're 10 penetrable and they need to be maintained by the 11 property owner. So if they do get damage or removed for 12 some reason property management will be there to replace 13 them. 14 THE PUBLIC: And I understand through the 15 Settlement Agreement that there will be no construction 16 trucks entering or exiting Howell Drive? 17 THE WITNESS: That's correct. My 18 understanding from reading the Settlement Agreement is 19 all construction access is from Warner Drive and no 20 construction staging off-site. 21 THE PUBLIC: And will the applicant be 22 making improvements to Howell Drive in that area for 23 emergency vehicles and usage of that area since you also 24 own the other property surrounding it? 25 THE WITNESS: Not to Howell Drive, just the
138 1 upon how they run the routes and service they're already 2 providing to our neighbors. So buses are already 3 traveling into this area. They may just change how they 4 service other areas so that there's capacity on the 5 buses that travel into this area. But, again, if they 6 had to add a bus or two, that's not going to change the 7 result of the traffic analysis. That level of traffic 8 is not a changer. 9 THE PUBLIC: Yes. It's not a bus or two 10 because we have multiple school systems bringing in 11 buses. It's not just the West Orange school system. We 12 have private schools that are coming in, we have a lot 13 of Jewish schools that are bringing in students as well. 14 CHAIRMAN BAGOFF: Ma'am. Ma'am, you're 15 testifying. Ask your question, please. 16 THE PUBLIC: Sorry. I'll stop. 17 CHAIRMAN BAGOFF: Thank you very much. 18 THE PUBLIC: Seth, S-E-T-H. Weisleder, 19 W-E-I-S-L-E-D-E-R. 20 I guess a question is on Howell Drive, that 21 access road will be gated and I guess the news is it's 22 going to be asphalt, where I thought it might be one of 23 those concrete blended in with grass or is the whole 24 thing going to be asphalt or just the beginning of it or 25 the whole length of it?	140 1 connection itself. Howell Drive and the connecting 2 roads are all established residential roadways. They're 3 all 30 feet wide and they're all set to accommodate the 4 types of vehicles that service residential communities, 5 including emergency vehicles. There's no reason to 6 change them. 7 THE PUBLIC: Okay. 8 Kind of a question that sitting through 9 these hearings that I heard was the turnaround and I 10 didn't hear any follow-up from anyone, maybe it's been 11 resolved. But I'm not an engineer or a traffic person, 12 but the turnaround for the fire trucks, has that been 13 resolved and have you been able to speak with our fire 14 department if those are met on this plan that was shown 15 on the ovals? 16 THE WITNESS: Mr. Anderson testified to that 17 and I believe that they are in the process of 18 coordinating with the fire official on his input. 19 THE PUBLIC: A lot of the testimony was 20 traffic can speak to that and then it was the engineer 21 can speak to it and then traffic. 22 THE WITNESS: Mr. Anderson specifically 23 addressed it and showed how it works. 24 THE PUBLIC: And with that, I know we are 25 concerned about emergency vehicles, but what about

141 1 school bus turnarounds, are those turnarounds big enough 2 for school buses? 3 THE WITNESS: Yes. School buses are 4 designed to travel residential neighborhoods and they're 5 no larger than emergency vehicles. 6 THE PUBLIC: Okay. Thank you. 7 And my final question is, I know you talked 8 about the number of cars being, you know, in your data 9 set, but I'm wondering about how does it affect the 10 amount of time for cars to get out of Oval Road -- for 11 the amount of time it will take cars to get out of Oval 12 Road and onto Eagle Rock and whether they're making a 13 left or a right and then with Eagle Rock filling up 14 pretty quickly, you know, so what's the timing look like 15 on, with these additional cars on drive times? 16 THE WITNESS: So -- 17 THE PUBLIC: Can you talk about that. 18 Traffic, meaning volume and then traffic, meaning time. 19 People think I can go down from West Orange to Verona in 20 ten minutes, now it takes me 25 minutes because of what 21 people say, the traffic. 22 THE WITNESS: So the difference between an 23 unsignalized intersection and a signalized intersection 24 is probably best described by this with your own 25 experience. This particular intersection making the	143 1 THE PUBLIC: Right. So, you know, again, 2 I'm not a traffic expert but will there an ability to 3 make that left onto Oval Road from Eagle Rock, there 4 will be a delayed green from the other direction. 5 Sometimes in other cities or other towns are using, 6 instead of going from a red arrow to a green arrow or 7 vice versa, that they have a flashing yellow to warn 8 that it is about to change. And this already being a 9 dangerous intersection before, I think we need to look 10 at the top of the line kind of whatever innovations are 11 out there to prevent that. Would you agree? 12 THE WITNESS: Yeah. We will be designing to 13 current standards, county standards. We will be using 14 state of the art detection systems that the county uses 15 and the signal will be coordinated with Laurel Avenue. 16 So all of that signal will incorporate the current bells 17 and whistles that are available and permitted by the 18 county. If it comes down to the county's acceptance of 19 whatever standards they what too, but they look to 20 design their signals to operate efficiently and meet the 21 applicable federal requirements. 22 THE PUBLIC: And final question, were you 23 able to look at other intersections, and I believe you 24 did look at Laurel and Eagle Rock, correct? 25 THE WITNESS: We did look at it because we
142 1 left out of Oval is the most difficult movement at that 2 location and it's impaired by sight distance to the 3 right, which makes you a little uncomfortable making the 4 left and it's impaired by thru volume on Eagle Rock 5 Road. So anybody making that left is delayed, depending 6 upon the time of day and level of traffic, and is 7 waiting for that gap and for that comfort level to make 8 the left, and we all have different comfort levels as 9 drivers as to making that turn. So that has a level of 10 delay and frustration that you experience at an 11 unsignalized intersection. With the signalized 12 intersection and with the timing and level of service 13 that we're achieving with the capacity, basically you, 14 your experience is different. If you arrive during the 15 green you have no delay. You're going to come down and 16 there's a green and you're going to make the left and no 17 problem. If you arrive at the end of the red then 18 basically the experience you have at any traffic signal, 19 the only delay you really experience is waiting for the 20 light to come back to green. But you have a whole 21 different experience and a whole different level of 22 frustration. Your frustration is more like trying to 23 make a decision, look for a gap, you're just waiting for 24 the light to go green. So otherwise your experience is, 25 time wise, is probably not too much different.	144 1 need to coordinate with that signal. 2 THE PUBLIC: And what about the signal down 3 the road at Eagle Rock and Pleasant Valley where it's 4 already a disaster? 5 THE WITNESS: We have not evaluated that 6 intersection. 7 THE PUBLIC: Okay. Could that be considered 8 to evaluate that as well, to look at these changes 9 because it's going to affect the whole roadway, which is 10 already, I don't know if that's something that can be 11 done, but it's going to definitely impact that 12 intersection. 13 THE WITNESS: Our focus and obligation is the 14 signal at Eagle Rock and Oval. 15 THE PUBLIC: Correct. But wouldn't you 16 agree that could affect issues at Eagle, and again, 17 Eagle Rock and at Pleasant Valley? 18 THE WITNESS: There will additional traffic 19 generation. One of the standards traffic engineers use 20 and actually the state Department of Transportation uses 21 to define whether you might see an impact requiring 22 analysis, is whether an additional 100 vehicles per hour 23 is generated through an intersection and we generate, 24 once traffic comes out of Oval and distributes both east 25 and west, we generate under that parameter, so we

145 1 wouldn't consider it a study location under a traffic 2 engineering standpoint. And we would not expect to 3 observe a significant impact or change. That's not to 4 say that it doesn't experience operating, and it's not 5 to say there won't be additional vehicles traveling 6 through it. 7 THE PUBLIC: Thank you. 8 CHAIRMAN BAGOFF: Got a question on Howell 9 Drive. Instead of asphalt can you do GeoCell as a 10 foundation base, which is permeable. It is green 11 environment and is used in forests and it is able to 12 withstand the compression of a fire truck. 13 THE WITNESS: I think the owner can consider 14 that. We just need to make sure that it works with 15 grading and drainage. 16 CHAIRMAN BAGOFF: And also help decrease the 17 pervious -- the impervious coverage that asphalt would 18 normally create. 19 THE WITNESS: Yeah. 20 CHAIRMAN BAGOFF: And it's environmentally 21 friendly. 22 THE WITNESS: So you got to just make sure, 23 we'll call it grade drain works and emergency services 24 are comfortable with that and that ownership is 25 comfortable they can maintain it and plow.	147 1 THE PUBLIC: Okay. Because I want an idea 2 how that would work plus how it impedes -- 3 THE WITNESS: It would be solely in the 4 control for emergency services and the township. 5 THE PUBLIC: Okay. 6 Second, what are you looking at as far as a 7 delay from the Laurel light over to the new light that's 8 going to be set up for traffic coming across and down, 9 if the lights are all conjoined? 10 THE WITNESS: Yeah, actually once the signals 11 designed really shouldn't be any change in flow along 12 Laurel, because it would be designed for the progression 13 of traffic along Eagle Rock Avenue timed to the current 14 signal. The controlling signal will be Laurel Avenue. 15 So I wouldn't expect any real change in travel 16 experienced along Eagle Rock, accept that it would be 17 more comfortable because the lanes will be better. 18 There will be a separate left turn lane off Oval which 19 will make that travel along Eagle Rock Avenue a better 20 experience. 21 THE PUBLIC: If the county comes back and 22 says there needs to be some adjustment as to how that 23 set up of the light is going to work on Eagle Rock, is 24 that going to make you do another traffic study to 25 determine how everything is going to be figured out
146 1 CHAIRMAN BAGOFF: Look into it, please. 2 Thank you. 3 Go right ahead, sir. 4 THE PUBLIC: Patrick Laterza, L-A-T-E-R-Z-A. 5 Couple quick questions. 6 One, because I think there was some 7 confusion for a moment there. The exit on Howell Road 8 you keep on asking about, I know it's emergency access 9 only, you just mentioned because of how it's going to be 10 paved you're saying that -- 11 CHAIRMAN BAGOFF: Speak into the microphone. 12 THE PUBLIC: Okay. I'm one of them. 13 Because of how it's going to be paved you're 14 saying that possibly cars need to be rerouted, might end 15 up through that intersection in an emergency. 16 Clarification that's the case or not, it's purely for 17 emergency vehicles? 18 THE WITNESS: There's no intent. Right now 19 it's designed purely for emergency vehicles. Generally 20 if we go to a paver situation you wouldn't use it as 21 vehicular access. Sometimes if it was a paved roadway 22 and there was some extraordinary event it would be 23 there, but generally that's not the intent here and 24 certainly not proposed. And certainly it would have to 25 be an extraordinary event.	148 1 again basically? 2 THE WITNESS: I think they would actually 3 use the data we developed to either concur what we're 4 doing or provide input of what we're doing. I fully 5 expect, as it always is, it's a collaborative design. 6 We know the standards, we know what they want, so we 7 generally get it right the first time. Whether there's 8 something they want tweaked or adjusted we have to work 9 with them. 10 THE PUBLIC: Okay. 11 That's all I got. Thank you. 12 THE WITNESS: You're welcome. 13 THE PUBLIC: Good evening. Micaela Bennett, 14 Old Indian Road. 15 CHAIRMAN BAGOFF: Speak closer to the 16 microphone, please. 17 THE PUBLIC: Sure. 18 CHAIRMAN BAGOFF: Thank you. 19 THE PUBLIC: Chairman, I don't know if it's 20 possible to get an exhibit of Oval Road and Warner Road. 21 I don't know if that exists. If there's the 22 intersection of Oval and Warner. I just have a question 23 about, did I hear that there's going to be a gatehouse? 24 I think that there was some mention of a gatehouse. 25 THE WITNESS: Not as part of this

149 1 application. In the Settlement Agreement there is an 2 agreement to work with the homeowners association to 3 implement a gatehouse and/or other traffic calming 4 features. I don't know that there's a firm commitment 5 to that, but that is what has been expressed in the 6 Settlement Agreement. But that remains to be a 7 cooperative working resolution between the owner and the 8 homeowners association. 9 THE PUBLIC: I thought I heard tonight a 10 mention of it not being on Oval Road but it being on 11 Warner Road? 12 THE WITNESS: I was, I was -- 13 CHAIRMAN BAGOFF: Mr. Plocker. 14 MR. PLOCKER: I can address it. The 15 discussion, the informal discussion pursuant to the 16 Settlement Agreement between the applicant and the 17 homeowners association of the Highlands is that the 18 gatehouse would go on Warner Road not Oval Road. And to 19 the extent that an approval would be needed after this 20 job would be built and those improvements would be made, 21 we obviously, if required, we would come to the board or 22 go through the proper permitting process with the 23 Township of West Orange. 24 THE PUBLIC: And just where was it supposed 25 to be on Warner Road?	151 1 presented now. It's an agreement for a future facility 2 based on a Settlement Agreement that the two 3 organizations will have to discuss and come back to the 4 planning board with concept plans. 5 THE PUBLIC: So should I limit my inquiry 6 and not ask about something that was raised earlier? 7 CHAIRMAN BAGOFF: You can ask, but he didn't 8 testify to it. 9 THE PUBLIC: Okay. All right. 10 So what is the reason for a traffic signal 11 at Eagle Rock? 12 THE WITNESS: To improve the operation of 13 the intersection and the safety of the intersection as 14 it exists today. You have the unsignalized 15 intersection, there are delays on the stop sign 16 approach. There's sight line concerns looking right. 17 Making left's are difficult turning out and the signal 18 obviates all that. 19 THE PUBLIC: In a word, safety? 20 THE WITNESS: Safety. 21 THE PUBLIC: And is it because you'll be 22 increasing the vehicular traffic at that location by at 23 least double? 24 THE WITNESS: Well, it's, you know, as was 25 discussed earlier, it's been requested from the county
150 1 THE WITNESS: I don't think that's been 2 determined yet. 3 THE PUBLIC: But, okay. I'm just trying to 4 understand if it's down near Oval Road or if it's up 5 near this new proposed development? 6 CHAIRMAN BAGOFF: They said it's under 7 discussion with West Essex Highlands. 8 THE PUBLIC: Okay. So, all right. So if 9 it's a gatehouse for this new development then it would 10 be, I'm assuming it would be up -- 11 THE WITNESS: It's not for this development. 12 THE PUBLIC: It's not for this development. 13 THE WITNESS: And it's not associated and/or 14 needed for this development. It's a request by the West 15 -- The Highlands at West Highlands Essex. 16 THE PUBLIC: All right. The reason I'm 17 asking the question, I don't know if the map depicts 18 Oval and Warner, I can't make that out. 19 THE WITNESS: It doesn't. 20 THE PUBLIC: Okay. So I'm looking at a map 21 of Oval and Warner and I went there today just to see 22 and the idea of a gatehouse at Warner and Oval 23 disregard, I think it's Bongart, Bongard Drive. 24 CHAIRMAN BAGOFF: Ma'am, listen to me a 25 second. It's not part of this application that's being	152 1 in the past to deal with a signal at that location as 2 the existing. So it's to deal with the existing traffic 3 and, yes, certainly it's to address the additional 4 traffic. So it's a combination of both. 5 THE PUBLIC: Okay. 6 And is my, I don't want to make the 7 assumption. What is your assumptions by way of how much 8 more traffic will travel on Oval and Warner Road to get 9 to that development? 10 THE WITNESS: As I testified to earlier, the 11 morning hour we would expect about a 100 -- call it 160 12 vehicles leaving this development traveling down to 13 Eagle Rock Avenue. In the evening you're roughly 14 looking at, call it 120 arriving back in and just under 15 100 leaving. So two-way traffic. 16 THE PUBLIC: And how does that change the -- 17 presently in that development, approximately how many 18 vehicles travel? 19 THE WITNESS: I can give you that data also. 20 So coming in from Eagle Rock you have about 111 vehicles 21 coming out in the morning, about 65 coming in the 22 morning. In the evening about 109 coming in and about 23 101 coming out associated with the 370 units, The 24 Chateau and actually the paddle facility. 25 THE PUBLIC: So it more than doubles?

153 1 THE WITNESS: Yes. 2 THE PUBLIC: Okay. 3 And the complete streets that everyone 4 talked about earlier, it's just pertaining to the 5 development, correct? It's not pertaining to -- you're 6 not completing Warner, you're not completing Oval Road? 7 THE WITNESS: Correct. Our application and 8 our control is on our site. 9 THE PUBLIC: Okay. 10 And so the safety measure of the light and 11 the complete streets of the development is to enhance 12 safety, but Warner Road and Oval Road, they're going to 13 experience more than twice as much traffic. You will 14 not have any additional safety measures added? 15 THE WITNESS: So from that standpoint, 16 Warner Road and Oval have the capacity to handle the 17 additional traffic. Yes, there will be additional flow 18 and it will be, you will see more flow. In terms of 19 safety improvement, I think that's the intent of the 20 agreement between the owner and the association to 21 address that separately. 22 THE PUBLIC: I saw today and I see on the 23 map that there are tennis courts and a pool on the other 24 side of Warner, on the north side of Warner. And then 25 on the south side of Warner is the majority of	155 1 currently traveling on Warner Road, but there's no plan 2 on the part of the applicant to improve the safety of 3 the residents that currently exist and the safety of the 4 residents who have to travel Warner Road to either get 5 to that bus stop if they're not -- if they don't have a 6 car? 7 THE WITNESS: So as I testified to, this 8 application does not contain those elements, but as part 9 of the Settlement Agreement with the Association there's 10 a separate plan to progress, a separate application to 11 make improvements along Warner Road and that's in the 12 Settlement Agreement. 13 THE PUBLIC: Thank you. 14 So the other question that I have, I just 15 have two more sections of questions, it'll be much 16 quicker. So I notice off of Warner Road there's Davey 17 Drive, are you familiar with Davey Drive? 18 THE WITNESS: Yes. 19 THE PUBLIC: Okay. 20 So Davey Drive seems to go up to let's say 21 Sullivan and then you can pass back over to Warner. I 22 don't know if there's any calming plans, you know, 23 traffic calming initiatives for Davey Drive, but just 24 living in a neighborhood that has a similar set of 25 features, when one road gets --
154 1 residential units. Are you familiar with the tennis 2 courts and other recreation facilities? 3 THE WITNESS: Within our site? 4 THE PUBLIC: No, in the existing site. 5 THE WITNESS: There's the Essex Fells paddle 6 facility that's along Oval Road just up by Warner Road. 7 Yes, I've seen those. 8 MR. PLOCKER: I think she's talking about 9 the condo, the condo association. 10 THE PUBLIC: I think so. 11 MR. PLOCKER: I just want to make sure the 12 record is clear. 13 THE PUBLIC: Is it Reger, Reger Lane? 14 THE WITNESS: Oh, by Reger Lane. 15 THE PUBLIC: Right. Reger Lane crosses, as 16 I understand, Warner Road and I'm assuming that all the 17 residents in that condo association are crossing Warner 18 Road to get to the recreation facility. When I was 19 there I saw people walking their dogs, I saw children 20 walking along that area, I saw basketball courts. I'm 21 assuming that it's for the residents of that area and 22 West Orange and I'm assuming that they have to cross 23 Warner Road without sidewalks and there's no, I'm 24 asking, is there no plan to improve Warner Road? You're 25 adding more than twice the amount of cars that are	156 1 CHAIRMAN BAGOFF: Ma'am, this is not part of 2 this application, so do you want to focus on this 3 application. 4 THE PUBLIC: I'm just trying to find out if 5 there's going to be any safety measures added -- 6 CHAIRMAN BAGOFF: They don't have 7 information on that. He can't answer if it's not part 8 of the application. 9 THE PUBLIC: So the planning board is 10 considering the application without information about -- 11 CHAIRMAN BAGOFF: You're not listening. 12 THE PUBLIC: No, I'm listening to you, sir. 13 CHAIRMAN BAGOFF: You're not hearing me. 14 This is not part of this application. 15 THE PUBLIC: So I should not inquire about 16 safety measures? 17 CHAIRMAN BAGOFF: You can inquire if it's 18 part of this application. 19 THE PUBLIC: Mr. Chairman, I'd just like to 20 state for the record, they're going to add -- 21 CHAIRMAN BAGOFF: I'm going -- no, no 22 record. Stop it. You have to understand -- 23 THE PUBLIC: Stop what? 24 CHAIRMAN BAGOFF: You have to understand -- 25 THE PUBLIC: You made a statement.

157

1 CHAIRMAN BAGOFF: -- we have to move
2 forward.
3 THE PUBLIC: You made a statement on the
4 record.
5 I am.
6 You have a light, you have a light at Eagle
7 Rock and you have a development at the top of the
8 road --
9 CHAIRMAN BAGOFF: Ma'am.
10 THE PUBLIC: -- and you're saying everything
11 in between they're not, they're not testifying about?
12 CHAIRMAN BAGOFF: They're not, as part of
13 this application.
14 THE PUBLIC: Fair enough. Fair enough,
15 Chair. Fair enough. If you feel it is not the purview
16 of the board to consider that --
17 CHAIRMAN BAGOFF: That's not -- you're not
18 listening to me.
19 THE PUBLIC: Oh, I'm listening to you, sir.
20 But I'm just challenging what you're stating.
21 CHAIRMAN BAGOFF: The purview of the board
22 and the application before us is two different things.
23 It's the job of the board to focus on the application
24 before us so the public can ask questions and understand
25 and the board can focus on the information.

158

1 THE PUBLIC: And it's the job --
2 CHAIRMAN BAGOFF: As you muddy the waters
3 with things that are not part of the application it
4 becomes more difficult to pull out actual information.
5 THE PUBLIC: So Mr. Chairman, I object to
6 your suggestion that I'm muddying the waters. As a
7 member of the public it's my job to bring to your
8 attention what I think is relevant and a safety
9 consideration on Warner Drive, I believe, is relevant.
10 And I believe the rest of the community does too.
11 CHAIRMAN BAGOFF: You are talking about
12 Davey right now. Let's focus on what he said and I'm
13 not going to argue any more. We're done. Thank you.
14 THE PUBLIC: My next question is about --
15 CHAIRMAN BAGOFF: Go right ahead.
16 THE PUBLIC: Thank you.
17 You had mentioned Sprinter vans. Do you
18 remember mentioning Sprinter vans, the size of a
19 Sprinter van would have difficulty making a left turn?
20 THE WITNESS: Yes.
21 THE PUBLIC: Okay.
22 I think about Amazon vehicles, delivery
23 trucks, I think about our jitney, I heard they're
24 committed to jitney stops, are jitney vehicles are
25 larger than Sprinter vans, and think about school buses.

159

1 So are there considerations being made for vehicles that
2 would naturally visit those locations, those buildings
3 and how they would travel beyond just these circles?
4 Because a circle that's out of the way is less likely
5 going to be used and it's much more likely that vehicles
6 are going to turn left. Are there ways that traffic can
7 be compelled to follow one direction to the circles?
8 THE WITNESS: We believe the site is
9 appropriately designed meeting standards to accommodate
10 those types of vehicles. I believe the site circulation
11 will operate appropriately for the types of vehicles.
12 There's nothing unusual in this site.
13 THE PUBLIC: Okay. Thank you.
14 CHAIRMAN BAGOFF: Please come up and state
15 your name for the record. Spell your last name.
16 THE PUBLIC: Rachel Klein, K-L-I-E-N.
17 When you did these traffic studies was it
18 just about residential traffic or did you take into
19 account the business and possible businesses that were
20 mentioned one in the settlement and then in the planning
21 statement?
22 THE WITNESS: There are no businesses
23 proposed on this site.
24 THE PUBLIC: In the settlement there's a dog
25 kennel proposed.

160

1 THE WITNESS: There's an amenity that is a
2 maintenance facility and a dog house. It is an amenity
3 to the community.
4 THE PUBLIC: It says in the Settlement.
5 Agreement it's open to the public.
6 THE WITNESS: I don't know that it
7 specifically says that.
8 THE PUBLIC: It does. I memorized it. It's
9 Page 16 number 7.
10 And then there was a statement added to the
11 amenities, it sounds like almost four more businesses in
12 the same building. So I guess --
13 THE WITNESS: There are no businesses. The
14 pet grooming and dog house is an amenity to the
15 facility. If it was open to the adjacent community,
16 quite frankly, it wouldn't be a traffic impact.
17 THE PUBLIC: It's says the public.
18 THE WITNESS: If the zoning allows that to
19 happen and it can happen. Still would not be a traffic
20 -- rise to a traffic impact. It's a small little
21 facility.
22 THE PUBLIC: Okay. But as of now you
23 haven't taken that into consideration?
24 THE WITNESS: And I wouldn't adjust for it.
25 It's so small it would not generate any realistic

161 1 traffic impacts. 2 CHAIRMAN BAGOFF: Good evening. Please come 3 forward and state your name. 4 THE PUBLIC: Yes, it's Orin Knights, 5 K-N-I-G-H-T-S. O-R-I-N. 6 This statement is towards Mayor McCartney, 7 President Rutherford, the board and to this gentleman 8 over here, the chairman. We are all taxpayers in this 9 community and we are concerned that the project that's 10 going to affect the entire community. But since I have 11 been coming to this meeting or these meetings, I find 12 that you, Mr. Chairman, you need to speak to us, the 13 residents, with respect. Because the taxpayers, we pay 14 a lot of taxes to live in West Orange. So I want to ask 15 you if you can speak to us with respect. Because we 16 have concerns. The woman that was just up here, she's 17 talking about safety concerns as well and there's a lot 18 of other concerns that we have. But it's very 19 disrespectful if you can't listen to us as taxpayers, 20 and that's all I have to say for now. Thank you. 21 CHAIRMAN BAGOFF: Okay. So let me respond, 22 sir. We have the greatest respect for taxpayers who 23 come up and focus on the application before us. The 24 applicant is also a taxpayer in the township of West 25 Orange. No matter who comes before the board there are	163 1 understand what you're saying, sir. But we're not 2 children. So there's a way that you speak to people, 3 and you speak to us with respect. I understand what 4 you're saying sir, but you have to speak to us with 5 respect. We're grown adults. I understand what you're 6 saying, but please speak to us here with respect. 7 CHAIRMAN BAGOFF: Absolutely, sir. So when 8 the Chair asks for someone to wait a moment and they 9 keep talking over us, it is not respecting you. 10 THE PUBLIC: I understand that. But there 11 is a way you can get your message across. 12 CHAIRMAN BAGOFF: I appreciate your comment 13 and I apologize if you feel that I did not. 14 THE PUBLIC: Thank you. 15 CHAIRMAN BAGOFF: Mr. Afran. 16 COUNCIL PRESIDENT RUTHERFORD: Before Mr. 17 Afran, Mr. Chair, if I may. 18 CHAIRMAN BAGOFF: Council President 19 Rutherford. 20 COUNCIL PRESIDENT RUTHERFORD: With regard 21 to some of the comments that folks have with regard to 22 the pedestrian safety and the bike lanes and the 23 sidewalks, you're welcome to join us at a council 24 meeting and raise it there and we can, and there's 25 another council person in here tonight shaking their
162 1 rules, just like in a courtroom. This is a quasi 2 judicial body, the goal is that on behalf of the 3 taxpayers we hear the information pertinent to the 4 application with due respect. Once people disrespect 5 the board and the applicant and the people sitting in 6 the room by bringing in things that they believe are 7 part of the application but have absolutely no value, we 8 do believe and understand your issues. Absolutely. 9 Unfortunately at this moment that road is not part of 10 this application. We have to understand how we have to 11 respect the application in front us. We have rules we 12 have to follow. Everybody that comes up before us and 13 speaks about the application can talk as long as they we 14 want. We give everybody a lot of time to get their 15 information across because we do respect the taxpayer. 16 But people that come up and ask other questions and make 17 you think that this is part of the application is unfair 18 to you. It is our job to make sure that the people of 19 the township know exactly what's before the planning 20 board and what we can do and what we can't do. So when 21 people come up and start talking about other things and 22 we respectfully ask them to focus and they don't, that's 23 when you are being harmed. 24 THE PUBLIC: With all due respect, what I'm 25 saying is that, I understand what you're saying, I	164 1 head, we can understand what goes on and, you know, get 2 involved ourselves from that side. 3 To Mr. Chairs point, this body is not going 4 to be able to enforce any of that, that has been 5 suggested tonight. But there are other body's that can. 6 And if you can't make it to a council meeting you can 7 certainly send us an e-mail. 8 Thank you, Mr. Chair. 9 CHAIRMAN BAGOFF: Thank you. 10 Mr. Aran. 11 Sir, go right ahead. 12 THE PUBLIC: Nish Gajarawala, N-I-S-H, 13 G-A-J-A-R-A-W-A-L-A. 14 There's been a number of conversations 15 tonight about the Oval Road width. I have two 16 questions. 17 First, on the roads that are in the plan 18 itself, the schematic, who owns those going forward and 19 who will be responsible for ongoing maintenance? 20 THE WITNESS: The -- it is owned by the 21 applicant and maintained by the management company. 22 THE PUBLIC: For how long? Is there a 23 duration. 24 THE WITNESS: Forever. 25 THE PUBLIC: Forever.

165 1 Who owns Oval Road and who is responsible 2 for maintaining it going forward? 3 CHAIRMAN BAGOFF: Mr. Plocker, do you know? 4 MR. PLOCKER: Oval Road is a private road. 5 CHAIRMAN BAGOFF: It's a private road. 6 MR. PLOCKER: And my client has -- I'm 7 sorry, I can't -- there's a lot of talking going on. 8 Oval Road is a private road and has been maintained by 9 my client. 10 THE PUBLIC: Sorry, point of clarity. So 11 the client owns Oval Road, meaning he's responsible for 12 maintenance of that road? 13 MR. PLOCKER: My client -- I don't want to 14 misspeak. Title can be very complicated. My client has 15 assumed the responsibility for the maintenance of Oval 16 Road. 17 MS. MCGOVERN: When you say, your client, 18 the applicant here is West Essex Highlands Condominium 19 -- I'm sorry. West Essex Highlands, Inc. 20 MR. PLOCKER: Yeah, it's obviously -- this 21 is an ownership issue and I don't want to misspeak. I 22 don't want to create a bad record. 23 MS. MCGOVERN: Sounds like there's common 24 ownership. 25 MR. PLOCKER: There may be common ownership.	167 1 going to exacerbate it going forward. 2 CHAIRMAN BAGOFF: I understand what you're 3 saying. 4 THE PUBLIC: I'm just trying to ask for 5 clarity as part of th application and I don't think I'm 6 still getting the full clarity. 7 CHAIRMAN BAGOFF: We're not getting it 8 either, but there's no testimony who owns it 9 unfortunately, and as it is a private road and there are 10 multiple condo associations there those are the people 11 that need to get together and give you the better 12 answer. 13 THE PUBLIC: Okay. I think we need to get 14 that answer before being approved because that impacts 15 long-term sustainability for all the residents of West 16 Orange in this area. 17 CHAIRMAN BAGOFF: Thank you. 18 Mr. Afran. 19 MR. AFRAN: Bruce Afran, counsel for the 20 objectors. 21 Mr. Plocker, I just have a quick question 22 for you actually. You were giving an understanding of 23 the status of the ownership, you don't have personal 24 knowledge of it, I assume? 25 MR. PLOCKER: I'm going to make a statement
166 1 The Association may do some snowplowing on Oval Road. 2 Obviously there, with respect to the common roads 3 between, you know, Warner there's an agreement, part of 4 the Settlement Agreement there is a way to divvy it up, 5 the maintenance and, you know, of Warner. 6 CHAIRMAN BAGOFF: So at this moment there's 7 no testimony of who owns Oval Road. However, it's a 8 private road. Not owned by the township. 9 THE PUBLIC: It is -- I'm sorry, repeat 10 that. It is what? 11 CHAIRMAN BAGOFF: Private road not owned by 12 the Township of West Orange. 13 THE PUBLIC: Okay. But I guess my 14 confusion, if you will, this new development will impact 15 over -- it will double, more than double the amount of 16 impact on the road, the wear and tear and it's a private 17 road and it's up to the private owner and again, I'm 18 still not clear on who owns it because that influences 19 who is able to maintain it because all the other 20 residents of The Grand and all of the other residents of 21 the Highlands condos and The Chateau and the paddle 22 board users, they all need to rely upon this 23 thoroughfare that this development is impacting. And 24 it's not clear who owns it, what's the maintenance plan, 25 because we've had issues in the past and now it's just	168 1 that it's our -- my clients, upon information and 2 belief, that Oval Road is a private road and that's 3 going to be the limit of my statement right now. 4 MR. AFRAN: Okay. Thank you. 5 So Mr. Chairman, I don't think we have a 6 witness saying of his personal knowledge, Mr. Plocker, 7 is acting in going good faith I understand, but there is 8 no actual evidence offered at this point as to ownership 9 of Oval Road, is that a fair statement? 10 MR. PLOCKER: That is correct. 11 CHAIRMAN BAGOFF: We agree. 12 MR. PLOCKER: And I appreciate the 13 clarification. 14 MR. AFRAN: I bailed you out, Mr. Plocker. 15 MR. PLOCKER: Always appreciated. 16 MR. AFRAN: I have just a few questions. 17 Mr. Pehnke, I think we know the answer to this 18 but you said one thing and I just want to be clear as to 19 what you said. You mentioned -- you had mentioned, you 20 had said that there were three points of access to the 21 site. I assume you meant Warner Road and the two 22 emergency entrances and exits, Kuzik and Howell, is that 23 correct? 24 THE WITNESS: Subject to the approval of 25 this board Kuzik Drive would be an emergency access, but

169 1 yes, they're all considered points of access. So, yes. 2 Q. But when you said three points, you meant two 3 emergency are anticipated and one day to day appointed 4 access? 5 A. That would be the functional use of access 6 points, yes. 7 Q. I wanted to clarify what you meant by three 8 points. 9 Do you have an understanding of how many people 10 are estimated or expected to reside in the project if it 11 is built? 12 A. I do not. 13 Q. Do you know how many cars are slated for 14 residents in the plans, assuming this project is built? 15 A. The site is designed as testified by Mr. 16 Anderson, to provide just north of 1,172 vehicles parked 17 on the site. As I testified to the actual parked 18 vehicles will be quite a bit less. 19 Q. How do you know that if you don't know how many 20 people are expected to live in the site? 21 A. The data base that transportation professionals 22 use is actually related to the units and units generally 23 have occupants in it, so it's the standard we use, not 24 per resident, it's per unit. And that's what's been 25 selected in the industry. So it's been found to be a	171 1 A. Basically, yes. 2 Q. Now, the data you used came from ITE? 3 A. Yes. 4 Q. Did you use any other source of data in computing 5 the number of trips in and out at different times of the 6 day? 7 A. For this development we used the ITE. 8 Q. I think your answer gives us -- I think your last 9 answer answered this, but let me just follow up. Did 10 you do any traffic study comparable to mid rise 11 developments in West Orange, north Jersey or the general 12 region? 13 A. Not specifically, but I did give ancillary 14 testimony earlier that I did look at the generation 15 coming in and out the site as it relates to the 16 townhouses there and testified to that earlier. But the 17 data itself and the ITE is other similar uses. 18 Q. Did you do an actual study of the usage in the 19 association? 20 A. We actually did, it was two sources of 21 evaluation. It was the traffic counts we took in May 22 and there's 2018 more extensive counts that were taken 23 by Mr. Lubinieki and it's documented in the appendix of 24 my report. 25 Q. And that's what you referred to --
170 1 reliable independent variable. 2 Q. For clarification, the data base is the Institute 3 of Traffic Engineers? 4 A. That is correct. 5 Q. And you're referring, if I am correct, land use 6 code 221 in your report Page 8? 7 A. I believe that's correct, yes. 8 Q. And that refers to multi level, mid level -- 9 multifamily -- 10 A. Mid rise units, correct. 11 Q. And mid rise, where does mid rise cutoff? 12 A. It's three floors. 13 Q. Three floors. 14 Now, if this is four does it qualify under mid 15 rise? 16 A. A mid rise is three or more floors is mid rise. 17 Q. I'm sorry, I thought you said three is mid rise? 18 A. Low rise would be under three floors. 19 Q. Good, I'm glad you clarified. 20 And what's the number where high-rise would begin 21 typically? 22 A. Over ten floors. 23 Q. Okay. 24 So we're mid rise because we're between three and 25 ten?	172 1 A. That' correct. 2 Q. -- when you said the differences were essentially 3 flat between the two years? 4 A. That's correct. And it also gives us the trip 5 generation for the residential uses, you're able to 6 ascertain that, yes. 7 Q. Now, the townhouse development is not a 8 multifamily mid rise project, is it? 9 A. It's not. It would be a higher generator as I 10 testified. 11 Q. Okay. 12 So the 300 units in the association are not 13 necessarily analogous of comparable to what we might 14 expect in this project? 15 A. It's similar, but like I said, it's higher. The 16 important analogy it's just providing some ancillary 17 data to the board as to the viability of the ITE data. 18 Q. Now, going to the ITE data. What sources does 19 ITE draw upon in terms of the information you took from 20 the site? 21 A. Not -- 22 Q. Let me rephrase that. Sorry. 23 A. Yeah. 24 Q. What source does ITE draw on in terms of data 25 that you took from ITE code 221?

1 **A. Well, it's basically traffic counts that have**
 2 **been conducted at similar mid rise facilities nationwide**
 3 **and submitted by transportation professionals to ITE and**
 4 **then they vet the data and update periodically the data**
 5 **source.**

6 **Q. So ITE doesn't use the data base say for northern**
 7 **New Jersey in particular, does it?**

8 **A. No.**

9 **Q. And they don't even use one for the metropolitan**
 10 **area, do they?**

11 **A. No, there are striations for urban areas for**
 12 **proximity to train stations and so forth. And as more**
 13 **and more data comes in they try to striate it more. But**
 14 **what we found is the data is indicative of the level of**
 15 **traffic you can anticipate. National data is really**
 16 **indicative. There really is no substantial differences**
 17 **regional. And as I said, we're not looking for the**
 18 **exact numbers, we're looking for the sort of level of**
 19 **traffic.**

20 **Q. No, no one expects exact numbers, it's projection**
 21 **of course.**

22 **A. Okay.**

23 **Q. So -- strike that.**

24 **Why do you determine only 8:00 to 9:00 and 5:00**
 25 **to 6:00 are the peak hours? Why not 8:00 to 10:00, 8:30**

1 **to 10:30, etc. Why -- how do you settle on that?**

2 **A. Because we're looking for peak hour. A one hour**
 3 **period for 15 minute segments. So when we look at the**
 4 **data we take a longer -- when we do our counts we take a**
 5 **longer period. We look at the peak periods at, you**
 6 **know, 6:00 AM to 9:00 or whatever depending on the area.**
 7 **And then from that we are able to find the peak 15**
 8 **minutes and quite frankly when we actually get down to**
 9 **our analysis we adjust for the peak 15 minutes within**
 10 **peak hours. So our analysis even takes it down a little**
 11 **further because we're looking for the highest level of**
 12 **traffic to analyze and to design for.**

13 **Q. You didn't do weekends I noticed?**

14 **A. I didn't. For residential development typically**
 15 **the higher impacts are on your commuter peak hours.**

16 **Q. There's no concern about recreational travel,**
 17 **shopping travel, things of that nature on weekends going**
 18 **through the association?**

19 **A. No. In general residential traffic is lower and**
 20 **more distributed throughout the day on weekends. So if**
 21 **you design for those weekday peaks you've accommodated**
 22 **those weekend hours. That's generally what's done in**
 23 **the industry. Weekends you would look at if it was a**
 24 **shopping center, restaurants, you know, you look for the**
 25 **peaks for the, you know, if you were in a commercial**

1 **area like that. So there are specific periods we know**
 2 **as traffic engineers that will find the peaks and we**
 3 **design for those then all the other periods are**
 4 **ancillary.**

5 **Q. I just have one more question -- couple more**
 6 **questions.**

7 **You mentioned cooperation would be required with**
 8 **Crestmont County Club, you didn't explain what**
 9 **cooperation you are anticipating needing?**

10 **A. There's two aspects to it. It would be the**
 11 **improvements along Eagle Rock Avenue, as questioned by**
 12 **Mr. Klein, would require some widening to get the left**
 13 **turn lane in, so some right-of-way or easements are**
 14 **required along the frontage of Crestmont Country Club.**
 15 **And then the other aspect that we're looking to do and**
 16 **help Crestmont Country Club improve the safety of their**
 17 **driveway since we're putting in a signal and since we're**
 18 **looking for their cooperation, we would actually move**
 19 **their exit drive to the signal also. So that would**
 20 **improve the safety of that section of Eagle Rock and**
 21 **their egress.**

22 **Q. So that's what you were referring to by**
 23 **cooperation?**

24 **A. Correct.**

25 **Q. Last question I have, did you do any study as to**

1 **the affect on the association roadways traffic movement,**
 2 **etc., from this new traffic coming in from these 500 new**
 3 **units?**

4 **A. So as I indicate in my traffic study and was**
 5 **documented in the appended traffic study from 2018,**
 6 **there was an extensive study with a higher level of**
 7 **traffic done, pretty much at all the intersections along**
 8 **Oval Road and Warner Road which indicated all those**
 9 **intersections would continue to function at good levels**
 10 **of service. Inside of the circulation of, of the**
 11 **Highlands, Davey Drive or Kuzik Drive, if it's closed,**
 12 **there would be no additional traffic and no changes to**
 13 **traffic flows within the actual frontage areas where the**
 14 **residents front on and have their driveways.**

15 **Q. To your knowledge since the 2006 application came**
 16 **before this board have there been changes in the road**
 17 **patterns at Howell or Kuzik?**

18 **A. Since 2006?**

19 **Q. Yes.**

20 **A. I can't speak to that whole time frame, no.**

21 **Q. I'm sorry, I have one more question, but I may**
 22 **have forgotten it. Excuse me.**

23 **You mentioned that if there's an accident on the**
 24 **circle there would be a period of time when access out**
 25 **of this development, this new project will be blocked.**

1 And you said people would just have to wait until it
2 clears. Do you recall that general testimony?

3 **A. I don't think it was with regard to the circle.**
4 **I think the testimony was, if an accident happened on**
5 **Oval Road that blocked Oval Road, yes. Not unlike**
6 **today's condition, anybody that lives in the townhouses**
7 **would be blocked from getting out until emergency**
8 **services provided otherwise. I mean, basically there is**
9 **a connection Oval Road up, but I don't know that is**
10 **available to be opened. I haven't researched that**
11 **particular physical connection on Warner Road and Oval**
12 **Road but, yes.**

13 **Q.** It doesn't exist yet, that connection?

14 **A. Well, there's an actual physical connection but**
15 **it's gated and I don't know who controls it and whether**
16 **or not it is open to emergency services or not.**

17 **Q.** Now, you mentioned this problem of waiting until
18 an accident clears is common in any townhouse
19 development. That would apply to a development with
20 only one point of ingress and egress, is that correct?

21 **A. That's correct and it's not uncommon to have a**
22 **location with one point of ingress and egress. There's**
23 **probably multiple communities in West Orange, certainly**
24 **across the state that are designed this way.**

25 **Q.** Are you familiar with any by name that you can

1 identify now?

2 **A. In this area?**

3 **Q.** That have one point of ingress and egress of this
4 dimension.

5 **A. I'm thinking Eagle Ridge over on Valley Way. I'm**
6 **thinking Pont Crystal Lake.**

7 **Q.** You're thinking or you're saying you know this?

8 **A. Those are the ones that come to mind that I**
9 **believe have only one point and don't have -- and are**
10 **served by emergencies access. I think there's one right**
11 **off of Pleasant Valley way just south of 280 that has a**
12 **single point of access but does have an emergency access**
13 **out the back end. But, again, it's a gated emergency**
14 **access so it would be similar to this. So it would be**
15 **similar to this with a gated emergency access.**

16 **Q.** So you consider it best practice to have a
17 development of this size to have only one means of daily
18 ingress and egress?

19 **A. I disagree with that characterization. We have**
20 **three points of access. Two of them will be controlled**
21 **by emergency access. In terms of the daily flow of**
22 **traffic in and out of this site, yes, it's more than**
23 **adequate to have just Warner Road serve the site.**

24 **Q.** My question was, is it consistent with what you
25 understand to be the best practice?

1 **A. Yes, I, yeah, there is no practice that says that**
2 **you must have multiple points of access. In fact one of**
3 **the tenets of the state highway access code is to**
4 **minimize access, to control access. More access can**
5 **create as much negative as it does positive.**

6 **Q.** We'll look into that. Thank you very, Mr.
7 Pehnke.

8 CHAIRMAN BAGOFF: Thank you, sir.

9 As the hour grows late we're going to finish up
10 the meeting this evening.

11 Next regular hearing of the planning board is on
12 October 9, 2024, at 7:30 PM via zoom.

13 This meeting will be carried, no further notice
14 will be required, to October 30, Wednesday, 2024 in
15 counsel chambers.

16 Motion to adjourn. 6:30 PM.

17 (Meeting concludes at 10:50 PM.)
18
19
20
21
22
23
24
25

1 C E R T I F I C A T E

2 I, ERIC S. FISHMAN, a Shorthand Reporter
3 and Notary Public of the State of New Jersey do hereby
4 certify that the foregoing is a true and accurate
5 transcript of the testimony as taken stenographically by
6 and before me at the time, place and on the date
7 hereinbefore set forth, to the best of my ability.

8 I DO FURTHER CERTIFY that I am neither a
9 relative nor employee nor attorney nor counsel of any of
10 the parties to the action; and that I am neither a
11 relative nor employee of such attorney or counsel; and
12 that I am not financially interested in the action.

13 
14 -----

15 ERIC S. FISHMAN, S.R.
16
17
18
19
20
21
22
23
24
25

Dated: 10/2/2024

0	2006 [2] - 176:15, 176:18	5	A	75:17
0-1 [1] - 3:4 07052 [1] - 2:7 07095 [1] - 2:4 07960 [1] - 1:21	2018 [8] - 90:13, 90:21, 92:25, 93:6, 114:4, 130:19, 171:22, 176:5 2024 [11] - 1:2, 3:4, 62:8, 62:19, 66:7, 67:21, 72:4, 83:13, 128:6, 179:12, 179:14 2024-150 [1] - 61:15 221 [2] - 170:6, 172:25 24-01 [1] - 4:12 25 [3] - 124:2, 127:6, 141:20 26 [5] - 3:4, 62:7, 62:19, 67:21, 83:13 280 [3] - 135:20, 135:24, 178:11 285-5331 [1] - 1:21	5 [1] - 126:8 500 [1] - 176:2 513 [1] - 70:8 5:00 [2] - 112:1, 173:24	A's [1] - 46:10 A-1 [1] - 108:14 A-2 [1] - 107:22 A-3 [1] - 43:24 A-4 [3] - 65:21, 65:22, 66:17 A-F-R-A-N [1] - 5:7 A2 [1] - 110:12 ability [6] - 24:16, 24:17, 94:2, 132:11, 143:2, 180:7 able [10] - 73:10, 103:3, 136:24, 140:13, 143:23, 145:11, 164:4, 166:19, 172:5, 174:7 absence [1] - 123:4 absent [2] - 72:16, 121:12 absolutely [8] - 7:16, 64:18, 128:24, 135:15, 137:22, 162:7, 162:8, 163:7 abundance [1] - 99:5 abuts [1] - 106:14 AC [3] - 131:4, 131:6 accept [4] - 27:8, 68:2, 68:7, 147:16 acceptable [3] - 25:22, 100:6, 106:6 acceptance [1] - 143:18 accepted [2] - 73:3, 73:7 access [54] - 35:14, 36:5, 36:12, 36:20, 40:12, 72:11, 72:21, 73:13, 73:20, 74:20, 77:12, 77:13, 77:15, 78:8, 78:24, 79:7, 79:16, 79:17, 79:20, 79:24, 80:14, 87:23, 89:3, 89:9, 94:12, 95:18, 113:21, 120:23, 123:16, 131:22, 132:5, 138:21, 139:19, 146:8, 146:21, 168:20, 168:25, 169:1, 169:4, 169:5, 176:24, 178:10, 178:12, 178:14, 178:15, 178:20, 178:21, 179:2, 179:3, 179:4 accessible [3] - 81:1, 95:2, 102:7 accessibly [1] -	accident [9] - 95:20, 98:11, 129:7, 129:11, 135:20, 135:24, 176:23, 177:4, 177:18 accidents [5] - 95:22, 118:6, 127:17, 129:5, 135:3 accommodate [8] - 75:19, 78:14, 80:7, 81:11, 89:8, 89:20, 140:3, 159:9 accommodated [2] - 91:10, 174:21 accommodating [3] - 74:16, 74:18, 81:3 accommodation [2] - 70:9, 88:14 accomodation [1] - 81:1 accordance [1] - 77:18 according [1] - 125:22 account [4] - 26:8, 72:1, 126:3, 159:19 accumulation [1] - 112:14 accurate [1] - 180:4 achieve [2] - 6:23, 6:24 achieving [1] - 142:13 acknowledge [1] - 14:3 acquire [2] - 122:21, 122:25 acre [1] - 4:15 acreage [2] - 133:2, 133:4 acres [1] - 61:24 acting [1] - 168:7 Action [2] - 118:1, 118:3 action [4] - 118:13, 121:24, 180:10, 180:12 activities [1] - 113:14 activity [4] - 113:12, 113:23, 115:16, 129:2 actual [16] - 17:4, 17:22, 41:14, 41:19, 99:6, 99:9, 101:3, 112:14, 132:25, 139:8, 158:4, 168:8, 169:17, 171:18, 176:13, 177:14 ADA [4] - 81:4, 82:12, 119:6, 119:12
1		6		
1,172 [1] - 169:16 1,200 [1] - 131:15 10 [1] - 126:8 100 [4] - 14:1, 144:22, 152:11, 152:15 101 [2] - 114:3, 152:23 102 [2] - 2:7, 99:3 1070 [1] - 99:2 109 [2] - 114:3, 152:22 10:00 [1] - 173:25 10:30 [1] - 174:1 10:50 [1] - 179:17 11 [1] - 1:2 111 [1] - 152:20 112 [1] - 113:25 118 [2] - 113:10, 114:17 11th [1] - 72:24 12 [16] - 24:19, 24:20, 24:21, 44:7, 45:3, 45:6, 45:8, 45:14, 45:20, 46:15, 46:25, 47:9, 48:11, 49:13, 115:15, 117:13 12-foot [2] - 43:20, 44:17 120 [3] - 4:15, 61:24, 152:14 14 [1] - 128:6 1440 [1] - 1:20 15 [5] - 39:19, 139:1, 174:3, 174:7, 174:9 150 [1] - 14:1 159 [3] - 113:6, 114:12, 114:13 16 [1] - 160:9 160 [1] - 152:11 179 [3] - 4:13, 46:22, 61:20 18 [1] - 135:22 193 [1] - 70:8 1984 [1] - 70:8	2024-150 [1] - 61:15 221 [2] - 170:6, 172:25 24-01 [1] - 4:12 25 [3] - 124:2, 127:6, 141:20 26 [5] - 3:4, 62:7, 62:19, 67:21, 83:13 280 [3] - 135:20, 135:24, 178:11 285-5331 [1] - 1:21	6 [4] - 37:6, 37:7, 132:22, 135:25 60 [3] - 10:10, 12:14, 12:15 605-9391 [1] - 1:21 630 [1] - 99:10 640 [1] - 99:10 65 [2] - 113:24, 152:21 6:00 [3] - 112:1, 173:25, 174:6 6:30 [2] - 1:2, 179:16	7	75:17
2	3	7	8	9
20 [2] - 35:8, 116:20 20-foot [3] - 78:12, 115:13, 115:14	30 [4] - 9:2, 110:21, 140:3, 179:14 300 [7] - 113:19, 114:5, 114:6, 114:11, 114:15, 114:21, 172:12 31 [1] - 66:7 32 [2] - 4:13, 61:21 33 [1] - 128:6 34 [1] - 128:6 370 [3] - 94:5, 113:23, 152:23 38 [1] - 69:17	7 [2] - 19:4, 160:9 70 [4] - 49:13, 49:14, 49:15, 113:20 732 [1] - 1:21 75 [3] - 37:5, 49:16, 49:17 76 [2] - 113:15, 128:16 7:00 [1] - 113:2 7:30 [1] - 179:12 7:46 [1] - 66:8	8	9
4	4 [2] - 1:20, 135:25 4.1 [2] - 7:15, 7:18 4.4 [1] - 7:25 4.4B [5] - 15:1, 31:22, 31:24, 32:1, 38:17 4.4C [6] - 7:21, 8:1, 16:20, 32:1, 32:10, 39:4 4.4D [1] - 17:3 4.C [1] - 31:22 40 [3] - 73:17, 89:18, 116:23 459 [1] - 2:3 47 [2] - 37:6, 37:7 48 [1] - 113:3 496 [10] - 4:14, 61:23, 85:10, 85:12, 86:17, 94:5, 112:25, 114:12, 137:9	8 [1] - 170:6 8/14/24 [1] - 43:24 84 [1] - 114:15 89 [1] - 1:20 8:00 [4] - 111:25, 113:2, 173:24, 173:25 8:30 [1] - 173:25	9	9
20 [2] - 35:8, 116:20 20-foot [3] - 78:12, 115:13, 115:14	4	9	9	9

add [12] - 62:25, 65:8, 72:21, 80:16, 81:7, 93:21, 104:16, 124:11, 136:2, 136:3, 138:6, 156:20 added [3] - 153:14, 156:5, 160:10 adding [2] - 94:5, 154:25 addition [1] - 39:20 additional [29] - 19:5, 31:20, 34:16, 40:3, 74:19, 75:19, 75:21, 75:22, 81:8, 83:16, 83:22, 83:23, 93:17, 94:4, 99:3, 110:6, 110:19, 130:22, 130:23, 134:8, 141:15, 144:18, 144:22, 145:5, 152:3, 153:14, 153:17, 176:12 address [8] - 62:18, 84:1, 97:13, 123:17, 133:23, 149:14, 152:3, 153:21 addressed [4] - 33:17, 87:7, 123:16, 140:23 addressing [1] - 40:1 adequate [2] - 99:13, 178:23 adjacent [5] - 72:13, 72:21, 73:20, 87:20, 160:15 adjoining [2] - 82:6 adjourn [1] - 179:16 adjust [3] - 107:19, 160:24, 174:9 adjusted [1] - 148:8 adjusting [1] - 118:24 adjustment [1] - 147:22 Administration [1] - 110:3 adopted [3] - 77:23, 80:19, 133:17 adopting [1] - 118:4 adults [1] - 163:5 advancement [1] - 134:24 advantageous [1] - 115:13 Affairs [1] - 77:22 affect [6] - 23:24, 141:9, 144:9, 144:16, 161:10, 176:1 affected [1] - 57:22 affirm [3] - 60:17,	60:18, 69:4 affordable [34] - 18:3, 18:9, 18:21, 18:25, 19:2, 19:25, 20:12, 20:22, 20:25, 21:21, 21:24, 22:8, 22:18, 23:7, 23:14, 23:25, 24:4, 24:17, 25:4, 25:12, 26:8, 26:11, 26:19, 26:24, 27:7, 124:23, 125:2, 125:5, 125:8, 125:11, 125:15, 125:18, 125:23, 128:20 affordable's [1] - 25:18 Afran [8] - 5:2, 5:7, 28:20, 31:18, 67:23, 163:15, 163:17, 167:19 afra [7] - 25:23, 66:21, 67:8, 70:13, 70:14, 71:2, 167:18 AFRAN [27] - 5:3, 6:6, 6:17, 15:22, 24:25, 25:14, 25:24, 30:19, 31:16, 31:20, 32:6, 34:21, 35:3, 35:6, 39:3, 66:22, 67:2, 67:5, 67:10, 67:13, 67:24, 68:17, 71:3, 167:19, 168:4, 168:14, 168:16 agencies [1] - 73:1 AGENCY [1] - 1:19 agenda [2] - 37:23, 37:24 ago [2] - 20:9, 130:24 agree [15] - 6:8, 6:12, 23:13, 68:12, 70:18, 70:23, 80:13, 104:15, 104:17, 105:21, 125:11, 135:6, 143:11, 144:16, 168:11 agreed [5] - 6:5, 76:2, 76:12, 134:12, 134:18 agreement [9] - 42:13, 81:7, 91:4, 91:14, 123:5, 149:2, 151:1, 153:20, 166:3 Agreement [33] - 5:21, 6:1, 6:7, 6:8, 6:13, 6:17, 28:15, 29:22, 30:3, 37:2, 71:14, 71:22, 74:8, 75:25, 76:1, 78:22, 79:3, 80:1, 83:4, 86:9,	121:15, 134:16, 134:17, 139:15, 139:18, 149:1, 149:6, 149:16, 151:2, 155:9, 155:12, 160:5, 166:4 ahead [6] - 50:17, 61:13, 90:1, 146:3, 158:15, 164:11 aiming [1] - 52:7 air [1] - 36:21 aisles [1] - 77:17 akin [1] - 114:4 alike [1] - 57:25 alleviating [1] - 74:17 allocation [2] - 18:3, 18:13 allow [4] - 5:17, 35:8, 57:8, 84:15 allowed [2] - 37:1, 49:15 allows [1] - 160:18 almost [4] - 18:8, 93:8, 102:16, 160:11 Alpha [1] - 10:11 alternate [1] - 131:17 alternative [1] - 125:13 AM [3] - 66:8, 113:2, 174:6 amazing [1] - 93:7 Amazon [1] - 158:22 AMBOY [1] - 2:3 amenities [6] - 51:9, 51:10, 51:13, 51:14, 160:11 amenity [5] - 50:21, 51:1, 160:1, 160:2, 160:14 amount [5] - 72:19, 141:10, 141:11, 154:25, 166:15 analogous [1] - 172:13 analogy [1] - 172:16 analysis [11] - 73:7, 74:22, 75:2, 90:21, 92:9, 112:7, 130:13, 138:7, 144:22, 174:9, 174:10 analyze [3] - 85:8, 127:25, 174:12 ancillary [3] - 171:13, 172:16, 175:4 AND [1] - 1:1 Anderson [14] - 5:15, 6:2, 28:16, 29:25, 39:9, 71:24, 77:11, 89:6, 89:10, 99:2, 105:7, 108:7, 110:10,	116:17 anderson [7] - 6:19, 77:8, 107:18, 133:1, 140:16, 140:22, 169:16 Anderson's [2] - 94:15, 94:19 anderson's [1] - 97:12 angle [6] - 9:1, 9:2, 10:10, 10:15, 10:17, 11:4 angular [1] - 16:7 anomaly [1] - 113:22 answer [15] - 6:16, 23:10, 24:8, 25:15, 25:20, 33:4, 33:18, 54:12, 55:8, 156:7, 167:12, 167:14, 168:17, 171:8, 171:9 answered [2] - 136:22, 171:9 answers [2] - 6:6, 129:1 anticipate [1] - 173:15 anticipated [2] - 74:22, 169:3 anticipating [1] - 175:9 apartment [4] - 48:12, 112:17, 114:19, 125:2 apartments [2] - 26:7, 134:2 apologies [1] - 15:13 apologize [10] - 5:5, 5:9, 15:19, 27:16, 32:7, 45:17, 94:19, 116:2, 134:16, 163:13 appealing [1] - 48:10 appeared [1] - 66:4 Appearing [2] - 2:4, 2:8 Appel [2] - 77:8, 100:11 appel [12] - 4:23, 5:13, 6:20, 25:15, 27:10, 29:25, 30:21, 43:4, 49:9, 50:20, 59:4, 71:24 appended [2] - 130:20, 176:5 appendix [3] - 90:12, 128:5, 171:23 appliances [8] - 23:6, 23:8, 23:15, 23:17, 24:5, 24:16, 24:17, 25:18 applicable [2] - 68:5,	143:21 Applicant [1] - 2:4 applicant [31] - 4:8, 4:14, 4:17, 4:20, 25:22, 52:25, 59:7, 62:18, 63:9, 63:14, 63:16, 65:7, 66:24, 68:20, 71:9, 71:15, 76:1, 76:12, 82:11, 100:7, 122:20, 127:15, 132:25, 133:23, 139:21, 149:16, 155:2, 161:24, 162:5, 164:21, 165:18 applicants [2] - 124:25, 133:22 Application [2] - 4:12, 61:17 application [57] - 4:2, 55:25, 56:14, 56:15, 61:20, 61:22, 62:13, 63:10, 63:25, 64:15, 64:21, 64:23, 65:3, 65:5, 65:17, 66:8, 66:11, 66:14, 66:16, 70:4, 71:8, 71:19, 78:21, 79:12, 79:13, 115:23, 124:14, 126:15, 127:9, 131:21, 133:17, 135:8, 149:1, 150:25, 153:7, 155:8, 155:10, 156:2, 156:3, 156:8, 156:10, 156:14, 156:18, 157:13, 157:22, 157:23, 158:3, 161:23, 162:4, 162:7, 162:10, 162:11, 162:13, 162:17, 167:5, 176:15 applications [1] - 24:14 applied [1] - 62:16 apply [5] - 64:17, 65:17, 66:5, 68:10, 177:19 appointed [1] - 169:3 appreciate [10] - 25:14, 28:25, 30:12, 64:15, 65:8, 92:8, 97:14, 111:4, 163:12, 168:12 appreciated [1] - 168:15 approach [3] - 74:5, 74:6, 151:16 appropriate [6] - 34:24, 68:9, 68:15,
--	--	---	--	--

82:1, 82:15, 118:11 appropriately [5] - 68:14, 80:15, 107:19, 159:9, 159:11 approval [8] - 25:22, 79:14, 85:6, 129:24, 134:21, 137:4, 149:19, 168:24 approve [6] - 79:23, 79:24, 96:19, 121:23, 134:23, 135:14 approved [2] - 62:12, 167:14 approximate [1] - 130:4 Aran [1] - 164:10 arbitrarily [1] - 17:18 architect [7] - 4:23, 35:13, 40:5, 40:7, 42:14, 42:18, 43:4 architects [2] - 53:11, 55:16 architectural [5] - 36:19, 37:25, 42:3, 47:23, 48:24 architecturally [1] - 22:7 area [51] - 4:5, 16:8, 30:1, 34:2, 34:8, 34:19, 35:16, 39:13, 47:6, 47:20, 47:22, 72:11, 72:16, 77:16, 82:14, 82:18, 84:21, 98:17, 99:17, 99:19, 105:9, 106:20, 107:5, 107:12, 108:7, 108:20, 108:25, 110:4, 110:9, 110:10, 110:14, 113:16, 113:18, 115:4, 115:16, 125:22, 137:18, 137:24, 138:3, 138:5, 139:22, 139:23, 154:20, 154:21, 167:16, 173:10, 174:6, 175:1, 178:2 Area [1] - 66:10 areas [9] - 13:22, 34:12, 35:19, 80:25, 81:1, 93:16, 138:4, 173:11, 176:13 argue [2] - 68:14, 158:13 arguing [1] - 64:9 arises [1] - 123:3 arose [1] - 85:19 arrangement [1] - 72:10 arrangements [1] -	73:11 arrive [3] - 75:8, 142:14, 142:17 arriving [2] - 113:10, 152:14 arrow [3] - 119:11, 143:6 arrows [3] - 105:8, 109:25, 110:19 art [1] - 143:14 ascertain [1] - 172:6 aspect [3] - 91:8, 91:21, 175:15 aspects [5] - 71:10, 72:8, 127:19, 175:10 asphalt [8] - 94:13, 94:19, 94:20, 94:22, 138:22, 138:24, 145:9, 145:17 assembling [1] - 33:24 assembly [2] - 33:21, 33:23 assign [2] - 50:20, 73:4 associated [9] - 71:9, 71:16, 113:24, 115:23, 118:21, 123:4, 124:13, 150:13, 152:23 Associates [2] - 83:7, 83:12 association [17] - 5:25, 6:2, 76:13, 78:23, 80:12, 86:10, 86:13, 149:2, 149:8, 149:17, 153:20, 154:9, 154:17, 171:19, 172:12, 174:18, 176:1 Association [5] - 76:2, 85:22, 115:21, 155:9, 166:1 associations [1] - 167:10 assume [8] - 9:25, 38:6, 102:23, 123:17, 123:19, 131:19, 167:24, 168:21 assumed [1] - 165:15 assuming [5] - 150:10, 154:16, 154:21, 154:22, 169:14 assumption [1] - 152:7 assumptions [1] - 152:7 attached [2] - 62:7,	67:19 attention [1] - 158:8 attorney [4] - 5:1, 56:13, 180:9, 180:11 audible [2] - 101:9, 101:14 August [1] - 94:15 authority [2] - 70:4, 83:4 auto [1] - 125:13 automobile [2] - 9:15, 9:19 availability [1] - 23:23 available [8] - 23:21, 33:24, 37:22, 38:2, 92:1, 96:3, 143:17, 177:10 Avenue [34] - 15:10, 15:11, 71:12, 73:14, 73:23, 74:1, 74:10, 76:18, 76:19, 84:9, 92:18, 92:23, 96:17, 113:4, 113:8, 118:17, 118:25, 128:3, 128:19, 129:2, 129:8, 129:11, 129:13, 129:17, 135:16, 135:25, 143:15, 147:13, 147:14, 147:19, 152:13, 175:11 AVENUE [2] - 1:20, 2:3 average [1] - 99:9 aware [11] - 7:5, 7:10, 43:3, 73:13, 74:4, 91:5, 91:6, 92:16, 115:10, 117:25, 134:19 awkward [2] - 106:12, 107:2 awning [2] - 102:20, 102:21	43:13, 46:19, 47:19, 48:13, 49:6, 50:14, 52:18, 52:21, 53:2, 53:6, 54:9, 55:4, 55:13, 55:23, 56:12, 57:7, 59:1, 59:6, 59:11, 59:16, 59:21, 60:17, 60:21, 61:2, 61:7, 61:10, 61:13, 62:24, 63:3, 63:5, 63:22, 64:6, 64:9, 64:12, 64:25, 65:13, 66:19, 67:12, 67:22, 68:16, 68:18, 68:22, 69:18, 70:12, 71:2, 71:4, 82:25, 83:3, 84:2, 88:22, 89:25, 92:4, 94:10, 94:21, 95:2, 95:6, 96:11, 96:17, 96:19, 96:24, 97:4, 100:2, 100:8, 100:20, 100:22, 100:25, 101:3, 101:8, 101:12, 101:18, 101:20, 101:23, 105:22, 106:1, 106:6, 106:9, 111:7, 119:23, 120:4, 122:3, 122:6, 122:9, 123:7, 123:9, 124:18, 131:2, 131:5, 131:7, 131:9, 131:25, 132:18, 135:7, 136:1, 136:9, 138:14, 138:17, 145:8, 145:16, 145:20, 146:1, 146:11, 148:15, 148:18, 149:13, 150:6, 150:24, 151:7, 156:1, 156:6, 156:11, 156:13, 156:17, 156:21, 156:24, 157:1, 157:9, 157:12, 157:17, 157:21, 158:2, 158:11, 158:15, 159:14, 161:2, 161:21, 163:7, 163:12, 163:15, 163:18, 164:9, 165:3, 165:5, 166:6, 166:11, 167:2, 167:7, 167:17, 168:11, 179:8 bagoff [1] - 31:16 bailed [1] - 168:14 baked [1] - 126:7 Bakley [4] - 53:8, 57:15, 57:16, 58:16 balance [1] - 44:22 balloon [8] - 5:16, 5:17, 5:21, 5:24, 6:18,	6:21, 7:1, 7:4 ballpark [1] - 49:12 bar [2] - 105:20, 107:9 barbecues [2] - 40:21 barred [1] - 70:19 bars [2] - 104:16, 107:6 base [11] - 8:6, 8:20, 14:14, 44:25, 112:17, 113:1, 128:7, 145:10, 169:21, 170:2, 173:6 based [25] - 4:10, 24:16, 46:2, 56:2, 62:2, 62:5, 63:10, 64:4, 64:20, 64:23, 70:22, 74:21, 80:16, 83:7, 92:9, 99:6, 113:1, 114:4, 122:13, 134:21, 134:22, 137:17, 137:24, 151:2 basement [3] - 49:24, 50:1, 50:3 basis [2] - 80:5, 80:9 basketball [1] - 154:20 Baum [1] - 123:13 beat [1] - 116:25 become [2] - 134:7, 135:5 becomes [2] - 135:21, 158:4 bedrock [1] - 54:25 bedrooms [2] - 13:21, 137:10 begin [2] - 137:11, 170:20 beginning [5] - 8:2, 8:15, 8:24, 12:24, 138:24 behalf [5] - 2:4, 2:8, 4:19, 122:18, 162:2 behind [4] - 9:13, 12:23, 50:12 belief [1] - 168:2 bells [1] - 143:16 below [4] - 46:4, 47:23, 58:1, 119:12 bends [1] - 127:19 beneficial [1] - 76:9 benefit [4] - 77:21, 111:15, 116:22, 116:24 benefiting [1] - 76:20 benefits [2] - 69:11, 135:11 Bennett [1] - 148:13 best [8] - 17:25, 54:3, 54:4, 124:22,
B				
backup [1] - 65:20 backwards [1] - 105:9 bad [2] - 63:11, 165:22 Bagoff [1] - 25:21 BAGOFF [159] - 1:9, 4:1, 4:21, 5:2, 24:13, 25:8, 25:23, 26:1, 31:18, 32:4, 34:25, 35:4, 35:8, 40:6, 42:12, 42:15, 42:18, 42:22, 43:7, 43:10,				

141:24, 178:16, 178:25, 180:7 better [6] - 18:20, 25:1, 76:7, 147:17, 147:19, 167:11 between [28] - 14:1, 18:18, 20:11, 23:7, 23:8, 28:7, 29:2, 37:22, 45:12, 47:3, 57:5, 81:24, 82:13, 82:18, 94:22, 110:11, 111:25, 112:1, 126:23, 135:16, 141:22, 149:7, 149:16, 153:20, 157:11, 166:3, 170:24, 172:3 beyond [2] - 75:17, 159:3 bicycle [5] - 81:5, 81:6, 81:10, 84:20, 111:5 bicycles [4] - 78:15, 80:8, 84:16, 84:18 big [3] - 12:11, 132:24, 141:1 biggest [1] - 109:23 bike [10] - 81:8, 115:7, 115:9, 115:16, 115:18, 118:12, 125:14, 126:16, 127:14, 163:22 bikes [1] - 81:11 biking [1] - 115:3 BILL [1] - 1:10 bingo [1] - 43:25 bit [18] - 8:2, 18:20, 19:15, 28:5, 29:20, 44:24, 45:3, 60:7, 76:5, 102:18, 106:10, 108:11, 111:11, 112:22, 113:16, 114:4, 137:7, 169:18 black [1] - 102:2 blaming [1] - 23:10 blended [1] - 138:23 block [1] - 39:18 Block [3] - 4:13, 46:22, 61:20 blockage [1] - 87:24 blocked [4] - 87:11, 176:25, 177:5, 177:7 blocks [1] - 77:3 blue [1] - 44:10 Board [4] - 2:8, 61:17, 63:7, 63:25 board [62] - 4:24, 24:14, 24:22, 25:9, 32:5, 37:23, 42:23, 43:3, 54:11, 55:18,	57:12, 59:18, 59:22, 64:12, 65:5, 65:20, 69:10, 69:19, 70:2, 70:3, 70:9, 70:24, 71:19, 71:20, 74:24, 76:15, 79:5, 79:13, 79:22, 79:24, 80:13, 82:23, 83:3, 101:13, 121:9, 121:11, 121:17, 121:18, 121:20, 121:24, 131:22, 133:21, 135:5, 136:22, 137:5, 149:21, 151:4, 156:9, 157:16, 157:21, 157:23, 157:25, 161:7, 161:25, 162:5, 162:20, 166:22, 168:25, 172:17, 176:16, 179:11 BOARD [1] - 1:8 boards [5] - 55:24, 65:15, 70:20, 71:25, 79:15 body [2] - 162:2, 164:3 body's [1] - 164:5 boil [1] - 75:1 BOLAND [1] - 2:7 bollards [2] - 139:9 Bongard [1] - 150:23 Bongart [2] - 90:19, 150:23 Boswell [2] - 62:9, 67:20 boswell [1] - 67:18 BOSWELL [1] - 3:4 bottom [10] - 8:5, 8:12, 19:14, 32:15, 49:10, 97:25, 98:2, 98:7, 102:5, 105:13 Boulevard [2] - 86:18, 86:24 boulevard [2] - 76:8, 85:25 Box [4] - 120:20, 120:25, 132:12, 132:14 break [1] - 122:7 breakdown [1] - 75:11 brick [4] - 116:11, 116:12, 117:3, 117:7 bridge [1] - 4:3 brief [1] - 66:6 briefly [1] - 69:10 bring [2] - 36:1, 158:7 bringing [3] - 138:10, 138:13, 162:6	broke [1] - 54:25 broken [1] - 19:6 brought [2] - 65:9, 95:24 bruce [1] - 167:19 Bruce [1] - 5:7 Brunswick [1] - 70:7 BRYAN [1] - 2:3 Bryan [1] - 4:18 build [3] - 55:8, 75:18, 93:25 buildable [1] - 37:13 builders [1] - 54:7 building [95] - 10:25, 12:4, 12:11, 12:15, 12:18, 14:6, 14:8, 18:4, 19:1, 19:15, 19:24, 20:5, 21:20, 22:1, 26:12, 26:13, 29:6, 29:8, 29:10, 30:5, 30:24, 31:3, 32:19, 32:22, 32:23, 33:1, 33:11, 34:2, 34:12, 35:13, 35:15, 35:21, 36:17, 37:1, 39:15, 39:16, 40:9, 42:4, 42:8, 43:1, 43:13, 43:14, 43:15, 43:16, 43:19, 44:3, 44:16, 44:20, 44:25, 45:25, 46:4, 46:12, 46:13, 47:20, 47:22, 48:2, 48:3, 48:4, 48:8, 48:12, 48:14, 48:18, 48:21, 48:22, 49:23, 50:25, 51:9, 51:10, 51:12, 52:6, 52:7, 52:8, 55:5, 56:18, 57:9, 57:22, 57:25, 82:16, 89:4, 89:5, 98:13, 98:15, 98:23, 101:2, 102:16, 103:1, 105:5, 107:10, 107:15, 107:22, 112:16, 112:17, 160:12 Building [53] - 13:18, 18:15, 26:2, 26:7, 27:7, 28:24, 31:9, 31:12, 31:24, 32:13, 32:18, 35:12, 35:13, 35:23, 35:24, 36:3, 36:4, 44:4, 44:5, 44:6, 46:3, 46:7, 47:11, 48:18, 50:22, 51:7, 51:21, 52:3, 52:5, 52:6, 52:14, 77:16, 78:8, 82:13, 82:18, 97:25, 98:2, 98:8, 102:17, 104:18,	104:23, 105:12, 105:14, 105:18, 106:11, 107:21, 108:14, 109:4, 110:12, 119:6, 126:23, 126:25 buildings [26] - 6:25, 13:3, 13:13, 19:6, 22:4, 22:12, 27:3, 33:20, 34:15, 35:18, 40:10, 42:6, 42:24, 43:7, 43:10, 45:17, 45:21, 47:9, 51:1, 51:2, 51:16, 51:17, 53:11, 78:10, 81:6, 159:2 builds [1] - 42:18 built [14] - 33:21, 40:8, 42:4, 42:24, 47:16, 75:17, 93:25, 110:25, 130:22, 130:23, 137:9, 149:20, 169:11, 169:14 bulkheads [1] - 36:20 bunch [1] - 29:17 bunched [3] - 20:22, 21:3, 22:10 bus [12] - 91:4, 91:12, 115:4, 125:14, 128:2, 128:22, 129:2, 137:15, 138:6, 138:9, 141:1, 155:5 buses [12] - 128:7, 128:17, 128:22, 137:8, 137:12, 137:23, 138:2, 138:5, 138:11, 141:2, 141:3, 158:25 business [1] - 159:19 businesses [4] - 159:19, 159:22, 160:11, 160:13 Butensay [1] - 38:23 BUTENSAY [1] - 38:24 BY [1] - 2:3	cannot [1] - 6:22 canopies [1] - 11:23 canopy [1] - 5:16 capacity [8] - 75:18, 75:22, 80:7, 94:2, 130:13, 138:4, 142:13, 153:16 car [7] - 9:24, 15:17, 16:6, 101:4, 101:21, 115:7, 155:6 card [1] - 75:4 CARDOZA [35] - 1:12, 97:5, 97:14, 97:17, 97:21, 99:18, 99:25, 100:4, 101:24, 102:10, 102:13, 103:7, 103:21, 103:24, 104:10, 104:22, 104:25, 105:4, 105:11, 105:17, 105:23, 106:10, 106:24, 107:7, 107:16, 107:20, 108:2, 108:10, 109:1, 109:6, 109:12, 109:21, 110:15, 110:22, 111:3 Cardoza [1] - 97:4 Care [1] - 5:8 care [2] - 42:13, 108:23 carried [1] - 179:13 carry [1] - 87:5 cars [15] - 36:8, 93:22, 101:22, 101:23, 126:3, 131:16, 136:8, 136:18, 141:8, 141:10, 141:11, 141:15, 146:14, 154:25, 169:13 cartway [10] - 73:17, 80:7, 81:17, 86:20, 115:10, 115:12, 116:19, 116:20, 116:23 cartways [3] - 76:4, 76:8, 89:19 case [16] - 27:11, 33:20, 33:24, 46:5, 70:7, 80:1, 87:17, 91:14, 94:24, 95:17, 107:5, 110:16, 111:23, 112:16, 117:14, 146:16 caught [1] - 137:8 caused [2] - 5:9, 62:11 caveat [1] - 91:15 cement [2] - 41:10,
C				
calculation [2] - 113:16, 133:8 calculations [1] - 44:23 calming [8] - 76:4, 85:15, 85:25, 116:3, 127:19, 149:3, 155:22, 155:23				

41:15 cementitious [1] - 41:12 Centauri [1] - 10:11 center [5] - 109:3, 110:19, 110:20, 112:15, 174:24 central [1] - 104:4 certain [7] - 7:16, 23:21, 30:1, 81:8, 84:24, 97:9 Certainly [1] - 89:25 certainly [21] - 6:3, 68:25, 74:18, 74:24, 85:11, 87:18, 89:19, 93:21, 94:4, 96:1, 99:24, 113:12, 114:19, 118:7, 130:20, 133:17, 146:24, 152:3, 164:7, 177:23 certainty [3] - 14:16, 14:20, 38:4 certify [1] - 180:4 CERTIFY [1] - 180:8 chain [6] - 23:23, 23:24, 24:3, 25:3, 132:8, 139:8 Chair [8] - 88:25, 89:23, 92:4, 120:9, 157:15, 163:8, 163:17, 164:8 chairman [10] - 34:21, 59:9, 63:2, 69:24, 92:6, 111:8, 156:19, 161:8, 161:12, 168:5 CHAIRMAN [162] - 4:1, 4:21, 5:2, 24:13, 25:8, 25:23, 26:1, 31:18, 32:4, 34:25, 35:4, 35:8, 40:6, 42:12, 42:15, 42:18, 42:22, 43:7, 43:10, 43:13, 46:19, 47:19, 48:13, 49:6, 50:14, 52:18, 52:21, 53:2, 53:6, 54:9, 55:4, 55:13, 55:23, 56:12, 57:7, 59:1, 59:6, 59:11, 59:16, 59:21, 60:17, 60:21, 61:2, 61:7, 61:10, 61:13, 62:24, 63:3, 63:5, 63:22, 64:6, 64:9, 64:12, 64:25, 65:13, 66:19, 67:12, 67:22, 68:16, 68:18, 68:22, 69:18, 70:12, 71:2, 71:4, 82:25, 83:3,	84:2, 88:22, 89:25, 92:4, 92:5, 92:24, 93:14, 94:7, 94:10, 94:21, 95:2, 95:6, 96:11, 96:17, 96:19, 96:24, 97:4, 100:2, 100:8, 100:20, 100:22, 100:25, 101:3, 101:8, 101:12, 101:18, 101:20, 101:23, 105:22, 106:1, 106:6, 106:9, 111:7, 119:23, 120:4, 122:3, 122:6, 122:9, 123:7, 123:9, 124:18, 131:2, 131:5, 131:7, 131:9, 131:25, 132:18, 135:7, 136:1, 136:9, 138:14, 138:17, 145:8, 145:16, 145:20, 146:1, 146:11, 148:15, 148:18, 149:13, 150:6, 150:24, 151:7, 156:1, 156:6, 156:11, 156:13, 156:17, 156:21, 156:24, 157:1, 157:9, 157:12, 157:17, 157:21, 158:2, 158:11, 158:15, 159:14, 161:2, 161:21, 163:7, 163:12, 163:15, 163:18, 164:9, 165:3, 165:5, 166:6, 166:11, 167:2, 167:7, 167:17, 168:11, 179:8 Chairman [11] - 1:9, 1:9, 5:4, 25:21, 32:6, 65:11, 90:2, 94:9, 97:5, 148:19, 158:5 chairs [1] - 164:3 challenge [1] - 117:9 challenging [1] - 157:20 chambers [1] - 179:15 chance [3] - 54:6, 93:14, 136:25 change [16] - 23:20, 55:18, 58:6, 58:9, 91:21, 95:18, 129:1, 129:5, 138:3, 138:6, 140:6, 143:8, 145:3, 147:11, 147:15, 152:16 changed [2] - 58:13, 130:21 changer [1] - 138:8	changes [11] - 24:7, 62:2, 83:18, 93:1, 111:13, 115:22, 123:2, 129:16, 144:8, 176:12, 176:16 changing [2] - 52:5, 137:8 characteristic [1] - 53:1 characterization [1] - 178:19 characterizations [1] - 53:3 characterize [1] - 134:10 chart [1] - 39:4 Chateau [10] - 73:21, 113:21, 113:22, 113:24, 114:1, 124:6, 124:9, 136:15, 152:24, 166:21 checking [1] - 31:17 children [3] - 137:10, 154:19, 163:2 chose [1] - 17:1 circle [3] - 159:4, 176:24, 177:3 circles [2] - 159:3, 159:7 circulate [1] - 106:20 circulation [3] - 126:10, 159:10, 176:10 circulatory [1] - 105:9 cite [1] - 70:6 cities [1] - 143:5 city [1] - 52:4 clapboard [1] - 50:3 clarification [3] - 146:16, 168:13, 170:2 clarifications [1] - 83:16 clarified [1] - 170:19 clarify [9] - 23:9, 26:5, 28:5, 31:15, 107:23, 110:16, 126:13, 136:11, 169:7 clarity [3] - 165:10, 167:5, 167:6 classifications [1] - 77:25 classified [2] - 77:19, 78:4 clean [2] - 109:24, 110:4 cleanest [1] - 45:11 clear [13] - 6:3, 8:15, 23:10, 29:11, 31:1, 43:14, 52:23, 70:1,	110:9, 154:12, 166:18, 166:24, 168:18 cleared [1] - 88:7 clearly [4] - 23:11, 27:18, 36:19, 52:12 clears [3] - 122:1, 177:2, 177:18 Clerk [1] - 62:22 clicker [1] - 97:24 client [8] - 32:7, 122:18, 165:6, 165:9, 165:11, 165:13, 165:14, 165:17 clients [2] - 117:19, 168:1 cliff [3] - 30:4, 52:16, 53:1 close [5] - 26:12, 29:7, 37:3, 37:4, 52:14 closed [2] - 132:6, 176:11 closeout [1] - 130:10 closer [2] - 51:16, 148:15 closest [9] - 12:10, 28:23, 29:13, 30:23, 31:4, 31:12, 39:7, 39:9, 119:17 closet [1] - 29:5 Club [7] - 88:20, 122:18, 122:22, 129:14, 175:8, 175:14, 175:16 club [2] - 136:5, 136:16 clubhouse [9] - 48:19, 81:9, 82:14, 82:18, 99:4, 104:11, 104:12, 105:5, 110:12 clustered [1] - 21:6 CME [11] - 62:8, 83:6, 83:12, 104:16, 105:10, 107:18, 108:21, 109:23, 110:5, 110:25, 136:23 CME's [1] - 84:1 CO [2] - 84:23, 85:7 COAH [2] - 24:18 code [13] - 40:1, 40:10, 42:5, 42:25, 43:11, 43:17, 55:7, 55:11, 56:9, 170:6, 172:25, 179:3 codes [1] - 57:25 collaboration [1] - 114:1 collaborative [1] - 148:5	collector [3] - 78:5, 78:12, 93:24 color [3] - 18:20, 18:22, 18:23 coloring [1] - 18:19 combination [3] - 51:11, 51:12, 152:4 comfort [2] - 142:7, 142:8 comfortable [4] - 18:12, 145:24, 145:25, 147:17 coming [25] - 10:15, 25:6, 46:13, 46:23, 46:24, 56:10, 93:12, 100:4, 101:16, 114:6, 114:10, 114:16, 119:11, 136:8, 136:18, 138:12, 147:8, 152:20, 152:21, 152:22, 152:23, 161:11, 171:15, 176:2 comment [10] - 32:11, 38:11, 40:3, 105:7, 105:10, 109:22, 109:23, 117:2, 118:13, 163:12 comments [3] - 104:16, 120:6, 163:21 commercial [4] - 82:6, 113:23, 128:2, 174:25 commit [1] - 110:12 commitment [1] - 149:4 committed [1] - 158:24 common [5] - 78:15, 165:23, 165:25, 166:2, 177:18 communities [2] - 140:4, 177:23 community [22] - 72:20, 74:20, 76:11, 76:21, 77:13, 77:14, 80:9, 80:15, 81:14, 82:7, 87:20, 89:10, 93:20, 113:7, 114:19, 117:16, 137:19, 158:10, 160:3, 160:15, 161:9, 161:10 Community [1] - 77:22 commuter [2] - 111:19, 174:15 compaction [1] - 94:13 companies [1] - 39:20
---	--	---	---	---

company [3] - 42:13, 42:25, 164:21 comparable [2] - 171:10, 172:13 compares [1] - 113:17 compelled [1] - 159:7 complete [11] - 80:19, 80:22, 81:13, 90:5, 90:25, 92:8, 92:9, 133:10, 133:18, 153:3, 153:11 completed [2] - 74:21, 88:11 completing [2] - 153:6 complex [1] - 90:8 compliance [1] - 137:3 complicated [1] - 165:14 complies [1] - 30:6 comply [1] - 90:5 components [1] - 80:22 compression [1] - 145:12 comprised [1] - 61:24 computing [1] - 171:4 concept [3] - 53:17, 92:17, 151:4 concepts [1] - 54:22 concern [6] - 41:22, 56:3, 65:9, 65:19, 78:25, 174:16 concerned [3] - 20:10, 140:25, 161:9 concerning [1] - 70:21 concerns [9] - 62:6, 62:18, 70:5, 74:17, 99:15, 151:16, 161:16, 161:17, 161:18 concert [1] - 48:23 concludes [2] - 34:21, 179:17 conclusion [1] - 68:3 concrete [4] - 48:11, 49:2, 50:8, 138:23 concur [1] - 148:3 condition [14] - 24:23, 25:9, 25:21, 89:17, 96:7, 100:3, 106:1, 115:17, 129:24, 134:11, 135:5, 135:7, 177:6	conditioned [1] - 24:22 conditions [7] - 8:11, 17:4, 17:16, 75:4, 75:6, 75:12, 127:10 condo [5] - 5:24, 154:9, 154:17, 167:10 Condominium [1] - 165:18 condominium [1] - 6:2 condos [1] - 166:21 conducted [3] - 66:15, 125:4, 173:2 cone [3] - 10:18, 10:24, 11:3 configurations [1] - 90:24 confirm [3] - 58:16, 121:25, 122:20 conforming [5] - 44:12, 44:24, 45:1, 45:13, 48:5 confusing [1] - 29:17 confusion [3] - 45:11, 146:7, 166:14 conjoined [1] - 147:9 connect [2] - 82:7, 107:11 connecting [1] - 140:1 connection [9] - 87:18, 88:2, 91:11, 122:22, 140:1, 177:9, 177:11, 177:13, 177:14 connectivity [1] - 82:4 connects [4] - 77:15, 79:9, 101:25, 104:5 consider [10] - 79:6, 82:23, 89:7, 89:24, 117:20, 124:16, 145:1, 145:13, 157:16, 178:16 consideration [7] - 26:4, 70:20, 98:9, 108:19, 117:5, 158:9, 160:23 considerations [1] - 159:1 considered [11] - 10:7, 58:15, 58:21, 89:1, 89:16, 90:16, 115:19, 115:21, 115:24, 144:7, 169:1 considering [1] - 156:10 consistent [2] - 114:21, 178:24	consistently [1] - 124:6 constantly [2] - 135:24, 136:19 constraints [1] - 74:17 construct [1] - 71:13 constructed [2] - 15:9, 85:5 constructing [2] - 10:25, 12:12 construction [10] - 61:23, 70:22, 76:3, 76:13, 86:11, 130:9, 139:15, 139:19, 139:20 consult [1] - 95:9 consultant [1] - 81:7 consulted [4] - 95:10, 95:11, 95:17, 97:9 contacted [1] - 97:2 contain [1] - 155:8 contained [1] - 5:25 continuation [1] - 98:14 continue [3] - 29:20, 108:25, 176:9 continues [1] - 8:20 continuous [1] - 126:22 control [10] - 72:10, 73:11, 74:6, 79:17, 79:20, 107:6, 116:6, 147:4, 153:8, 179:4 controlled [4] - 79:6, 79:22, 139:2, 178:20 controlling [1] - 147:14 controls [4] - 78:23, 79:25, 90:24, 177:15 conventional [1] - 94:23 conversant [1] - 27:12 conversation [1] - 80:17 conversations [1] - 164:14 converted [1] - 114:10 cooperation [5] - 88:19, 175:7, 175:9, 175:18, 175:23 cooperative [1] - 149:7 coordinate [3] - 96:2, 107:18, 144:1 coordinated [2] - 119:3, 143:15	coordinating [1] - 140:18 coordination [2] - 85:17, 121:1 copy [2] - 62:22, 66:20 corner [5] - 4:16, 8:2, 19:23, 20:25, 39:18 corners [1] - 20:23 correct [79] - 7:22, 8:7, 8:13, 8:21, 8:22, 8:24, 8:25, 9:5, 10:4, 12:21, 13:3, 14:8, 14:24, 15:18, 17:2, 18:21, 19:3, 19:16, 19:20, 20:1, 20:2, 20:6, 20:7, 20:17, 20:20, 20:21, 22:5, 23:12, 24:1, 26:17, 27:25, 28:22, 31:6, 31:14, 34:19, 36:5, 36:10, 36:11, 36:15, 37:9, 37:10, 41:4, 42:9, 49:3, 50:22, 50:23, 51:11, 51:16, 51:18, 51:21, 61:11, 61:12, 68:3, 70:6, 84:13, 86:8, 101:23, 103:23, 108:1, 119:19, 120:16, 126:10, 128:25, 139:17, 143:24, 144:15, 153:5, 153:7, 168:10, 168:23, 170:4, 170:5, 170:7, 170:10, 172:1, 172:4, 175:24, 177:20, 177:21 corrected [2] - 94:20, 105:10 correction [1] - 28:25 correctly [1] - 9:3 correspondence [2] - 62:8, 62:19 cosmetic [2] - 48:10, 49:5 cost [2] - 130:4, 130:6 council [8] - 59:19, 63:15, 64:15, 65:4, 124:15, 163:23, 163:25, 164:6 COUNCIL [5] - 88:24, 89:13, 89:22, 163:16, 163:20 Council [9] - 20:9, 32:5, 59:24, 61:18, 62:21, 63:6, 65:9, 88:23, 163:18	Councilman [1] - 20:8 counsel [5] - 5:8, 167:19, 179:15, 180:9, 180:11 count [4] - 13:19, 13:23, 111:22, 112:21 counted [2] - 13:19, 37:12 counting [1] - 14:4 country [1] - 136:16 Country [5] - 88:20, 122:18, 122:22, 175:14, 175:16 counts [11] - 90:17, 112:14, 128:6, 128:12, 130:20, 130:25, 135:23, 171:21, 171:22, 173:1, 174:4 county [18] - 73:23, 92:12, 96:3, 96:5, 96:16, 96:19, 96:21, 97:1, 119:1, 129:21, 134:21, 134:23, 135:14, 143:13, 143:14, 143:18, 147:21, 151:25 County [9] - 61:14, 73:24, 74:11, 74:12, 76:15, 88:18, 125:22, 134:12, 175:8 county's [1] - 143:18 couple [6] - 59:23, 71:10, 84:5, 119:6, 146:5, 175:5 course [5] - 88:14, 113:11, 114:7, 136:4, 173:21 court [2] - 6:10, 68:9 COURT [1] - 1:19 Court [1] - 87:10 courtroom [1] - 162:1 courts [5] - 136:6, 136:20, 153:23, 154:2, 154:20 cover [4] - 62:2, 67:19, 89:6, 98:23 coverage [1] - 145:17 COVID [2] - 93:5, 93:13 cracked [1] - 54:25 crane [1] - 10:9 crash [2] - 87:9, 87:11 crashes [1] - 118:16 create [6] - 20:24, 85:20, 85:24, 145:18,
--	---	--	---	--

165:22, 179:5 creating [2] - 87:18, 124:10 Crestmont [6] - 88:20, 129:14, 129:17, 175:8, 175:14, 175:16 criticizing [1] - 25:15 cross [3] - 5:10, 34:22, 154:22 crosses [1] - 154:15 crossing [4] - 91:8, 110:5, 119:17, 154:17 crossings [1] - 110:6 crosswalk [16] - 80:25, 81:1, 83:24, 102:3, 102:9, 102:11, 102:12, 104:7, 104:13, 105:18, 106:2, 107:11, 110:11, 116:12, 116:13, 117:13 crosswalks [9] - 80:25, 83:23, 105:22, 116:11, 116:14, 116:21, 116:22, 117:3, 117:11 crowded [1] - 124:7 crown [1] - 110:8 Crystal [1] - 178:6 curb [1] - 98:5 current [12] - 63:14, 66:9, 66:16, 86:20, 88:14, 90:24, 93:4, 134:2, 143:13, 143:16, 147:13 curtesy [1] - 70:9 curvature [1] - 98:12 curve [1] - 104:19 cutoff [1] - 170:11	114:21, 114:25, 115:1, 127:22, 128:7, 128:9, 128:23, 128:25, 129:7, 129:11, 130:18, 130:19, 141:8, 148:3, 152:19, 169:21, 170:2, 171:2, 171:4, 171:17, 172:17, 172:18, 172:24, 173:4, 173:6, 173:13, 173:14, 173:15, 174:4 data's [1] - 114:24 date [4] - 62:14, 92:19, 135:22, 180:6 dated [5] - 43:24, 66:7, 72:4, 83:8, 83:12 Dated [1] - 180:19 Davey [6] - 155:16, 155:17, 155:20, 155:23, 158:12, 176:11 days [2] - 110:24, 125:7 DCA [3] - 121:9, 121:22 de [8] - 79:4, 79:19, 79:23, 81:21, 82:23, 83:4, 121:21, 127:5 deal [2] - 152:1, 152:2 deaths [1] - 118:6 Debbie [1] - 38:23 December [1] - 39:19 decide [2] - 55:17, 63:10 decided [1] - 51:8 decider [1] - 68:4 decides [1] - 40:9 deciduous [2] - 12:25, 13:5 decision [8] - 21:11, 21:12, 21:13, 21:14, 56:2, 121:12, 142:23 decisions [1] - 4:9 decrease [1] - 145:16 deemed [1] - 68:10 deeper [2] - 21:20, 26:23 defer [2] - 94:14, 108:6 deferring [1] - 116:17 define [2] - 79:17, 144:21 defines [1] - 43:6 definitely [1] -	144:11 definitions [1] - 78:17 degree [4] - 9:2, 10:10, 21:7, 21:8 delay [6] - 5:9, 32:8, 142:10, 142:15, 142:19, 147:7 delayed [2] - 142:5, 143:4 delays [2] - 76:23, 151:15 deliver [2] - 24:16, 24:17 delivery [2] - 80:10, 158:22 demands [1] - 99:6 demographics [1] - 137:17 demonstration [1] - 8:6 denied [1] - 135:3 denoted [1] - 36:19 dens [3] - 21:20, 21:21, 21:24 density [1] - 70:3 deny [9] - 61:17, 63:25, 64:4, 64:13, 64:14, 64:20, 64:23, 70:4, 121:23 DEP [2] - 68:3, 68:10 department [12] - 43:15, 55:5, 55:6, 56:18, 56:19, 92:12, 95:9, 96:8, 96:14, 140:14 DEPARTMENT [1] - 1:1 Department [4] - 39:22, 66:2, 77:22, 144:20 departments [1] - 57:10 depict [3] - 7:21, 12:20, 18:3 depicted [3] - 8:4, 11:12, 19:1 depicting [1] - 11:4 depiction [2] - 15:12, 31:23 depicts [1] - 150:17 depressed [1] - 119:13 Deputy [1] - 59:15 describe [3] - 115:2, 116:2, 119:8 described [1] - 141:24 DESCRIPTION [1] - 3:3	design [35] - 23:1, 35:21, 71:10, 71:13, 71:17, 74:9, 76:8, 76:15, 77:25, 78:2, 78:14, 78:19, 80:20, 80:23, 88:8, 90:5, 91:7, 92:2, 92:22, 94:15, 95:4, 96:1, 98:25, 99:1, 101:11, 108:19, 109:24, 118:7, 118:22, 143:20, 148:5, 174:12, 174:21, 175:3 designate [3] - 102:3, 102:6, 102:8 designated [2] - 107:24, 119:9 designates [1] - 102:4 designed [21] - 22:23, 48:21, 53:24, 53:25, 74:11, 74:12, 77:11, 77:17, 80:24, 81:4, 81:10, 93:23, 118:11, 141:4, 146:19, 147:11, 147:12, 159:9, 169:15, 177:24 designing [4] - 22:8, 80:21, 129:25, 143:12 desire [2] - 85:20, 85:23 destinations [2] - 115:3, 115:5 detail [1] - 139:8 details [3] - 94:16, 94:17, 116:12 detection [1] - 143:14 determine [4] - 65:16, 73:10, 147:25, 173:24 determined [4] - 32:19, 35:20, 101:6, 150:2 determines [1] - 130:16 develop [1] - 4:14 developed [2] - 115:1, 148:3 DEVELOPMENT [1] - 1:1 development [48] - 4:15, 47:8, 47:16, 62:12, 77:24, 78:15, 78:19, 79:21, 87:5, 87:12, 87:17, 90:16, 90:25, 93:15, 111:17, 112:5, 114:9, 115:10, 116:9, 116:10, 121:6,	124:24, 125:6, 125:18, 126:17, 127:9, 133:21, 150:5, 150:9, 150:11, 150:12, 150:14, 152:9, 152:12, 152:17, 153:5, 153:11, 157:7, 166:14, 166:23, 171:7, 172:7, 174:14, 176:25, 177:19, 178:17 developments [4] - 73:20, 93:21, 125:12, 171:11 deviate [1] - 63:8 deviates [2] - 64:1, 64:2 deviation [1] - 82:10 devices [1] - 72:11 diagram [3] - 10:12, 10:13, 36:8 diagrammatic [6] - 11:8, 11:16, 12:6, 17:15, 17:17, 32:12 diagrammatically [5] - 8:8, 8:10, 9:8, 16:13, 39:2 DIANA [1] - 2:6 difference [3] - 45:12, 94:22, 141:22 differences [2] - 172:2, 173:16 different [18] - 7:21, 18:23, 29:10, 31:9, 38:1, 45:21, 52:8, 91:21, 117:10, 135:18, 142:8, 142:14, 142:21, 142:25, 157:22, 171:5 differentiate [1] - 135:10 differentiated [1] - 116:14 differentiation [1] - 125:1 differentiations [1] - 75:14 difficult [3] - 142:1, 151:17, 158:4 difficulties [1] - 76:24 difficulty [1] - 158:19 dimension [2] - 12:14, 178:4 dimensions [3] - 22:24, 29:10, 56:16 direct [5] - 4:24, 82:12, 82:18, 114:17, 121:1
D				
D-1 [1] - 19:6 D-2 [1] - 19:6 D3 [1] - 119:6 daily [7] - 78:25, 79:11, 80:5, 80:9, 135:19, 178:17, 178:21 damage [1] - 139:11 dangerous [5] - 123:25, 124:4, 124:8, 124:11, 143:9 Danielle [2] - 65:25, 66:6 data [42] - 72:13, 73:4, 93:5, 95:18, 99:7, 112:17, 113:1, 114:4, 114:14,				

directed ^[1] - 62:22 direction ^[7] - 10:19, 27:6, 57:20, 73:19, 73:25, 143:4, 159:7 directions ^[2] - 27:3, 128:19 directly ^[5] - 32:10, 82:13, 98:24, 106:14, 115:22 disagree ^[2] - 107:1, 178:19 disaster ^[1] - 144:4 discharge ^[1] - 62:3 discontinuous ^[1] - 117:17 discourage ^[1] - 81:17 discuss ^[2] - 92:13, 151:3 discussed ^[4] - 61:8, 65:18, 132:10, 151:25 discussion ^[7] - 23:5, 80:18, 81:20, 86:13, 149:15, 150:7 disregard ^[1] - 150:23 disrespect ^[1] - 162:4 disrespectful ^[1] - 161:19 distance ^[3] - 13:2, 76:25, 142:2 distances ^[2] - 9:22, 12:7 distinct ^[1] - 111:23 distinction ^[8] - 18:18, 20:11, 23:8, 28:7, 29:1, 30:10, 57:4, 108:17 distributed ^[1] - 174:20 distributes ^[1] - 144:24 Division ^[1] - 66:1 divvy ^[1] - 166:4 DO ^[1] - 180:8 document ^[6] - 12:2, 19:2, 64:7, 72:22, 72:25, 112:12 documented ^[3] - 73:12, 171:23, 176:5 dog ^[5] - 51:15, 159:24, 160:2, 160:14 dogs ^[1] - 154:19 done ^[31] - 6:18, 6:21, 7:7, 7:11, 16:20, 26:14, 54:20, 57:8, 88:11, 88:12, 90:13, 90:15, 90:21, 92:15, 93:6, 95:14, 96:10,	99:7, 107:2, 112:15, 118:15, 130:6, 130:7, 131:14, 132:12, 133:7, 135:23, 144:11, 158:13, 174:22, 176:7 Donuts ^[1] - 70:6 door ^[5] - 98:16, 100:25, 101:9, 101:14, 107:10 doorways ^[2] - 20:11, 20:19 dotted ^[9] - 28:24, 29:23, 30:2, 30:9, 30:13, 31:4, 31:13, 39:2, 52:11 double ^[4] - 105:16, 151:23, 166:15 doubles ^[1] - 152:25 down ^[28] - 4:3, 4:7, 13:18, 22:19, 22:20, 24:11, 25:1, 34:11, 75:1, 77:16, 86:13, 99:20, 103:25, 104:3, 113:7, 123:23, 135:20, 135:25, 136:8, 141:19, 142:15, 143:18, 144:2, 147:8, 150:4, 152:12, 174:8, 174:10 downside ^[1] - 116:24 drain ^[1] - 145:23 drainage ^[2] - 81:12, 145:15 drastically ^[1] - 55:19 draw ^[2] - 172:19, 172:24 drawing ^[1] - 57:12 drawings ^[5] - 15:23, 17:6, 17:18, 17:19, 17:22 drawn ^[3] - 9:15, 28:12, 44:11 drew ^[1] - 12:14 drive ^[8] - 13:11, 77:15, 77:17, 79:9, 98:12, 139:5, 141:15, 175:19 DRIVE ^[1] - 2:7 Drive ^[47] - 4:4, 4:6, 4:7, 15:13, 15:14, 15:17, 15:21, 15:25, 16:14, 38:14, 52:2, 77:14, 78:6, 78:24, 78:25, 79:2, 79:7, 80:5, 80:6, 81:23, 83:5, 90:18, 93:23, 110:6, 115:9, 116:7,	120:11, 120:12, 120:14, 132:6, 138:20, 139:4, 139:16, 139:19, 139:22, 139:25, 140:1, 145:9, 150:23, 155:17, 155:20, 155:23, 158:9, 168:25, 176:11 driven ^[2] - 93:20, 115:11 drivers ^[3] - 102:20, 127:7, 142:9 driveway ^[2] - 100:16, 175:17 driveways ^[2] - 107:3, 176:14 driving ^[6] - 9:17, 13:10, 47:8, 100:15, 103:13, 117:17 drone ^[1] - 7:5 drop ^[9] - 13:1, 13:5, 13:7, 52:16, 106:13, 106:21, 106:22, 107:4, 107:12 drop-off ^[1] - 52:16 drops ^[1] - 13:1 due ^[2] - 162:4, 162:24 duly ^[2] - 60:25, 69:8 dumpster ^[1] - 108:7 Dunkin ^[1] - 70:6 duration ^[1] - 164:23 during ^[16] - 14:13, 23:20, 30:10, 66:4, 76:13, 81:20, 85:19, 108:8, 111:18, 111:20, 112:6, 113:10, 126:14, 129:15, 136:19, 142:14 dwelling ^[1] - 15:7	135:25, 137:9, 141:12, 141:13, 142:4, 143:3, 143:24, 144:3, 144:14, 144:16, 144:17, 147:13, 147:16, 147:19, 147:23, 151:11, 152:13, 152:20, 157:6, 175:11, 175:20, 178:5 early ^[1] - 12:25 easement ^[2] - 52:12, 52:13 easements ^[1] - 175:13 easily ^[2] - 33:24, 52:13 east ^[5] - 26:22, 30:1, 74:2, 91:5, 144:24 easterly ^[2] - 27:7, 39:8 eastern ^[1] - 27:6 easy ^[1] - 38:18 eat ^[1] - 113:13 eaves ^[1] - 10:4 Edition ^[1] - 72:24 effect ^[1] - 84:19 efficient ^[2] - 76:22, 80:14 efficiently ^[1] - 143:20 effort ^[3] - 71:16, 85:18, 92:9 egress ^[6] - 113:5, 175:21, 177:20, 177:22, 178:3, 178:18 egress/ingress ^[1] - 70:21 eight ^[1] - 115:15 either ^[14] - 24:6, 24:7, 32:1, 41:12, 45:25, 56:16, 57:9, 93:4, 107:13, 115:3, 121:22, 148:3, 155:4, 167:8 elect ^[1] - 41:24 element ^[1] - 34:17 elements ^[6] - 4:11, 76:9, 78:1, 125:8, 134:11, 155:8 elevated ^[1] - 41:20 elevation ^[3] - 44:9, 44:14, 44:15 elevations ^[1] - 36:19 embankment ^[3] - 16:7, 16:8, 16:9 embrace ^[1] - 80:22 embraced ^[1] - 81:16 embraces ^[1] - 81:13	emergencies ^[1] - 178:10 emergency ^[42] - 33:20, 33:25, 34:14, 77:15, 79:7, 79:9, 79:24, 80:11, 87:16, 87:18, 88:1, 88:3, 88:5, 89:2, 95:3, 95:5, 116:24, 120:14, 120:15, 120:22, 132:7, 132:10, 139:23, 140:5, 140:25, 141:5, 145:23, 146:8, 146:15, 146:17, 146:19, 147:4, 168:22, 168:25, 169:3, 177:7, 177:16, 178:12, 178:13, 178:15, 178:21 employee ^[2] - 180:9, 180:11 EMS ^[1] - 39:23 end ^[22] - 10:23, 11:5, 13:3, 13:14, 20:4, 54:10, 56:11, 74:25, 75:9, 102:20, 102:23, 103:18, 107:23, 112:21, 120:12, 120:14, 123:18, 130:11, 137:8, 142:17, 146:14, 178:13 endorsing ^[2] - 35:6, 35:7 enforce ^[2] - 124:8, 164:4 enforced ^[1] - 63:21 enforcement ^[1] - 42:25 engineer ^[16] - 59:8, 64:5, 64:11, 64:18, 65:25, 68:2, 68:7, 68:21, 69:16, 69:25, 71:25, 97:1, 130:16, 137:3, 140:11, 140:20 Engineer ^[1] - 1:13 engineering ^[11] - 37:24, 64:19, 67:16, 72:5, 74:25, 80:4, 92:12, 97:7, 97:18, 111:16, 145:2 Engineering ^[2] - 62:9, 69:14 Engineers ^[3] - 72:24, 99:8, 170:3 engineers ^[12] - 55:16, 56:19, 72:9, 73:2, 75:1, 83:22, 112:11, 112:20,
---	---	---	--	---

E

114:24, 118:5, 144:19, 175:2 enhance [5] - 81:18, 83:23, 83:24, 117:15, 153:11 enhances [2] - 82:17, 82:19 enlarge [3] - 10:1, 19:10, 39:1 ensure [1] - 62:14 enter [1] - 119:15 entering [4] - 113:4, 113:24, 114:3, 139:16 entire [4] - 45:4, 45:6, 109:18, 161:10 entrance [19] - 98:7, 102:15, 102:17, 102:19, 103:1, 104:1, 104:4, 105:14, 106:11, 106:15, 106:16, 108:2, 108:13, 109:3, 119:7, 119:17, 136:4 entrances [4] - 98:3, 104:23, 106:3, 168:22 entry [3] - 27:12, 76:6, 85:21 environment [7] - 81:3, 81:19, 82:19, 83:24, 118:11, 133:12, 145:11 Environmental [2] - 66:2, 69:15 environmental [2] - 62:4, 65:25 environmentally [1] - 145:20 envision [2] - 40:5, 106:17 envisions [1] - 40:7 equally [1] - 23:25 equipment [3] - 89:2, 89:20 equivalent [1] - 24:6 ERIC [2] - 180:2, 180:16 Eric [1] - 53:7 especially [1] - 136:19 ESQ [2] - 2:3, 2:6 ESQS [2] - 2:2, 2:6 essentially [2] - 41:10, 172:2 ESSEX [1] - 1:5 Essex [21] - 4:3, 4:12, 61:15, 61:17, 61:20, 73:24, 74:11, 74:12, 76:15, 85:22, 88:18, 117:25, 122:18, 122:21,	125:22, 134:12, 150:7, 150:15, 154:5, 165:18, 165:19 establish [1] - 137:21 established [8] - 28:14, 72:14, 73:7, 73:16, 81:2, 89:8, 137:16, 140:2 estimate [3] - 127:25, 130:2, 130:7 estimated [1] - 169:10 estimates [2] - 72:18, 73:2 estimating [1] - 9:3 etc [2] - 174:1, 176:2 evaluate [6] - 56:18, 56:19, 73:8, 73:10, 144:8 evaluated [2] - 43:14, 144:5 evaluation [2] - 83:7, 171:21 eve [1] - 10:14 evening [23] - 4:18, 5:3, 5:4, 5:7, 5:13, 71:7, 72:2, 77:9, 84:6, 90:3, 111:20, 112:1, 113:9, 113:12, 114:3, 114:15, 114:16, 124:19, 148:13, 152:13, 152:22, 161:2, 179:10 event [3] - 87:15, 146:22, 146:25 events [2] - 124:7, 124:9 evidence [2] - 70:24, 168:8 exacerbate [1] - 167:1 exact [6] - 14:11, 18:4, 38:19, 112:19, 173:18, 173:20 exactly [2] - 90:20, 162:19 examination [2] - 5:10, 91:16 example [2] - 12:10, 22:17 examples [3] - 53:20, 54:19, 55:21 exceed [3] - 42:5, 43:11, 43:17 exceeded [1] - 57:24 exceeds [4] - 32:20, 33:12, 36:25, 99:5 excellent [1] - 84:2 except [3] - 8:11,	16:17, 78:5 exception [9] - 79:5, 79:19, 79:24, 81:21, 82:24, 83:5, 121:7, 121:10, 121:21 excess [1] - 131:17 excluding [1] - 113:23 excuse [5] - 17:23, 28:19, 90:19, 128:17, 176:22 exhibit [7] - 5:25, 16:19, 43:24, 57:20, 58:23, 65:21, 148:20 EXHIBIT [1] - 3:3 exist [6] - 54:1, 76:25, 87:6, 127:11, 155:3, 177:13 existence [1] - 32:21 existing [25] - 8:11, 17:16, 32:24, 48:23, 73:6, 73:16, 74:16, 74:17, 76:10, 76:20, 86:18, 87:24, 89:17, 94:5, 113:15, 115:9, 115:16, 127:8, 127:10, 133:11, 134:10, 137:18, 152:2, 154:4 exists [3] - 77:1, 148:21, 151:14 exit [17] - 27:13, 98:7, 99:20, 99:21, 102:15, 103:1, 104:4, 104:18, 105:1, 105:14, 105:15, 106:15, 106:16, 113:7, 129:17, 146:7, 175:19 Exit [2] - 135:24, 135:25 exiting [7] - 98:13, 101:17, 101:18, 101:22, 101:23, 114:4, 139:16 exits [4] - 98:3, 104:23, 106:4, 168:22 expanded [1] - 137:19 expansive [1] - 24:9 expect [19] - 39:12, 40:15, 92:21, 99:9, 102:24, 103:7, 103:9, 113:3, 113:6, 113:10, 113:14, 114:18, 127:16, 128:19, 145:2, 147:15, 148:5, 152:11, 172:14 expected [2] - 169:10, 169:20	expects [1] - 173:20 expensive [1] - 24:10 experience [11] - 75:7, 141:25, 142:10, 142:14, 142:18, 142:19, 142:21, 142:24, 145:4, 147:20, 153:13 experienced [1] - 147:16 experimenting [1] - 56:25 experiments [2] - 55:2, 56:10 expert [2] - 64:19, 143:2 expertise [1] - 126:1 explain [3] - 27:19, 28:7, 175:8 explicitly [2] - 87:4, 105:24 exposed [12] - 27:24, 44:22, 45:19, 45:20, 48:1, 48:9, 48:20, 49:2, 49:22, 50:5, 50:8, 52:17 exposure [7] - 43:20, 44:8, 44:17, 45:23, 46:1, 47:18, 48:5 expressed [2] - 119:1, 149:5 extending [6] - 73:15, 77:13, 77:14, 78:7, 80:6, 87:6 extends [5] - 78:6, 79:3, 126:20, 126:25 extension [4] - 81:23, 126:18, 126:23, 131:23 extensive [4] - 77:8, 90:15, 171:22, 176:6 extent [3] - 23:23, 123:2, 149:19 exterior [4] - 20:11, 20:17, 27:23, 41:9 extraordinary [2] - 146:22, 146:25 extreme [2] - 10:23, 11:5 extremity [1] - 10:20 eye [1] - 26:6 eyes [2] - 8:16, 56:7	facilities [4] - 98:10, 126:7, 154:2, 173:2 facility [9] - 98:22, 136:17, 151:1, 152:24, 154:6, 154:18, 160:2, 160:15, 160:21 facing [5] - 44:16, 46:6, 46:8, 46:10, 48:18 fact [5] - 4:10, 70:20, 70:23, 75:20, 179:2 fact-finding [1] - 4:10 facto [1] - 127:5 facts [3] - 56:2, 63:10, 64:10 failing [1] - 75:6 faint [1] - 15:24 fair [14] - 13:25, 14:6, 14:12, 14:15, 14:23, 29:15, 37:15, 135:15, 137:22, 157:14, 157:15, 168:9 fairly [5] - 24:15, 75:4, 77:5, 84:20, 112:18 faith [1] - 168:7 fall [2] - 12:24, 79:17 falling [1] - 46:2 falls [2] - 74:10, 79:25 familiar [6] - 28:10, 68:1, 99:22, 154:1, 155:17, 177:25 far [9] - 19:23, 47:11, 95:11, 96:13, 109:4, 110:18, 120:22, 131:14, 147:6 fashion [1] - 122:10 faster [1] - 124:2 fault [3] - 15:23, 33:17 favorite [1] - 124:10 FAX [1] - 1:21 feature [2] - 85:25, 116:20 features [4] - 76:4, 76:5, 149:4, 155:25 Federal [1] - 110:3 federal [1] - 143:21 feedback [1] - 92:14 feet [22] - 12:15, 37:5, 37:11, 39:2, 41:23, 44:7, 45:3, 45:6, 45:8, 45:15, 45:20, 46:15, 46:25, 47:9, 48:11, 48:12, 73:18, 89:18, 115:15, 139:1, 140:3
F				
F10 [1] - 103:13 facade [2] - 14:9, 50:9 face [1] - 13:17				

Fells [4] - 4:4, 122:18, 122:22, 154:5 felt [1] - 51:11 fence [1] - 132:7 Ferriero [1] - 62:8 ferriero's [1] - 62:19 few [8] - 5:4, 83:20, 104:2, 120:8, 120:10, 120:11, 122:19, 168:16 FHA [2] - 66:8, 66:9 fiber [1] - 41:9 field [1] - 6:4 fighting [1] - 11:24 figure [2] - 91:11, 135:19 figured [1] - 147:25 file [2] - 79:4, 80:2 filed [2] - 79:12, 122:1 filled [1] - 99:1 filling [1] - 141:13 final [5] - 33:16, 61:19, 96:15, 141:7, 143:22 financially [1] - 180:12 findings [1] - 92:13 fine [3] - 7:19, 14:5, 25:24 finish [1] - 179:9 finished [3] - 31:19, 50:2, 50:9 finishes [1] - 23:15 finishing [1] - 25:12 fire [35] - 39:11, 39:13, 39:14, 39:18, 39:19, 39:20, 39:21, 40:2, 40:6, 40:8, 40:9, 40:24, 41:3, 41:6, 41:8, 41:10, 41:13, 42:2, 43:3, 43:8, 43:11, 43:17, 55:6, 56:18, 96:8, 96:14, 120:22, 121:2, 121:5, 132:10, 140:12, 140:13, 140:18, 145:12 Fire [1] - 39:22 fires [1] - 40:14 firm [4] - 4:19, 64:19, 122:17, 149:4 first [13] - 7:1, 16:9, 36:9, 39:22, 43:22, 44:21, 45:14, 53:9, 86:25, 90:4, 111:10, 148:7, 164:17 FISHMAN [3] - 1:19, 180:2, 180:16 fit [2] - 83:20, 108:15	fits [1] - 57:9 five [5] - 12:11, 19:4, 22:19, 22:20, 48:11 flaring [1] - 41:2 flashing [1] - 143:7 flat [5] - 16:8, 30:1, 41:18, 93:10, 172:3 flaws [2] - 55:11, 55:13 Flood [1] - 66:10 flooding [1] - 62:11 floor [23] - 4:21, 10:7, 10:9, 18:7, 18:8, 19:11, 19:12, 19:24, 20:25, 24:19, 34:3, 34:4, 36:9, 37:7, 44:21, 45:5, 45:6, 45:14, 59:23, 60:1, 61:2, 69:21, 71:5 flooring [1] - 41:11 floors [5] - 170:12, 170:13, 170:16, 170:18, 170:22 flow [9] - 75:4, 79:1, 79:11, 80:8, 126:6, 147:11, 153:17, 153:18, 178:21 flowing [1] - 111:21 flows [1] - 176:13 focus [9] - 56:1, 111:16, 144:13, 156:2, 157:23, 157:25, 158:12, 161:23, 162:22 focusing [1] - 10:23 folks [1] - 163:21 follow [5] - 96:5, 140:10, 159:7, 162:12, 171:9 follow-up [1] - 140:10 followed [3] - 56:9, 129:21 following [3] - 72:5, 95:16, 129:18 follows [2] - 61:1, 69:9 foot [7] - 12:14, 37:6, 37:7, 110:21, 116:20, 116:23, 117:13 footprint [1] - 88:15 Ford [1] - 103:13 foregoing [1] - 180:4 forest [1] - 12:25 forests [1] - 145:11 forever [2] - 164:24, 164:25 forget [2] - 47:17, 47:25 forgotten [1] -	176:22 formal [4] - 92:15, 121:13, 121:14, 121:17 formally [2] - 80:2, 121:8 former [1] - 59:14 forth [8] - 73:11, 78:1, 80:11, 83:23, 99:4, 113:13, 173:12, 180:7 forum [1] - 68:9 forward [10] - 71:15, 72:15, 85:4, 92:21, 101:24, 157:2, 161:3, 164:18, 165:2, 167:1 fought [1] - 39:14 foundation [21] - 43:20, 44:8, 44:17, 44:22, 45:15, 45:19, 45:20, 45:23, 46:16, 46:25, 47:9, 48:1, 48:3, 48:8, 48:9, 48:20, 49:2, 49:22, 49:23, 145:10 four [10] - 19:4, 19:16, 22:4, 36:9, 37:8, 39:20, 48:22, 73:24, 160:11, 170:14 fourth [2] - 136:3, 136:15 fractional [1] - 45:7 frame [2] - 22:12, 176:20 frankly [10] - 74:13, 82:21, 90:18, 93:8, 112:2, 114:24, 127:5, 127:12, 160:16, 174:8 free [2] - 6:14, 75:4 frequent [2] - 127:19, 128:1 friendly [4] - 80:23, 81:5, 111:5, 145:21 front [9] - 8:1, 15:4, 16:12, 18:5, 34:12, 39:15, 119:11, 162:11, 176:14 frontage [2] - 175:14, 176:13 fronts [1] - 34:15 frustration [3] - 142:10, 142:22 full [11] - 11:14, 13:12, 33:18, 60:3, 60:4, 63:9, 82:13, 83:19, 88:13, 128:16, 167:6 fully [7] - 33:16, 42:6, 83:15, 92:21, 101:6, 110:9, 148:4	function [4] - 80:15, 101:6, 137:20, 176:9 functional [3] - 99:14, 107:4, 169:5 functioning [1] - 98:18 FURTHER [1] - 180:8 furthest [1] - 39:8 future [5] - 64:24, 76:10, 76:20, 95:25, 151:1 FWW [2] - 66:13, 66:14	146:19, 146:23, 148:7, 169:22, 174:22 generate [6] - 112:6, 113:24, 114:8, 144:23, 144:25, 160:25 generated [8] - 72:19, 73:3, 75:19, 114:12, 114:20, 130:24, 130:25, 144:23 generating [3] - 114:2, 114:7, 114:15 generation [8] - 90:8, 111:10, 112:11, 112:25, 126:7, 144:19, 171:14, 172:5 Generation [2] - 72:23, 112:13 generator [1] - 172:9 generous [1] - 14:10 gentleman [1] - 161:7 GeoCell [1] - 145:9 geometry [1] - 29:9 get's [1] - 25:13 ghosted [1] - 12:23 Gilda [1] - 132:3 given [2] - 21:18, 112:2 glad [1] - 170:19 glass [2] - 14:7, 14:9 goal [4] - 42:22, 52:4, 54:10, 162:2 golf [1] - 136:4 govern [1] - 78:1 governed [1] - 87:3 governing [1] - 77:23 governs [1] - 86:24 grade [5] - 8:23, 27:24, 46:2, 75:3, 145:23 grading [7] - 48:23, 48:24, 88:16, 99:16, 110:9, 110:13, 145:15 grand [1] - 52:7 Grand [10] - 46:21, 47:12, 58:17, 73:20, 113:20, 114:2, 130:23, 135:4, 136:15, 166:20 grant [1] - 121:21 graph [1] - 48:14 graphically [1] - 10:21 grass [1] - 138:23 grates [3] - 81:10, 81:11, 81:12 great [2] - 9:23,
--	--	--	--	---

66:19 greatest [1] - 161:22 green [10] - 75:10, 108:3, 142:15, 142:16, 142:20, 142:24, 143:4, 143:6, 145:10 grid [1] - 75:11 grills [4] - 40:25, 41:1, 41:2, 41:6 grooming [1] - 160:14 ground [2] - 15:4, 94:13 grow [3] - 11:14, 11:23, 12:1 grown [1] - 163:5 grows [1] - 179:9 growth [2] - 72:16, 77:1 guardhouse [1] - 79:22 GUARINO [5] - 1:9, 92:5, 92:24, 93:14, 94:7 Guarino [1] - 92:4 guess [13] - 36:2, 55:20, 77:1, 82:9, 102:20, 108:15, 135:4, 135:16, 136:21, 138:20, 138:21, 160:12, 166:13 guessing [2] - 36:8, 108:16 guidance [3] - 79:13, 92:20, 110:2 guide [1] - 80:20 guidelines [1] - 56:17 guys [1] - 95:14	153:16 handled [1] - 47:23 hang [3] - 59:11, 59:16, 70:16 hardship [1] - 79:1 harmed [1] - 162:23 hate [1] - 103:10 Hazard [1] - 66:10 hazard [1] - 43:3 head [5] - 9:10, 9:11, 10:10, 122:14, 164:1 heading [1] - 114:1 HEADQUARTERS [1] - 1:20 hear [11] - 42:20, 55:25, 56:1, 56:5, 65:2, 65:4, 83:9, 101:16, 140:10, 148:23, 162:3 heard [8] - 27:18, 74:24, 77:7, 80:17, 81:5, 140:9, 149:9, 158:23 hearing [9] - 5:18, 5:19, 63:10, 64:20, 71:21, 126:4, 126:15, 156:13, 179:11 hearings [2] - 80:17, 140:9 hears [1] - 42:23 heavy [1] - 117:11 height [19] - 6:25, 7:2, 7:8, 12:18, 30:8, 32:20, 32:23, 33:11, 36:25, 37:1, 37:11, 37:13, 44:21, 45:4, 45:6, 48:4, 49:10, 58:1 held [1] - 5:5 hell [1] - 116:25 hello [2] - 5:14, 37:16 help [3] - 11:9, 145:16, 175:16 helps [1] - 24:24 hereby [2] - 62:22, 180:3 hereinbefore [1] - 180:7 high [14] - 28:8, 29:2, 29:14, 29:16, 36:23, 48:7, 49:13, 62:11, 81:17, 98:17, 106:22, 118:14, 118:15, 170:20 high-rise [1] - 170:20 higher [10] - 57:16, 90:21, 112:23, 114:8, 125:12, 127:16, 172:9, 172:15,	174:15, 176:6 highest [3] - 29:24, 112:4, 174:11 Highland [1] - 133:13 Highlands [22] - 4:12, 61:17, 61:20, 73:21, 76:2, 82:6, 85:22, 87:21, 89:21, 113:19, 114:2, 130:22, 136:15, 137:14, 149:17, 150:7, 150:15, 165:18, 165:19, 166:21, 176:11 HIGHLANDS [1] - 1:5 highlight [1] - 6:14 highlighted [1] - 80:25 Highway [1] - 110:3 highway [1] - 179:3 hiked [1] - 11:22 hill [1] - 16:7 himself [1] - 63:16 hire [1] - 90:16 hired [1] - 126:3 history [2] - 95:20, 127:23 hitting [1] - 112:3 hold [2] - 24:8, 117:7 home [2] - 9:17, 16:12 homeowners [5] - 76:13, 78:23, 149:2, 149:8, 149:17 Homeowners [1] - 85:22 homes [1] - 82:2 honestly [1] - 16:2 hope [2] - 24:23, 135:18 hour [14] - 111:12, 111:19, 111:20, 111:24, 113:9, 113:11, 114:8, 124:2, 127:7, 144:22, 152:11, 174:2, 179:9 hours [11] - 111:17, 111:18, 111:19, 112:6, 112:10, 129:15, 173:25, 174:10, 174:15, 174:22 house [20] - 8:4, 8:6, 9:9, 9:13, 10:4, 10:14, 15:4, 15:14, 16:9, 32:15, 38:12, 38:13, 38:18, 38:19, 47:8, 49:24, 50:1, 160:2,	160:14 houses [7] - 7:9, 8:12, 13:18, 14:14, 16:17, 16:25, 57:22 housing [16] - 18:4, 18:10, 18:21, 18:25, 19:2, 19:25, 20:25, 52:8, 124:23, 124:24, 125:5, 125:12, 125:15, 125:18, 125:23, 128:21 Howard [1] - 50:18 Howell [33] - 4:6, 4:7, 15:10, 15:11, 15:13, 15:14, 15:17, 15:20, 15:21, 15:24, 16:14, 27:9, 38:13, 51:20, 52:2, 57:15, 77:16, 79:7, 79:9, 87:18, 87:22, 94:11, 132:6, 138:20, 139:4, 139:16, 139:22, 139:25, 140:1, 145:8, 146:7, 168:22, 176:17 human [1] - 26:6 hundred [1] - 24:1 Hutt [1] - 4:19 hUTT [1] - 2:2 hypothetically [1] - 23:2	135:17, 135:25, 144:11, 144:21, 145:3, 160:16, 160:20, 166:14, 166:16 impacted [2] - 58:10, 136:14 impacting [1] - 166:23 impacts [4] - 70:19, 161:1, 167:14, 174:15 impaired [3] - 34:10, 142:2, 142:4 impeded [1] - 88:6 impedes [1] - 147:2 impediment [1] - 89:19 impervious [1] - 145:17 implement [2] - 76:3, 149:3 implemented [1] - 62:15 implementing [2] - 130:5, 133:19 implications [2] - 127:2, 127:3 important [5] - 22:11, 22:13, 30:10, 91:8, 172:16 importantly [1] - 113:5 imposition [1] - 79:1 impracticable [1] - 6:22 impression [1] - 93:17 improve [6] - 92:22, 151:12, 154:24, 155:2, 175:16, 175:20 improved [2] - 79:8, 88:2 improvement [4] - 74:15, 76:19, 77:5, 153:19 Improvement [3] - 77:20, 78:3, 78:11 improvements [10] - 86:10, 86:11, 87:3, 122:23, 129:25, 130:3, 139:22, 149:20, 155:11, 175:11 inbound [1] - 115:14 Inc [2] - 4:12, 165:19 INC [1] - 1:5 inch [1] - 117:13 incidence [1] - 125:13 include [6] - 11:7,
I				
idea [7] - 41:5, 46:20, 108:16, 111:12, 132:15, 147:1, 150:22 idealized [4] - 8:6, 8:9, 17:12, 17:13 ideals [1] - 81:13 ideas [1] - 53:22 identical [2] - 24:4, 24:6 identification [1] - 6:24 identified [1] - 81:22 identify [4] - 7:8, 18:19, 44:2, 178:1 ignored [1] - 103:11 IH-1 [1] - 4:13 illustrate [1] - 18:12 illustrative [1] - 8:10 image [4] - 15:24, 19:22, 32:12, 36:3 imagine [1] - 98:11 imminently [1] - 85:18 Impact [4] - 70:10, 71:17, 72:3, 73:12 impact [13] - 62:1, 62:5, 128:1, 129:15,				

76:6, 76:17, 77:12, 91:10, 125:8 included [2] - 136:7, 136:12 includes [5] - 77:14, 77:15, 80:10, 128:8, 128:15 including [5] - 29:22, 37:8, 90:19, 99:3, 140:5 inclusionary [1] - 4:14 income [2] - 125:22, 125:25 inconsistent [2] - 93:3, 93:11 incorporate [5] - 90:11, 104:8, 107:5, 111:1, 143:16 incorporated [5] - 90:17, 92:2, 126:6, 129:17, 130:20 incorporates [4] - 72:7, 72:9, 72:12, 72:18 incorporating [2] - 91:7, 92:7 incorrect [1] - 22:11 increase [4] - 62:11, 128:20, 137:12, 137:24 increasing [3] - 135:11, 135:12, 151:22 independent [1] - 170:1 Indian [1] - 148:14 indicate [1] - 176:4 indicated [9] - 5:15, 20:16, 74:7, 75:16, 99:2, 115:21, 121:11, 126:11, 176:8 indicates [2] - 7:23, 99:8 indicating [2] - 104:6 indication [1] - 102:23 indicative [2] - 173:14, 173:16 indifference [1] - 64:15 industry [7] - 72:6, 73:8, 95:16, 124:22, 130:12, 169:25, 174:23 influences [1] - 166:18 informal [1] - 149:15 information [12] - 54:13, 65:6, 83:16,	83:20, 156:7, 156:10, 157:25, 158:4, 162:3, 162:15, 168:1, 172:19 infrastructure [1] - 82:17 Ingelsino [1] - 122:17 ingress [4] - 177:20, 177:22, 178:3, 178:18 ingresses [1] - 119:14 initiatives [1] - 155:23 injury [2] - 118:14, 118:15 innovations [1] - 143:10 input [4] - 92:14, 96:4, 140:18, 148:4 inquire [2] - 156:15, 156:17 inquiring [1] - 66:4 inquiry [1] - 151:5 inside [3] - 27:21, 133:11, 176:10 install [2] - 103:10, 127:10 installation [3] - 74:9, 74:14, 118:7 installed [1] - 41:18 instance [1] - 79:20 instead [2] - 143:6, 145:9 Institute [3] - 72:23, 99:8, 170:2 intact [2] - 13:8, 13:9 intended [4] - 8:10, 17:3, 24:9, 108:24 intending [1] - 23:19 intent [11] - 12:8, 23:22, 63:11, 81:15, 85:23, 95:4, 118:5, 133:20, 146:18, 146:23, 153:19 intentional [1] - 99:11 intents [1] - 93:9 interchanged [1] - 21:9 interest [1] - 119:1 interested [2] - 89:14, 180:12 interesting [2] - 47:24, 114:23 interior [3] - 15:6, 42:7, 98:16 internal [7] - 48:19, 51:10, 51:12, 77:17, 77:19, 78:4, 90:23 internally [1] - 43:12	interpretation [1] - 128:25 interrupt [1] - 24:13 interrupting [1] - 28:20 intersection [39] - 74:5, 74:16, 74:18, 74:20, 74:21, 75:13, 76:16, 76:23, 77:2, 77:6, 84:8, 85:8, 86:25, 87:1, 87:9, 95:19, 95:20, 95:21, 95:23, 103:8, 118:23, 128:11, 128:13, 129:6, 129:8, 141:23, 141:25, 142:11, 142:12, 143:9, 144:6, 144:12, 144:23, 146:15, 148:22, 151:13, 151:15 intersections [5] - 90:18, 90:23, 143:23, 176:7, 176:9 introduce [1] - 85:24 introduction [1] - 72:20 inventory [1] - 72:9 invisible [1] - 15:22 involved [7] - 74:7, 85:18, 96:15, 120:25, 121:1, 137:11, 164:2 involving [1] - 135:4 island [5] - 102:19, 102:23, 108:15, 110:21, 110:22 isolated [2] - 113:15, 114:6 issue [7] - 52:25, 55:9, 68:6, 70:15, 70:18, 71:1, 165:21 issues [10] - 24:3, 70:21, 76:25, 77:4, 86:25, 123:16, 135:20, 144:16, 162:8, 166:25 it'll [5] - 77:4, 101:6, 117:15, 132:9, 155:15 ITE [12] - 114:21, 114:25, 171:2, 171:7, 171:17, 172:17, 172:18, 172:19, 172:24, 172:25, 173:3, 173:6 Item [1] - 126:8 itself [12] - 6:13, 72:18, 74:4, 74:21, 85:6, 102:9, 107:5, 114:14, 130:7, 140:1, 164:18, 171:17	J Jack [3] - 59:14, 60:4, 60:23 Jamilet [1] - 66:20 Jennifer [1] - 66:3 JERRY [1] - 1:9 Jersey [20] - 43:11, 43:17, 61:15, 62:14, 63:9, 63:14, 64:2, 64:18, 66:1, 69:16, 70:7, 72:15, 74:13, 77:21, 78:20, 91:13, 123:14, 171:11, 173:7, 180:3 JERSEY [3] - 1:21, 2:4, 2:7 Jewish [1] - 138:13 jitney [5] - 126:3, 128:2, 158:23, 158:24 Jitney [1] - 119:24 job [5] - 149:20, 157:23, 158:1, 158:7, 162:18 Joe [2] - 109:7, 124:19 joe [1] - 97:7 jogs [1] - 29:8 JOHN [1] - 1:12 join [1] - 163:23 joined [1] - 32:5 Jones [2] - 65:25, 66:6 JORDAN [1] - 1:13 judicial [1] - 162:2 jukes [1] - 29:8 JULY [1] - 3:4 July [6] - 62:7, 62:19, 66:7, 67:21, 83:8, 83:13 jump [1] - 109:18 June [1] - 72:4 jurisdiction [7] - 65:15, 70:24, 73:24, 74:11, 79:15, 96:5, 117:10 jurisdictions [2] - 117:11, 117:12	1:12, 111:8, 115:2, 115:18, 116:1, 116:8, 116:15, 117:2, 117:20, 117:23, 117:25, 118:13, 118:19, 119:5, 119:16, 119:20 Kapferer [1] - 111:7 Karl [5] - 59:8, 68:21, 68:25, 69:10, 69:13 keep [5] - 53:12, 98:25, 102:18, 146:8, 163:9 keeping [2] - 116:18, 132:6 Keith [1] - 122:16 kennel [1] - 159:25 Kevin [1] - 83:11 key [2] - 7:23, 132:16 kind [9] - 11:13, 32:14, 49:5, 84:25, 87:9, 87:11, 100:18, 140:8, 143:10 Kinzel [2] - 39:18, 132:22 Klein [3] - 49:8, 90:8, 175:12 Klein [4] - 52:1, 84:3, 131:13, 159:16 KLEIN [38] - 1:11, 8:17, 49:9, 49:15, 49:19, 49:21, 50:2, 50:7, 50:10, 50:13, 84:5, 84:12, 84:14, 84:22, 85:8, 85:13, 86:1, 86:5, 86:16, 86:21, 87:8, 87:22, 88:4, 88:8, 88:17, 88:21, 96:18, 100:9, 104:13, 104:18, 104:24, 105:2, 105:16, 106:5, 106:8, 107:8, 109:9, 109:11 klein's [1] - 94:25 Knights [1] - 161:4 knowing [1] - 56:8 knowledge [6] - 7:7, 129:5, 134:22, 167:24, 168:6, 176:15 known [6] - 72:22, 74:22, 79:4, 110:1, 111:16, 112:12 knows [1] - 55:8 Knox [4] - 120:20, 120:25, 132:12, 132:14 Krakoviak [1] - 124:19 Kuzik [21] - 4:4, 27:9, 77:14, 78:6, 78:24,
			K K-L-E-I-N [2] - 52:1, 131:13 K-L-I-E-N [1] - 159:16 K-N-I-G-H-T-S [1] - 161:5 K-R-A-K-O-V-I-A-K [1] - 124:20 KAPFERER [16] -	

78:25, 79:2, 80:5, 83:5, 84:14, 84:19, 90:19, 109:19, 110:6, 120:11, 120:14, 168:22, 168:25, 176:11, 176:17	64:3, 68:3, 122:17, 127:6 Law [1] - 64:1 layered [1] - 48:24 laymen's [1] - 33:1 layout [3] - 83:25, 88:12, 88:13 lead [1] - 34:14 leading [2] - 132:23, 133:9 leads [1] - 133:10 leaf [1] - 12:20 least [4] - 8:16, 55:20, 98:21, 151:23 leave [4] - 63:3, 65:1, 98:13, 107:9 leaves [3] - 12:23, 13:1, 13:4 leaving [2] - 152:12, 152:15 lecturing [1] - 83:10 LEE [1] - 1:11 left [37] - 4:23, 12:2, 16:6, 19:14, 19:23, 26:13, 32:13, 32:17, 36:6, 44:25, 45:5, 76:24, 84:12, 101:21, 103:4, 103:10, 106:11, 106:17, 107:14, 108:12, 109:8, 109:20, 109:21, 110:7, 118:25, 128:11, 141:13, 142:1, 142:4, 142:5, 142:8, 142:16, 143:3, 147:18, 158:19, 159:6, 175:12 left's [1] - 151:17 left-hand [1] - 36:6 leg [3] - 109:20, 109:21, 110:11 legal [2] - 64:7, 68:4 legally [1] - 70:2 length [4] - 79:6, 109:18, 138:25, 139:1 lengthening [1] - 118:25 less [3] - 24:10, 159:4, 169:18 letter [3] - 64:4, 67:19, 72:1 level [28] - 73:2, 74:23, 84:9, 84:11, 90:7, 90:9, 93:7, 94:6, 101:11, 104:18, 104:19, 112:24, 116:18, 125:22, 129:2, 138:7, 142:6, 142:7, 142:9, 142:12, 142:21, 170:8,	173:14, 173:18, 174:11, 176:6 levels [12] - 75:5, 75:7, 75:20, 90:16, 90:21, 90:25, 104:24, 104:25, 112:20, 114:8, 142:8, 176:9 license [1] - 69:16 licensing [1] - 127:8 light [11] - 75:10, 134:18, 135:6, 142:20, 142:24, 147:7, 147:23, 153:10, 157:6 lighted [3] - 13:17, 14:7, 14:13 lighter [1] - 18:20 lights [2] - 134:13, 147:9 likelihood [2] - 125:12, 127:17 likely [7] - 14:14, 21:14, 98:24, 99:23, 119:2, 159:4, 159:5 limbs [1] - 13:5 limit [3] - 124:2, 151:5, 168:3 limitations [2] - 86:22, 94:2 limits [1] - 127:3 line [65] - 8:19, 8:24, 9:1, 9:6, 9:7, 9:9, 10:3, 10:14, 10:18, 10:22, 10:24, 11:10, 15:3, 28:6, 28:8, 28:10, 28:12, 28:13, 28:17, 28:21, 28:24, 29:1, 29:6, 29:9, 29:20, 29:21, 29:23, 30:2, 30:6, 30:8, 30:9, 30:13, 31:5, 31:13, 32:21, 32:24, 33:12, 36:2, 38:15, 38:17, 39:2, 44:1, 44:10, 44:11, 44:20, 44:21, 44:24, 52:10, 52:11, 52:12, 52:15, 53:1, 57:19, 81:24, 82:5, 82:8, 87:5, 126:19, 143:10, 151:16 lines [8] - 6:4, 16:3, 17:5, 52:17, 57:15, 57:18, 99:16, 117:13 link [3] - 82:12, 82:17, 82:18 linked [1] - 85:5 links [1] - 105:8 listen [3] - 25:2, 150:24, 161:19 listening [4] -	156:11, 156:12, 157:18, 157:19 live [9] - 37:17, 46:11, 46:20, 46:21, 47:17, 81:4, 123:20, 161:14, 169:20 lives [2] - 46:18, 177:6 living [5] - 13:21, 41:25, 134:1, 155:24 LLC [2] - 61:17, 61:20 lobbies [1] - 107:3 lobby [3] - 106:12, 106:14, 106:21 local [1] - 40:2 locally [1] - 95:12 located [7] - 21:21, 26:11, 26:24, 71:11, 74:1, 86:14, 137:18 location [17] - 21:9, 22:16, 32:25, 53:25, 82:15, 91:22, 103:6, 104:9, 106:23, 119:13, 134:24, 135:4, 142:2, 145:1, 151:22, 152:1, 177:22 locations [4] - 81:8, 104:17, 108:8, 159:2 lock [2] - 75:11, 132:16 long-term [1] - 167:15 look [53] - 7:23, 7:25, 9:21, 10:1, 10:19, 12:3, 12:9, 20:17, 20:19, 22:13, 36:3, 36:18, 37:21, 50:3, 55:6, 56:20, 57:18, 72:8, 77:3, 79:13, 80:20, 98:22, 103:19, 104:11, 107:17, 107:21, 108:20, 109:7, 110:8, 110:10, 112:5, 116:19, 118:20, 119:10, 128:12, 131:16, 135:23, 141:14, 142:23, 143:9, 143:19, 143:23, 143:24, 143:25, 144:8, 146:1, 171:14, 174:3, 174:5, 174:23, 174:24, 179:6 looked [10] - 4:5, 16:16, 38:5, 57:17, 58:22, 95:17, 109:15, 125:19, 129:7, 129:10 looking [44] - 4:11, 9:14, 10:6, 10:10,	11:9, 12:13, 18:15, 19:11, 19:12, 27:7, 28:1, 31:22, 31:23, 46:3, 46:12, 46:23, 47:10, 48:11, 48:25, 99:11, 99:16, 105:4, 105:12, 105:13, 109:2, 112:19, 112:20, 115:22, 119:6, 133:13, 133:19, 133:21, 137:23, 147:6, 150:20, 151:16, 152:14, 173:17, 173:18, 174:2, 174:11, 175:15, 175:18 looks [9] - 9:2, 18:16, 26:17, 26:20, 26:22, 106:12, 107:1, 107:22, 111:16 loop [3] - 91:19, 103:16, 103:18 LORI [1] - 1:12 losing [1] - 83:10 louder [1] - 83:8 Loughlin [1] - 122:16 love [1] - 117:12 low [6] - 98:15, 99:17, 99:19, 107:4, 117:16, 170:18 lower [13] - 10:20, 19:1, 19:3, 19:15, 19:18, 19:25, 20:6, 93:5, 93:9, 104:19, 112:22, 114:17, 174:19 lowest [2] - 47:25, 48:5 Lubiniek [1] - 171:23
L				
L-A-T-E-R-Z-A [1] - 146:4 L-O-U-G-H-L-I-N [1] - 122:16 ladder [1] - 117:11 laid [1] - 88:15 Lake [1] - 178:6 land [3] - 29:25, 62:2, 170:5 Land [2] - 64:1, 66:1 landscaping [2] - 47:24, 48:24 lane [17] - 72:10, 73:11, 73:18, 73:24, 74:5, 76:18, 82:13, 110:1, 110:17, 115:14, 115:15, 118:25, 147:18, 175:13 Lane [4] - 132:22, 154:13, 154:14, 154:15 lanes [7] - 73:25, 75:21, 126:16, 127:14, 128:11, 147:17, 163:22 Langan [1] - 69:14 large [2] - 11:13, 34:6 larger [4] - 103:5, 103:17, 141:5, 158:25 Larry [1] - 47:11 last [15] - 23:5, 37:23, 50:16, 57:14, 60:22, 60:23, 119:24, 131:12, 132:2, 132:21, 159:15, 171:8, 175:25 late [3] - 5:5, 5:9, 179:9 Laterza [1] - 146:4 latest [2] - 62:14, 121:5 Laurel [13] - 74:1, 118:17, 118:25, 129:8, 129:11, 129:13, 129:16, 135:16, 143:15, 143:24, 147:7, 147:12, 147:14 law [7] - 63:5, 63:8,				
M				
M-C-E-V-O-Y [2] - 60:5, 60:24 M-I-S-A-R-T-I [1] - 37:17 ma'am [14] - 42:12, 42:15, 42:22, 49:6, 52:18, 53:2, 138:14, 156:1, 157:9 Ma'am [2] - 46:19, 150:24 macadam [1] - 102:8 MacAvoy [1] - 59:14 mail [5] - 65:24, 66:7, 67:25, 106:21, 164:7 main [10] - 89:15, 102:17, 102:19,				

103:25, 106:11, 108:13, 109:2, 109:3, 109:7, 119:7 maintain [2] - 145:25, 166:19 maintained [3] - 139:10, 164:21, 165:8 maintaining [1] - 165:2 maintenance [10] - 98:10, 108:4, 117:7, 117:19, 160:2, 164:19, 165:12, 165:15, 166:5, 166:24 major [1] - 39:19 majority [1] - 153:25 management [11] - 42:12, 42:25, 62:15, 63:15, 63:17, 63:23, 64:17, 65:16, 101:5, 139:12, 164:21 mandatory [1] - 5:21 manufacturer [2] - 24:7, 25:19 map [8] - 7:23, 28:12, 29:23, 30:9, 52:13, 150:17, 150:20, 153:23 March [1] - 130:10 mark [3] - 65:21, 66:24, 102:2 marked [9] - 52:12, 66:17, 66:23, 67:4, 67:20, 97:17, 105:24, 106:2, 119:8 market [11] - 20:12, 20:19, 23:7, 23:14, 23:24, 24:4, 24:18, 25:5, 25:11, 25:17, 26:9 masonry [1] - 50:6 match [1] - 12:18 material [1] - 41:15 materially [1] - 24:21 materials [4] - 40:13, 41:7, 42:20, 43:16 matter [8] - 31:23, 63:5, 64:3, 64:25, 68:3, 95:21, 108:22, 161:25 matters [2] - 32:2, 97:9 maxed [1] - 39:21 maximize [1] - 118:5 maximum [3] - 45:22, 58:1, 78:18 Mayfair [1] - 37:17 Mayor [6] - 1:10, 59:15, 90:1, 96:24, 161:6	MAYOR [8] - 90:2, 91:2, 91:23, 92:3, 96:23, 96:25, 103:15, 103:19 McCARTHY [1] - 30:15 McCartney [12] - 1:10, 90:1, 90:2, 91:2, 91:23, 92:3, 96:23, 96:24, 96:25, 103:15, 103:19, 161:6 McEvoy [3] - 59:23, 60:4, 60:23 MCGOVERN [29] - 6:12, 15:21, 38:7, 56:23, 57:3, 60:3, 60:6, 60:11, 65:22, 66:23, 67:3, 67:7, 67:9, 67:15, 67:18, 68:23, 69:2, 69:7, 97:19, 100:18, 101:17, 101:19, 101:22, 105:1, 105:3, 106:3, 133:5, 165:17, 165:23 McGovern [6] - 2:6, 60:18, 65:19, 65:24, 70:5, 100:21 mean [16] - 13:4, 23:4, 23:17, 23:18, 25:2, 27:2, 29:24, 37:22, 38:9, 47:7, 47:8, 75:11, 98:14, 121:17, 135:19, 177:8 meaning [3] - 141:18, 165:11 means [6] - 29:13, 30:13, 75:7, 75:12, 92:18, 178:17 meant [6] - 8:5, 12:6, 98:9, 168:21, 169:2, 169:7 measure [4] - 7:2, 48:4, 128:9, 153:10 measured [2] - 49:11, 49:17 measurement [3] - 33:9, 33:10, 128:22 measurements [3] - 32:20, 36:24, 128:16 measures [4] - 44:20, 153:14, 156:5, 156:16 mechanical [1] - 22:14 median [3] - 85:24, 110:21, 110:22 meet [7] - 4:8, 42:4, 43:10, 43:16, 56:21, 137:3, 143:20	meeting [12] - 37:22, 37:23, 42:23, 119:24, 129:24, 159:9, 161:11, 163:24, 164:6, 179:10, 179:13, 179:17 meetings [4] - 20:9, 23:6, 63:16, 161:11 meets [1] - 99:5 member [1] - 158:7 members [9] - 4:9, 4:25, 5:4, 34:22, 35:1, 35:5, 69:18, 122:11, 123:9 MEMBERS [1] - 1:8 membrane [1] - 41:18 memorandum [3] - 83:6, 83:11, 83:22 memorized [1] - 160:8 mention [3] - 57:6, 148:24, 149:10 mentioned [16] - 37:25, 53:10, 54:16, 56:4, 126:4, 129:4, 129:9, 136:13, 146:9, 158:17, 159:20, 168:19, 175:7, 176:23, 177:17 mentioning [3] - 44:19, 121:7, 158:18 message [1] - 163:11 met [3] - 57:24, 92:17, 140:14 methodology [1] - 72:14 metric [1] - 57:25 metropolitan [1] - 173:9 micaela [1] - 148:13 microphone [4] - 70:17, 96:12, 146:11, 148:16 mid [13] - 12:24, 170:8, 170:10, 170:11, 170:14, 170:16, 170:17, 170:24, 171:10, 172:8, 173:2 middle [3] - 12:1, 13:11, 104:22 might [16] - 12:18, 41:25, 42:1, 56:25, 75:8, 98:13, 99:9, 111:13, 112:22, 118:19, 119:9, 138:22, 144:21, 146:14, 172:13	mile [1] - 124:2 miles [2] - 127:6, 133:5 mind [2] - 98:25, 178:8 minimize [1] - 179:4 minimum [3] - 78:18, 125:21, 125:25 minimus [7] - 79:5, 79:19, 79:23, 81:21, 82:23, 83:5, 121:21 minor [2] - 78:4, 78:12 minute [4] - 24:14, 113:11, 122:7, 174:3 minutes [7] - 5:4, 35:9, 59:23, 141:20, 174:8, 174:9 Misarti [1] - 37:17 misleading [2] - 6:11, 45:10 misnomer [1] - 29:21 missing [1] - 134:11 misspeak [2] - 165:14, 165:21 mitigate [1] - 62:10 mitigation [2] - 42:2, 43:9 mobility [1] - 34:9 model [1] - 73:8 modeling [2] - 73:6, 75:1 modification [1] - 129:13 moldings [1] - 20:11 moment [9] - 31:17, 32:7, 57:12, 66:22, 105:24, 146:7, 162:9, 163:8, 166:6 Monday [1] - 61:6 months [1] - 136:19 morning [9] - 111:19, 111:25, 113:2, 113:6, 113:25, 114:6, 152:11, 152:21, 152:22 MORRISTOWN [1] - 1:21 most [13] - 4:7, 10:9, 14:6, 20:23, 41:10, 45:18, 62:14, 91:8, 103:11, 103:14, 106:15, 125:7, 142:1 mostly [4] - 14:7, 14:9, 106:21, 107:4 motion [1] - 179:16 motorists [2] - 99:20, 100:5 move [13] - 8:1, 9:11, 12:2, 19:15, 19:22,	20:4, 24:24, 32:17, 85:4, 92:20, 107:9, 157:1, 175:18 movement [5] - 5:17, 128:7, 128:8, 142:1, 176:1 movements [2] - 128:10, 128:18 moving [1] - 21:5 MR [153] - 4:18, 5:3, 5:23, 6:6, 6:9, 6:17, 8:17, 15:22, 24:25, 25:14, 25:20, 25:24, 28:19, 29:19, 30:17, 30:19, 31:16, 32:6, 34:21, 35:3, 35:6, 39:3, 43:5, 46:17, 47:11, 49:9, 49:15, 49:19, 49:21, 50:2, 50:7, 50:10, 50:13, 52:25, 58:12, 58:16, 58:19, 59:3, 59:7, 65:11, 65:14, 65:23, 66:22, 67:2, 67:5, 67:8, 67:10, 67:13, 67:24, 68:17, 68:20, 70:14, 71:3, 83:1, 84:5, 84:12, 84:14, 84:22, 85:8, 85:13, 86:1, 86:5, 86:8, 86:16, 86:21, 87:8, 87:22, 88:4, 88:8, 88:17, 88:21, 95:8, 95:14, 95:24, 96:6, 96:13, 96:18, 96:21, 97:3, 97:5, 97:11, 97:14, 97:15, 97:17, 97:21, 99:18, 99:25, 100:4, 100:6, 100:9, 101:24, 102:10, 102:13, 103:7, 103:21, 103:24, 104:10, 104:13, 104:18, 104:22, 104:24, 104:25, 105:2, 105:4, 105:11, 105:16, 105:17, 105:23, 106:5, 106:8, 106:10, 106:24, 107:7, 107:8, 107:16, 107:20, 108:2, 108:10, 109:1, 109:6, 109:9, 109:11, 109:12, 109:21, 110:15, 110:22, 111:3, 116:8, 120:8, 120:19, 121:3, 121:16, 121:19, 121:25, 122:5, 123:8, 136:11, 149:14, 154:8, 154:11, 165:4,
---	--	---	---	--

165:6, 165:13, 165:20, 165:25, 167:19, 167:25, 168:4, 168:10, 168:12, 168:14, 168:15, 168:16 MS ^[46] - 6:12, 15:21, 30:15, 38:7, 56:23, 57:3, 60:3, 60:6, 60:11, 60:18, 65:22, 66:23, 67:3, 67:7, 67:9, 67:15, 67:18, 68:23, 69:2, 69:7, 97:19, 100:18, 100:21, 101:17, 101:19, 101:22, 105:1, 105:3, 106:3, 111:8, 115:2, 115:18, 116:1, 116:15, 117:2, 117:20, 117:23, 117:25, 118:13, 118:19, 119:5, 119:16, 119:20, 133:5, 165:17, 165:23 MTB ^[1] - 110:3 muddy ^[1] - 158:2 muddying ^[1] - 158:6 multi ^[1] - 170:8 multifamily ^[10] - 4:15, 112:16, 114:9, 114:18, 124:24, 125:2, 125:5, 125:8, 170:9, 172:8 multiple ^[5] - 39:17, 138:10, 167:10, 177:23, 179:2 multistory ^[1] - 112:17 must ^[4] - 65:2, 68:10, 84:24, 179:2	116:20, 159:2 nature ^[2] - 23:6, 174:17 navigate ^[1] - 89:4 near ^[2] - 150:4, 150:5 necessarily ^[10] - 10:18, 28:13, 29:23, 68:2, 68:4, 68:7, 68:12, 70:15, 70:19, 172:13 necessary ^[3] - 6:5, 21:6, 62:13 need ^[35] - 13:23, 15:1, 32:3, 32:6, 39:17, 44:11, 52:21, 55:17, 56:1, 60:7, 73:10, 79:18, 80:4, 89:9, 103:4, 103:6, 105:7, 116:21, 122:21, 122:25, 123:2, 123:18, 123:20, 124:4, 132:23, 137:5, 139:10, 143:9, 144:1, 145:14, 146:14, 161:12, 166:22, 167:11, 167:13 needed ^[2] - 149:19, 150:14 needing ^[1] - 175:9 needs ^[5] - 5:1, 24:19, 86:24, 134:20, 147:22 negative ^[1] - 179:5 negotiated ^[1] - 123:5 neighborhood ^[2] - 127:6, 155:24 neighborhoods ^[4] - 33:7, 33:13, 133:12, 141:4 neighbors ^[5] - 73:21, 87:20, 89:21, 134:3, 138:2 network ^[1] - 118:14 never ^[1] - 66:13 nevertheless ^[1] - 79:10 New ^[19] - 43:11, 43:17, 61:15, 62:14, 63:9, 63:14, 64:2, 64:18, 66:1, 69:16, 70:7, 72:14, 74:13, 77:21, 78:20, 91:13, 123:14, 173:7, 180:3 new ^[21] - 53:22, 54:5, 54:22, 63:20, 68:10, 68:14, 74:20, 77:13, 77:14, 87:12,	87:19, 133:21, 137:19, 147:7, 150:5, 150:9, 166:14, 176:2, 176:25 NEW ^[3] - 1:21, 2:4, 2:7 newness ^[1] - 56:10 news ^[1] - 138:21 next ^[7] - 10:3, 21:23, 34:22, 55:21, 99:12, 158:14, 179:11 nicely ^[1] - 119:4 night ^[2] - 10:16, 53:9 Nish ^[1] - 164:12 NISH ^[1] - 164:12 NJ ^[2] - 70:8, 91:16 nobody ^[1] - 55:8 nomenclature ^[1] - 28:5 non ^[2] - 41:2, 125:13 none ^[2] - 22:2, 69:20 normally ^[2] - 126:2, 145:18 NORTH ^[1] - 1:20 north ^[4] - 82:10, 153:24, 169:16, 171:11 North ^[1] - 70:7 northern ^[1] - 173:6 northwest ^[2] - 4:16, 77:2 Notary ^[1] - 180:3 note ^[9] - 27:17, 68:11, 68:16, 75:24, 79:14, 80:21, 81:20, 82:5, 82:11 noted ^[2] - 71:2, 136:2 notes ^[1] - 31:17 nothing ^[10] - 7:7, 22:7, 59:4, 60:16, 60:19, 69:5, 83:1, 83:17, 84:17, 159:12 notice ^[3] - 15:3, 155:16, 179:13 noticed ^[2] - 36:4, 174:13 November ^[1] - 130:11 number ^[17] - 7:16, 13:23, 13:24, 16:14, 16:15, 37:7, 39:4, 84:24, 86:22, 86:23, 137:10, 137:12, 141:8, 160:9, 164:14, 170:20, 171:5 numbers ^[8] - 17:18,	18:5, 111:11, 112:19, 126:7, 128:20, 173:18, 173:20	O O-1 ^[3] - 67:7, 67:15, 67:20 O-2 ^[3] - 3:5, 67:9, 67:20 O-R-I-N ^[1] - 161:5 oath ^[1] - 69:9 obey ^[1] - 124:2 object ^[4] - 5:23, 6:9, 123:3, 158:5 objector's ^[1] - 4:25 objectors ^[6] - 5:8, 68:2, 68:5, 70:15, 70:18, 167:20 obligation ^[3] - 6:1, 96:2, 144:13 observation ^[1] - 93:18 observe ^[1] - 145:3 obviates ^[1] - 151:18 obviously ^[12] - 8:5, 33:7, 52:7, 75:5, 86:9, 86:10, 87:15, 112:9, 133:21, 149:21, 165:20, 166:2 occupants ^[1] - 169:23 occupied ^[1] - 84:24 occur ^[3] - 41:8, 72:16, 95:23 occurred ^[1] - 123:5 occurring ^[2] - 111:18, 111:24 occurs ^[1] - 112:1 October ^[3] - 130:11, 179:12, 179:14 OF ^[3] - 1:1, 1:1, 3:5 off-site ^[6] - 70:5, 70:19, 87:2, 87:3, 122:23, 139:20 offer ^[1] - 106:25 offered ^[1] - 168:8 offers ^[1] - 87:17 office ^[1] - 112:16 official ^[6] - 40:2, 40:7, 40:8, 40:9, 63:6, 140:18 officially ^[2] - 42:2, 59:24 officials ^[1] - 132:10 old ^[3] - 63:18, 63:19, 130:13 Old ^[1] - 148:14 on-site ^[1] - 126:9 once ^[4] - 136:24,	144:24, 147:10, 162:4 ONE ^[1] - 2:7 one ^[92] - 7:2, 7:3, 10:3, 10:19, 13:1, 14:22, 15:5, 15:6, 16:17, 16:18, 16:19, 16:25, 19:8, 20:23, 21:16, 22:18, 23:5, 24:9, 24:10, 25:11, 28:5, 31:8, 31:10, 31:20, 32:2, 33:16, 35:21, 39:1, 41:23, 43:18, 45:18, 45:22, 46:5, 48:16, 48:21, 49:12, 51:1, 52:5, 59:11, 59:16, 63:23, 67:2, 67:17, 71:10, 73:18, 74:5, 74:7, 81:25, 82:4, 86:5, 92:11, 92:25, 98:3, 104:15, 105:15, 108:14, 109:16, 109:19, 110:7, 110:17, 117:2, 118:13, 119:23, 125:15, 126:20, 127:18, 128:15, 135:11, 136:15, 138:22, 144:19, 146:6, 146:12, 155:25, 159:7, 159:20, 168:18, 169:3, 173:9, 173:20, 174:2, 175:5, 176:21, 177:20, 177:22, 178:3, 178:9, 178:10, 178:17, 179:2 ones ^[5] - 12:22, 19:5, 66:5, 100:17, 178:8 ongoing ^[1] - 164:19 opaque ^[1] - 14:9 open ^[15] - 13:22, 36:21, 41:3, 41:5, 41:6, 56:7, 79:11, 95:1, 100:13, 101:4, 132:11, 136:20, 160:5, 160:15, 177:16 opened ^[3] - 80:5, 87:23, 177:10 opening ^[2] - 78:25, 101:9 opens ^[1] - 101:15 operate ^[8] - 74:22, 79:7, 84:9, 85:9, 90:23, 119:4, 143:20, 159:11 operates ^[1] - 74:6 operating ^[1] - 145:4 operation ^[5] - 73:9,
---	--	--	--	--	---

76:22, 118:23, 118:24, 151:12 operational [3] - 40:19, 74:15, 84:25 operationally [1] - 85:10 operations [2] - 41:1, 75:5 opinion [3] - 21:1, 80:12, 87:8 opinions [1] - 117:6 opportunity [3] - 65:7, 71:22, 71:24 opposed [1] - 79:8 opposite [4] - 22:22, 22:24, 26:16, 26:19 opposition [4] - 66:25, 67:1, 67:12, 67:13 opted [1] - 82:11 option [1] - 65:7 Orange [23] - 35:11, 38:24, 39:22, 43:15, 50:19, 61:16, 61:21, 63:8, 63:24, 118:1, 118:16, 123:14, 132:4, 138:11, 141:19, 149:23, 154:22, 161:14, 161:25, 166:12, 167:16, 171:11, 177:23 ORANGE [2] - 1:1, 2:7 orangey [1] - 18:22 order [2] - 56:2, 62:10 ordered [1] - 25:19 orderly [1] - 122:10 ordinance [15] - 27:21, 28:14, 29:22, 30:3, 30:6, 40:1, 44:20, 44:23, 45:1, 48:7, 49:21, 57:25, 63:8, 77:23, 77:24 organizations [1] - 151:3 orientation [1] - 82:3 orientations [1] - 7:22 Orin [1] - 161:4 otherwise [6] - 6:15, 9:11, 13:12, 120:18, 142:24, 177:8 ourselves [2] - 96:9, 164:2 outbound [1] - 115:14 outdoors [1] - 40:17 outlined [1] - 62:7	outs [1] - 29:8 outside [3] - 70:22, 76:14, 101:15 Oval [90] - 4:2, 71:11, 73:14, 73:16, 74:2, 74:9, 75:15, 76:16, 76:18, 84:8, 84:22, 85:21, 86:1, 86:3, 86:7, 86:16, 86:19, 86:24, 87:10, 87:11, 87:25, 90:9, 90:17, 93:19, 93:22, 111:23, 113:18, 115:9, 115:19, 116:7, 123:15, 123:17, 123:24, 124:3, 124:4, 124:5, 124:9, 124:12, 127:2, 127:4, 127:11, 127:13, 127:18, 127:23, 128:3, 128:8, 128:15, 128:18, 129:3, 129:14, 133:12, 134:5, 136:3, 137:13, 141:10, 141:11, 142:1, 143:3, 144:14, 144:24, 147:18, 148:20, 148:22, 149:10, 149:18, 150:4, 150:18, 150:21, 150:22, 152:8, 153:6, 153:12, 153:16, 154:6, 164:15, 165:1, 165:4, 165:8, 165:11, 165:15, 166:1, 166:7, 168:2, 168:9, 176:8, 177:5, 177:9, 177:11 oval [3] - 73:19, 74:4, 123:24 ovals [1] - 140:15 overall [6] - 74:23, 82:19, 84:11, 93:9, 97:16, 98:18 overcome [3] - 76:23, 76:24, 77:4 overflow [1] - 124:6 overgrown [1] - 77:1 overly [1] - 89:18 own [3] - 117:6, 139:24, 141:24 owned [3] - 164:20, 166:8, 166:11 owner [6] - 120:1, 139:11, 145:13, 149:7, 153:20, 166:17 owners [1] - 21:13 ownership [9] - 21:15, 23:13, 145:24, 165:21, 165:24, 165:25, 167:23, 168:8	owns [7] - 164:18, 165:1, 165:11, 166:7, 166:18, 166:24, 167:8 P P-4 [1] - 97:19 P-A-U-L [1] - 132:3 P-E-H-N-K-E [1] - 69:1 P.M [1] - 1:2 packet [1] - 43:23 pad [1] - 91:12 paddle [5] - 136:5, 136:17, 152:24, 154:5, 166:21 Page [4] - 126:8, 128:6, 160:9, 170:6 page [1] - 128:23 pages [1] - 97:19 paint [2] - 116:13, 117:4 paragraph [1] - 6:14 parameter [1] - 144:25 parameters [1] - 94:15 parcel [1] - 61:23 park [4] - 11:14, 11:25, 12:1, 51:15 parked [3] - 99:10, 169:16, 169:17 parking [42] - 34:12, 48:4, 50:12, 53:10, 53:15, 54:15, 56:4, 57:5, 57:9, 78:1, 78:9, 78:13, 86:23, 98:3, 98:4, 98:6, 98:7, 98:19, 98:24, 98:25, 99:1, 99:2, 99:5, 99:6, 99:12, 99:13, 100:13, 101:15, 103:1, 104:4, 104:24, 104:25, 105:13, 106:20, 107:14, 107:23, 108:5, 109:4, 124:7, 124:8, 126:9 part [44] - 6:6, 10:24, 16:7, 19:2, 19:14, 20:23, 27:15, 31:3, 35:21, 37:1, 38:1, 39:4, 39:5, 44:16, 48:1, 48:2, 48:3, 48:20, 49:4, 58:17, 61:11, 87:7, 98:18, 104:17, 113:20, 126:5, 127:7, 127:9, 137:2, 148:25, 150:25, 155:2, 155:8, 156:1, 156:7, 156:14, 156:18, 157:12, 158:3, 162:7, 162:9, 162:17, 166:3, 167:5 participate [2] - 61:6, 133:22 particular [11] - 8:11, 9:6, 21:2, 35:23, 35:25, 78:21, 87:16, 99:23, 141:25, 173:7, 177:11 particularly [3] - 78:24, 81:9, 118:6 parties [1] - 180:10 parts [3] - 29:10, 31:9, 109:16 pass [1] - 155:21 passed [1] - 61:5 passenger [2] - 106:14, 128:2 passengers [1] - 102:22 past [8] - 55:21, 61:5, 74:25, 84:16, 107:2, 134:22, 152:1, 166:25 path [4] - 82:13, 98:12, 115:8, 115:9 Patrick [1] - 146:4 pattern [1] - 103:21 patterns [3] - 93:7, 137:23, 176:17 Paul [2] - 62:8, 132:3 paved [5] - 80:25, 94:17, 146:10, 146:13, 146:21 pavement [3] - 9:13, 94:19, 102:8 paver [5] - 41:20, 116:12, 116:14, 117:3, 146:20 pavers [5] - 41:11, 41:17, 117:12, 117:14, 117:22 paving [1] - 94:20 pay [1] - 161:13 PB [1] - 4:12 PB-24-01 [1] - 1:5 PB-4.2 [1] - 18:17 PE [1] - 62:8 peak [19] - 111:12, 111:17, 111:18, 111:19, 111:23, 111:24, 112:6, 112:9, 113:2, 113:9, 129:15, 173:25, 174:2, 174:5, 174:7, 174:9, 174:10, 174:15 peaks [3] - 174:21, 174:25, 175:2 Peckman [1] - 62:4	pedestal [1] - 41:11 pedestrian [18] - 80:8, 80:23, 81:2, 81:18, 82:19, 83:24, 84:20, 91:8, 104:6, 108:13, 110:5, 115:8, 115:16, 124:1, 125:14, 127:1, 127:17, 163:22 pedestrians [6] - 78:14, 84:15, 84:18, 101:21, 104:6, 118:12 peek [1] - 111:20 pehnke [15] - 69:2, 69:23, 69:25, 70:10, 84:6, 86:9, 97:6, 97:8, 97:23, 111:6, 111:9, 120:10, 124:21, 168:17, 179:7 Pehnke [9] - 59:8, 68:21, 69:1, 69:13, 69:19, 71:4, 83:2, 90:3, 97:24 pending [1] - 66:13 penetrable [2] - 139:5, 139:10 people [45] - 10:9, 28:19, 28:20, 28:23, 36:13, 38:11, 39:12, 40:12, 40:13, 41:15, 41:17, 42:1, 53:17, 54:23, 58:3, 87:12, 98:12, 98:22, 98:25, 99:11, 100:13, 100:14, 101:15, 106:17, 109:17, 111:20, 113:13, 117:5, 119:8, 123:25, 124:1, 124:3, 141:19, 141:21, 154:19, 162:4, 162:5, 162:16, 162:18, 162:21, 163:2, 167:10, 169:9, 169:20, 177:1 per [6] - 44:23, 113:11, 127:7, 144:22, 169:24 percent [1] - 24:1 percentage [1] - 14:11 perfect [4] - 32:18, 95:6, 98:1, 108:10 pergolas [2] - 36:21, 36:22 perhaps [3] - 7:5, 65:18, 129:21 period [4] - 113:3, 174:3, 174:5, 176:24 periodically [1] - 173:4
--	---	---	--

periods [3] - 174:5, 175:1, 175:3 permanent [3] - 36:17, 36:23, 37:8 permeable [1] - 145:10 permits [1] - 21:20 permitted [7] - 37:5, 37:13, 40:16, 40:22, 42:2, 70:3, 143:17 permitting [1] - 149:22 person [6] - 9:25, 15:3, 50:16, 140:11, 163:25 personal [2] - 167:23, 168:6 personnel [1] - 132:11 perspective [1] - 9:16 pertaining [3] - 97:9, 153:4, 153:5 pertinent [1] - 162:3 pervious [1] - 145:17 pet [1] - 160:14 petitions [1] - 83:21 phase [2] - 87:12, 87:23 phasing [2] - 84:25, 85:3 phrase [1] - 31:1 phrased [1] - 25:21 phrasing [1] - 6:10 physical [2] - 177:11, 177:14 physically [1] - 7:2 picture [3] - 38:14, 38:25, 48:13 pictured [2] - 32:13, 32:14 piece [1] - 45:7 pieces [1] - 9:23 pigeon [1] - 24:8 pinch [22] - 28:6, 28:8, 28:10, 28:17, 28:21, 28:23, 28:25, 29:1, 29:3, 29:6, 29:13, 30:7, 30:13, 30:15, 31:3, 31:8, 31:9, 31:10, 39:1, 39:13 place [4] - 7:1, 78:24, 111:24, 180:6 placement [1] - 27:12 places [2] - 33:22, 104:2 placing [1] - 110:7 Plan [2] - 118:1,	118:3 plan [26] - 18:7, 18:8, 56:21, 61:19, 71:23, 77:7, 77:10, 81:20, 97:16, 105:25, 111:2, 118:10, 118:14, 120:13, 120:16, 120:21, 121:5, 126:9, 126:12, 133:23, 140:14, 154:24, 155:1, 155:10, 164:17, 166:24 planned [2] - 126:17 planners [1] - 112:12 Planning [3] - 61:16, 63:7, 63:24 planning [18] - 21:4, 24:14, 24:22, 25:9, 42:23, 43:3, 54:11, 55:18, 55:24, 59:22, 64:12, 70:2, 70:3, 151:4, 156:9, 159:20, 162:19, 179:11 PLANNING [1] - 1:1 plans [19] - 42:3, 56:9, 94:15, 96:1, 96:3, 96:15, 97:7, 97:18, 116:11, 116:13, 120:17, 122:21, 122:24, 124:11, 127:14, 131:16, 151:4, 155:22, 169:14 play [1] - 84:21 PLAZA [1] - 1:20 Pleasant [5] - 74:2, 91:19, 144:3, 144:17, 178:11 Pleasantdale [3] - 115:6, 124:6, 124:9 plocker [18] - 6:8, 25:25, 31:4, 52:11, 59:18, 59:22, 65:13, 67:25, 68:8, 68:13, 81:21, 82:25, 100:8, 136:9, 165:3, 167:21, 168:6, 168:14 PLOCKER [41] - 2:2, 2:3, 4:18, 5:23, 6:9, 25:20, 28:19, 29:19, 30:17, 43:5, 46:17, 47:11, 52:25, 58:12, 58:16, 58:19, 59:3, 59:7, 65:11, 65:14, 65:23, 68:20, 83:1, 86:8, 97:11, 97:15, 100:6, 123:8, 136:11, 149:14, 154:8, 154:11, 165:4, 165:6, 165:13, 165:20,	165:25, 167:25, 168:10, 168:12, 168:15 Plocker [6] - 4:17, 4:18, 4:19, 59:2, 68:19, 149:13 plow [1] - 145:25 plus [2] - 86:17, 147:2 PM [3] - 179:12, 179:16, 179:17 point [75] - 8:19, 9:5, 10:6, 10:13, 11:5, 12:17, 15:1, 15:5, 15:6, 16:3, 16:19, 16:21, 19:16, 20:5, 24:12, 28:8, 28:21, 28:23, 28:24, 28:25, 29:1, 29:2, 29:3, 29:6, 29:7, 29:13, 29:14, 29:16, 29:24, 30:1, 30:2, 30:3, 30:5, 30:7, 30:13, 30:16, 30:23, 31:3, 31:8, 31:9, 31:10, 31:12, 32:21, 33:19, 33:21, 33:23, 39:1, 39:7, 39:8, 39:13, 41:23, 46:1, 46:17, 46:18, 47:12, 47:25, 48:5, 49:18, 54:2, 77:13, 93:11, 121:2, 134:2, 164:3, 165:10, 168:8, 177:20, 177:22, 178:3, 178:9, 178:12 pointed [2] - 18:9, 127:4 pointer [1] - 39:7 pointing [2] - 35:7, 105:23 points [12] - 27:13, 52:16, 77:11, 82:2, 131:17, 168:20, 169:1, 169:2, 169:6, 169:8, 178:20, 179:2 police [9] - 39:23, 95:9, 95:12, 95:17, 96:8, 96:14, 120:21, 121:1, 121:5 policy [1] - 90:6 POMACO [1] - 2:6 Pont [1] - 178:6 pool [1] - 153:23 pop [1] - 18:23 population [1] - 41:25 portion [6] - 4:6, 30:5, 46:4, 48:17, 66:11, 129:14 position [8] - 9:12,	68:6, 68:8, 68:12, 70:15, 70:18, 71:1, 135:13 positive [1] - 179:5 possibilities [1] - 57:11 possible [5] - 51:2, 51:3, 131:4, 148:20, 159:19 possibly [2] - 131:6, 146:14 post [1] - 137:4 posted [1] - 127:3 potential [2] - 10:8, 127:3 potentially [8] - 12:19, 13:4, 13:15, 18:14, 42:11, 58:7, 76:7, 109:17 power [1] - 121:21 PowerPoint [3] - 32:3, 38:1, 38:2 practical [1] - 85:5 practice [7] - 54:3, 124:22, 130:12, 134:22, 178:16, 178:25, 179:1 practices [1] - 54:4 practicing [1] - 69:17 pre [1] - 93:5 pre-COVID [1] - 93:5 preempt [1] - 105:6 preferably [1] - 85:21 preliminary [4] - 61:19, 88:11, 88:12, 88:15 preparation [2] - 71:21, 72:1 prepare [3] - 70:10, 71:16, 73:2 prepared [4] - 72:3, 72:4, 88:10, 115:24 presentation [1] - 38:2 presented [1] - 151:1 presently [1] - 152:17 President [5] - 20:9, 32:5, 88:23, 161:7, 163:18 president [1] - 69:14 PRESIDENT [5] - 88:24, 89:13, 89:22, 163:16, 163:20 pretty [5] - 57:11, 93:7, 118:3, 141:14, 176:7 prevent [2] - 40:14, 143:11 preventing [1] - 22:8	previous [3] - 24:14, 24:20, 66:12 previously [2] - 24:22, 93:6 primarily [2] - 96:4, 113:5 primary [1] - 77:12 private [10] - 138:12, 165:4, 165:5, 165:8, 166:8, 166:11, 166:16, 166:17, 167:9, 168:2 probability [1] - 62:11 problem [4] - 25:3, 124:5, 142:17, 177:17 procedural [1] - 59:10 proceed [3] - 55:17, 102:22, 106:19 proceeding [2] - 30:11, 71:15 proceedings [1] - 66:4 process [7] - 76:12, 76:14, 126:15, 134:20, 137:4, 140:17, 149:22 professional [4] - 14:4, 69:15, 71:25, 96:4 professionals [10] - 55:14, 55:16, 56:20, 71:20, 73:1, 97:1, 130:18, 137:5, 169:21, 173:3 program [2] - 92:10, 133:18 progress [2] - 65:3, 155:10 progression [1] - 147:12 prohibits [1] - 84:18 project [45] - 4:11, 24:15, 34:7, 53:21, 53:23, 53:24, 54:19, 55:3, 55:6, 55:10, 56:1, 56:7, 56:25, 62:16, 70:22, 72:11, 72:12, 72:15, 72:17, 73:3, 73:15, 75:20, 75:23, 75:24, 78:2, 80:22, 82:22, 85:6, 86:12, 89:3, 91:1, 92:16, 123:4, 123:20, 128:1, 130:7, 135:11, 135:12, 161:9, 169:10, 169:14, 172:8, 172:14, 176:25 projected [1] -
---	--	--	--	--

125:17
projecting [3] -
 90:22, 114:13, 114:16
projection [1] -
 173:20
projections [3] -
 72:18, 73:5, 112:4
projects [9] - 23:20,
 53:21, 54:21, 54:25,
 55:22, 80:21, 125:7,
 130:10, 133:20
proper [2] - 110:25,
 149:22
property [13] - 4:16,
 73:13, 81:24, 82:5,
 82:8, 87:5, 90:15,
 122:21, 123:3,
 126:19, 139:11,
 139:12, 139:24
proposal [1] - 62:1
propose [2] - 85:15,
 116:3
proposed [13] - 22:2,
 41:21, 56:16, 57:9,
 79:21, 81:25, 113:1,
 122:23, 131:22,
 146:24, 150:5,
 159:23, 159:25
proposes [1] - 61:22
proposing [8] - 4:14,
 45:13, 51:4, 51:6,
 82:9, 117:14, 120:13,
 120:16
prosecute [1] - 42:19
Protection [2] - 66:1,
 66:2
protection [1] -
 88:13
protective [1] - 34:16
protocol [2] - 96:10,
 96:14
proven [1] - 112:18
proves [1] - 114:14
provide [12] - 65:23,
 71:9, 73:18, 74:14,
 78:8, 82:11, 83:19,
 92:19, 111:11,
 118:11, 148:4, 169:16
provided [4] - 34:2,
 83:18, 91:13, 177:8
provides [3] - 80:6,
 82:4, 113:21
providing [9] - 60:6,
 64:16, 73:25, 75:22,
 76:18, 80:14, 118:9,
 138:2, 172:16
provision [2] - 27:21,
 132:12
proximity [1] -
 173:12

Public [1] - 180:3
PUBLIC [244] -
 35:10, 35:17, 35:22,
 36:1, 36:12, 36:16,
 36:22, 37:4, 37:7,
 37:15, 37:16, 38:9,
 38:21, 38:23, 39:11,
 39:17, 40:4, 40:11,
 40:17, 40:20, 40:24,
 41:3, 41:7, 41:14,
 41:22, 42:7, 42:10,
 42:14, 42:16, 42:20,
 43:2, 43:6, 43:8,
 43:12, 43:18, 44:2,
 44:5, 44:7, 44:13,
 44:16, 45:2, 45:9,
 45:14, 45:18, 45:22,
 46:6, 46:8, 46:11,
 46:15, 46:21, 47:5,
 47:7, 47:15, 48:6,
 49:1, 49:4, 50:18,
 50:24, 51:5, 51:14,
 51:19, 51:24, 52:1,
 52:20, 52:23, 53:5,
 53:7, 53:16, 53:20,
 54:2, 54:14, 55:11,
 55:20, 56:3, 57:4,
 57:14, 57:21, 58:5,
 58:9, 58:14, 58:18,
 58:21, 58:25, 59:9,
 59:13, 59:20, 60:2,
 60:4, 60:9, 60:12,
 60:14, 60:20, 60:23,
 61:4, 61:9, 61:12,
 61:14, 63:1, 63:4,
 63:13, 64:4, 64:8,
 64:11, 64:22, 65:10,
 122:15, 123:1,
 123:13, 124:15,
 124:19, 125:4, 125:9,
 125:11, 125:17,
 125:21, 125:25,
 126:2, 126:8, 126:13,
 126:22, 127:1,
 127:13, 127:16,
 127:22, 127:25,
 128:5, 128:14, 129:4,
 129:12, 129:19,
 130:1, 130:12,
 130:16, 131:1, 131:3,
 131:6, 131:8, 131:13,
 131:19, 131:24,
 132:3, 132:14,
 132:17, 132:19,
 133:3, 133:6, 133:9,
 133:15, 133:25,
 134:5, 134:12,
 134:15, 135:1,
 135:15, 136:2, 136:6,
 136:13, 136:18,
 137:6, 137:22, 138:9,

138:16, 138:18,
 139:3, 139:14,
 139:21, 140:7,
 140:19, 140:24,
 141:6, 141:17, 143:1,
 143:22, 144:2, 144:7,
 144:15, 145:7, 146:4,
 146:12, 147:1, 147:5,
 147:21, 148:10,
 148:13, 148:17,
 148:19, 149:9,
 149:24, 150:3, 150:8,
 150:12, 150:16,
 150:20, 151:5, 151:9,
 151:19, 151:21,
 152:5, 152:16,
 152:25, 153:2, 153:9,
 153:22, 154:4,
 154:10, 154:13,
 154:15, 155:13,
 155:19, 156:4, 156:9,
 156:12, 156:15,
 156:19, 156:23,
 156:25, 157:3,
 157:10, 157:14,
 157:19, 158:1, 158:5,
 158:14, 158:16,
 158:21, 159:13,
 159:16, 159:24,
 160:4, 160:8, 160:17,
 160:22, 161:4,
 162:24, 163:10,
 163:14, 164:12,
 164:22, 164:25,
 165:10, 166:9,
 166:13, 167:4, 167:13
public [29] - 4:9,
 4:25, 18:11, 33:18,
 34:10, 34:11, 34:22,
 35:1, 35:5, 35:9, 38:3,
 74:24, 77:21, 81:16,
 111:12, 111:15,
 112:13, 117:17,
 122:11, 123:10,
 123:21, 123:22,
 128:1, 133:18,
 133:23, 157:24,
 158:7, 160:5, 160:17
publication [1] - 99:7
published [1] - 99:7
pull [5] - 27:22, 97:7,
 102:21, 108:25, 158:4
pulled [1] - 81:16
purchasing [1] -
 23:20
purely [2] - 146:16,
 146:19
purpose [1] - 6:25
purposes [6] - 22:14,
 26:13, 28:14, 74:23,

93:10, 120:15
pursuant [1] -
 149:15
pursued [1] - 134:21
pursuing [1] -
 129:25
purview [10] - 55:25,
 79:18, 79:19, 79:25,
 97:12, 121:12,
 133:16, 133:24,
 157:15, 157:21
put [16] - 6:14, 7:13,
 21:11, 22:19, 22:20,
 35:21, 37:18, 51:1,
 78:23, 82:15, 91:12,
 95:10, 104:14,
 107:11, 114:11,
 136:23
puts [1] - 135:13
putting [5] - 29:17,
 117:4, 117:20,
 119:24, 175:17

Q

quadrant [2] - 25:12,
 25:13
qualifications [1] -
 69:11
qualify [1] - 170:14
quantify [1] - 128:12
quasi [1] - 162:1
query [1] - 66:3
questioned [1] -
 175:11
questioning [3] -
 30:18, 35:2, 35:5
questions [35] -
 4:24, 18:11, 20:8,
 20:14, 27:9, 30:23,
 34:25, 35:4, 35:9,
 54:24, 69:19, 84:4,
 89:24, 96:22, 97:8,
 102:15, 111:3,
 111:10, 120:7,
 120:10, 120:11,
 122:4, 122:11,
 122:13, 122:19,
 123:10, 123:15,
 132:20, 146:5,
 155:15, 157:24,
 162:16, 164:16,
 168:16, 175:6
queue [1] - 75:9
quick [4] - 107:8,
 122:19, 146:5, 167:21
quicker [1] - 155:16
quickly [2] - 84:7,
 141:14
quite [18] - 8:14,

9:23, 9:24, 13:2,
 25:16, 29:4, 59:17,
 74:13, 82:21, 90:17,
 93:8, 112:2, 114:24,
 127:5, 127:12,
 160:16, 169:18, 174:8
quote [1] - 63:18

R

Rachel [3] - 52:1,
 131:13, 159:16
racks [1] - 81:8
raise [7] - 10:5,
 60:14, 69:2, 83:17,
 94:6, 96:7, 163:24
raised [5] - 62:18,
 116:15, 116:21,
 116:22, 151:6
ramp [4] - 102:7,
 119:13, 119:15
ramps [1] - 91:11
range [1] - 11:3
Rappleye [3] - 39:19,
 87:10, 90:19
rate [9] - 20:12,
 20:20, 23:7, 23:25,
 24:18, 25:5, 25:11,
 25:17, 26:9
rates [1] - 81:18
rather [5] - 22:9,
 54:21, 82:15, 90:15,
 127:18
rating [1] - 75:3
ratings [2] - 75:2,
 75:14
ratio [2] - 114:11,
 114:17
rational [1] - 56:2
RE [1] - 1:5
read [7] - 15:19,
 48:6, 60:12, 61:4,
 66:6, 67:25, 91:3
reading [3] - 39:3,
 64:25, 139:18
real [3] - 9:24, 107:8,
 147:15
realistic [1] - 160:25
reality [1] - 12:5
really [28] - 11:4,
 12:4, 12:8, 12:10,
 17:15, 18:18, 24:23,
 31:23, 42:16, 52:15,
 71:9, 79:18, 82:14,
 93:12, 95:21, 100:16,
 103:4, 106:21,
 108:23, 108:24,
 114:5, 123:17,
 124:10, 142:19,
 147:11, 173:15,

173:16 realm [1] - 133:23 reason [19] - 5:20, 6:19, 6:22, 21:2, 22:15, 26:11, 35:18, 35:23, 50:21, 58:2, 109:14, 121:13, 130:15, 134:23, 139:12, 140:5, 150:16, 151:10 receptive [2] - 92:19, 134:20 recess [1] - 122:8 recited [1] - 68:8 recognize [1] - 135:10 recollection [1] - 16:11 recommend [2] - 129:19, 130:3 recommendation [2] - 101:14, 121:4 recommendations [5] - 83:21, 95:25, 96:15, 129:16, 129:20 recommended [1] - 129:12 record [25] - 6:15, 29:12, 31:1, 32:4, 58:20, 60:13, 60:22, 61:5, 65:14, 68:1, 68:24, 69:13, 69:24, 70:1, 71:19, 121:22, 121:23, 122:12, 123:12, 154:12, 156:20, 156:22, 157:4, 159:15, 165:22 recreation [2] - 154:2, 154:18 recreational [1] - 174:16 red [6] - 38:15, 38:16, 117:3, 142:17, 143:6 redesign [2] - 50:25 redesigned [1] - 51:20 redevelopment [1] - 112:5 reduce [1] - 118:6 reducing [1] - 76:8 reevaluated [1] - 55:15 refer [3] - 56:13, 110:3, 120:1 reference [14] - 15:2, 15:5, 15:6, 28:13, 28:17, 29:5, 31:10, 33:2, 44:1, 46:18, 68:7, 70:11, 90:13,	112:12 referenced [3] - 112:11, 115:4, 118:15 referencing [3] - 19:17, 39:10, 72:22 referred [6] - 29:21, 30:22, 33:6, 33:22, 63:16, 171:25 referring [10] - 8:21, 8:23, 27:23, 28:16, 28:23, 99:18, 111:1, 130:19, 170:5, 175:22 refers [2] - 31:2, 170:8 reflect [2] - 17:9, 17:22 reflecting [1] - 17:3 refuge [4] - 33:22, 34:2, 34:18, 34:19 refute [1] - 65:7 regard [17] - 53:14, 71:7, 72:17, 77:7, 78:21, 79:14, 80:3, 80:18, 80:19, 81:15, 81:22, 82:10, 91:12, 92:17, 163:20, 163:21, 177:3 regarding [7] - 4:1, 6:1, 38:25, 109:3, 120:10, 120:11, 129:12 regardless [2] - 24:2, 50:11 Reger [4] - 154:13, 154:14, 154:15 region [1] - 171:12 regional [1] - 173:17 registered [1] - 69:15 regular [1] - 179:11 regulations [11] - 62:15, 63:15, 63:17, 63:18, 63:19, 63:20, 63:21, 65:17, 68:5, 68:10, 68:14 related [2] - 125:5, 169:22 relates [1] - 171:15 relation [2] - 30:13, 64:16 relationship [2] - 11:6, 46:20 relative [7] - 7:8, 12:7, 58:4, 124:23, 126:17, 180:9, 180:11 relatively [4] - 53:22, 54:5, 54:22, 127:17 relevant [2] - 158:8, 158:9 reliable [1] - 170:1	rely [1] - 166:22 remain [3] - 13:8, 13:9, 86:19 remains [3] - 30:1, 30:6, 149:6 remember [3] - 53:13, 67:4, 158:18 remind [1] - 99:19 reminded [1] - 28:1 removable [1] - 139:9 removal [1] - 62:5 removed [1] - 139:11 rendered [1] - 15:10 renderings [3] - 17:9, 18:3, 18:11 repeat [4] - 26:5, 53:11, 54:7, 166:9 repeated [6] - 53:21, 54:3, 54:5, 56:4, 56:6, 57:5 repeating [2] - 53:17, 54:21 rephrase [5] - 17:14, 26:18, 27:4, 29:18, 172:22 replace [1] - 139:12 REPORT [1] - 3:4 report [16] - 67:21, 75:4, 83:12, 83:17, 83:18, 83:22, 118:17, 127:4, 128:5, 129:14, 129:19, 129:20, 130:4, 170:6, 171:24 Reporter [1] - 180:2 REPORTING [1] - 1:19 represent [5] - 14:20, 16:24, 45:12, 72:15, 78:18 representation [1] - 63:6 representative [4] - 11:18, 32:15, 81:15, 112:18 represented [1] - 9:8 representing [9] - 4:8, 9:10, 9:12, 14:22, 24:2, 59:13, 59:19, 59:24 represents [1] - 17:16 request [12] - 78:22, 80:2, 80:3, 80:12, 80:13, 82:22, 121:13, 121:14, 121:17, 124:8, 131:3, 150:14 requested [2] - 79:10, 151:25 requesting [2] -	61:16, 121:9 requests [4] - 62:12, 62:17, 79:4, 83:16 require [2] - 79:23, 175:12 required [9] - 6:7, 62:18, 75:21, 78:19, 88:20, 149:21, 175:7, 175:14, 179:14 requirement [1] - 71:12 requirements [8] - 40:1, 42:5, 56:21, 57:10, 77:18, 137:4, 143:21 requires [1] - 6:18 requiring [1] - 144:21 rerouted [1] - 146:14 researched [1] - 177:10 reservation [1] - 67:24 reserve [3] - 70:14, 70:25, 89:23 reserving [3] - 68:6, 68:13, 70:17 reside [1] - 169:10 resident [3] - 93:16, 123:14, 169:24 residential [21] - 4:15, 61:23, 72:20, 77:23, 77:25, 78:2, 78:15, 78:19, 82:2, 82:7, 89:9, 111:17, 127:6, 140:2, 140:4, 141:4, 154:1, 159:18, 172:5, 174:14, 174:19 Residential [3] - 77:20, 78:3, 78:11 residents [21] - 76:10, 76:20, 76:21, 79:2, 81:3, 87:23, 87:24, 88:4, 98:19, 123:19, 154:17, 154:21, 155:3, 155:4, 161:13, 166:20, 167:15, 169:14, 176:14 resistant [2] - 41:10, 41:13 RESOLUTION [1] - 3:5 resolution [12] - 61:5, 61:7, 61:11, 61:15, 62:23, 66:25, 67:19, 80:18, 81:14, 133:20, 137:2, 149:7 resolved [4] - 23:4, 62:20, 140:11, 140:13	Resource [1] - 66:1 respect [13] - 67:11, 92:8, 161:13, 161:15, 161:22, 162:4, 162:11, 162:15, 162:24, 163:3, 163:5, 163:6, 166:2 respectful [1] - 92:21 respectfully [1] - 162:22 respecting [1] - 163:9 respond [1] - 161:21 responders [1] - 39:23 response [4] - 18:10, 66:3, 83:19, 136:24 responsibility [2] - 27:15, 165:15 responsible [3] - 164:19, 165:1, 165:11 responsive [1] - 83:15 rest [2] - 57:16, 158:10 restaurants [1] - 174:24 result [4] - 74:8, 76:22, 79:1, 138:7 results [4] - 72:8, 75:1, 92:13, 135:12 retained [1] - 71:8 retaining [1] - 16:11 returning [1] - 111:21 review [11] - 64:19, 66:14, 71:22, 71:25, 73:1, 81:20, 94:16, 97:2, 126:11, 130:18 reviewed [13] - 23:13, 40:2, 61:19, 62:13, 64:19, 66:9, 66:11, 71:20, 72:7, 75:25, 83:15, 118:3, 126:9 reviewing [1] - 120:22 revised [1] - 62:13 Richard [1] - 123:13 ride [1] - 106:13 Ridge [1] - 178:5 ridge [23] - 11:1, 26:3, 26:7, 26:17, 26:21, 27:1, 28:6, 28:8, 28:12, 28:13, 29:3, 29:6, 29:9, 29:15, 29:20, 29:21, 30:1, 30:8, 52:10, 52:12, 52:15, 52:16, 53:1
---	--	--	--	--

right-hand [2] - 60:14, 69:3 right-of-way [2] - 88:18, 175:13 rise [14] - 160:20, 170:10, 170:11, 170:15, 170:16, 170:17, 170:18, 170:20, 170:24, 171:10, 172:8, 173:2 River [1] - 62:4 rizzo [1] - 120:6 RIZZO [7] - 1:13, 120:8, 120:19, 121:3, 121:16, 121:19, 121:25 Road [131] - 4:2, 4:3, 4:4, 4:13, 27:9, 46:13, 46:23, 47:17, 61:21, 71:11, 73:14, 73:15, 73:16, 73:19, 73:22, 74:2, 74:4, 74:10, 75:15, 76:16, 76:18, 77:12, 77:16, 78:5, 78:7, 82:8, 83:25, 84:8, 85:21, 85:24, 86:1, 86:2, 86:4, 86:7, 86:13, 86:16, 86:19, 86:24, 87:11, 90:9, 90:17, 92:22, 93:19, 93:20, 93:23, 94:11, 102:5, 111:23, 113:18, 115:9, 123:15, 123:17, 124:3, 124:4, 124:5, 124:9, 124:12, 126:18, 126:21, 126:23, 126:25, 127:2, 127:4, 127:11, 127:13, 127:18, 127:23, 128:8, 128:15, 128:18, 129:3, 129:14, 131:23, 133:13, 134:6, 136:3, 137:13, 141:10, 141:12, 142:5, 143:3, 146:7, 148:14, 148:20, 149:10, 149:11, 149:18, 149:25, 150:4, 152:8, 153:6, 153:12, 153:16, 154:6, 154:16, 154:18, 154:23, 154:24, 155:1, 155:4, 155:11, 155:16, 164:15, 165:1, 165:4, 165:8, 165:11, 165:16, 166:1, 166:7, 168:2, 168:9, 168:21,	176:8, 177:5, 177:9, 177:11, 177:12, 178:23 road [42] - 13:10, 16:4, 16:17, 27:13, 70:22, 73:5, 73:9, 73:23, 78:8, 78:12, 79:6, 79:8, 82:3, 82:4, 82:16, 93:24, 94:17, 96:16, 105:8, 110:8, 123:25, 127:18, 132:5, 133:4, 134:5, 134:25, 138:21, 144:3, 155:25, 157:8, 162:9, 165:4, 165:5, 165:8, 165:12, 166:8, 166:11, 166:16, 166:17, 167:9, 168:2, 176:16 roads [11] - 73:9, 75:16, 75:22, 78:5, 89:18, 93:23, 117:16, 127:8, 140:2, 164:17, 166:2 roadway [15] - 72:10, 72:13, 72:21, 73:24, 78:4, 78:12, 80:4, 82:1, 89:15, 94:12, 94:23, 101:16, 112:3, 144:9, 146:21 roadways [11] - 73:17, 77:18, 77:25, 79:16, 87:3, 87:6, 92:12, 97:9, 112:8, 140:2, 176:1 ROBERT [1] - 1:9 Rock [51] - 71:11, 73:14, 73:23, 74:10, 76:16, 76:17, 76:19, 84:9, 84:23, 86:25, 88:18, 89:4, 89:15, 91:5, 91:17, 91:19, 92:18, 92:22, 92:23, 96:17, 113:4, 113:8, 118:17, 118:18, 123:19, 128:3, 128:19, 129:2, 129:8, 129:13, 129:16, 135:25, 137:9, 141:12, 141:13, 142:4, 143:3, 143:24, 144:3, 144:14, 144:17, 147:13, 147:16, 147:19, 147:23, 151:11, 152:13, 152:20, 157:7, 175:11, 175:20 roof [18] - 32:24, 35:16, 35:19, 36:5, 36:20, 39:12, 40:12,	40:14, 41:15, 41:18, 41:19, 41:20, 41:23, 42:10, 42:11, 49:11, 51:1, 51:13 rooftop [7] - 35:14, 36:7, 36:12, 41:8, 50:21, 51:9, 51:20 room [1] - 162:6 rooms [1] - 13:22 Rosemont [4] - 8:17, 8:20, 15:15, 38:12 rough [1] - 12:18 roughly [1] - 152:13 round [1] - 11:13 roundabout [6] - 81:24, 83:25, 109:9, 110:2, 110:17, 110:18 roundabouts [1] - 110:24 route [3] - 89:14, 91:17, 91:18 routes [2] - 137:16, 138:1 RSI [1] - 86:21 RSIS [13] - 77:18, 78:17, 79:15, 79:19, 87:2, 87:4, 87:6, 87:7, 89:7, 89:8, 99:5, 121:8 Ruce [1] - 50:18 RUCE [1] - 50:18 Rule [1] - 66:9 rule [2] - 66:12, 66:15 rules [8] - 62:15, 63:15, 63:17, 64:17, 64:24, 66:5, 162:1, 162:11 run [2] - 130:10, 138:1 running [1] - 9:1 runoff [1] - 62:3 runs [1] - 91:17 Rutherford [6] - 20:8, 20:10, 32:5, 88:23, 161:7, 163:19 RUTHERFORD [6] - 1:10, 88:24, 89:13, 89:22, 163:16, 163:20	118:6, 118:9, 118:12, 127:1, 134:25, 151:13, 151:19, 151:20, 153:10, 153:12, 153:14, 153:19, 155:2, 155:3, 156:5, 156:16, 158:8, 161:17, 163:22, 175:16, 175:20 samples [1] - 90:14 sampling [1] - 72:12 Sampson [1] - 53:8 satisfaction [1] - 84:1 saw [7] - 4:10, 6:4, 36:24, 153:22, 154:19, 154:20 scale [3] - 9:24, 12:4, 58:4 scattered [1] - 99:3 scenario [1] - 56:4 scenarios [1] - 46:5 schedule [1] - 84:25 schematic [1] - 164:18 school [13] - 75:3, 113:13, 113:14, 137:12, 137:16, 137:20, 137:23, 138:10, 138:11, 141:1, 141:2, 141:3, 158:25 schools [3] - 115:5, 138:12, 138:13 scooter [1] - 125:14 scope [2] - 27:11, 55:22 screen [3] - 7:14, 7:25, 32:10 screened [1] - 47:21 screening [2] - 47:24, 48:14 scroll [2] - 104:3, 108:11 search [1] - 128:9 season [2] - 130:9 second [12] - 10:6, 10:9, 10:14, 19:24, 59:11, 59:16, 65:12, 82:11, 83:6, 132:24, 147:6, 150:25 SECRETARY [1] - 67:16 section [13] - 38:13, 38:16, 58:3, 77:2, 79:2, 82:1, 91:17, 92:22, 94:17, 100:10, 100:12, 100:14, 175:20 sections [6] - 7:24,	37:19, 37:21, 38:3, 128:18, 155:15 see [59] - 8:2, 8:5, 8:14, 9:19, 9:22, 13:2, 13:3, 13:13, 15:20, 16:2, 18:18, 19:7, 19:9, 19:16, 19:24, 20:5, 21:11, 30:2, 37:25, 38:3, 38:14, 43:20, 45:7, 46:25, 47:2, 48:15, 48:19, 52:13, 57:18, 83:11, 83:20, 85:9, 93:16, 95:23, 99:9, 102:1, 102:2, 102:14, 102:19, 104:2, 108:3, 109:17, 112:3, 112:5, 112:22, 113:3, 113:6, 113:10, 113:14, 124:1, 131:9, 134:23, 144:21, 150:21, 153:18, 153:22 seeing [7] - 19:1, 46:15, 69:20, 93:3, 93:12, 110:18, 114:20 segments [1] - 174:3 Sejal [1] - 132:21 selected [2] - 50:22, 169:25 send [1] - 164:7 sense [6] - 17:12, 57:21, 58:10, 99:6, 107:16, 113:17 sent [2] - 66:8, 121:22 separate [8] - 58:23, 72:16, 75:24, 76:11, 76:18, 147:18, 155:10 separately [1] - 153:21 SEPTEMBER [1] - 1:2 series [1] - 73:6 serve [3] - 62:22, 128:20, 178:23 served [2] - 113:22, 178:10 service [22] - 73:19, 74:23, 75:5, 75:7, 75:20, 84:10, 84:11, 90:7, 90:10, 90:25, 91:21, 91:24, 113:19, 126:4, 128:2, 137:18, 138:1, 138:4, 140:4, 142:12, 176:10 Services [1] - 69:15 services [6] - 71:9, 116:25, 145:23, 147:4, 177:8, 177:16 serving [2] - 78:9,
--	--	--	--	--

S

S-E-T-H [1] - 138:18

S.R [1] - 180:16

safe [4] - 76:22,

80:14, 81:10, 81:11

safer [1] - 95:22

safety [28] - 34:16,

70:21, 74:15, 76:19,

77:5, 86:25, 117:6,

89:21 set ^[14] - 7:15, 37:24, 37:25, 63:20, 65:16, 79:15, 101:7, 116:19, 140:3, 141:9, 147:8, 147:23, 155:24, 180:7 seth ^[1] - 35:10 Seth ^[1] - 138:18 SETH ^[1] - 35:10 sets ^[1] - 77:24 settle ^[1] - 174:1 settlement ^[3] - 85:19, 159:20, 159:24 Settlement ^[32] - 5:21, 6:1, 6:7, 6:8, 6:13, 6:17, 28:15, 29:22, 30:3, 37:2, 71:14, 71:22, 75:25, 76:1, 78:22, 79:3, 80:1, 83:4, 86:9, 121:14, 134:16, 134:17, 139:15, 139:18, 149:1, 149:6, 149:16, 151:2, 155:9, 155:12, 160:4, 166:4 settling ^[1] - 93:13 seven ^[4] - 19:2, 19:4, 39:2, 41:23 several ^[4] - 33:7, 72:8, 93:20, 126:14 shaking ^[1] - 163:25 share ^[1] - 99:15 Shari ^[1] - 66:3 shari ^[1] - 66:7 sharp ^[1] - 10:15 shed ^[1] - 123:18 shelter ^[1] - 91:12 SHIMANOWITZ ^[1] - 2:2 Shimanowitz ^[1] - 4:19 shop ^[1] - 113:13 shopping ^[3] - 112:15, 174:17, 174:24 short ^[1] - 122:8 shorter ^[2] - 12:15, 21:19 Shorthand ^[1] - 180:2 show ^[15] - 8:11, 10:17, 10:21, 11:9, 11:17, 12:6, 18:7, 19:2, 32:4, 32:18, 48:14, 58:7, 97:25, 128:16, 130:25 showed ^[4] - 12:22, 89:11, 90:22, 140:23 showing ^[11] - 9:5, 10:16, 12:22, 16:12,	36:7, 36:12, 38:16, 39:6, 120:12, 120:15 shown ^[7] - 9:7, 11:8, 11:16, 18:7, 27:22, 109:25, 140:14 shows ^[2] - 36:8, 121:5 shut ^[2] - 131:4, 131:6 shuttle ^[1] - 91:23 side ^[43] - 19:3, 19:5, 19:7, 19:14, 19:18, 19:25, 20:6, 20:23, 21:16, 21:19, 21:20, 22:18, 22:24, 26:12, 26:13, 26:16, 26:19, 26:20, 26:22, 26:23, 26:25, 32:17, 36:6, 48:22, 81:23, 81:25, 82:4, 82:10, 82:16, 84:19, 91:5, 102:6, 106:11, 109:16, 109:19, 117:22, 126:20, 153:24, 153:25, 164:2 sides ^[4] - 22:22, 48:22, 78:13, 117:21 sidewalk ^[13] - 81:25, 82:3, 82:9, 82:12, 91:11, 101:25, 104:5, 109:16, 115:11, 119:15, 126:20, 126:22, 126:24 sidewalks ^[21] - 78:13, 80:24, 81:22, 82:5, 82:14, 84:19, 106:5, 106:8, 107:12, 115:19, 116:4, 123:24, 124:4, 124:12, 126:16, 127:2, 127:8, 127:10, 134:6, 154:23, 163:23 siding ^[2] - 41:9, 50:4 sight ^[17] - 6:4, 8:19, 8:24, 9:1, 9:6, 9:7, 10:3, 10:14, 10:24, 15:3, 16:3, 57:15, 57:17, 57:19, 99:16, 142:2, 151:16 sighting ^[1] - 26:4 sign ^[6] - 74:6, 104:14, 105:20, 106:18, 109:13, 151:15 signage ^[3] - 99:19, 99:23 signal ^[40] - 71:11, 71:13, 71:18, 74:9,	74:10, 74:14, 75:6, 75:9, 76:17, 77:4, 84:22, 85:9, 85:10, 85:12, 88:8, 88:12, 88:13, 91:9, 101:8, 101:9, 101:14, 118:22, 118:24, 119:2, 134:24, 135:13, 135:17, 142:18, 143:15, 143:16, 144:1, 144:2, 144:14, 147:14, 151:10, 151:17, 152:1, 175:17, 175:19 signaled ^[1] - 129:6 signalized ^[3] - 96:18, 141:23, 142:11 signals ^[5] - 112:8, 118:8, 119:3, 143:20, 147:10 significant ^[3] - 62:4, 93:1, 145:3 significantly ^[1] - 58:1 signs ^[5] - 103:10, 104:16, 106:2, 107:6, 112:8 silence ^[1] - 68:11 similar ^[20] - 23:14, 23:15, 23:16, 23:17, 24:15, 24:21, 35:19, 49:25, 55:22, 56:7, 79:7, 93:4, 112:15, 124:24, 155:24, 171:17, 172:15, 173:2, 178:14, 178:15 similarly ^[1] - 113:9 simple ^[1] - 117:13 simplified ^[1] - 75:2 single ^[6] - 10:22, 11:10, 39:21, 110:1, 178:12 singular ^[1] - 16:20 Site ^[3] - 77:20, 78:3, 78:11 site ^[73] - 4:5, 4:7, 17:6, 17:18, 17:19, 37:19, 37:20, 38:3, 58:4, 61:19, 70:5, 70:19, 70:23, 71:22, 73:15, 76:25, 77:7, 77:10, 77:11, 77:19, 78:6, 78:7, 78:16, 79:3, 79:11, 80:6, 80:9, 80:10, 80:13, 81:3, 81:4, 81:9, 81:12, 81:17, 82:8, 82:20, 82:24, 87:2, 87:3, 87:5, 87:7, 89:11, 89:16, 97:16,	99:10, 109:19, 113:5, 114:13, 118:10, 122:23, 126:9, 126:12, 126:20, 132:25, 133:11, 139:20, 153:8, 154:3, 154:4, 159:8, 159:10, 159:12, 159:23, 168:21, 169:15, 169:17, 169:20, 171:15, 172:20, 178:22, 178:23 sites ^[3] - 129:1, 136:3, 136:14 sitting ^[5] - 9:25, 34:22, 41:20, 140:8, 162:5 situating ^[1] - 26:8 situation ^[7] - 78:2, 98:15, 107:3, 116:22, 124:4, 124:11, 146:20 situations ^[4] - 54:19, 54:23, 56:5, 118:5 six ^[11] - 19:4, 20:5, 36:13, 49:12, 49:13, 98:4, 98:6, 101:25, 130:13, 130:24 size ^[6] - 11:18, 34:7, 55:22, 56:15, 158:18, 178:17 sized ^[1] - 56:7 skirts ^[1] - 9:3 sky ^[2] - 9:4, 10:16 slated ^[1] - 169:13 slide ^[1] - 36:2 slides ^[1] - 7:14 slightly ^[1] - 93:9 slope ^[15] - 7:21, 8:5, 8:15, 11:19, 13:18, 14:15, 17:3, 17:8, 17:16, 31:24, 32:14, 32:21, 33:6, 33:8, 36:2 slow ^[4] - 99:20, 100:20, 100:21, 116:23 slowing ^[1] - 116:20 small ^[7] - 9:22, 9:23, 34:8, 103:3, 133:15, 160:20, 160:25 smaller ^[1] - 103:2 smoke ^[2] - 40:13, 41:24 smoking ^[4] - 39:12, 40:15, 42:1, 42:11 snowplowing ^[1] - 166:1 snowplows ^[1] - 117:1	solely ^[2] - 98:9, 147:3 solution ^[1] - 87:17 someone ^[4] - 116:1, 119:13, 139:3, 163:8 someplace ^[2] - 85:21, 86:7 sometimes ^[7] - 21:6, 23:19, 23:20, 24:7, 117:7, 143:5, 146:21 somewhere ^[2] - 14:1, 102:24 soon ^[1] - 85:5 sorry ^[32] - 10:2, 15:16, 27:23, 31:19, 32:7, 35:3, 40:6, 52:20, 54:9, 55:23, 57:7, 59:19, 67:2, 70:16, 83:8, 83:9, 84:8, 97:21, 107:8, 116:8, 121:16, 134:16, 138:16, 165:7, 165:10, 165:19, 166:9, 170:17, 172:22, 176:21 sort ^[7] - 16:6, 20:24, 77:2, 84:23, 113:15, 113:22, 173:18 sought ^[1] - 27:20 sounds ^[4] - 56:24, 58:15, 160:11, 165:23 source ^[4] - 24:3, 171:4, 172:24, 173:5 sources ^[2] - 171:20, 172:18 south ^[9] - 46:6, 46:9, 46:10, 46:11, 46:22, 46:24, 153:25, 178:11 southern ^[1] - 47:18 spa ^[1] - 51:15 space ^[5] - 99:1, 99:12, 108:22, 133:15, 134:1 spaces ^[17] - 86:23, 98:5, 98:6, 98:8, 98:21, 99:2, 99:3, 99:14, 102:1, 105:24, 107:23, 108:5, 119:6, 119:9, 119:12, 119:14 speaks ^[3] - 6:13, 86:9, 162:13 special ^[1] - 41:1 specific ^[14] - 24:11, 25:16, 26:11, 27:5, 27:17, 38:12, 38:13, 50:20, 85:7, 89:1, 102:15, 108:19,
--	--	--	--	---

tenants ^[1] - 128:21 tend ^[4] - 98:22, 116:25, 117:7, 118:16 tenets ^[1] - 179:3 tennis ^[4] - 136:6, 136:20, 153:23, 154:1 term ^[6] - 24:15, 28:6, 29:20, 30:21, 167:15 terminology ^[1] - 28:11 terms ^[15] - 68:4, 75:15, 76:15, 94:2, 98:17, 98:20, 110:5, 111:17, 112:10, 112:25, 118:10, 153:18, 172:19, 172:24, 178:21 Terrace ^[6] - 8:17, 8:21, 15:15, 53:8, 57:16 test ^[7] - 5:16, 5:21, 5:24, 6:18, 6:21, 7:1, 7:4 tested ^[1] - 54:22 testified ^[21] - 5:15, 6:3, 29:25, 30:9, 53:9, 54:23, 57:6, 58:12, 77:10, 94:11, 100:11, 108:8, 109:14, 133:1, 140:16, 152:10, 155:7, 169:15, 169:17, 171:16, 172:10 testifies ^[2] - 61:1, 69:9 testify ^[4] - 55:24, 70:11, 91:3, 151:8 testifying ^[4] - 52:19, 69:25, 138:15, 157:11 testimony ^[33] - 4:24, 18:10, 21:18, 28:2, 30:22, 34:1, 39:10, 45:17, 47:19, 47:20, 60:7, 60:9, 64:24, 71:23, 77:8, 80:16, 81:5, 82:22, 83:18, 89:7, 89:12, 97:6, 108:9, 111:4, 122:13, 124:22, 140:19, 166:7, 167:8, 171:14, 177:2, 177:4, 180:5 tests ^[3] - 6:21, 7:6, 7:10 th ^[1] - 167:5 that ^[1] - 172:1 THE ^[492] - 35:10, 35:15, 35:17, 35:20, 35:22, 35:25, 36:1,	36:11, 36:12, 36:15, 36:16, 36:18, 36:22, 37:3, 37:4, 37:5, 37:7, 37:10, 37:15, 37:16, 38:4, 38:9, 38:20, 38:21, 38:22, 38:23, 39:6, 39:11, 39:14, 39:17, 39:25, 40:4, 40:11, 40:15, 40:17, 40:18, 40:20, 40:23, 40:24, 40:25, 41:3, 41:5, 41:7, 41:9, 41:14, 41:17, 41:22, 42:4, 42:7, 42:9, 42:10, 42:14, 42:16, 42:20, 43:2, 43:6, 43:8, 43:12, 43:18, 43:22, 44:2, 44:4, 44:5, 44:6, 44:7, 44:10, 44:13, 44:15, 44:16, 44:19, 45:2, 45:4, 45:9, 45:10, 45:14, 45:16, 45:18, 45:21, 45:22, 45:24, 46:6, 46:7, 46:8, 46:10, 46:11, 46:14, 46:15, 46:21, 47:1, 47:5, 47:6, 47:7, 47:14, 47:15, 47:22, 48:6, 48:17, 49:1, 49:3, 49:4, 49:14, 49:17, 49:20, 49:25, 50:5, 50:8, 50:11, 50:18, 50:23, 50:24, 51:3, 51:5, 51:8, 51:14, 51:18, 51:19, 51:22, 51:24, 51:25, 52:1, 52:20, 52:23, 53:5, 53:7, 53:14, 53:16, 53:19, 53:20, 53:23, 54:2, 54:8, 54:14, 55:11, 55:20, 56:3, 57:2, 57:4, 57:14, 57:19, 57:21, 57:24, 58:5, 58:7, 58:9, 58:14, 58:18, 58:21, 58:23, 58:25, 59:9, 59:13, 59:20, 60:2, 60:4, 60:9, 60:12, 60:14, 60:20, 60:23, 61:4, 61:9, 61:12, 61:14, 63:1, 63:4, 63:13, 64:4, 64:8, 64:11, 64:22, 65:10, 67:16, 68:25, 69:6, 71:6, 83:14, 84:11, 84:13, 84:17, 85:2, 85:11, 85:17, 86:3, 86:7, 86:15, 86:19, 87:2, 87:14, 88:1, 88:6, 88:10,	88:19, 89:6, 89:17, 90:11, 91:6, 91:25, 92:15, 93:2, 93:19, 94:14, 94:24, 95:4, 95:13, 95:15, 96:1, 98:14, 99:22, 100:10, 100:24, 101:2, 101:5, 101:10, 102:4, 102:12, 103:2, 103:9, 103:17, 103:23, 104:8, 104:15, 104:21, 105:6, 105:20, 106:7, 106:19, 107:1, 107:17, 108:1, 108:6, 108:18, 108:22, 108:24, 109:5, 109:10, 109:20, 109:22, 110:20, 110:23, 111:14, 115:8, 115:20, 116:7, 116:10, 116:17, 117:9, 117:22, 117:24, 118:2, 118:18, 118:21, 119:10, 119:19, 120:1, 120:17, 120:24, 121:11, 121:18, 121:20, 122:15, 122:24, 123:1, 123:13, 124:13, 124:15, 124:19, 125:1, 125:4, 125:7, 125:9, 125:10, 125:11, 125:16, 125:17, 125:19, 125:21, 125:24, 125:25, 126:1, 126:2, 126:5, 126:8, 126:11, 126:13, 126:19, 126:22, 126:24, 127:1, 127:5, 127:13, 127:15, 127:16, 127:20, 127:22, 127:24, 127:25, 128:4, 128:5, 128:10, 128:14, 128:24, 129:4, 129:10, 129:12, 129:18, 129:19, 129:23, 130:1, 130:6, 130:12, 130:14, 130:16, 130:18, 131:1, 131:3, 131:6, 131:8, 131:13, 131:18, 131:19, 131:21, 131:24, 132:3, 132:9, 132:14, 132:16, 132:17, 132:19, 133:1, 133:3, 133:6, 133:7, 133:9, 133:14, 133:15,	133:16, 133:25, 134:4, 134:5, 134:9, 134:12, 134:14, 134:15, 134:19, 135:1, 135:9, 135:15, 136:2, 136:5, 136:6, 136:13, 136:17, 136:18, 137:2, 137:6, 137:15, 137:22, 137:25, 138:9, 138:16, 138:18, 139:1, 139:3, 139:7, 139:14, 139:17, 139:21, 139:25, 140:7, 140:16, 140:19, 140:22, 140:24, 141:3, 141:6, 141:16, 141:17, 141:22, 143:1, 143:12, 143:22, 143:25, 144:2, 144:5, 144:7, 144:13, 144:15, 144:18, 145:7, 145:13, 145:19, 145:22, 146:4, 146:12, 147:1, 147:3, 147:5, 147:10, 147:21, 148:2, 148:10, 148:12, 148:13, 148:17, 148:19, 148:25, 149:12, 149:24, 150:1, 150:3, 150:8, 150:11, 150:12, 150:13, 150:16, 150:19, 150:20, 151:5, 151:9, 151:12, 151:19, 151:20, 151:21, 151:24, 152:5, 152:10, 152:16, 152:19, 152:25, 153:1, 153:2, 153:7, 153:9, 153:15, 153:22, 154:3, 154:4, 154:5, 154:10, 154:13, 154:14, 154:15, 155:7, 155:13, 155:18, 155:19, 156:4, 156:9, 156:12, 156:15, 156:19, 156:23, 156:25, 157:3, 157:10, 157:14, 157:19, 158:1, 158:5, 158:14, 158:16, 158:20, 158:21, 159:8, 159:13, 159:16, 159:22, 159:24, 160:1, 160:4, 160:6, 160:8, 160:13, 160:17, 160:18,	160:22, 160:24, 161:4, 162:24, 163:10, 163:14, 164:12, 164:20, 164:22, 164:24, 164:25, 165:10, 166:9, 166:13, 167:4, 167:13, 168:24 themselves ^[3] - 11:15, 98:10, 137:21 theoretically ^[4] - 51:19, 51:22, 94:25 therefore ^[3] - 62:20, 135:3, 135:4 thinking ^[4] - 115:24, 178:5, 178:6, 178:7 thirds ^[1] - 94:1 thoroughfare ^[1] - 166:23 three ^[22] - 19:4, 19:7, 19:25, 20:9, 39:20, 53:20, 55:21, 77:11, 104:23, 136:3, 136:14, 137:10, 168:20, 169:2, 169:7, 170:12, 170:13, 170:16, 170:17, 170:18, 170:24, 178:20 throughout ^[9] - 22:9, 34:7, 80:24, 81:8, 93:3, 93:6, 102:14, 127:12, 174:20 throw ^[1] - 97:21 thru-lanes ^[1] - 128:11 tied ^[2] - 84:23, 85:7 tighten ^[2] - 76:5, 109:24 tightening ^[1] - 76:7 tile ^[1] - 41:12 tilt ^[1] - 9:10 timed ^[1] - 147:13 timing ^[2] - 141:14, 142:12 tire ^[1] - 41:12 title ^[1] - 165:14 today ^[16] - 32:22, 53:7, 63:12, 74:6, 75:18, 76:25, 93:25, 94:1, 94:6, 113:25, 130:25, 134:7, 135:23, 150:21, 151:14, 153:22 today's ^[1] - 177:6 today's ^[1] - 126:6 together ^[5] - 20:23, 22:10, 25:6, 95:11, 167:11
--	---	--	---	--

tonight ^[11] - 62:23, 64:23, 70:11, 83:19, 120:16, 120:18, 129:9, 149:9, 163:25, 164:5, 164:15 took ^[9] - 4:24, 17:5, 17:17, 68:13, 121:24, 171:21, 172:19, 172:25 top ^[29] - 10:25, 12:9, 19:23, 22:25, 26:2, 26:7, 26:17, 26:25, 27:4, 32:19, 33:1, 33:11, 36:5, 36:13, 48:12, 49:10, 49:11, 51:1, 73:5, 94:5, 98:24, 101:4, 103:16, 103:20, 109:20, 109:21, 143:10, 157:7 topic ^[1] - 118:16 topographically ^[1] - 57:17 topography ^[6] - 12:7, 17:5, 17:9, 17:23, 58:4 touch ^[1] - 77:10 tour ^[1] - 4:10 toward ^[1] - 26:22 towards ^[7] - 32:17, 62:3, 113:4, 118:8, 130:10, 135:18, 161:6 Town ^[3] - 59:14, 59:24, 65:9 town ^[4] - 59:19, 64:11, 91:24, 129:22 townhouse ^[4] - 114:19, 114:20, 172:7, 177:18 townhouses ^[5] - 114:8, 114:12, 114:22, 171:16, 177:6 towns ^[1] - 143:5 TOWNSHIP ^[2] - 1:1, 3:5 Township ^[16] - 4:16, 43:15, 61:16, 61:18, 62:2, 62:12, 62:17, 62:20, 62:21, 63:7, 63:24, 70:7, 149:23, 166:12 township ^[15] - 55:9, 55:15, 61:14, 71:12, 80:19, 81:15, 91:15, 96:2, 97:1, 127:12, 133:17, 147:4, 161:24, 162:19, 166:8 Township's ^[1] - 62:6 traffic ^[149] - 59:8, 68:21, 69:25, 70:5,	71:11, 71:13, 71:17, 71:25, 72:4, 72:5, 72:6, 72:9, 72:10, 72:12, 72:15, 72:18, 72:19, 73:2, 73:5, 73:6, 73:10, 73:25, 74:9, 74:14, 74:16, 74:19, 74:24, 74:25, 75:6, 75:9, 75:19, 76:4, 76:16, 77:3, 78:14, 79:1, 79:11, 80:3, 80:5, 80:8, 82:22, 85:10, 85:15, 85:25, 90:12, 90:14, 90:17, 90:22, 91:9, 92:25, 93:7, 93:8, 93:17, 93:21, 94:3, 94:4, 94:6, 95:1, 95:10, 103:21, 107:6, 111:15, 111:22, 112:4, 112:11, 112:14, 112:19, 112:21, 114:3, 114:9, 114:23, 116:3, 116:23, 117:17, 118:8, 124:23, 125:3, 125:4, 126:6, 127:19, 128:6, 128:12, 129:5, 129:7, 130:20, 130:24, 130:25, 131:14, 134:8, 134:13, 134:18, 134:24, 135:11, 135:12, 135:18, 135:23, 137:23, 138:7, 140:11, 140:20, 140:21, 141:18, 141:21, 142:6, 142:18, 143:2, 144:18, 144:19, 144:24, 145:1, 147:8, 147:13, 147:24, 149:3, 151:10, 151:22, 152:2, 152:4, 152:8, 152:15, 153:13, 153:17, 155:23, 159:6, 159:17, 159:18, 160:16, 160:19, 160:20, 161:1, 171:10, 171:21, 173:1, 173:15, 173:19, 174:12, 174:19, 175:2, 176:1, 176:2, 176:4, 176:5, 176:7, 176:12, 176:13, 178:22 Traffic ^[6] - 70:10, 71:17, 72:3, 73:12, 95:15, 170:3 train ^[1] - 173:12	transcript ^[1] - 180:5 Transit ^[2] - 91:13, 91:16 transit ^[1] - 81:11 Transportation ^[3] - 72:24, 99:8, 144:20 transportation ^[10] - 72:25, 73:1, 73:8, 112:12, 123:18, 123:21, 123:22, 125:14, 169:21, 173:3 travel ^[14] - 73:18, 75:12, 113:4, 113:7, 138:5, 141:4, 147:15, 147:19, 152:8, 152:18, 155:4, 159:3, 174:16, 174:17 traveled ^[1] - 110:23 traveling ^[5] - 82:8, 138:3, 145:5, 152:12, 155:1 travels ^[2] - 73:22, 75:8 treated ^[1] - 125:3 treatment ^[3] - 76:6, 102:8, 104:9 tree ^[9] - 7:3, 9:4, 12:2, 12:9, 12:14, 12:17, 32:21, 32:24, 33:12 trees ^[17] - 5:17, 7:8, 11:12, 11:13, 11:14, 11:16, 11:18, 11:21, 11:25, 12:3, 12:20, 12:25, 13:5, 13:6, 62:5, 81:2 tried ^[1] - 10:5 Trip ^[2] - 72:23, 112:13 trip ^[5] - 90:8, 111:10, 112:11, 112:25, 172:4 trips ^[7] - 86:22, 111:12, 114:10, 114:12, 114:13, 114:15, 171:5 truck ^[3] - 39:13, 39:21, 145:12 trucks ^[4] - 39:18, 139:16, 140:12, 158:23 true ^[1] - 180:4 trunks ^[1] - 13:5 truth ^[9] - 60:15, 60:16, 60:19, 69:4, 69:5 try ^[5] - 52:4, 75:1, 112:23, 126:13, 173:13 trying ^[12] - 24:11,	25:7, 30:12, 43:2, 45:9, 45:19, 54:12, 55:2, 142:22, 150:3, 156:4, 167:4 turn ^[25] - 15:1, 18:2, 76:18, 76:24, 84:12, 102:23, 102:24, 102:25, 103:6, 103:14, 104:11, 105:4, 107:13, 107:14, 107:22, 107:24, 109:7, 118:25, 131:4, 142:9, 147:18, 158:19, 159:6, 175:13 turnaround ^[2] - 140:9, 140:12 turnarounds ^[2] - 141:1 turned ^[1] - 70:17 turning ^[8] - 89:11, 128:7, 128:8, 128:10, 128:17, 128:18, 151:17 turns ^[8] - 75:10, 91:19, 103:8, 103:22, 128:11, 128:12, 128:13, 128:22 tweaked ^[1] - 148:8 twice ^[2] - 153:13, 154:25 two ^[40] - 8:15, 19:8, 22:18, 22:19, 22:20, 22:23, 22:25, 23:8, 49:12, 63:22, 64:14, 73:25, 84:18, 93:25, 100:22, 100:24, 104:24, 104:25, 105:8, 107:23, 108:5, 113:11, 117:13, 119:3, 119:12, 135:3, 137:9, 138:6, 138:9, 151:2, 152:15, 155:15, 157:22, 164:15, 168:21, 169:2, 171:20, 172:3, 175:10, 178:20 two-way ^[3] - 100:22, 105:8, 152:15 type ^[12] - 16:8, 24:15, 40:13, 42:2, 52:8, 76:8, 79:20, 87:15, 89:1, 89:10, 89:20, 114:2 types ^[11] - 6:21, 41:1, 78:14, 80:7, 89:9, 95:22, 115:22, 118:4, 140:4, 159:10, 159:11 typical ^[7] - 79:18,	80:9, 95:16, 103:2, 115:15, 120:24, 126:5 typically ^[12] - 7:3, 13:20, 13:22, 34:9, 34:12, 37:11, 37:12, 41:12, 45:16, 53:12, 170:21, 174:14
U				
u-turn ^[1] - 102:23 U-turn ^[3] - 102:24, 103:6, 107:14 U-turns ^[1] - 103:8 Uber ^[2] - 106:22, 126:3 unbearable ^[1] - 135:21 uncomfortable ^[1] - 142:3 uncommon ^[1] - 177:21 under ^[33] - 45:14, 49:14, 49:15, 49:20, 63:14, 66:9, 66:12, 66:13, 66:15, 69:9, 73:23, 74:6, 74:10, 77:19, 78:3, 78:17, 79:19, 87:2, 90:23, 90:24, 91:13, 102:21, 103:25, 107:15, 108:4, 110:3, 144:25, 145:1, 150:6, 152:14, 170:14, 170:18 underneath ^[1] - 36:9 understood ^[5] - 56:23, 58:3, 118:23, 133:25, 135:1 understory ^[1] - 13:1 undertaken ^[2] - 5:16, 6:22 undeveloped ^[1] - 61:24 unfair ^[1] - 162:17 unfortunately ^[2] - 162:9, 167:9 uniform ^[1] - 34:7 unit ^[5] - 25:4, 25:5, 50:12, 114:10, 169:24 units ^[60] - 18:4, 18:10, 18:21, 18:25, 19:3, 19:25, 20:12, 20:20, 20:22, 21:5, 21:21, 21:24, 22:9, 22:18, 22:19, 22:20, 22:23, 23:7, 23:9, 23:14, 24:18, 24:21, 25:10, 25:13, 26:4, 26:9, 26:11, 26:20,				

26:24, 27:7, 52:9,
61:23, 84:24, 85:10,
85:12, 94:5, 113:1,
113:19, 113:20,
113:23, 114:5, 114:6,
114:7, 114:15,
114:21, 125:18,
130:22, 130:23,
137:9, 137:11,
152:23, 154:1,
169:22, 170:10,
172:12, 176:3
unless [2] - 28:22,
43:3
unlike [3] - 75:3,
100:15, 177:5
unsafe [3] - 134:6,
134:7, 134:10
unsignaled [1] -
129:6
unsignalized [5] -
95:20, 95:23, 141:23,
142:11, 151:14
untenable [1] -
131:15
unusual [1] - 159:12
up [88] - 4:4, 4:6, 5:5,
9:3, 9:4, 9:14, 10:5,
10:10, 19:6, 19:22,
21:3, 27:22, 30:18,
36:1, 37:18, 38:17,
40:13, 40:14, 40:22,
41:4, 42:1, 47:8, 49:7,
50:15, 52:24, 55:7,
56:11, 62:14, 65:9,
65:21, 67:23, 73:15,
76:5, 76:7, 77:20,
86:12, 87:6, 97:7,
98:24, 101:4, 101:7,
101:16, 101:21,
102:18, 102:21,
102:24, 102:25,
103:22, 106:10,
106:13, 109:24,
110:4, 113:4, 117:8,
122:1, 122:10,
122:11, 122:12,
123:11, 123:24,
124:1, 126:25,
131:11, 132:1, 136:8,
137:19, 139:4,
140:10, 141:13,
146:15, 147:8,
147:23, 150:4,
150:10, 154:6,
155:20, 159:14,
161:16, 161:23,
162:12, 162:16,
162:21, 166:4,
166:17, 171:9, 177:9,

179:9
update [3] - 130:13,
130:15, 173:4
updated [1] - 64:24
updates [1] - 119:2
upper [7] - 10:20,
20:5, 39:5, 103:1,
104:18, 104:19, 110:7
upward [1] - 10:15
urban [2] - 110:1,
173:11
usage [2] - 139:23,
171:18
users [1] - 166:22
uses [7] - 72:14,
112:15, 124:6,
143:14, 144:20,
171:17, 172:5
utilization [1] - 98:20
utilize [2] - 73:4,
102:25
utilized [3] - 74:19,
98:21, 106:15
utilizing [1] - 73:14

V

vacant [1] - 4:15
valid [3] - 114:5,
130:14, 130:17
validate [1] - 90:14
Valley [6] - 74:3,
91:20, 144:3, 144:17,
178:5, 178:11
value [1] - 162:7
van [4] - 103:3,
103:5, 158:19
vans [4] - 103:12,
158:17, 158:18,
158:25
vantage [1] - 10:5
variable [1] - 170:1
variance [2] - 27:19,
28:3
various [4] - 77:25,
78:9, 90:18
vary [2] - 11:18,
112:2
vastly [1] - 12:4
vehicle [5] - 15:6,
15:25, 49:10, 103:3,
103:4
vehicles [42] - 80:10,
80:11, 84:15, 86:12,
87:16, 87:19, 88:2,
89:9, 95:3, 95:5,
99:10, 103:11,
103:14, 103:18,
113:3, 113:7, 113:10,
113:15, 113:25,

114:7, 132:7, 139:23,
140:4, 140:5, 140:25,
141:5, 144:22, 145:5,
146:17, 146:19,
152:12, 152:18,
152:20, 158:22,
158:24, 159:1, 159:5,
159:10, 159:11,
169:16, 169:18
vehicular [3] -
118:12, 146:21,
151:22
venture [1] - 139:4
VERONA [1] - 3:5
Verona [12] - 59:14,
59:19, 59:25, 61:14,
61:18, 62:2, 62:3,
62:21, 63:7, 64:16,
66:25, 141:19
versa [1] - 143:7
version [2] - 66:12,
66:15
versus [6] - 9:17,
26:9, 31:24, 52:11,
114:19, 117:3
vet [1] - 173:4
via [1] - 179:12
viability [1] - 172:17
viable [1] - 133:11
Vice [1] - 1:9
vice [3] - 69:14, 92:4,
143:7
VICE [4] - 92:5,
92:24, 93:14, 94:7
Victor [1] - 37:16
view [18] - 6:5,
10:17, 11:5, 18:25,
19:24, 26:2, 26:6,
26:13, 26:21, 26:25,
47:4, 48:19, 58:6,
58:9, 58:15, 58:21,
58:24
viewed [1] - 137:16
viewpoint [8] - 10:8,
10:21, 11:10, 12:7,
15:9, 15:12, 16:16,
16:24
views [5] - 11:4,
27:2, 52:4, 58:7,
58:13
visibility [1] - 7:9
visible [6] - 6:24,
14:14, 14:16, 14:17,
44:8, 117:4
Vision [2] - 118:1,
118:3
vision [2] - 39:24,
77:3
visit [1] - 159:2
visitor [1] - 100:13

visitors [1] - 98:23
visualize [2] - 45:19,
48:7
voice [1] - 83:10
volume [5] - 72:13,
106:22, 107:4,
141:18, 142:4
volumes [4] - 73:6,
93:4, 114:20, 128:13
vote [1] - 96:9

W

W-E-I-S-L-E-D-E-R
[2] - 35:11, 138:19
wait [4] - 67:8, 75:10,
163:8, 177:1
waiting [5] - 98:11,
142:7, 142:19,
142:23, 177:17
walk [5] - 93:15,
93:16, 123:22,
123:23, 123:24
walked [2] - 4:5, 4:6
walking [12] - 41:15,
41:17, 41:19, 82:3,
101:21, 109:18,
115:3, 115:7, 124:3,
154:19, 154:20
walkout [2] - 49:24,
49:25
wall [2] - 16:12,
27:24
wants [2] - 28:22,
136:9
warn [1] - 143:7
Warner [69] - 4:2,
4:4, 46:13, 46:23,
47:17, 61:21, 73:15,
73:19, 73:22, 75:15,
77:12, 78:5, 81:23,
83:25, 85:24, 86:1,
86:13, 86:14, 90:18,
93:19, 93:23, 102:2,
109:16, 109:19,
115:9, 115:19, 116:7,
123:16, 123:23,
126:18, 126:21,
126:23, 127:11,
131:23, 133:13,
139:19, 148:20,
148:22, 149:11,
149:18, 149:25,
150:18, 150:21,
150:22, 152:8, 153:6,
153:12, 153:16,
153:24, 153:25,
154:6, 154:16,
154:17, 154:23,
154:24, 155:1, 155:4,

155:11, 155:16,
155:21, 158:9, 166:3,
166:5, 168:21, 176:8,
177:11, 178:23
warner [2] - 4:13,
80:6
warning [1] - 100:18
warranted [1] -
135:13
washer/driers [2] -
24:19, 24:20
water [10] - 62:15,
63:14, 63:17, 63:23,
64:17, 65:16, 66:5,
66:11, 66:12, 66:14
waters [2] - 158:2,
158:6
ways [2] - 100:24,
159:6
wear [1] - 166:16
weather [1] - 98:23
website [2] - 38:5,
38:8
Wednesday [1] -
179:14
WEDNESDAY [1] -
1:2
week [2] - 23:5
weekday [3] -
111:19, 111:20,
174:21
weekend [1] - 174:22
weekends [4] -
174:13, 174:17,
174:20, 174:23
weigh [1] - 65:6
Weisleder [2] -
35:10, 138:18
welcome [4] - 38:22,
51:25, 148:12, 163:23
west [5] - 30:6,
44:17, 74:1, 144:25,
165:19
WEST [3] - 1:1, 1:5,
2:7
West [31] - 4:12,
35:11, 38:24, 39:22,
43:15, 50:19, 61:16,
61:17, 61:20, 61:21,
63:8, 63:24, 117:25,
118:1, 118:16,
123:14, 132:3,
138:11, 141:19,
149:23, 150:7,
150:14, 150:15,
154:22, 161:14,
161:24, 165:18,
166:12, 167:15,
171:11, 177:23
western [2] - 44:13,

44:15 whatever's ^[1] - 86:17 whereas ^[4] - 61:18, 62:6, 62:10, 114:16 Whereas ^[3] - 61:22, 62:1, 62:17 whichever ^[1] - 18:11 whistles ^[1] - 143:17 white ^[2] - 117:4, 117:21 whole ^[14] - 38:14, 41:5, 41:24, 60:15, 60:19, 69:5, 91:20, 138:23, 138:25, 139:1, 142:20, 142:21, 144:9, 176:20 wide ^[18] - 12:1, 12:3, 73:18, 74:5, 75:16, 75:17, 77:23, 78:12, 80:20, 89:18, 89:19, 115:12, 115:13, 115:14, 118:4, 139:1, 140:3 widening ^[5] - 75:21, 76:17, 88:12, 88:17, 175:12 width ^[6] - 73:17, 80:7, 81:17, 94:1, 94:24, 164:15 wilkes ^[2] - 95:7, 96:11 WILKES ^[8] - 1:11, 95:8, 95:14, 95:24, 96:6, 96:13, 96:21, 97:3 WILLIAM ^[1] - 1:11 willing ^[1] - 90:5 window ^[1] - 10:7 windows ^[9] - 13:17, 13:20, 13:21, 13:22, 13:24, 14:7, 14:10, 14:13 winter ^[4] - 12:24, 13:11, 13:12, 14:13 wise ^[3] - 21:9, 22:16, 142:25 wish ^[1] - 93:22 withdraw ^[1] - 5:12 withdrawn ^[1] - 66:13 withstand ^[1] - 145:12 witness ^[3] - 27:14, 30:15, 168:6 WITNESS ^[249] - 35:15, 35:20, 35:25, 36:11, 36:15, 36:18, 37:3, 37:5, 37:10,	38:4, 38:20, 38:22, 39:6, 39:14, 39:25, 40:15, 40:18, 40:23, 40:25, 41:5, 41:9, 41:17, 42:4, 42:9, 43:22, 44:4, 44:6, 44:10, 44:15, 44:19, 45:4, 45:10, 45:16, 45:21, 45:24, 46:7, 46:10, 46:14, 47:1, 47:6, 47:14, 47:22, 48:17, 49:3, 49:14, 49:17, 49:20, 49:25, 50:5, 50:8, 50:11, 50:23, 51:3, 51:8, 51:18, 51:22, 51:25, 53:14, 53:19, 53:23, 54:8, 57:2, 57:19, 57:24, 58:7, 58:23, 68:25, 69:6, 71:6, 83:14, 84:11, 84:13, 84:17, 85:2, 85:11, 85:17, 86:3, 86:7, 86:15, 86:19, 87:2, 87:14, 88:1, 88:6, 88:10, 88:19, 89:6, 89:17, 90:11, 91:6, 91:25, 92:15, 93:2, 93:19, 94:14, 94:24, 95:4, 95:13, 95:15, 96:1, 98:14, 99:22, 100:10, 100:24, 101:2, 101:5, 101:10, 102:4, 102:12, 103:2, 103:9, 103:17, 103:23, 104:8, 104:15, 104:21, 105:6, 105:20, 106:7, 106:19, 107:1, 107:17, 108:1, 108:6, 108:18, 108:22, 108:24, 109:5, 109:10, 109:20, 109:22, 110:20, 110:23, 111:14, 115:8, 115:20, 116:7, 116:10, 116:17, 117:9, 117:22, 117:24, 118:2, 118:18, 118:21, 119:10, 119:19, 120:1, 120:17, 120:24, 121:11, 121:18, 121:20, 122:24, 124:13, 125:1, 125:7, 125:10, 125:16, 125:19, 125:24, 126:1, 126:5, 126:11, 126:19, 126:24, 127:5, 127:15, 127:20,	127:24, 128:4, 128:10, 128:24, 129:10, 129:18, 129:23, 130:6, 130:14, 130:18, 131:18, 131:21, 132:9, 132:16, 133:1, 133:7, 133:14, 133:16, 134:4, 134:9, 134:14, 134:19, 135:9, 136:5, 136:17, 137:2, 137:15, 137:25, 139:1, 139:7, 139:17, 139:25, 140:16, 140:22, 141:3, 141:16, 141:22, 143:12, 143:25, 144:5, 144:13, 144:18, 145:13, 145:19, 145:22, 146:18, 147:3, 147:10, 148:2, 148:12, 148:25, 149:12, 150:1, 150:11, 150:13, 150:19, 151:12, 151:20, 151:24, 152:10, 152:19, 153:1, 153:7, 153:15, 154:3, 154:5, 154:14, 155:7, 155:18, 158:20, 159:8, 159:22, 160:1, 160:6, 160:13, 160:18, 160:24, 164:20, 164:24, 168:24 woman ^[1] - 161:16 wonder ^[1] - 108:16 wondering ^[2] - 36:25, 141:9 wood ^[1] - 22:11 WOODBIDGE ^[1] - 2:4 woodlands ^[1] - 61:25 woods ^[5] - 11:19, 11:21, 11:22, 13:2, 13:11 word ^[6] - 17:14, 28:17, 28:21, 49:22, 76:7, 151:19 words ^[3] - 8:16, 15:20, 23:17 works ^[6] - 21:8, 54:16, 117:15, 140:23, 145:14, 145:23 worst ^[1] - 46:5 worth ^[1] - 118:19 wrench ^[1] - 97:21	written ^[3] - 64:11, 65:24, 66:2 Y year ^[2] - 130:8, 130:11 years ^[5] - 69:17, 93:10, 130:13, 130:24, 172:3 yellow ^[1] - 143:7 yield ^[1] - 109:13 Z Zero ^[2] - 118:1, 118:3 zone ^[1] - 56:21 Zone ^[1] - 4:13 zoned ^[1] - 70:2 zones ^[1] - 115:18 zoning ^[1] - 160:18 zoom ^[4] - 36:6, 45:5, 98:5, 179:12
---	---	--	---