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HUDSON COUNTY  
PLANNING BOARD

RE:

REGULAR MEETING : TRANSCRIPT OF  
OF THE :  
HUDSON COUNTY PLANNING : PROCEEDINGS  
BOARD :  
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O P E N S E S S I O N  
Bergen Square Center  
Floor 9A  
830 Bergen Avenue  
Jersey City, New Jersey  
Tuesday, May 16, 2017  
6:30 p.m.

B E F O R E:

JAMES CRYAN, CHAIRMAN  
ELIZABETH HERNANDEZ, Commissioner  
SAMANTHA LUGO, Commissioner  
THOMAS MALAVASI, Commissioner  
RUSHABH MEHTA, Commissioner  
KENNEDY NG, Commissioner

A L S O P R E S E N T:

JOHN J. CURLEY, ESQ., Board Counsel  
KEVIN FORCE, Assistant Planner  
MARIO TRIDENTE, Inspector  
FRANCESCA GIARRATANA, PP AICP, Board Secretary  
ANTONIO PANAGOPOULOS, PE, PP  
PAUL CRAY, PE, PP

Job No. NJ2615221

1 MS. GIARRANTANA: I would like to  
2 call the meeting to order. Counsel has the meeting  
3 is been properly advertised?

4 MR. CURLEY: Yes. The meeting has  
5 been advertised in the Jersey Journal and the Star  
6 Ledger. The notice of the meeting has been posted  
7 with the Clerk of the Freeholders and with the Clerk  
8 of the Planning Board. We are in compliance with  
9 the Open Public Meetings Act.

10 MS. GIARRANTANA: I'll take a roll  
11 call. Commissioner Choffo, absent. Commissioner  
12 Cryan.

13 COMMISSIONER CRYAN: Here.

14 MS. GIARRANTANA: Commissioner  
15 Glembocki, absent. Commissioner Hernandez.

16 COMMISSIONER HERNANDEZ: Aye.

17 MS. GIARRANTANA: Commissioner  
18 Holloway, absent. Commissioner Kopacz, absent.  
19 Commissioner Lugo.

20 COMMISSIONER LUGO: Present.

21 MS. GIARRANTANA: Commissioner  
22 Malavasi.

23 COMMISSIONER MALAVASI: Here.

24 MS. GIARRANTANA: Commissioner Mehta.

25 COMMISSIONER MEHTA: Here.

1 MS. GIARRANTANA: Commissioner Ng.

2 COMMISSIONER NG: Here.

3 MS. GIARRANTANA: Commissioner  
4 Romano, absent. Chairwoman Bettinger, absent. We  
5 do have a quorum, and the flag salute.

6 (Flag Salute.)

7 MR. CURLEY: The first order of  
8 business, can we have motion to appoint one of the  
9 Commissioners as the Chairman for this meeting?

10 COMMISSIONER MEHTA: I make a motion  
11 that Jamie is the Chair Pro Tempore, make him the  
12 Chairman for today.

13 MS. GIARRANTANA: On a motion made by  
14 Commissioner Mehta, and second by Commissioner  
15 Hernandez.

16 Commissioner Cryan.

17 COMMISSIONER CRYAN: Aye.

18 MS. GIARRANTANA: Commissioner  
19 Hernandez.

20 COMMISSIONER HERNANDEZ: Aye.

21 MS. GIARRANTANA: Commissioner Lugo.

22 COMMISSIONER LUGO: Aye.

23 MS. GIARRANTANA: Commissioner  
24 Malavasi.

25 COMMISSIONER MALAVASI: Aye.

1 MS. GIARRANTANA: Commissioner Mehta.

2 COMMISSIONER MEHTA: Aye.

3 MS. GIARRANTANA: Commissioner Ng.

4 COMMISSIONER NG: Aye.

5 MS. GIARRANTANA: The motion has  
6 passed. Commissioner Cryan will serve as temporary  
7 Chair.

8 CHAIRMAN CRYAN: Okay. The next item  
9 on the agenda is Review and Adoption of Meeting  
10 Minutes from: March 21, 2017.

11 MS. GIARRANTANA: On a motion made by  
12 Commissioner Mehta. Second by Commissioner Lugo.  
13 Commissioner Cryan.

14 COMMISSIONER CRYAN: Yes.

15 MS. GIARRANTANA: Commissioner  
16 Hernandez.

17 COMMISSIONER HERNANDEZ: Yes.

18 MS. GIARRANTANA: Commissioner Lugo.

19 COMMISSIONER LUGO: Aye.

20 MS. GIARRANTANA: Commissioner  
21 Malavasi.

22 COMMISSIONER MALAVASI: Aye.

23 MS. GIARRANTANA: Commissioner Mehta.

24 COMMISSIONER MEHTA: Aye.

25 MS. GIARRANTANA: Commissioner Ng.

1 COMMISSIONER NG: Aye.

2 MS. GIARRANTANA: The motion has  
3 passed. The next item on the agenda is professional  
4 services contracts. Unless any of the Commissioners  
5 or legal has an objection, we can move those to the  
6 end of the meeting so we can hear the applicants  
7 first so they don't have wait any longer.

8 So we will begin at Section E of the  
9 agenda, Site Plans, Subdivisions and Other Matters  
10 Scheduled for Public Hearing. So the first  
11 application to be heard is 2017-17-SP; Public  
12 Service Electric & Gas Company; location 200  
13 Pennsylvania Avenue; Block 298; Lot 1901; in Kearny.

14 MR. ZENN: Good evening. My name is  
15 Jeffrey Zenn, Z-e-n-n, from the law firm Cullen &  
16 Dykman, LLP, on behalf of PSE&G in connection with  
17 this application. I have two witnesses. First,  
18 Noreen Merainer from PSE&G, and if I can have Noreen  
19 sworn in, I would appreciate that.

20 (The witness is sworn.)

21 MR. CURLEY: Would you please state  
22 your name for the record and spell your last name.

23 MS. MERAINER: Noreen Merainer, last  
24 name spelled M-e-r-a-i-n-e-r. I'm a licensed  
25 professional planner with Public Service Electric &

1 Gas Company.

2 MR. ZENN: Noreen, first we have a  
3 map of the project. First, because there is some  
4 confusion we're asked about PSE&G projects that have  
5 come cross the Board. Would you give a very brief  
6 overview of --

7 CHAIRMAN CRYAN: Ms. Merainer, would  
8 you mind giving us a little bit of your credential  
9 since you're an expert witness.

10 MS. MERAINER: I am a licensed  
11 project manager with PSE&G for 19 years. Prior to  
12 that was with Polerseck, Leskie & Sardworth (sp.)  
13 for ten years. I have a BA in economics, a masters  
14 in marine affairs and an MBA. I'm also a project  
15 management professional. My job is to get licenses  
16 and permits for PSE&G. I've testified before  
17 approximately 20 other municipal boards in the state  
18 of New Jersey.

19 CHAIRMAN CRYAN: And you have been  
20 accepted as a professional planner?

21 MS. MERAINER: I have. Most recently  
22 in the town of Kearny.

23 CHAIRMAN CRYAN: In connection with  
24 this application?

25 MS. MERAINER: Correct.

1 CHAIRMAN CRYAN: Any objections?

2 COMMISSIONER NG: No.

3 MR. ZENN: Would you just give the  
4 Board a brief overview of where the project is and  
5 what that project is?

6 MS. MERAINER: PSE&G is proposing  
7 three facilities on the Kearny generating station,  
8 which is located in the South Kearny peninsula.  
9 PSE&G has been on this property since the 1920s.  
10 Currently, it's about 70 acres. It's locate along  
11 Pennsylvania Avenue and Central Avenue. Towards the  
12 east would be the Hackensack River. This began as  
13 an electric generating station. What is done at an  
14 electric generating station to make electricity.

15 PSE&G is a regulated utility which moves  
16 the electricity. They make sure that power gets to  
17 the customer. We do that through substations and  
18 switching stations. What we are proposing on the  
19 Kearny generating station is one new substation, one  
20 new switch yard and an expansion of an existing  
21 switch yard.

22 MR. ZENN: Have you received the  
23 Hudson County Planner Division planning letter dated  
24 April 10, 2017?

25 MS. MERAINER: I did.

1 MR. ZENN: Let's take a look and go  
2 through that. The first comment on page 2 talks  
3 about coordination with PSE&G ownership.

4 MS. MERAINER: Yes. I will explain a  
5 little bit about the ownership. PSE&G is a public  
6 service enterprise group. It's a regulated utility.  
7 It's separated from the power generator. The  
8 property is owned by PSE&G Power, LLC. The operator  
9 of the property is PSE&G Fossil, LLC. The utilities  
10 is PSE&G. I'm well aware that patrons were here  
11 with their tent structure trying to explain who they  
12 are and what we are. What PSE&G does is, we have  
13 this property on the generating station for our  
14 public utilities facilities.

15 MR. ZENN: So to be clear, PSE&G  
16 Fossil generates. PSE&G, the applicant, transmits?

17 MS. MERAINER: Yes.

18 MR. ZENN: Okay. There is a comment  
19 here about prior approvals related to PSE&G Fossil.  
20 We acknowledge those comments related PSE&G Fossil,  
21 and we confirm that?

22 MS. MERAINER: That's true.

23 MR. ZENN: Item 2, we will comply  
24 with the comments referenced; is that correct?

25 MS. MERAINER: That's correct.

1 MR. ZENN: Item 3 has been addressed.  
2 Item 4 has been addressed. Item No. 5 has been  
3 addressed. Item 6 talks about the Central Avenue  
4 switch house, we acknowledge that. No. 7, No. 8, we  
5 will comply; is that correct?

6 MS. MERAINER: That is correct.

7 MR. ZENN: And No. 9, we will also  
8 comply with, correct?

9 MS. MERAINER: Yes. All of South  
10 Kearny is in a flood plain. I had made application  
11 to NJDEP, and all of our critical equipment will be  
12 elevated one foot above base elevation. Base  
13 elevation is ten feet. All of our the critical  
14 components will be at eleven feet.

15 MR. ZENN: And any other items on  
16 this letter, Items 10, 11, 12 and 13, we will comply  
17 with; is that correct?

18 MS. MERAINER: That's correct.

19 MR. ZENN: Okay. Does anyone have  
20 any questions for Ms. Merainer with regard to this  
21 letter. I turn now to the engineer, okay. Now I  
22 move, directing your attention to Remington Vernick  
23 latter dated April 3, 2017. Do you have a copy of  
24 that?

25 MS. MERAINER: I do.

1 MR. ZENN: The first comment deals  
2 with traffic impact layout. We have a site plan  
3 approval from the Board of Adjustment from Kearny;  
4 is that correct?

5 MS. MERAINER: We had a copy of that  
6 resolution was forwarded to you. It should be noted  
7 that PSE&G facilities are unmanned. We do not have  
8 any traffic. At best, one or two technicians come  
9 every couple weeks in a minivan or light duty truck,  
10 check the station and then leave. So there is no  
11 discernable impact to existing traffic conditions.

12 MR. ZENN: I'm going to skip over No.  
13 2 for one moment. Item 3, miscellaneous refers to  
14 the 2013 prior County Planning Board approval, and  
15 those relate to the Fossil approval that was just  
16 referred to.

17 MS. MERAINER: That's correct. I am  
18 well-aware that Fossil has come before you, and they  
19 made numerous commitments that PSE&G is well-aware  
20 of.

21 MR. ZENN: Next page, 3B, I'm going  
22 to skip over as well. Let's talk about 3C, the 3rd  
23 Street substation.

24 MS. MERAINER: Our 3rd Street  
25 substation is located at corner of Central Avenue

1 and 3rd Street. It was built in 1952. The station  
2 is severely overloaded, plus it floods. Therefore,  
3 what we are doing is building a new substation at  
4 the Kearny generating station property, essentially  
5 across the street. That will be elevated. Once the  
6 substation is functional, we can started to demolish  
7 the older substation, the one that floods.

8 MR. ZENN: That cannot happen --

9 MS. MERAINER: Until we have the new  
10 station energized, then we will switch over all of  
11 the connections. Then we demolish the older  
12 substation.

13 MR. ZENN: Moving down to Comment 3D,  
14 provides previous approvals, you said before we  
15 received approval from the Kearny Board of  
16 Adjustment, correct?

17 MS. MERAINER: Yes, and what we will  
18 do is forward all copies of permits to you.

19 MR. ZENN: Item E, was for purposes  
20 of green techniques, we have incorporated those, and  
21 those have been acknowledged in the planner letter,  
22 that we just refer to?

23 MS. MERAINER: That's correct.

24 MR. ZENN: Item F, we will comply  
25 with that; is that correct?

1 MS. MERAINER: Yes, any work we do in  
2 the County road, we obviously will get your  
3 approval.

4 MR. ZENN: Thank you. If there's any  
5 questions for Ms. Merainer, I have two questions of  
6 engineer.

7 CHAIRMAN CRYAN: Paul?

8 MR. CRAY: No, thank you.

9 MR. ZENN: Next I would like to call  
10 John Horgan.

11 (The witness is sworn.)

12 MR. CURLEY: Would you please state  
13 your name for the record and spell your last name.

14 MR. HORGAN: John Horgan,  
15 H-o-r-g-a-n.

16 MR. ZENN: Thank you. Mr. Horgan,  
17 are you a licensed professional engineer in the  
18 state of New Jersey?

19 MR. HORGAN: I am.

20 MR. ZENN: And in other states as  
21 well?

22 MR. HORGAN: Correct.

23 MR. ZENN: And your license is in  
24 good standing?

25 MR. HORGAN: Correct.

1 MR. ZENN: And have you testified  
2 before planning boards and boards of adjustment in  
3 this state including Kearny?

4 MR. HORGAN: Yes.

5 MR. ZENN: I would like to offer Mr  
6 Horgan as an expert?

7 CHAIRMAN CRYAN: Any objections?

8 COMMISSIONER MEHTA: No.

9 MR. ZENN: Thank you. Mr. Horgan,  
10 you have prepared and signed this site plan; is that  
11 correct?

12 MR. HORGAN: Correct.

13 MR. ZENN: You have the letter from  
14 Remington Vernick. Are you familiar with it?

15 MR. HORGAN: Yes.

16 MR. ZENN: Item No. 2 drainage. I  
17 don't think there's a response required, but on 2A,  
18 you will make that edit; is that correct?

19 MR. HORGAN: Yes.

20 MR. ZENN: There is one other comment  
21 on the page, Item No. 3B, the drainage plan, there's  
22 a utility trench that stops on our property. Can  
23 you explain that and why that is?

24 MR. HORGAN: Yes. Currently, as part  
25 of the First Street Avenue substation, we have taken

1 out as part of this project out to another tract,  
2 and that's where this project stops, and PSE&G will  
3 come and tie them together.

4 MR. ZENN: That's where the trenching  
5 stops?

6 MR. CRAY: No, the project will come  
7 in front of this Board in any a permitting type of  
8 situation.

9 MR. HORGAN: The other project will  
10 come and tie with First Street.

11 MR. ZENN: That is it, if there's no  
12 other comments in this letter, and I have nothing  
13 else for Mr. Horgan.

14 CHAIRMAN CRYAN: Paul.

15 MR. CRAY: Thank you, Mr. Chairman.  
16 The April 3rd, 2017 letter was to referenced. Since  
17 then, Noreen who testified earlier, issued a letter  
18 dated April 5th, 2017, on behalf of PSE&G and  
19 formalized a lot of the -- addressed all of the  
20 review comments and the testimony of which was  
21 provided tonight. I was checking it off here, and  
22 the other testimony is provided, and like I said,  
23 there's one or two minor things they needed to  
24 address.

25 Because of other items, things that PSE&G

1 Fossil will redo, and I just want to make sure the  
2 property owner, which is actually not you, you're  
3 leasing, but I want to the resolution to reflect  
4 that, to not have confusion years later from someone  
5 not realizing the responsibility. That is why for  
6 Mr. Curley's benefit, I want to keep that stuff out  
7 of the resolution. I do agree it's not their  
8 responsibility, it's PSE&G Fossil responsibility. I  
9 want to put it on the record because people  
10 sometimes tend to go to the most recent  
11 correspondence, and think it's universal in this  
12 case there's a need to cross reference, in case  
13 there is a gap in time.

14 I don't have any further questions or  
15 comments or concerns. I'm happy to answer any  
16 questions for the Board if the Board has any.

17 COMMISSIONER MALAVASI: No questions.

18 CHAIRMAN CRYAN: Do I have a motion?

19 MS. GIARRANTANA: On a motion made by  
20 Commissioner Lugo. Second by Commissioner Mehta.

21 Chair Cryan.

22 CHAIRMAN CRYAN: Yes.

23 MS. GIARRANTANA: Commissioner  
24 Hernandez.

25 COMMISSIONER HERNANDEZ: Yes.

1 MS. GIARRANTANA: Commissioner Lugo.

2 COMMISSIONER LUGO: Aye.

3 MS. GIARRANTANA: Commissioner  
4 Malavasi.

5 COMMISSIONER MALAVASI: Aye.

6 MS. GIARRANTANA: Commissioner Mehta.

7 COMMISSIONER MEHTA: Yes, for  
8 approval.

9 MS. GIARRANTANA: Commissioner Ng.

10 COMMISSIONER NG: Aye.

11 MS. GIARRANTANA: The motion has  
12 passed.

13 MR. ZENN: Thank you very much for  
14 your time.

15 MS. GIARRANTANA: Next item on the  
16 agenda will be Application 2017-21-SP; Maninder  
17 Sethi; 231 Hackensack Plank Road; Block 30, Lot 6;  
18 Weehawken.

19 MR. BIANCO: Good evening,  
20 Commissioners. My name is Andy Bianco. I am  
21 appearing on behalf of the applicant's attorney on  
22 this matter, which is Al Alonso, who couldn't be  
23 here this evening. We're going to start the  
24 testimony with the civil engineer on the project.  
25 When the witness is ready, we will have him sworn.

1 (The witness is sworn.)

2 MR. CURLEY: Would you please state  
3 your name for the record and spell your last name.

4 MR. RENO: My name is Marc Reno,  
5 M-a-r-c; R-e-n-o. Licensed professional engineer in  
6 New Jersey, and I have my license in other states.  
7 I'm also a licensed professional planner in New  
8 Jersey, and a certified municipal engineer. I have  
9 approximately 32 years in experience in site plan  
10 and subdivision design. I have provided  
11 professional engineering and professional planning  
12 testimony at numerous planning and zoning boards  
13 throughout the state.

14 MR. BIANCO: We would like to provide  
15 Mr. Reno as an expert of the field of professional  
16 engineering.

17 CHAIRMAN CRYAN: We accept him.

18 MR. BIANCO: Thank you. Mr. Reno,  
19 why don't you tell us about the site plan you  
20 prepared on this project?

21 MR. RENO: Sure. The existing is  
22 very different than what the applicant is proposing.  
23 The property is known as Lot 6 and Block 30. It's  
24 located at 231 Hackensack Plank Road in the Township  
25 of Weehawken. The site is located in the south

1 western corner of Hackensack Plank Road and  
2 Palisades Avenue. The property is irregularly  
3 shaped. The property has approximately 225 feet of  
4 frontage on Hackensack Plank Road, and approximately  
5 37 feet of frontage on Palisades Avenue. The area  
6 of the property is 19,290.5 square feet and 0.44  
7 acres.

8 Current the site is developed with a  
9 two-story masonry warehouse building. The building  
10 essentially covers the entire property. The  
11 property in the area slopes generally in a  
12 southeasterly direction along Hackensack Plank Road,  
13 and a northeasterly direction along Palisades  
14 Avenue. The site is located in the R slash B-2, and  
15 high-rise business zone district.

16 The uses surrounding the site are  
17 industrial and commercial. Directly across the  
18 street on Hackensack Plank Road is a gas station.  
19 Just to the east on Hudson Avenue is Manhattan  
20 Health Care Center. Adjacent to the site is the  
21 intersection of Hackensack Plank Road and Palisades  
22 Avenue. Across Palisades Avenue is a post office.  
23 Adjacent to the site to the south is a vacant lot;  
24 residential building, a five-story residential and a  
25 small pizza restaurant. The remainder of the

1 surrounding area is predominately multi-family and  
2 residential except for some commercial pieces.

3 The applicant for the project proposes to  
4 demolish the existing two-story brick warehouse  
5 building and construct a five-story residential  
6 building with a commercial space, and the commercial  
7 space will be on Palisades Avenue, and that will be  
8 a three-story section of the building. The first  
9 floor will be just commercial, and residential on  
10 three floors. The building will contain 60 dwelling  
11 units at 997 square feet and commercial space. The  
12 building will contain seven studio units, 42  
13 one-bedroom units, and 11 two-bedroom units.

14 The building will be setback zero feet  
15 from the Hackensack Plank Road, and zero feet from  
16 the Palisades Avenue. It has 70 parking garage  
17 spaces in the lower and an upper garage; 44 in the  
18 lower garage; 26 upper. Vehicular access to the  
19 site will be provided by the two driveways along  
20 Hackensack Plank Road. On the north driveway will  
21 be 24 feet wide and provide access to the upper  
22 garage. The southerly driveway will be 20 feet wide  
23 and provide access to the lower garage.

24 With regard to the drainage improvements  
25 on the project, there will be construction of a

1 subsurface detention facility locate in the lower  
2 garage. The site will also consist of a small sewer  
3 system to collect the roof runoff from the site and  
4 also the remaining area to the side of the building.  
5 All of that will be directly collected in the  
6 detention facility. The detention system will be  
7 20 feet by 48 feet by two and a half feet deep. It  
8 will be a concrete standard detention chamber.

9 The development will be served by an  
10 existing gas line located at Palisades Avenue, and  
11 the sanitary sewer is located on Hackensack Plank  
12 Road. The utilities will be serving the site.

13 With regard to landscaping, the landscape  
14 will consist of shade-type trees fronting along  
15 Hackensack Plank Road and also Palisades Avenue.  
16 Evergreen-type shrubs will be on the side of the  
17 building. All other areas will be cedar siding.

18 With regard to variances, there were three  
19 variances required from the Township of Weehawken  
20 zoning ordinance. Two were preexisting conditions.  
21 A parking variance was required for the parking  
22 spaces. The requirement was 98, and there are 70  
23 proposed. This is based on the Residential Site  
24 Improvement Standards. The design has been  
25 maximized within the maximum amount of parking on

1 the site. There are also several bus routes that  
2 provide transportation to New York City and the  
3 Journal Square PATH station and Hoboken train  
4 station. There is also on-street parking on  
5 Hackensack Plank Road and Palisades Avenue.

6 The applicant has a granted parking  
7 variance from the Township of Weehawken. Also,  
8 there was a variance required for the rear yard  
9 setback; ten feet is required and zero existing and  
10 proposed. This variance will not be exacerbated by  
11 the proposed building. In fact, it will be an  
12 improvement from the existing conditions, since the  
13 proposed building is set back for the increase in  
14 height. A variance is required for maximum building  
15 coverage; 40 percent is required and a hundred  
16 percent is existing and proposed. Again, we are  
17 actually improving the conditions.

18 As far as the outside agency approvals, a  
19 soil erosion plan has been prepared for the Soil  
20 Conservation District to give their approval. The  
21 plan has also been submitted for North Hudson  
22 Sewerage Authority approval, and that's also  
23 pending. An approval application has been prepared  
24 and submitted to the DEP upon receiving approval  
25 from North Hudson Sewerage Authority, and again, the

1 site plan approval has been obtained from the  
2 Township of Weehawken.

3 We have received comments Hudson County  
4 Division of Planning, and also from the County  
5 Engineer letter date April 28, 2017. The applicant  
6 plans to work with the planner and County engineer  
7 consultant to address any and all of the comments.  
8 If you have any questions, I'll answer them before  
9 we go through the letters.

10 CHAIRMAN CRYAN: Mr. Cray.

11 MR. CRAY: Mr. Chairman, the pending  
12 testimony, is that going to cover things like  
13 deliveries?

14 MR. BIANCO: Yes.

15 MR. CRAY: It might be better to wait  
16 and hear that so we can see if there remains any  
17 questions.

18 MR. BIANCO: Okay. Thank you, Mr.  
19 Cray. Next we're going to Mr. Mutu. Could you  
20 please have the witness sworn in?

21 (The witness is sworn.)

22 MR. CURLEY: Would you please state  
23 your name for the record and spell your last name.

24 MR. MUTU: Razz Mutu, last name is  
25 spelled M-U-T-U.

1 MR. BIANCO: Mr. Mutu, would you  
2 provide your qualifications to the Board, please?

3 MR. MUTU: I'm a licensed architect  
4 in the state of New Jersey, multiple listings. I  
5 studied at Cornell University.

6 MR. BIANCO: I would like to qualify  
7 Mr. Mutu as an expert in architecture.

8 CHAIRMAN CRYAN: Any objection?  
9 Okay.

10 MR. MUTU: So as was mentioned, the  
11 building is located on the Hackensack Plank Road.  
12 We have a five-story structure. We have 200 feet of  
13 frontage on the building expanse, a four-foot  
14 setback on this side, and a zero setback on the  
15 south side of the building. We have two parking  
16 entrances for the building parking. The ground  
17 floor parking here is 22-foot setback from the  
18 Dunkin Donuts. The parking garage entrance here, we  
19 have a ramp going down to the access 44 parking  
20 spaces. This is the entrance from Hackensack Plank  
21 Road.

22 There is the building. It's sort of a  
23 base structure. There is as mentioned before, the  
24 site is irregular. This is Palisades Avenue. We  
25 have this three-story structure on this side, which

1 has the retail on the ground floor, and apartments  
2 on the two floor above. The other building is  
3 setback from Hackensack Plank Road, level two. The  
4 design provides terraces for outdoor space to  
5 residents, with views of rivers, angled to the river  
6 views, and so it's a nice project from an  
7 anesthesiologist perspective. If you have any questions,  
8 I can address those questions.

9 MR. BIANCO: I just have one more  
10 witness on traffic.

11 MR. CRAY: If you could, Item 1C, D,  
12 E, and F, hopefully, and the last witness will cover  
13 those topics. In your response letter from May 15,  
14 2017, from the applicant, you agreed to revise the  
15 plans as amended. You have answered some of my  
16 questions, and then there was a few things that  
17 required testimony for the Board's reference. If  
18 while your client is speaking, if he checks my  
19 letter 1C through F, just to make sure he's covered.  
20 Some of them are operational. It might be for your  
21 engineer. It may be for the client.

22 MR. BIANCO: Okay, sure. I would  
23 direct your attention to the April 28th, letter. So  
24 we're looking at Section 1C. Why don't you take a  
25 look at that section to see if that section pertains

1 to your function on this project.

2 MR. CRAY: And I'm sorry if I missed  
3 it, did you tell me the part about how the interior  
4 design, there is no another way to move the  
5 setbacks?

6 MR. MUTU: Sure. There's a 10 foot  
7 setback requirement. We are proposing four-foot  
8 setback on the south side. We have 22 on the other  
9 side, which is more the rear of the building. This  
10 is the site layout of the building. We did our best  
11 to utilize and increase the setback. This is the  
12 best we could do to increase the number of parking  
13 spaces. We then moved the two-way ramp going up to  
14 the ground floor parking spaces away from the corner  
15 during the review process on behalf of the township.  
16 That was an improvement, and it will be less concern  
17 on the west side of the property, because it's away  
18 from the intersection.

19 MR. CRAY: I follow that,  
20 Mr. Chairman. I support it for the record. I agree  
21 with Weehawken that they moved it further from the  
22 Dunkin Donuts from the intersection side. That made  
23 more sense. Now on the side that they are a little  
24 less, there are guidelines. It doesn't speak in  
25 mandatory terminology. I can get the specific

1 wording, where feasible is the word as far as design  
2 guidelines, and I think that they provided the  
3 setbacks on the plus side.

4 On the other side, lining up with the side  
5 street, we want to make sure that's still a  
6 driveway, a driveway in the parking garage. I think  
7 it's a better design. I wanted to be on the record  
8 on the issue. The only other way to deal with it  
9 would be to bump out the interior of the garage, and  
10 lose a bunch of parking spaced. I think that is  
11 detriment compared to the minor setback.

12 COMMISSIONER MEHTA: I just wanted to  
13 figure out, you have two levels of parking, so it  
14 will be condo or rental?

15 MR. MUTU: So let me have the  
16 applicant. He is here.

17 COMMISSIONER MEHTA: So my only point  
18 is if the parking is designated for each apartment,  
19 otherwise your are going to look for parking, and if  
20 that parking level is full, then you come out and go  
21 around to another parking like this.

22 MR. SETHI: The parking is  
23 designated. Some apartments will get two spaces.  
24 We have some two-bedroom that will get two spaces.

25 COMMISSIONER MEHTA: And you have two

1 levels of parking.

2 MR. MUTU: Four levels of apartments,  
3 level two, three, four and five, four levels, all  
4 apartments.

5 COMMISSIONER MEHTA: Can you show me  
6 on the architectural the exits from the building?

7 MR. MUTU: It's actually the hallway  
8 extends to the second floor of the structure on  
9 Palisades Avenue, and parking will run like that.  
10 That's on Palisades Avenue and connected to the  
11 hallway, and an elevator to there. There is parking  
12 in the building. The building floor plan extents  
13 over to Palisades Avenue.

14 MR. CRAY: Palisades is just  
15 commercial floor space, no driveway.

16 MR. MUTU: The existing space is  
17 retail, and we maintain the retail access from  
18 Palisades Avenue.

19 COMMISSIONER MEHTA: So you don't  
20 know by any chance what type of retail it may be?

21 MR. MUTU: We are in the process.

22 COMMISSIONER MEHTA: So are you going  
23 to provide parking spaces in the parking garage for  
24 the retail establishment?

25 MR. MUTU: This is was an issue with

1 the town. The town wanted to maintain the retail.  
2 They gave us -- they didn't require additional  
3 parking for commercial because we maintained retail  
4 which didn't have parking before.

5 MR. BIANCO: Are you able to provide  
6 any testimony with respect to Subsection E regarding  
7 the deviation in the parking space?

8 MR. MUTU: Mr. Reno mentioned it. I  
9 can go over it as well. There is RSIS requirement,  
10 one for each spaces, so 42 one bedroom, and  
11 two-bedroom, the cars have two spaces per apartment.  
12 So the parking lot should have 97.6, but we were  
13 able to get a variance to have seven parking spaces.

14 MR. BIANCO: And how about with  
15 respect to parking garage access, are you providing  
16 any testimony with regard to that?

17 MR. MUTU: The ground floor parking  
18 garage is accessed by this way, 22 feet away from  
19 Dunkin Donuts, and there is a double wide drive,  
20 24 feet wide, and cars will back out. We have a  
21 flat level. We have one stripe. The garage on the  
22 pavement, the lower level is accessed from  
23 Hackensack Plank Road, and the cars would go down,  
24 and there again is another corridor and extension  
25 for the parking spaces, and we were able to get 44

1 spaces on this level.

2 MR. BIANCO: And we're going to  
3 actually provide more testimony on this item, he's  
4 going to present now, unless any other Members have  
5 questions.

6 MR. CRAY: That's up to the Board's  
7 preference, how much testimony they want on that  
8 matter. They understand the impact on the County  
9 right-of-way. I think something that the Board and  
10 myself would also want to hear is about the  
11 deliveries and loading and trash pickup operations,  
12 and how that would work.

13 MR. MUTU: So we have trash on each  
14 floor. Each floor we have a garbage, and the trash  
15 compactor will be in the parking deck at the lowest  
16 level of the building, and the trash would be  
17 compacted, and the building super will take the  
18 trash out to the elevator, onto to the street to be  
19 picked up three times a week by a private company.

20 COMMISSIONER MEHTA: And for the  
21 Planning Requirement, the green technique, we ask  
22 for bike rack. Are you going to provide any like  
23 parking for the bikes?

24 MR. ZENN: Yes. We have 24 parking  
25 spaces with bike racks.

1 MR. BIANCO: We can actually add more  
2 if you want to.

3 COMMISSIONER MEHTA: I think 24 is  
4 good.

5 CHAIRMAN CRYAN: Mr. Cray.

6 MR. CRAY: Thank you, Mr. Chairman.  
7 The other items in the letter, they've agreed in  
8 their letter to provide revised plans. So other  
9 than that, there wasn't many items that needed to  
10 more testimony or recommendation. There were a few  
11 moderate plan items that they agreed to address, so  
12 I don't have any additional questions or comments or  
13 concerns.

14 MS. GIARRANTANA: Mr. Chairman, I  
15 just want to mention that the applicant has agreed  
16 and understands the requirement of the franchise  
17 agreement for the planting strip along Hackensack  
18 Plank Road, and also Commissioner Mehta had brought  
19 up the green techniques. In addition to the bike  
20 rack, they also are planting additional shade trees  
21 on Palisades Avenue as well as on-lot treatment for  
22 storing runoff in a stormwater retention basin, and  
23 in terms of trees along Hackensack Plank Road, they  
24 will plant the six required trees.

25 COMMISSIONER MEHTA: According to

1 your letter on Item No. 3, you were going to have  
2 testimony?

3 (The witness is sworn.)

4 MR. CURLEY: Would you please state  
5 your name for the record and spell your last name?

6 MR. SETHI: My name is Maninder  
7 Sethi, S-e-t-h-i, and other than that property, I  
8 have built two buildings in Jersey City, one  
9 building in Hoboken, one building in Weehawken, 20  
10 units in Weehawken, and 95 in Jersey City, 46 in  
11 Jersey City and 30 in West New York. When the  
12 building is demolished, all of the environmental  
13 concerns will be taken care of at the time.

14 MR. CRAY: It's my understanding that  
15 they have a licensed site person, a licensed  
16 remediation professional.

17 MR. BIANCO: David Morris.

18 MR. CRAY: Which make them  
19 responsible by State law that the environmental  
20 cleanup is in accordance with the requirements.

21 COMMISSIONER MEHTA: Thank you.

22 CHAIRMAN CRYAN: Anything, Mario?

23 MR. TRIDENTE: No comments.

24 COMMISSIONER MALAVASI: My comment is  
25 to concur with the comment about the driveway. It's

1 best to line it up with side street from a traffic  
2 standpoint side. I concur with that  
3 recommendations. I have no further questions.

4 MR. BIANCO: To the extent that the  
5 Board would want to hear from the engineer specific  
6 to any traffic, we can provide that testimony. He  
7 was involved with the traffic study.

8 CHAIRMAN CRYAN: Mr. Cray.

9 MR. CRAY: It's up to the Board. In  
10 this case residential is not a heavy trip generator.  
11 The site, you know, is pretty quiet. Historically,  
12 there was prior activity, and the traffic study show  
13 they're actually going to have less trips than when  
14 this site was busy. I think we would have more  
15 concerns if this were a higher traffic generator.  
16 If the adjacent traffic does cause trouble from time  
17 to time, it just means they're going to wait longer  
18 to get out of the garage, which is not an impact to  
19 our right-of-way.

20 They are not generating more traffic to  
21 our right-of-way. That's why I thought the approach  
22 to the traffic study is reasonable. It's completely  
23 up to the Board if they have anymore questions, any  
24 specific questions for the traffic engineer.

25 COMMISSIONER NG: And this site is

1 close to Union City?

2 MR. BIANCO: Yes.

3 COMMISSIONER NG: How is the traffic?  
4 What is the impact especially in the morning, school  
5 time hours between seven to eight and getting out  
6 from school? The kids leave the school about 2:45,  
7 3:15. That area is very heavy by the post office, I  
8 believe. I live around 26th. I'm from Union City.  
9 It's very in heavy in the morning traffic.

10 (The witness is sworn.)

11 MR. CURLEY: Would you please state  
12 your name for the record and spell your last name.

13 MR. JAFOLLA: Andrew Jafolla,  
14 J-a-f-o-l-l-a. I'm a principal at Dynamic Traffic.  
15 I have been practicing traffic engineer in land  
16 development as a career for ten years now. I have  
17 provided testimony in front numerous planning boards  
18 and zoning boards and county boards similar to this.

19 MR. BIANCO: We would like to qualify  
20 Mr. Jafolla as an expert engineer.

21 CHAIRMAN CRYAN: Any objections?

22 COMMISSIONER MEHTA: No.

23 MR. JAFOLLA: To answer your  
24 question, you are concerned about schools and  
25 students and walking on the sidewalks and that sort

1 of thing during the 7:30 to 8:30?

2 COMMISSIONER NG: I will tell you  
3 why. I work in City Hall. City Hall is on 37th. I  
4 live on 25th, this one corner, it took me 25 minutes  
5 to get to my job. I got late. I worry people going  
6 out from the building and to work, and it would be  
7 chaos.

8 MR. JAFOLLA: My understanding there  
9 is going to be an alarm placed on the door, so when  
10 the doors go up, you will get a warning. If someone  
11 is walking on the sidewalks like a student, they  
12 would become aware of someone exiting the building.

13 And then to your point about trip  
14 generation, Mr. Cray basically summarized my traffic  
15 report. The trip generation associated with this is  
16 very, very, very low. We're talking about exiting  
17 the site in a car every three minutes, coming out,  
18 which is very low in the grand scheme of the trip  
19 generation. So this site, you know, is one of the  
20 lower generators that you can have on this parcel.

21 As far as that specific time period, as  
22 far as students maybe walking on sidewalks, I would  
23 expect in a very short period of time, you may have  
24 a vehicle or two exiting the vehicle.

25 COMMISSIONER NG: I worry not only

1 the school time. It's about the jitney buses that  
2 go to New York that they take, and they're walking  
3 to Union City.

4 MR. JAFOLLA: It's a good thing you  
5 have the buses. That's the type of thing that's  
6 going to reduce traffic associated with a project  
7 like this because it gives the opportunity to people  
8 to use it so.

9 COMMISSIONER NG: Do we have a  
10 traffic report how that will impact the City of  
11 Union City?

12 MR. JAFOLLA: We have a traffic  
13 study. We go over the level of service of the  
14 driveway. We did a traffic study. We took traffic  
15 counts at the intersection of Hudson and Hackensack  
16 Plank Road during the morning and in the afternoon.  
17 We took those counts in January. We projected the  
18 trips associated with this site, and we added it to  
19 those lines that we counted, and we analyzed the  
20 driveway. We analyzed it the way it works today,  
21 which is essentially at the intersection. It's  
22 Hudson, a one-way away. So it's really the left  
23 turn movement would be the only delay associated  
24 with it.

25 Then we analyzed post-conditions, with the

1 driveway operation. What we found is that the level  
2 of service for the County, which would be the  
3 left-turn movement or the left-turn movement into  
4 the driveway, would be unchanged, Level of Service  
5 A, which is the best operation that you have. For  
6 the driveway itself, it would operate at Level of  
7 Service C. That's something that's contained to the  
8 driveway. It wouldn't impact the -- impact County  
9 right-of-way. We did a similar analysis for the  
10 southern driveway. That level of service would  
11 operate similarly.

12 As far as extending the analysis beyond  
13 other area intersections, a project with a trip  
14 generation of this magnitude really doesn't warrant  
15 that kind of analysis, but just to kind of explain  
16 it just in general terms, if you're coming out of  
17 the driveway, you may have half the trips to make a  
18 left, and half that make a right. So if you have 20  
19 people exiting, you have ten going down each road.  
20 By the time that you get to the intersection, you  
21 have five going through that intersection, five  
22 making a left or making a right.

23 Because the initial trip generation is so  
24 small, as you step away from the project to  
25 surrounding intersections, the number of trips

1 becomes so small that it really doesn't warrant any  
2 type of analysis. I mean my professional opinion  
3 based on the trip generation of this size or a  
4 project of this size is you're not going to have any  
5 kind of impact that would be perceived to the  
6 average user really on any area-wide intersections.

7 COMMISSIONER NG: We have how many  
8 units?

9 MR. JAFOLLA: Sixty units.

10 COMMISSIONER NG: Imagine that we  
11 have a car for the apartments, 60 cars, and some  
12 apartments have two bedrooms and two parking spaces.  
13 It will be like all cars are out there. I mean that  
14 will impact. I mean, at least maybe Weehawken can  
15 assign a couple of crossing guards for the school  
16 hours. I know that it will be a chaos around it.  
17 There's a lots of kids all over. Especially the  
18 cars are crazy, turning left, they turn right.  
19 They're not supposed to. It's chaos at work. Sixty  
20 cars out of there, the post office, 20th Street,  
21 29th.

22 MR. JAFOLLA: I understand, I mean  
23 it's an urban area with traffic. You have 495. I  
24 appreciate it. It's an urban area. Just this  
25 project itself, that's really what's being

1 considered here, the trip generation associated with  
2 this project is very, very low, especially  
3 considering the historical uses of the site. I know  
4 what you're saying. It's an existing conditions so.

5 CHAIRMAN CRYAN: Paul, do you have  
6 any thoughts?

7 MR. CRAY: I mean, a couple points.  
8 I don't disagree that today there is going to be a  
9 little bit of change because the site has been  
10 underutilized. The reality is, the site has a  
11 history, and it had more trips generated than what  
12 they proposed now, and this particular parcel was  
13 designated an area of need to be studied for  
14 redevelopment. It's realistic to think something is  
15 going in here.

16 If it had been a higher trip generator,  
17 the trips would have been higher, instead of being  
18 in a position to say it's a decrease from the prior  
19 historic use of the site. As the engineer, right  
20 now it's does not warrant a bigger regional  
21 analysis. I understand that Wawa is coming in a few  
22 years. Even then, it would be a pretty high trip  
23 number, well above what they propose before we have  
24 a very measurable impact on the general area. You  
25 have 495, and you have influences. It's such a

1 heavy traffic out there then to have an impact one  
2 way or the other would demand big numbers.

3           They are making something above what we  
4 have now. They are entitled to have a credit so to  
5 speak for the site did generate a lot of trips. So  
6 I don't disagree. That being the case, it does not  
7 warrant a more detailed analysis, and if they did a  
8 more detailed analysis, it gets watered down as you  
9 get away from the site. It wouldn't show you if  
10 there was anything we'd have to ask them to do, and  
11 on a pro rata share, it would be such a small  
12 fraction adjoining the intersection going to Union  
13 City.

14           So I don't think the applicant disagrees  
15 with any of us here there with or without this  
16 project, there's some concerns and pedestrian  
17 concerns. This project as proposed is not going  
18 exacerbate. I do think it's important that we have  
19 a warning device on the garage doors, just from a  
20 pedestrian safety perspective. They have agreed to  
21 do that. So I mean you know, I don't have -- if  
22 this project had an impact to the status quo, they  
23 should be asked to do more studies and specific  
24 improvements. The numbers don't support that  
25 because they're below the threshold that would

1 require more.

2 COMMISSIONER NG: Sometimes the  
3 numbers don't reflect that.

4 MR. CRAY: When we have a mixed use  
5 for example over the course time, sometimes there's  
6 a mixed-use project that I'm very suspect as well.  
7 This type of use is a little more predictable. The  
8 IT is a national study, and it's more reliable for  
9 more predictable uses to take out the guesswork with  
10 different, diverse uses. This use, it shows that's  
11 a more predictable indicator, a residential use of  
12 what the numbers are really going to be. I'm less  
13 suspicious of the number than a mixed-use type of  
14 project, which is more unpredictable.

15 COMMISSIONER NG: I'm going to be in  
16 that area.

17 MR. CRAY: It's heavy volume, no  
18 doubt about it.

19 COMMISSIONER NG: I live right around  
20 the corner.

21 MR. CRAY: I think if this site had  
22 been vacant for some reason, it would be logical to  
23 think Weehawken would expect more because it would  
24 change the dynamic, but in this case there has been  
25 a historic use. I think it would be helpful if the

1 applicant mentioned some of the prior uses. In one  
2 part of your analysis, they mention the prior uses  
3 and took a position that this is a net decrease from  
4 those trips. When they did levels of service. They  
5 actually ignored the historic use. There is still a  
6 reasonable amount of service. You could mention the  
7 prior uses on this site.

8 MR. JAFOLLA: Yeah, sure. I didn't  
9 mean to breeze past. I know that you had a letter  
10 that kind of agreed. I'll be happy about to give  
11 more of a background on this. So as Mr. Cray  
12 mentioned, we did a traffic study. We considered  
13 the existing uses only in the fact to demonstrate  
14 that there is a historical use on it, and relative  
15 to that, this is a net decrease in trips for this  
16 specific parcel. That's where our analysis, our  
17 consideration of those previous uses stops.

18 So for instance, we didn't use those trips  
19 and consider them in the actual level of service  
20 analysis. We provided a trip generation for the  
21 proposed site, which is 60 residential units and  
22 just under a thousand square of retail. So for the  
23 morning peak hour, and I'll back up. What do these  
24 trip generation numbers mean? This comes out of  
25 data that's published by the Institute of

1 Transportation Engineers. It isn't something that I  
2 have estimated or modeled. This is something that's  
3 published nationally and that traffic professionals  
4 use throughout the country.

5           What's important to know about it here,  
6 this publication applies a lot to suburban areas.  
7 It applies a lot to areas where we don't have any  
8 mass transportation, where even if you do take a bus  
9 to work, you are still going to get in your car and  
10 go to that bus depot or train station. These  
11 numbers apply to suburban areas without the urban  
12 advantages that are present here with bus. You have  
13 the light rail station that is under a mile walk.  
14 You have the Port Imperial that is under a mile  
15 walk, and you have buses that can bring you to  
16 Hoboken Terminal and the direct services into New  
17 York.

18           So this is clearly an urban area, and  
19 because of those advantages, you're going to have  
20 during the morning rush hour and afternoon rush hour  
21 where people are coming and going to work, because  
22 you're going to have more people using that public  
23 transportation, you're going to have less people  
24 getting in their vehicle and going to work. Like I  
25 said, these numbers reflect those people getting in

1 their car. So those numbers are 19 total trips in  
2 the morning and 26 in afternoon.

3 If we were to look at the number for  
4 NJDOT, for instance, they consider the threshold one  
5 hundred peak hour trips as when you started  
6 considering doing analysis. We have a whole scope  
7 of study that we go further, at a hundred trip  
8 threshold requires analysis. The Institute of  
9 Transportation Engineers provides a methodology, a  
10 standard methodology that some people adopt, some  
11 people don't, and they also use that one hundred  
12 trip threshold to determine that need that triggers  
13 additional analysis.

14 Again, say this site was a suburban site,  
15 in its worse case, it's not. We're less in the  
16 p.m., we're less than 30 percent that will trigger a  
17 study. So that's just looking at the site as if it  
18 were brand new. If we were to look at the  
19 historical use for the site, the historic use  
20 included a warehouse, a day care center and  
21 motorcycle shop.

22 Out of the warehouse, we have people that  
23 arrive to work in their own vehicles. They might us  
24 public. What jumps out at me when I see warehouse,  
25 I think trucks, and that's something you're not

1 going to want in there. This is a residential  
2 neighborhood. It seems like that's the direction  
3 it's going. I think the elimination of the  
4 warehouse is good thing. An existing day care  
5 center, you know, trip characteristics associated  
6 with an existing day care center in suburbia, there  
7 would be a lot of drop off and pickup activities,  
8 and those are things that are going to happen during  
9 those peak hours. In this case I presume that was  
10 happening curbside within the County right-of-way.  
11 Obviously, you're not going to having that.

12           With a motorcycle shop, which you don't  
13 consider a typical retail shop. We have repair. If  
14 we estimate those trips in a similar methodology to  
15 the propose site, the sum is 78 during the morning  
16 peak hour. So we get 78 for the historical use,  
17 using the similar methodology for a suburban  
18 setting; 19 for the proposed. That's a net  
19 decrease; 85 in the p.m. peak hour for historical  
20 uses, 26 proposed. So we're really using  
21 apples/apples comparison, using the same sources of  
22 information. What we're showing from the historical  
23 site to what is currently proposed, there's is going  
24 to be a decrease in trips.

25           I recognize that has site has a historical

1 component to it. For that reason we did not  
2 consider the existing uses any further. When we did  
3 our analysis, we took existing counts as it exists.  
4 We loaded up the proposed volumes as it's going to  
5 be with this site, and we analyzed that and did  
6 really consider those uses, and based on that  
7 analysis, we come out very well. That really  
8 summarizes what we did for the study. If there's  
9 any further questions. I don't mean to --

10 MS. GIARRANTANA: I guess to  
11 reiterate, Paul looked at the closest intersection  
12 and was really trying to review the impact on  
13 Hackensack Plank Road, which is our road and didn't  
14 find any issues on the County road specifically. So  
15 if he had, he would have brought it to the Board's  
16 attention so.

17 COMMISSIONER MEHTA: Something else I  
18 wanted to ask you about. We have like loading and  
19 unloading, do you have any spot where you have a  
20 parking space?

21 MR. JAFOLLA: That would be something  
22 that I haven't reviewed that specifically, similar  
23 to UPS. I wouldn't expect them to there for a very  
24 long period of time.

25 COMMISSIONER MEHTA: I understand,

1 but most of the time when you have 60 apartments,  
2 you have moving in and moving out in the morning, if  
3 you can restrict those timing, that moving timing  
4 for loading and unloading after nine o'clock because  
5 that depends on the traffic and the building. If  
6 you can work those peak hours, so it can be coming  
7 and not be a problem.

8 Another thing I was thinking, the parking  
9 garage, coming out of the garage, if you can keep  
10 that as a right exit only. That's because of that's  
11 close to the traffic light and can be a problem.

12 MR. JAFOLLA: You want to restrict  
13 this left turn out movement?

14 COMMISSIONER MEHTA: Yes. It's in  
15 the morning peak hour because that is where the  
16 traffic is very close by, and it already backs up.  
17 It's a problem for cars coming out and having a  
18 problem to make a left turn.

19 MR. JAFOLLA: I think for a higher  
20 intensity use, that might be something. In this  
21 case if you're looking in the morning, I gave a raw  
22 trip generation. Coming out there's 12 vehicles  
23 total between both of the parking spaces. This is  
24 the smaller of the parking spaces. If you have 12,  
25 this one is smaller, maybe say half of that coming

1 out, you have six vehicles coming out in the  
2 morning, and not all of them are going to be left.  
3 So we're going to make a restrictions for three  
4 vehicles?

5 COMMISSIONER MEHTA: I'm not doubting  
6 your analysis, but the thing is it's on the County  
7 road. On the Boulevard or in Hoboken or in Kearny,  
8 we request the people to make a right-turn exit.  
9 This one is very close to the traffic light. That's  
10 why I said.

11 MS. GIARRANTANA: I will ask for  
12 Tom's input.

13 COMMISSIONER MALAVASI: Yeah. We  
14 often do restrict left turns out of developments,  
15 usually on the Boulevard, Boulevard being four lanes  
16 with two lanes of parking. In this case, it's a two  
17 lane road with parking. I don't see the need to  
18 restrict the left-hand turn. The question, I don't  
19 know this off the top of my head, Dunkin Donuts on  
20 Hackensack Plank Road, do they have -- are their  
21 left turns restricted there? I don't think so.

22 COMMISSIONER NG: This is what I'm  
23 saying before. It's happening. It will be chaos.

24 COMMISSIONER MALAVASI: The  
25 difference is, we don't want cars trying to make the

1 left turn across four lanes of traffic on the  
2 Boulevard. That's why we restrict left turns. In  
3 this case if I lived there and I had a problem  
4 getting out with a left turn, I would make a right.  
5 I would find my way. There is a difference between  
6 a restriction you do on Boulevard, which is a safety  
7 restriction, and the restriction just for the  
8 convenience of the motorists. This is a case where  
9 if the left turn is inconvenient, they'll turn right  
10 because it's safe, where on the Boulevard it's a  
11 safety issue.

12 From our standpoint, from a circulation  
13 standpoint and traffic standpoint, from my office, I  
14 don't have a problem with allowing the left-hand  
15 turns. Like I said if you can't make a turn, you  
16 either wait or make a right and find your way. It's  
17 a point as well-taken, especially since they are  
18 residents. It's not someone who may not come here  
19 very often, and they have to make a left because  
20 that's the only way they're going to go. The  
21 resident will very quickly learn if it does become  
22 an issue. Although I do know people that live in a  
23 place for 20 years and only no one way to get  
24 somewhere, not everyone can find their way around.

25 COMMISSIONER MEHTA: I agree with

1 your opinion because we have had it most of the  
2 time. That's why I was asking and making  
3 suggestion.

4 MS. GIARRANTANA: Thank you,  
5 Commissioner. I would agree with the County  
6 engineering in that we do have a tendency restrict  
7 left turns, but really at Kennedy Boulevard, not  
8 necessarily on our roads as a policy, and it's the  
9 circumstances of Kennedy Boulevard specifically, but  
10 it's a different on Hackensack Plank Road.

11 COMMISSIONER NG: This area is not  
12 Kennedy Boulevard, but it could be worse than  
13 Kennedy Boulevard. I live right on the corner. I  
14 know what is going on in that area. It is chaos.

15 MS. GIARRANTANA: Am I correct in  
16 saying in terms of congestion, not necessarily the  
17 traffic and speeding conditions that we have at  
18 Kennedy Boulevard, I don't think we're comparing  
19 apples to apples in that respect.

20 COMMISSIONER MALAVASI: There is fast  
21 moving chaos on Kennedy Boulevard. So it's  
22 inconvenient, it's congestion, but in terms of  
23 looking at it from transportation traffic.

24 COMMISSIONER NG: So it will impact  
25 the City of Union City. It will. It will. I know.

1 I know. I know. Other cities it should be looked  
2 at for development. That's what I don't want to  
3 see. I am not against it. I am just concerned  
4 about, you know, the kids.

5 MR. JAFOLLA: I mean, anything you do  
6 here is going to have traffic associated with it,  
7 and you're putting residential project here.

8 COMMISSIONER NG: That project is  
9 impacting other cities. It's not in Union City.  
10 It's the community, and if Weehawken would hire  
11 cross guards during the peak hours, I mean  
12 conditions, conditions.

13 CHAIRMAN CRYAN: I think that's  
14 something that we should suggest to Weehawken. I  
15 don't think it can be a condition for approval or  
16 disapproval.

17 MS. GIARRANTANA: Yes. I'll defer to  
18 counsel, but I'm going to assume that the Chair is  
19 correct. We can't make that a condition of  
20 approval. It would be something that the town would  
21 take action on, either any municipalities. But you  
22 know, all of these comments are on the record and  
23 are available to the public, and we can ask County  
24 Planning bring this project to the attention of  
25 Union City, if that would satisfy the Commissioner.

1 MR. TRIDENTE: Mr. Chairman, I can  
2 make a recommendation to the Board. Why don't we  
3 recommend that applicant to do a warrant study once  
4 we get to full build-out and the building is fully  
5 at their full capacity to see if an actual  
6 prohibition to left-hand turns is warranted? Wait  
7 until the building is filled. If you don't get any  
8 incidents or any problems, then I guess it's okay.  
9 If you do then maybe you revisit that restriction.

10 COMMISSIONER NG: I mean, I am not  
11 against the project. I don't want to see that we  
12 approve it, and once topic has been discussed, and  
13 nothing is being done.

14 MS. GIARRANTANA: Right.

15 COMMISSIONER NG: That's why I  
16 mentioned. I like the idea.

17 MS. GIARRANTANA: I would ask the  
18 attorney to speak to the condition.

19 MR. BIANCO: Can we get clarification  
20 of exactly what the study would entail, and what the  
21 issue is? I know we bounced around to few different  
22 issues with respect to concerns over traffic or  
23 safety or making left-hand turns in a particular  
24 right-of-way, so I would like pin down exactly what  
25 the concern is, and how the Board would like to --

1 what the proposal is to address that concern.

2 COMMISSIONER MALAVASI: When you say  
3 a "warrant study," what I'm imagining what we have  
4 done in the past is really a question after a  
5 six-month period.

6 MR. CRAY: You will have to wait  
7 until the building is fully is occupied before you  
8 can see the full impact, you know, to see the  
9 reasonable activities what is going on there.

10 MS. GIARRANTANA: For previous  
11 applications for condition of approval, we have  
12 asked for counts at different times.

13 MR. TRIDENTE: If that's something  
14 the Board would want to entertain. We need to  
15 satisfy the Commissioner's concern for safety.

16 COMMISSIONER MALAVASI: I haven't  
17 seen the traffic study. You predicted a certain  
18 level of service at various locations. If the Board  
19 were to make that a condition of approval, then I  
20 would say six months, if they wait for six months  
21 and then do a confirming analysis saying the level  
22 of service as predicted came about, we predicted a  
23 Level of Service C, and it's F. If it is F, so in  
24 the case it is an F, a reason why because you could  
25 say that, Well, we predicted 12 cars in the peak

1 hour, and there is only nine, but there is 500 more  
2 units down the street which impacted. I'm not  
3 saying that everything pins on your development  
4 because it may not. There's outside factors.  
5 You're not the only thing in town being built. I  
6 would say that if the Board wants that as a  
7 condition of approval just to confirm your level of  
8 service that you predict, make sure you model those,  
9 and if it deteriorates to a level beyond where you  
10 predicted, it would be brought back to the  
11 professionals with the reason why, and the reason  
12 why is, again, something else happened beyond our  
13 control.

14 I'll throw one thing out. I think there's  
15 a complication that supposedly after the skyway is  
16 done, there's going to be construction on 495, and  
17 you know, you can throw that study out the window  
18 now. You think it's bad now, wait until that  
19 happens. Again, it should be looked under normal  
20 operating conditions when there's not that  
21 construction just to confirm your report. If we ask  
22 for a study, that would be what I would be looking  
23 for.

24 MR. CRAY: In terms of a warrant  
25 analysis, if the warrant analysis is volume for

1 something big at the intersection you see, is a  
2 signal warranted, is a dedicated left turn  
3 warranted? So in this case, I don't think the term  
4 "warrant analysis" matches this situation, the  
5 concern that was brought up. So I agree with a  
6 County engineer that that would be the better match if  
7 you're asking them to come back and compare  
8 something six months after.

9 MR. BIANCO: The whole issue with  
10 doing an after-study kind of thing I don't want to  
11 say creates strings, but is something that needs to  
12 come back. If the Board's concern is restricting  
13 the left movement out of that driveway only, the  
14 applicant has stated that they would be okay with  
15 that to essentially avoid doing the after-study. I  
16 think they want a clean approval and not have to  
17 present something after the fact, or track when the  
18 building is fully occupied. I'm happy to do it, but  
19 the applicant is willing to restrict that left. I  
20 still maintain that I don't believe there's an issue  
21 here.

22 MR. CRAY: Someone mentioned, I  
23 forget who, about the restricting the peak. Some  
24 signals have that by schools. I'm asking that and  
25 throw that out there. I didn't hear that we want to

1 discourage making lefts if the traffic volumes are  
2 low. That's something that we can have, an internal  
3 sign, No Left, and then some hour period.

4 COMMISSIONER NG: I mentioned the  
5 school hours. I would say school is eight and  
6 leaving school about 2:40 to 3:15, 3:30.

7 MR. CRAY: So it's up to the  
8 applicant to restrict universally or put no left  
9 turns during those hours.

10 MS. GIARRANTANA: So confirm, that  
11 would be no left turns from seven to eight a.m. and  
12 three to four p.m.?

13 COMMISSIONER NG: No, 2:30.

14 MS. GIARRANTANA: Between 2:30 and  
15 3:30.

16 MR. BIANCO: And we were discussing  
17 the north driveway only, it's my understanding that  
18 we were talking?

19 MR. CRAY: Yes. Thank you.

20 COMMISSIONER HERNANDEZ: It should be  
21 seven to nine because the students going to school  
22 8:30 a.m., and coming out, the after-school programs  
23 are done by four so.

24 MR. CRAY: So seven to nine instead  
25 of seven to eight, my suggestion, and I think

1 they're kind of stuck going two to four because it's  
2 typically an hourly sign. So we're talking seven to  
3 nine and two to four.

4 MR. BIANCO: Seven to nine a.m. and  
5 two p.m. to four p.m.

6 COMMISSIONER MALAVASI: It works.  
7 It's up to the Board. You can say schooldays not  
8 during the summer.

9 MS. GIARRANTANA: And we'll have that  
10 condition language drafted by our attorney and  
11 approved by yours before the memorialization.

12 MR. CRAY: Okay. And they'll put the  
13 sign details on the site plan before the final site  
14 plan approval.

15 CHAIRMAN CRYAN: Any questions or  
16 comments? Do I have we have a motion?

17 COMMISSIONER NG: I have a motion  
18 with the condition that we discussed here.

19 COMMISSIONER MEHTA: Looking at the  
20 plan, it definitely looks like a nice project and  
21 nice improvement. I second the motion.

22 MS. GIARRANTANA: On a motion made by  
23 Commissioner Ng and seconded by Commissioner Mehta.

24 Commissioner Cryan.

25 CHAIRMAN CRYAN: Yes.

1 MS. GIARRANTANA: Commissioner  
2 Hernandez.

3 COMMISSIONER HERNANDEZ: Yes.

4 MS. GIARRANTANA: Commissioner Lugo.

5 COMMISSIONER LUGO: Aye.

6 MS. GIARRANTANA: Commissioner  
7 Malavasi.

8 COMMISSIONER MALAVASI: Aye.

9 MS. GIARRANTANA: Commissioner Mehta.

10 COMMISSIONER MEHTA: Aye.

11 MS. GIARRANTANA: Commissioner Ng.

12 COMMISSIONER NG: Aye.

13 MS. GIARRANTANA: The motion has  
14 passed. Thank you.

15 Mr. Chairman, would you mind if we went  
16 back to Item A, B, and C? Those items are for the  
17 awards for professional services contract, and as we  
18 have done in the past, we have put the RFPs out, and  
19 then we select a review committee of Commissioner  
20 volunteers as well as staff. On the Selection  
21 Committee this year was the County Engineer, Tom  
22 Malavasi, Planner Kevin Force, Commissioner Choffo  
23 and Commissioner Cryan. And for the award of  
24 professional services contract for outside counsel,  
25 we received two responses to the RFP, and through

1 the review, the Selection Committee felt and  
2 recommended John J. Curley, LLC. Do we have a  
3 motion to approve?

4 On a motion made by Commissioner Cryan and  
5 seconded by Commissioner Hernandez.

6 Commissioner Cryan.

7 CHAIRMAN CRYAN: Yes.

8 MS. GIARRANTANA: Commissioner  
9 Hernandez.

10 COMMISSIONER HERNANDEZ: Yes.

11 MS. GIARRANTANA: Commissioner Lugo.

12 COMMISSIONER LUGO: Aye.

13 MS. GIARRANTANA: Commissioner  
14 Malavasi.

15 COMMISSIONER MALAVASI: Aye.

16 MS. GIARRANTANA: Commissioner Mehta.

17 COMMISSIONER MEHTA: Aye.

18 MS. GIARRANTANA: Commissioner Ng.

19 COMMISSIONER NG: Aye.

20 MS. GIARRANTANA: The motion has  
21 passed. The contract has been awarded to John  
22 Curley.

23 MR. CURLEY: I want to thank the  
24 Commissioners for awarding the contract. I  
25 appreciate it.

1 MS. GIARRANTANA: For the next two  
2 Items B and C, we received four different proposals,  
3 and through the review process, the Selection  
4 Committee recommended Remington & Vernick as the  
5 primary engineering consultant and T & M Associates  
6 as the alternate engineering consultant.

7 So do we have a motion to award the  
8 primary services engineer service contract to  
9 Remington & Vernick?

10 On a motion made by Commissioner Lugo and  
11 seconded by Commissioner Mehta.

12 Commissioner Cryan.

13 CHAIRMAN CRYAN: Yes.

14 MS. GIARRANTANA: Commissioner  
15 Hernandez.

16 COMMISSIONER HERNANDEZ: Yes.

17 MS. GIARRANTANA: Commissioner Lugo.

18 COMMISSIONER LUGO: Aye.

19 MS. GIARRANTANA: Commissioner  
20 Malavasi.

21 COMMISSIONER MALAVASI: Aye.

22 MS. GIARRANTANA: Commissioner Mehta.

23 COMMISSIONER MEHTA: Aye.

24 MS. GIARRANTANA: Commissioner Ng.

25 COMMISSIONER NG: Aye.

1 MS. GIARRANTANA: The motion has  
2 passed, and the contract is awarded.

3 MR. CRAY: Thank you. It's an honor  
4 to serve you.

5 COMMISSIONER MEHTA: Congratulations.  
6 We need your expertise and your knowledge and your  
7 suggestions.

8 MR. CRAY: Thank you.

9 MS. GIARRANTANA: And do we have a  
10 motion to award the alternate engineering consultant  
11 contract to T & M Associates?

12 On a motion made by Commissioner Mehta,  
13 and seconded by Commissioner Ng.

14 Commissioner Cryan.

15 CHAIRMAN CRYAN: Yes.

16 MS. GIARRANTANA: Commissioner  
17 Hernandez.

18 COMMISSIONER HERNANDEZ: Aye.

19 MS. GIARRANTANA: Commissioner Lugo.

20 COMMISSIONER LUGO: Aye.

21 MS. GIARRANTANA: Commissioner  
22 Malavasi.

23 COMMISSIONER MALAVASI: Aye.

24 MS. GIARRANTANA: Commissioner Mehta.

25 COMMISSIONER MEHTA: Aye.

1 MS. GIARRANTANA: Commissioner Ng.

2 COMMISSIONER NG: Aye.

3 MS. GIARRANTANA: The motion has  
4 passed and the contract will be awarded. Thank you  
5 for being patient.

6 MR. PANAGOPOULOS: Oh, that's fine.

7 MS. GIARRANTANA: The next item on  
8 the agenda will be the memorialization of  
9 resolutions that were considered at the prior  
10 meeting. So Application 2016-109-SP; 304 Garden  
11 Street, LLC, care of Seth Martin; at 302 through 304  
12 Garden Street, Block 179, Lot 42; in Hoboken. This  
13 application was approved at the February meeting.  
14 Do I have a motion?

15 On a motion made by Commissioner Cryan and  
16 seconded by Commissioner Hernandez. I'm sorry,  
17 Commissioner Lugo.

18 COMMISSIONER LUGO: We're all  
19 Spanish. So it's okay.

20 MS. GIARRANTANA: On a motion made by  
21 Commissioner Cryan. Seconded by Commissioner Lugo.

22 Commissioner Cryan.

23 CHAIRMAN CRYAN: Yes.

24 MS. GIARRANTANA: Commissioner  
25 Hernandez.

1 COMMISSIONER HERNANDEZ: Yes.

2 MS. GIARRANTANA: Commissioner Lugo.

3 COMMISSIONER LUGO: Yes.

4 MS. GIARRANTANA: Commissioner

5 Malavasi.

6 COMMISSIONER MALAVASI: Aye.

7 MS. GIARRANTANA: Commissioner Mehta.

8 COMMISSIONER MEHTA: Aye.

9 MS. GIARRANTANA: The motion has  
10 passed. Now, the next application was approved at  
11 the March meeting, and that was Application  
12 2017-12-SP/SD; Joseph Felice; 6035 JFK Boulevard;  
13 Block 36, Lots 34 and 35 in West New York. Do I  
14 have a motion?

15 On a motion made by Commissioner Mehta,  
16 and seconded by Commissioner Malavasi.

17 Commissioner Cryan.

18 CHAIRMAN CRYAN: Yes.

19 MS. GIARRANTANA: Commissioner

20 Hernandez.

21 COMMISSIONER HERNANDEZ: Aye.

22 MS. GIARRANTANA: Commissioner Lugo.

23 COMMISSIONER LUGO: Aye.

24 MS. GIARRANTANA: Commissioner

25 Malavasi.

1 COMMISSIONER MALAVASI: Aye.

2 MS. GIARRANTANA: Commissioner Mehta.

3 COMMISSIONER MEHTA: Aye.

4 MS. GIARRANTANA: Commissioner Ng.

5 COMMISSIONER NG: Aye.

6 MS. GIARRANTANA: The next item on  
7 the agenda that we haven't addressed yet is Item F,  
8 Applications to be exempt. I will read all of the  
9 applications first, and then we'll vote on them.

10 Application 2017-25-SP; New York SMSA  
11 Limited Partnership; 207-209 Martin Luther King  
12 Drive; Block 23402, Lot 22; in Jersey City. That is  
13 a telecommunications application not along the  
14 County road.

15 Application 2017-26-SP; T-Mobile  
16 Northeast, LLC; at 91-95 River Street; Block 231.1,  
17 Lot 2; in Hoboken. That is also a  
18 telecommunications application not along the County  
19 road.

20 Application 2017-28-SP T-Mobile Northeast,  
21 LLC; 6101 Fillmore Place; Block 42, Lot 42; in West  
22 New York. That is a telecommunication application  
23 not along the County road? Do I have a motion?

24 On a motion made by Commissioner Mehta,  
25 and seconded by Commissioner Hernandez.

1 Commissioner Cryan.

2 CHAIRMAN CRYAN: Yes.

3 MS. GIARRANTANA: Commissioner  
4 Hernandez.

5 COMMISSIONER HERNANDEZ: Aye.

6 MS. GIARRANTANA: Commissioner Lugo.

7 COMMISSIONER LUGO: Aye.

8 MS. GIARRANTANA: Commissioner  
9 Malavasi.

10 COMMISSIONER MALAVASI: Aye.

11 MS. GIARRANTANA: Commissioner Mehta.

12 COMMISSIONER MEHTA: Aye.

13 MS. GIARRANTANA: Commissioner Ng.

14 COMMISSIONER NG: Aye.

15 MS. GIARRANTANA: The next item on  
16 the agenda is just a notice of action. No actual  
17 vote has to take place. Item G, these are  
18 Applications that were Approved or Declared Exempt  
19 at the Site Plan and Subdivision Review Committee  
20 meeting.

21 2017-20-SD; DGJ Belleville, LLC; 132-136  
22 Monitor Street and 113-127 Garabrant Street; Block  
23 17504, Lots 1-8 & 27-29; in Jersey City. That's a  
24 minor subdivision application not along a County  
25 Road, and it was declared exempt by the Committee.

1                   Application 2017-24-SD; Chosen  
2           Condominiums Urban Renewal, LLC; 3075 John F.  
3           Kennedy Boulevard; block 6304, Lot 5; in Jersey  
4           City. A minor subdivision application along a  
5           County Road, and it was approved by the Committee.

6                   Application 2017-29-SD/SP; Public Service  
7           Electric and Gas Company; 501 through 509 and 511  
8           Bergen Street; Block 155, Lot 31 and 32; in  
9           Harrison. This is a minor site plan and minor  
10          subdivision application not on a County Road and  
11          declared exempt by the Committee.

12                  Finally, Application 2017-30-SD/SP; Monroe  
13          Center Urban Renewal, LLC; 605 Jackson Street, 625  
14          Jackson Street, 629-633 Jackson Street, 628-632  
15          Monroe Street, 701 Harrison Street and 700 Monroe  
16          Street; Block 80, Lot 1.01; Block 81, Lots 2.01 and  
17          3.01; and Block 74, Lots 3-24 in Hoboken. That was  
18          a major site plan and major subdivision application  
19          not on a County Road. Declared Exempt by the  
20          Committee.

21                  Next item, Old Business, there is none.  
22          For New Business, there are two items. One is  
23          listed, which is the introduction of the revised  
24          Hudson County Planning Board Subdivision and Site  
25          Plan fee schedule, and the introduction of Hudson

1 County Urban Forestry Plan. This will be a very  
2 brief introduction and no vote is taken on it.  
3 We're just bringing it to the attention of the  
4 Board. You can see in your packets that the fee  
5 schedule, we suggested some changes, mostly due to,  
6 you know, it hasn't been updated since 2010, mostly  
7 really for inflation for escrows, and that you know,  
8 it will have to be passed by this Board and the  
9 Freeholder Board. You have it to review. We will  
10 also send around a more detailed explanation of the  
11 initial changes. It's a lot in terms of language  
12 rather than price.

13 And the introduction of the Urban Forestry  
14 Plan, there should also be a memo in your binder.  
15 Also, Kevin is going to hand it out, and we're also  
16 going to send a link to the full plan. Basically,  
17 this is to go over and strategize the maintenance  
18 and inventory of all of the trees along the County  
19 road and County parks, and that really has affected  
20 us in terms of how we can -- what we can request  
21 from developers when they substitute or when they  
22 contribute rather than plant trees along the County  
23 road, which is one of our requirements.

24 Again, we will send full plan out, but  
25 that memo kinds of gives you an idea of what is

1 involved with this, and the plan will also open up  
2 the new streams of funding for trees in County. So  
3 does anyone have any questions on that right now?  
4 You will have time to make comment.

5 COMMISSIONER MEHTA: If somebody  
6 doesn't plant a tree and they give a contribution of  
7 funds, I think that the County has the Green Acres  
8 funds that does that?

9 MS. GIARRANTANA: It's a separate  
10 fund. We have a separate fund for developer  
11 contributions for trees.

12 Yes, Commissioner.

13 COMMISSIONER HERNANDEZ: I would like  
14 to share something that made me very happy. At the  
15 last meeting Mr. Cryan and myself, we were asking  
16 Mr. Malavasi about County memorializing improvements  
17 regarding the crossing sign, like it was making an  
18 impact from the recreation program, to communicate  
19 to the drivers so they would go past that. I just  
20 want to let everyone know, that problem was  
21 resolved. Thank you, Mr. Malavasi. You solved my  
22 problem. Thank you so much.

23 CHAIRMAN CRYAN: Good work.

24 MS. GIARRANTANA: That's it in terms  
25 of business.

1 CHAIRMAN CRYAN: Anything else?

2 COMMISSIONER MEHTA: Motion to

3 adjourn.

4 COMMISSIONER LUGO: Second.

5 CHAIRMAN CRYAN: All in favor.

6 (Whereupon the proceeding is then  
7 concluded at 8:43 p.m.)

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C E R T I F I C A T I O N

I, SHARI CATHEY, CCR, RPR, License No. 30XI00234700, and Notary Public of the State of New Jersey, hereby certify that the proceedings herein are from the notes taken by me of a Regular Meeting of the Hudson County Planning Board, held on Tuesday, May 16, 2017; and that this is a correct transcript of the same.



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SHARI CATHEY, CCR, RPR  
A NOTARY PUBLIC of the  
State of New Jersey  
I.D. No. 2283786  
Commission Expires 2/4/22

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&	22:5 24:14 69:8	<b>3-24</b> 65:17	<b>511</b> 65:7
<b>&amp;</b> 5:12,15,25 6:12 59:4,5,9 60:11 64:23	<b>2017-12</b> 62:12	<b>3.01</b> 65:17	<b>5th</b> 14:18
<b>0</b>	<b>2017-17</b> 5:11	<b>30</b> 16:17 17:23	<b>6</b>
<b>0.44</b> 18:6	<b>2017-20</b> 64:21	31:11 43:16	<b>6</b> 9:3 16:17 17:23
<b>1</b>	<b>2017-21</b> 16:16	<b>302</b> 61:11	<b>60</b> 19:10 37:11
<b>1-8</b> 64:23	<b>2017-24</b> 65:1	<b>304</b> 61:10,11	41:21 46:1
<b>1.01</b> 65:16	<b>2017-25</b> 63:10	<b>3075</b> 65:2	<b>6035</b> 62:12
<b>10</b> 7:24 9:16 25:6	<b>2017-26</b> 63:15	<b>30xi00234700</b>	<b>605</b> 65:13
<b>11</b> 9:16 19:13	<b>2017-28</b> 63:20	69:4	<b>6101</b> 63:21
<b>113-127</b> 64:22	<b>2017-29</b> 65:6	<b>31</b> 65:8	<b>625</b> 65:13
<b>12</b> 9:16 46:22,24	<b>2017-30</b> 65:12	<b>32</b> 17:9 65:8	<b>628-632</b> 65:14
52:25	<b>207-209</b> 63:11	<b>34</b> 62:13	<b>629-633</b> 65:14
<b>13</b> 9:16	<b>20th</b> 37:20	<b>35</b> 62:13	<b>6304</b> 65:3
<b>132-136</b> 64:21	<b>21</b> 4:10	<b>36</b> 62:13	<b>6:30</b> 1:9
<b>15</b> 24:13	<b>22</b> 23:17 25:8	<b>37</b> 18:5	<b>7</b>
<b>155</b> 65:8	<b>225</b> 18:3	<b>37th</b> 34:3	<b>7</b> 9:4
<b>16</b> 1:9 69:8	<b>2283786</b> 69:14	<b>3:15</b> 33:7 55:6	<b>70</b> 7:10 19:16
<b>17504</b> 64:23	<b>231</b> 16:17 17:24	<b>3:30</b> 55:6,15	20:22
<b>179</b> 61:12	<b>231.1</b> 63:16	<b>3b</b> 10:21 13:21	<b>700</b> 65:15
<b>19</b> 6:11 43:1 44:18	<b>23402</b> 63:12	<b>3c</b> 10:22	<b>701</b> 65:15
<b>19,290.5</b> 18:6	<b>24</b> 19:21 28:20	<b>3d</b> 11:13	<b>74</b> 65:17
<b>1901</b> 5:13	<b>25</b> 34:4	<b>3rd</b> 10:22,24 11:1	<b>78</b> 44:15,16
<b>1920s</b> 7:9	<b>25th</b> 34:4	14:16	<b>7:30</b> 34:1
<b>1952</b> 11:1	<b>26</b> 19:18 43:2	<b>4</b>	<b>8</b>
<b>1c</b> 24:11,19,24	<b>26th</b> 33:8	<b>4</b> 9:2	<b>8</b> 9:4
<b>2</b>	<b>27-29</b> 64:23	<b>40</b> 21:15	<b>80</b> 65:16
<b>2</b> 8:2,23 10:13	<b>28</b> 22:5	<b>42</b> 19:12 28:10	<b>81</b> 65:16
<b>2</b> 13:16 18:14 63:17	<b>28th</b> 24:23	61:12 63:21,21	<b>830</b> 1:8
<b>2.01</b> 65:16	<b>298</b> 5:13	<b>44</b> 19:17 23:19	<b>85</b> 44:19
<b>2/4/22</b> 69:15	<b>29th</b> 37:21	28:25	<b>8:30</b> 34:1 55:22
<b>20</b> 6:17 19:22 20:7	<b>2:30</b> 55:13,14	<b>46</b> 31:10	<b>8:43</b> 68:7
<b>20</b> 31:9 36:18 48:23	<b>2:40</b> 55:6	<b>48</b> 20:7	<b>9</b>
<b>200</b> 5:12 23:12	<b>2:45</b> 33:6	<b>495</b> 37:23 38:25	<b>9</b> 9:7
<b>2010</b> 66:6	<b>2a</b> 13:17	53:16	<b>91-95</b> 63:16
<b>2013</b> 10:14	<b>3</b>	<b>5</b>	<b>95</b> 31:10
<b>2016-109</b> 61:10	<b>3</b> 9:1,23 10:13	<b>5</b> 9:2 65:3	<b>97.6</b> 28:12
<b>2017</b> 1:9 4:10 7:24	31:1	<b>500</b> 53:1	<b>98</b> 20:22
9:23 14:16,18		<b>501</b> 65:7	<b>997</b> 19:11
		<b>509</b> 65:7	

<p><b>9a</b> 1:7</p>	<p><b>adopt</b> 43:10</p>	<p><b>answer</b> 15:15 22:8</p>	<p>53:7 54:16 56:14</p>
<p><b>a</b></p>	<p><b>adoption</b> 4:9</p>	<p>33:23</p>	<p><b>approvals</b> 8:19</p>
<p><b>a.m.</b> 55:11,22 56:4</p>	<p><b>advantages</b> 42:12</p>	<p><b>answered</b> 24:15</p>	<p>11:14 21:18</p>
<p><b>able</b> 28:5,13,25</p>	<p>42:19</p>	<p><b>antonio</b> 1:22</p>	<p><b>approve</b> 51:12</p>
<p><b>absent</b> 2:11,15,18</p>	<p><b>advertised</b> 2:3,5</p>	<p><b>anymore</b> 32:23</p>	<p>58:3</p>
<p>2:18 3:4,4</p>	<p><b>affairs</b> 6:14</p>	<p><b>apartment</b> 26:18</p>	<p><b>approved</b> 56:11</p>
<p><b>accept</b> 17:17</p>	<p><b>afternoon</b> 35:16</p>	<p>28:11</p>	<p>61:13 62:10 64:18</p>
<p><b>accepted</b> 6:20</p>	<p>42:20 43:2</p>	<p><b>apartments</b> 24:1</p>	<p>65:5</p>
<p><b>access</b> 19:18,21,23</p>	<p><b>agency</b> 21:18</p>	<p>26:23 27:2,4</p>	<p><b>approximately</b></p>
<p>23:19 27:17 28:15</p>	<p><b>agenda</b> 4:9 5:3,9</p>	<p>37:11,12 46:1</p>	<p>6:17 17:9 18:3,4</p>
<p><b>accessed</b> 28:18,22</p>	<p>16:16 61:8 63:7</p>	<p><b>appearing</b> 16:21</p>	<p><b>april</b> 7:24 9:23</p>
<p><b>acknowledge</b> 8:20</p>	<p>64:16</p>	<p><b>apples</b> 44:21,21</p>	<p>14:16,18 22:5</p>
<p>9:4</p>	<p><b>agree</b> 15:7 25:20</p>	<p>49:19,19</p>	<p>24:23</p>
<p><b>acknowledged</b></p>	<p>48:25 49:5 54:5</p>	<p><b>applicant</b> 8:16</p>	<p><b>architect</b> 23:3</p>
<p>11:21</p>	<p><b>agreed</b> 24:14 30:7</p>	<p>17:22 19:3 21:6</p>	<p><b>architectural</b> 27:6</p>
<p><b>acres</b> 7:10 18:7</p>	<p>30:11,15 39:20</p>	<p>22:5 24:14 26:16</p>	<p><b>architecture</b> 23:7</p>
<p>67:7</p>	<p>41:10</p>	<p>30:15 39:14 41:1</p>	<p><b>area</b> 18:5,11 19:1</p>
<p><b>act</b> 2:9</p>	<p><b>agreement</b> 30:17</p>	<p>51:3 54:14,19</p>	<p>20:4 33:7 36:13</p>
<p><b>action</b> 50:21 64:16</p>	<p><b>aicp</b> 1:21</p>	<p>55:8</p>	<p>37:6,23,24 38:13</p>
<p><b>activities</b> 44:7</p>	<p><b>al</b> 16:22</p>	<p><b>applicant's</b> 16:21</p>	<p>38:24 40:16 42:18</p>
<p>52:9</p>	<p><b>alarm</b> 34:9</p>	<p><b>applicants</b> 5:6</p>	<p>49:11,14</p>
<p><b>activity</b> 32:12</p>	<p><b>allowing</b> 48:14</p>	<p><b>application</b> 5:11</p>	<p><b>areas</b> 20:17 42:6,7</p>
<p><b>actual</b> 41:19 51:5</p>	<p><b>alonso</b> 16:22</p>	<p>5:17 6:24 9:10</p>	<p>42:11</p>
<p>64:16</p>	<p><b>alternate</b> 59:6</p>	<p>16:16 21:23 61:10</p>	<p><b>arrive</b> 43:23</p>
<p><b>add</b> 30:1</p>	<p>60:10</p>	<p>61:13 62:10,11</p>	<p><b>asked</b> 6:4 39:23</p>
<p><b>added</b> 35:18</p>	<p><b>amended</b> 24:15</p>	<p>63:10,13,15,18,20</p>	<p>52:12</p>
<p><b>addition</b> 30:19</p>	<p><b>amount</b> 20:25</p>	<p>63:22 64:24 65:1</p>	<p><b>asking</b> 49:2 54:7</p>
<p><b>additional</b> 28:2</p>	<p>41:6</p>	<p>65:4,6,10,12,18</p>	<p>54:24 67:15</p>
<p>30:12,20 43:13</p>	<p><b>analysis</b> 36:9,12</p>	<p><b>applications</b> 52:11</p>	<p><b>assign</b> 37:15</p>
<p><b>address</b> 14:24</p>	<p>36:15 37:2 38:21</p>	<p>63:8,9 64:18</p>	<p><b>assistant</b> 1:19</p>
<p>22:7 24:8 30:11</p>	<p>39:7,8 41:2,16,20</p>	<p><b>applies</b> 42:6,7</p>	<p><b>associated</b> 34:15</p>
<p>52:1</p>	<p>43:6,8,13 45:3,7</p>	<p><b>apply</b> 42:11</p>	<p>35:6,18,23 38:1</p>
<p><b>addressed</b> 9:1,2,3</p>	<p>47:6 52:21 53:25</p>	<p><b>appoint</b> 3:8</p>	<p>44:5 50:6</p>
<p>14:19 63:7</p>	<p>53:25 54:4</p>	<p><b>appreciate</b> 5:19</p>	<p><b>associates</b> 59:5</p>
<p><b>adjacent</b> 18:20,23</p>	<p><b>analyzed</b> 35:19,20</p>	<p>37:24 58:25</p>	<p>60:11</p>
<p>32:16</p>	<p>35:25 45:5</p>	<p><b>approach</b> 32:21</p>	<p><b>assume</b> 50:18</p>
<p><b>adjoining</b> 39:12</p>	<p><b>andrew</b> 33:13</p>	<p><b>approval</b> 10:3,14</p>	<p><b>attention</b> 9:22</p>
<p><b>adjourn</b> 68:3</p>	<p><b>andy</b> 16:20</p>	<p>10:15 11:15 12:3</p>	<p>24:23 45:16 50:24</p>
<p><b>adjustment</b> 10:3</p>	<p><b>anesthetics</b> 24:7</p>	<p>16:8 21:20,22,23</p>	<p>66:3</p>
<p>11:16 13:2</p>	<p><b>angled</b> 24:5</p>	<p>21:24 22:1 50:15</p>	<p><b>attorney</b> 16:21</p>
<p></p>	<p></p>	<p>50:20 52:11,19</p>	<p>51:18 56:10</p>

<p><b>authority</b> 21:22,25  <b>available</b> 50:23  <b>avenue</b> 1:8 5:13  7:11,11 9:3 10:25  13:25 18:2,5,14,19  18:22,22 19:7,16  20:10,15 21:5  23:24 27:9,10,13  27:18 30:21  <b>average</b> 37:6  <b>avoid</b> 54:15  <b>award</b> 57:23 59:7  60:10  <b>awarded</b> 58:21  60:2 61:4  <b>awarding</b> 58:24  <b>awards</b> 57:17  <b>aware</b> 8:10 10:18  10:19 34:12  <b>aye</b> 2:16 3:17,20  3:22,25 4:2,4,19  4:22,24 5:1 16:2,5  16:10 57:5,8,10,12  58:12,15,17,19  59:18,21,23,25  60:18,20,23,25  61:2 62:6,8,21,23  63:1,3,5 64:5,7,10  64:12,14</p>	<p><b>based</b> 20:23 37:3  45:6  <b>basically</b> 34:14  66:16  <b>basin</b> 30:22  <b>bedroom</b> 19:13,13  26:24 28:10,11  <b>bedrooms</b> 37:12  <b>began</b> 7:12  <b>behalf</b> 5:16 14:18  16:21 25:15  <b>believe</b> 33:8 54:20  <b>belleville</b> 64:21  <b>benefit</b> 15:6  <b>bergen</b> 1:7,8 65:8  <b>best</b> 10:8 25:10,12  32:1 36:5  <b>better</b> 22:15 26:7  54:6  <b>bettinger</b> 3:4  <b>beyond</b> 36:12 53:9  53:12  <b>bianco</b> 16:19,20  17:14,18 22:14,18  23:1,6 24:9,22  28:5,14 29:2 30:1  31:17 32:4 33:2  33:19 51:19 54:9  55:16 56:4</p>	<p><b>board</b> 1:1,4,18,21  2:8 6:5 7:4 10:3  10:14 11:15 14:7  15:16,16 23:2  29:9 32:5,9,23  51:2,25 52:14,18  53:6 56:7 65:24  66:4,8,9 69:7  <b>board's</b> 24:17 29:6  45:15 54:12  <b>boards</b> 6:17 13:2,2  17:12 33:17,18,18  <b>boulevard</b> 47:7,15  47:15 48:2,6,10  49:7,9,12,13,18,21  62:12 65:3  <b>bounced</b> 51:21  <b>brand</b> 43:18  <b>breeze</b> 41:9  <b>brick</b> 19:4  <b>brief</b> 6:5 7:4 66:2  <b>bring</b> 42:15 50:24  <b>bringing</b> 66:3  <b>brought</b> 30:18  45:15 53:10 54:5  <b>build</b> 51:4  <b>building</b> 11:3 18:9  18:9,24 19:5,6,8  19:10,12,14 20:4  20:17 21:11,13,14  23:11,13,15,16,22  24:2 25:9,10 27:6  27:12,12 29:16,17  31:9,9,12 34:6,12  46:5 51:4,7 52:7  54:18  <b>buildings</b> 31:8  <b>built</b> 11:1 31:8  53:5  <b>bump</b> 26:9</p>	<p><b>bunch</b> 26:10  <b>bus</b> 21:1 42:8,10  42:12  <b>buses</b> 35:1,5 42:15  <b>business</b> 3:8 18:15  65:21,22 67:25  <b>busy</b> 32:14</p>
<p style="text-align: center;"><b>b</b></p>	<p><b>big</b> 39:2 54:1  <b>bigger</b> 38:20  <b>bike</b> 29:22,25  30:19  <b>bikes</b> 29:23  <b>binder</b> 66:14  <b>bit</b> 6:8 8:5 38:9  <b>block</b> 5:13 16:17  17:23 61:12 62:13  63:12,16,21 64:22  65:3,8,16,16,17</p>	<p><b>board</b> 1:1,4,18,21  2:8 6:5 7:4 10:3  10:14 11:15 14:7  15:16,16 23:2  29:9 32:5,9,23  51:2,25 52:14,18  53:6 56:7 65:24  66:4,8,9 69:7  <b>board's</b> 24:17 29:6  45:15 54:12  <b>boards</b> 6:17 13:2,2  17:12 33:17,18,18  <b>boulevard</b> 47:7,15  47:15 48:2,6,10  49:7,9,12,13,18,21  62:12 65:3  <b>bounced</b> 51:21  <b>brand</b> 43:18  <b>breeze</b> 41:9  <b>brick</b> 19:4  <b>brief</b> 6:5 7:4 66:2  <b>bring</b> 42:15 50:24  <b>bringing</b> 66:3  <b>brought</b> 30:18  45:15 53:10 54:5  <b>build</b> 51:4  <b>building</b> 11:3 18:9  18:9,24 19:5,6,8  19:10,12,14 20:4  20:17 21:11,13,14  23:11,13,15,16,22  24:2 25:9,10 27:6  27:12,12 29:16,17  31:9,9,12 34:6,12  46:5 51:4,7 52:7  54:18  <b>buildings</b> 31:8  <b>built</b> 11:1 31:8  53:5  <b>bump</b> 26:9</p>	<p style="text-align: center;"><b>c</b></p> <p><b>c</b> 17:5 36:7 52:23  57:16 59:2 69:1,1  <b>call</b> 2:2,11 12:9  <b>capacity</b> 51:5  <b>car</b> 34:17 37:11  42:9 43:1  <b>care</b> 18:20 31:13  43:20 44:4,6  61:11  <b>career</b> 33:16  <b>cars</b> 28:11,20,23  37:11,13,18,20  46:17 47:25 52:25  <b>case</b> 15:12,12  32:10 39:6 40:24  43:15 44:9 46:21  47:16 48:3,8  52:24 54:3  <b>cathey</b> 69:3,13  <b>cause</b> 32:16  <b>ccr</b> 69:3,13  <b>cedar</b> 20:17  <b>center</b> 1:7 18:20  43:20 44:5,6  65:13  <b>central</b> 7:11 9:3  10:25  <b>certain</b> 52:17  <b>certified</b> 17:8  <b>certify</b> 69:5  <b>chair</b> 3:11 4:7  15:21 50:18</p>

<p><b>chairman</b> 1:12 3:9 3:12 4:8 6:7,19,23 7:1 12:7 13:7 14:14,15 15:18,22 17:17 22:10,11 23:8 25:20 30:5,6 30:14 31:22 32:8 33:21 38:5 50:13 51:1 56:15,25 57:15 58:7 59:13 60:15 61:23 62:18 64:2 67:23 68:1,5 <b>chairwoman</b> 3:4 <b>chamber</b> 20:8 <b>chance</b> 27:20 <b>change</b> 38:9 40:24 <b>changes</b> 66:5,11 <b>chaos</b> 34:7 37:16 37:19 47:23 49:14 49:21 <b>characteristics</b> 44:5 <b>check</b> 10:10 <b>checking</b> 14:21 <b>checks</b> 24:18 <b>choffo</b> 2:11 57:22 <b>chosen</b> 65:1 <b>circulation</b> 48:12 <b>circumstances</b> 49:9 <b>cities</b> 50:1,9 <b>city</b> 1:8 21:2 31:8 31:10,11 33:1,8 34:3,3 35:3,10,11 39:13 49:25,25 50:9,25 63:12 64:23 65:4 <b>civil</b> 16:24 <b>clarification</b> 51:19 <b>clean</b> 54:16</p>	<p><b>cleanup</b> 31:20 <b>clear</b> 8:15 <b>clearly</b> 42:18 <b>clerk</b> 2:7,7 <b>client</b> 24:18,21 <b>close</b> 33:1 46:11 46:16 47:9 <b>closest</b> 45:11 <b>collect</b> 20:3 <b>collected</b> 20:5 <b>come</b> 6:5 10:8,18 14:3,6,10 26:20 45:7 48:18 54:7 54:12 <b>comes</b> 41:24 <b>coming</b> 34:17 36:16 38:21 42:21 46:6,9,17,22,25 47:1 55:22 <b>comment</b> 8:2,18 10:1 11:13 13:20 31:24,25 67:4 <b>comments</b> 8:20,24 14:12,20 15:15 22:3,7 30:12 31:23 50:22 56:16 <b>commercial</b> 18:17 19:2,6,6,9,11 27:15 28:3 <b>commission</b> 69:15 <b>commissioner</b> 1:13,13,14,14,15 2:11,11,13,14,15 2:16,17,18,19,20 2:21,23,24,25 3:1 3:2,3,10,14,14,16 3:17,18,20,21,22 3:23,25 4:1,2,3,4,6 4:12,12,13,14,15 4:17,18,19,20,22 4:23,24,25 5:1 7:2</p>	<p>13:8 15:17,20,20 15:23,25 16:1,2,3 16:5,6,7,9,10 26:12,17,25 27:5 27:19,22 29:20 30:3,18,25 31:21 31:24 32:25 33:3 33:22 34:2,25 35:9 37:7,10 40:2 40:15,19 45:17,25 46:14 47:5,13,22 47:24 48:25 49:5 49:11,20,24 50:8 50:25 51:10,15 52:2,16 55:4,13,20 56:6,17,19,23,23 56:24 57:1,3,4,5,6 57:8,9,10,11,12,19 57:22,23 58:4,5,6 58:8,10,11,12,13 58:15,16,17,18,19 59:10,11,12,14,16 59:17,18,19,21,22 59:23,24,25 60:5 60:12,13,14,16,18 60:19,20,21,23,24 60:25 61:1,2,15,16 61:17,18,21,21,22 61:24 62:1,2,3,4,6 62:7,8,15,16,17,19 62:21,22,23,24 63:1,2,3,4,5,24,25 64:1,3,5,6,7,8,10 64:11,12,13,14 67:5,12,13 68:2,4 <b>commissioner's</b> 52:15 <b>commissioners</b> 3:9 5:4 16:20 58:24 <b>commitments</b> 10:19</p>	<p><b>committee</b> 57:19 57:21 58:1 59:4 64:19,25 65:5,11 65:20 <b>communicate</b> 67:18 <b>community</b> 50:10 <b>compacted</b> 29:17 <b>compactor</b> 29:15 <b>company</b> 5:12 6:1 29:19 65:7 <b>compare</b> 54:7 <b>compared</b> 26:11 <b>comparing</b> 49:18 <b>comparison</b> 44:21 <b>completely</b> 32:22 <b>compliance</b> 2:8 <b>complication</b> 53:15 <b>comply</b> 8:23 9:5,8 9:16 11:24 <b>component</b> 45:1 <b>components</b> 9:14 <b>concern</b> 25:16 51:25 52:1,15 54:5,12 <b>concerned</b> 33:24 50:3 <b>concerns</b> 15:15 30:13 31:13 32:15 39:16,17 51:22 <b>concluded</b> 68:7 <b>concrete</b> 20:8 <b>concur</b> 31:25 32:2 <b>condition</b> 50:15,19 51:18 52:11,19 53:7 56:10,18 <b>conditions</b> 10:11 20:20 21:12,17 35:25 38:4 49:17 50:12,12 53:20</p>
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<p><b>condo</b> 26:14  <b>condominiums</b>          65:2  <b>confirm</b> 8:21 53:7          53:21 55:10  <b>confirming</b> 52:21  <b>confusion</b> 6:4 15:4  <b>congestion</b> 49:16          49:22  <b>congratulations</b>          60:5  <b>connected</b> 27:10  <b>connection</b> 5:16          6:23  <b>connections</b> 11:11  <b>conservation</b>          21:20  <b>consider</b> 41:19          43:4 44:13 45:2,6  <b>consideration</b>          41:17  <b>considered</b> 38:1          41:12 61:9  <b>considering</b> 38:3          43:6  <b>consist</b> 20:2,14  <b>construct</b> 19:5  <b>construction</b>          19:25 53:16,21  <b>consultant</b> 22:7          59:5,6 60:10  <b>contain</b> 19:10,12  <b>contained</b> 36:7  <b>contract</b> 57:17,24          58:21,24 59:8          60:2,11 61:4  <b>contracts</b> 5:4  <b>contribute</b> 66:22  <b>contribution</b> 67:6  <b>contributions</b>          67:11</p>	<p><b>control</b> 53:13  <b>convenience</b> 48:8  <b>coordination</b> 8:3  <b>copies</b> 11:18  <b>copy</b> 9:23 10:5  <b>cornell</b> 23:5  <b>corner</b> 10:25 18:1          25:14 34:4 40:20          49:13  <b>correct</b> 6:25 8:24          8:25 9:5,6,8,17,18          10:4,17 11:16,23          11:25 12:22,25          13:11,12,18 49:15          50:19 69:8  <b>correspondence</b>          15:11  <b>corridor</b> 28:24  <b>counsel</b> 1:18 2:2          50:18 57:24  <b>counted</b> 35:19  <b>country</b> 42:4  <b>counts</b> 35:15,17          45:3 52:12  <b>county</b> 1:1,4 7:23          10:14 12:2 22:3,4          22:6 29:8 33:18          36:2,8 44:10          45:14 47:6 49:5          50:23 54:6 57:21          63:14,18,23 64:24          65:5,10,19,24 66:1          66:18,19,22 67:2,7          67:16 69:7  <b>couple</b> 10:9 37:15          38:7  <b>course</b> 40:5  <b>cover</b> 22:12 24:12  <b>coverage</b> 21:15  <b>covered</b> 24:19</p>	<p><b>covers</b> 18:10  <b>cray</b> 1:23 12:8          14:6,15 22:10,11          22:15,19 24:11          25:2,19 27:14          29:6 30:5,6 31:14          31:18 32:8,9          34:14 38:7 40:4          40:17,21 41:11          52:6 53:24 54:22          55:7,19,24 56:12          60:3,8  <b>crazy</b> 37:18  <b>creates</b> 54:11  <b>credential</b> 6:8  <b>credit</b> 39:4  <b>critical</b> 9:11,13  <b>cross</b> 6:5 15:12          50:11  <b>crossing</b> 37:15          67:17  <b>cryan</b> 1:12 2:12,13          3:16,17 4:6,8,13          4:14 6:7,19,23 7:1          12:7 13:7 14:14          15:18,21,22 17:17          22:10 23:8 30:5          31:22 32:8 33:21          38:5 50:13 56:15          56:24,25 57:23          58:4,6,7 59:12,13          60:14,15 61:15,21          61:22,23 62:17,18          64:1,2 67:15,23          68:1,5  <b>cullen</b> 5:15  <b>curbside</b> 44:10  <b>curley</b> 1:18 2:4 3:7          5:21 12:12 17:2          22:22 31:4 33:11          58:2,22,23</p>	<p><b>curley's</b> 15:6  <b>current</b> 18:8  <b>currently</b> 7:10          13:24 44:23  <b>customer</b> 7:17</p> <hr/> <p style="text-align: center;"><b>d</b></p> <hr/> <p><b>d</b> 24:11  <b>data</b> 41:25  <b>date</b> 22:5  <b>dated</b> 7:23 9:23          14:18  <b>david</b> 31:17  <b>day</b> 43:20 44:4,6  <b>deal</b> 26:8  <b>deals</b> 10:1  <b>deck</b> 29:15  <b>declared</b> 64:18,25          65:11,19  <b>decrease</b> 38:18          41:3,15 44:19,24  <b>dedicated</b> 54:2  <b>deep</b> 20:7  <b>defer</b> 50:17  <b>definitely</b> 56:20  <b>delay</b> 35:23  <b>deliveries</b> 22:13          29:11  <b>demand</b> 39:2  <b>demolish</b> 11:6,11          19:4  <b>demolished</b> 31:12  <b>demonstrate</b>          41:13  <b>dep</b> 21:24  <b>depends</b> 46:5  <b>depot</b> 42:10  <b>design</b> 17:10 20:24          24:4 25:4 26:1,7  <b>designated</b> 26:18          26:23 38:13</p>
--	---	---	---

<p><b>detailed</b> 39:7,8 66:10 <b>details</b> 56:13 <b>detention</b> 20:1,6,6 20:8 <b>deteriorates</b> 53:9 <b>determine</b> 43:12 <b>detriment</b> 26:11 <b>developed</b> 18:8 <b>developer</b> 67:10 <b>developers</b> 66:21 <b>development</b> 20:9 33:16 50:2 53:3 <b>developments</b> 47:14 <b>deviation</b> 28:7 <b>device</b> 39:19 <b>dgj</b> 64:21 <b>difference</b> 47:25 48:5 <b>different</b> 17:22 40:10 49:10 51:21 52:12 59:2 <b>direct</b> 24:23 42:16 <b>directing</b> 9:22 <b>direction</b> 18:12,13 44:2 <b>directly</b> 18:17 20:5 <b>disagree</b> 38:8 39:6 <b>disagrees</b> 39:14 <b>disapproval</b> 50:16 <b>discernable</b> 10:11 <b>discourage</b> 55:1 <b>discussed</b> 51:12 56:18 <b>discussing</b> 55:16 <b>district</b> 18:15 21:20 <b>diverse</b> 40:10</p>	<p><b>division</b> 7:23 22:4 <b>doing</b> 11:3 43:6 54:10,15 <b>donuts</b> 23:18 25:22 28:19 47:19 <b>door</b> 34:9 <b>doors</b> 34:10 39:19 <b>double</b> 28:19 <b>doubt</b> 40:18 <b>doubting</b> 47:5 <b>drafted</b> 56:10 <b>drainage</b> 13:16,21 19:24 <b>drive</b> 28:19 63:12 <b>drivers</b> 67:19 <b>driveway</b> 19:20,22 26:6,6 27:15 31:25 35:14,20 36:1,4,6,8,10,17 54:13 55:17 <b>driveways</b> 19:19 <b>drop</b> 44:7 <b>due</b> 66:5 <b>dunkin</b> 23:18 25:22 28:19 47:19 <b>duty</b> 10:9 <b>dwelling</b> 19:10 <b>dykman</b> 5:16 <b>dynamic</b> 33:14 40:24</p>	<p><b>either</b> 48:16 50:21 <b>electric</b> 5:12,25 7:13,14 65:7 <b>electricity</b> 7:14,16 <b>elevated</b> 9:12 11:5 <b>elevation</b> 9:12,13 <b>elevator</b> 27:11 29:18 <b>eleven</b> 9:14 <b>elimination</b> 44:3 <b>elizabeth</b> 1:13 <b>energized</b> 11:10 <b>engineer</b> 9:21 12:6 12:17 16:24 17:5 17:8 22:5,6 24:21 32:5,24 33:15,20 38:19 54:6 57:21 59:8 <b>engineering</b> 17:11 17:16 49:6 59:5,6 60:10 <b>engineers</b> 42:1 43:9 <b>entail</b> 51:20 <b>enterprise</b> 8:6 <b>entertain</b> 52:14 <b>entire</b> 18:10 <b>entitled</b> 39:4 <b>entrance</b> 23:18,20 <b>entrances</b> 23:16 <b>environmental</b> 31:12,19 <b>equipment</b> 9:11 <b>erosion</b> 21:19 <b>escrows</b> 66:7 <b>especially</b> 33:4 37:17 38:2 48:17 <b>esq</b> 1:18 <b>essentially</b> 11:4 18:10 35:21 54:15</p>	<p><b>establishment</b> 27:24 <b>estimate</b> 44:14 <b>estimated</b> 42:2 <b>evening</b> 5:14 16:19,23 <b>evergreen</b> 20:16 <b>exacerbate</b> 39:18 <b>exacerbated</b> 21:10 <b>exactly</b> 51:20,24 <b>example</b> 40:5 <b>exempt</b> 63:8 64:18 64:25 65:11,19 <b>existing</b> 7:20 10:11 17:21 19:4 20:10 21:9,12,16 27:16 38:4 41:13 44:4,6 45:2,3 <b>exists</b> 45:3 <b>exit</b> 46:10 47:8 <b>exiting</b> 34:12,16 34:24 36:19 <b>exits</b> 27:6 <b>expanse</b> 23:13 <b>expansion</b> 7:20 <b>expect</b> 34:23 40:23 45:23 <b>experience</b> 17:9 <b>expert</b> 6:9 13:6 17:15 23:7 33:20 <b>expertise</b> 60:6 <b>expires</b> 69:15 <b>explain</b> 8:4,11 13:23 36:15 <b>explanation</b> 66:10 <b>extending</b> 36:12 <b>extends</b> 27:8 <b>extension</b> 28:24 <b>extent</b> 32:4 <b>extents</b> 27:12</p>
	<p><b>e</b></p>		
	<p><b>e</b> 1:6,6,11,11,17,17 5:8,15,24,24 11:19 17:5 24:12 28:6 31:7 69:1 <b>earlier</b> 14:17 <b>east</b> 7:12 18:19 <b>economics</b> 6:13 <b>edit</b> 13:18 <b>eight</b> 33:5 55:5,11 55:25</p>		

<p><b>f</b></p> <p><b>f</b> 1:11 11:24 24:12 24:19 33:14 52:23 52:23,24 63:7 65:2 69:1</p> <p><b>facilities</b> 7:7 8:14 10:7</p> <p><b>facility</b> 20:1,6</p> <p><b>fact</b> 21:11 41:13 54:17</p> <p><b>factors</b> 53:4</p> <p><b>familiar</b> 13:14</p> <p><b>family</b> 19:1</p> <p><b>far</b> 21:18 26:1 34:21,22 36:12</p> <p><b>fast</b> 49:20</p> <p><b>favor</b> 68:5</p> <p><b>feasible</b> 26:1</p> <p><b>february</b> 61:13</p> <p><b>fee</b> 65:25 66:4</p> <p><b>feet</b> 9:13,14 18:3,5 18:6 19:11,14,15 19:21,22 20:7,7,7 21:9 23:12,17 28:18,20</p> <p><b>felice</b> 62:12</p> <p><b>felt</b> 58:1</p> <p><b>field</b> 17:15</p> <p><b>figure</b> 26:13</p> <p><b>filled</b> 51:7</p> <p><b>fillmore</b> 63:21</p> <p><b>final</b> 56:13</p> <p><b>finally</b> 65:12</p> <p><b>find</b> 45:14 48:5,16 48:24</p> <p><b>fine</b> 61:6</p> <p><b>firm</b> 5:15</p> <p><b>first</b> 3:7 5:7,10,17 6:2,3 8:2 10:1 13:25 14:10 19:8 63:9</p>	<p><b>five</b> 18:24 19:5 23:12 27:3 36:21 36:21</p> <p><b>flag</b> 3:5,6</p> <p><b>flat</b> 28:21</p> <p><b>flood</b> 9:10</p> <p><b>floods</b> 11:2,7</p> <p><b>floor</b> 1:7 19:9 23:17 24:1,2 25:14 27:8,12,15 28:17 29:14,14</p> <p><b>floors</b> 19:10</p> <p><b>follow</b> 25:19</p> <p><b>foot</b> 9:12 23:13 25:6,7</p> <p><b>force</b> 1:19 57:22</p> <p><b>forestry</b> 66:1,13</p> <p><b>forget</b> 54:23</p> <p><b>formalized</b> 14:19</p> <p><b>forward</b> 11:18</p> <p><b>forwarded</b> 10:6</p> <p><b>fossil</b> 8:9,16,19,20 10:15,18 15:1,8</p> <p><b>found</b> 36:1</p> <p><b>four</b> 23:13 25:7 27:2,3,3 47:15 48:1 55:12,23 56:1,3,5 59:2</p> <p><b>fraction</b> 39:12</p> <p><b>francesca</b> 1:21</p> <p><b>franchise</b> 30:16</p> <p><b>freeholder</b> 66:9</p> <p><b>freeholders</b> 2:7</p> <p><b>front</b> 14:7 33:17</p> <p><b>frontage</b> 18:4,5 23:13</p> <p><b>fronting</b> 20:14</p> <p><b>full</b> 26:20 51:4,5 52:8 66:16,24</p> <p><b>fully</b> 51:4 52:7 54:18</p>	<p><b>function</b> 25:1</p> <p><b>functional</b> 11:6</p> <p><b>fund</b> 67:10,10</p> <p><b>funding</b> 67:2</p> <p><b>funds</b> 67:7,8</p> <p><b>further</b> 15:14 25:21 32:3 43:7 45:2,9</p> <hr/> <p><b>g</b></p> <p><b>g</b> 12:15 64:17</p> <p><b>gap</b> 15:13</p> <p><b>garabrant</b> 64:22</p> <p><b>garage</b> 19:16,17 19:18,22,23 20:2 23:18 26:6,9 27:23 28:15,18,21 32:18 39:19 46:9 46:9</p> <p><b>garbage</b> 29:14</p> <p><b>garden</b> 61:10,12</p> <p><b>gas</b> 5:12 6:1 18:18 20:10 65:7</p> <p><b>general</b> 36:16 38:24</p> <p><b>generally</b> 18:11</p> <p><b>generate</b> 39:5</p> <p><b>generated</b> 38:11</p> <p><b>generates</b> 8:16</p> <p><b>generating</b> 7:7,13 7:14,19 8:13 11:4 32:20</p> <p><b>generation</b> 34:14 34:15,19 36:14,23 37:3 38:1 41:20 41:24 46:22</p> <p><b>generator</b> 8:7 32:10,15 38:16</p> <p><b>generators</b> 34:20</p> <p><b>getting</b> 33:5 42:24 42:25 48:4</p>	<p><b>giarrantana</b> 2:1 2:10,14,17,21,24 3:1,3,13,18,21,23 4:1,3,5,11,15,18 4:20,23,25 5:2 15:19,23 16:1,3,6 16:9,11,15 30:14 45:10 47:11 49:4 49:15 50:17 51:14 51:17 52:10 55:10 55:14 56:9,22 57:1,4,6,9,11,13 58:8,11,13,16,18 58:20 59:1,14,17 59:19,22,24 60:1,9 60:16,19,21,24 61:1,3,7,20,24 62:2,4,7,9,19,22 62:24 63:2,4,6 64:3,6,8,11,13,15 67:9,24</p> <p><b>giarratana</b> 1:21</p> <p><b>give</b> 6:5 7:3 21:20 41:10 67:6</p> <p><b>gives</b> 35:7 66:25</p> <p><b>giving</b> 6:8</p> <p><b>glembocki</b> 2:15</p> <p><b>go</b> 8:1 15:10 22:9 26:20 28:9,23 34:10 35:2,13 42:10 43:7 48:20 66:17 67:19</p> <p><b>going</b> 10:12,21 16:23 22:12,19 23:19 25:13 26:19 27:22 29:2,4,22 31:1 32:13,17 34:5,9 35:6 36:19 36:21 37:4 38:8 38:15 39:12,17 40:12,15 42:9,19</p>
---	---	--	--

<p>42:21,22,23,24 44:1,3,8,11,23 45:4 47:2,3 48:20 49:14 50:6,18 52:9 53:16 55:21 56:1 66:15,16 <b>good</b> 5:14 12:24 16:19 30:4 35:4 44:4 67:23 <b>grand</b> 34:18 <b>granted</b> 21:6 <b>green</b> 11:20 29:21 30:19 67:7 <b>ground</b> 23:16 24:1 25:14 28:17 <b>group</b> 8:6 <b>guards</b> 37:15 50:11 <b>guess</b> 45:10 51:8 <b>guesswork</b> 40:9 <b>guidelines</b> 25:24 26:2</p>	<p><b>happening</b> 44:10 47:23 <b>happens</b> 53:19 <b>happy</b> 15:15 41:10 54:18 67:14 <b>harrison</b> 65:9,15 <b>head</b> 47:19 <b>health</b> 18:20 <b>hear</b> 5:6 22:16 29:10 32:5 54:25 <b>heard</b> 5:11 <b>hearing</b> 5:10 <b>heavy</b> 32:10 33:7 33:9 39:1 40:17 <b>height</b> 21:14 <b>held</b> 69:7 <b>helpful</b> 40:25 <b>hernandez</b> 1:13 2:15,16 3:15,19,20 4:16,17 15:24,25 55:20 57:2,3 58:5 58:9,10 59:15,16 60:17,18 61:16,25 62:1,20,21 63:25 64:4,5 67:13 <b>high</b> 18:15 38:22 <b>higher</b> 32:15 38:16,17 46:19 <b>hire</b> 50:10 <b>historic</b> 38:19 40:25 41:5 43:19 <b>historical</b> 38:3 41:14 43:19 44:16 44:19,22,25 <b>historically</b> 32:11 <b>history</b> 38:11 <b>hoboken</b> 21:3 31:9 42:16 47:7 61:12 63:17 65:17 <b>holloway</b> 2:18</p>	<p><b>honor</b> 60:3 <b>hopefully</b> 24:12 <b>horgan</b> 12:10,14 12:14,16,19,22,25 13:4,6,9,12,15,19 13:24 14:9,13 <b>hour</b> 41:23 42:20 42:20 43:5 44:16 44:19 46:15 53:1 55:3 <b>hourly</b> 56:2 <b>hours</b> 33:5 37:16 44:9 46:6 50:11 55:5,9 <b>house</b> 9:4 <b>hudson</b> 1:1,4 7:23 18:19 21:21,25 22:3 35:15,22 65:24,25 69:7 <b>hundred</b> 21:15 43:5,7,11</p>	<p><b>improvements</b> 19:24 39:24 67:16 <b>improving</b> 21:17 <b>incidents</b> 51:8 <b>included</b> 43:20 <b>including</b> 13:3 <b>inconvenient</b> 48:9 49:22 <b>incorporated</b> 11:20 <b>increase</b> 21:13 25:11,12 <b>indicator</b> 40:11 <b>industrial</b> 18:17 <b>inflation</b> 66:7 <b>influences</b> 38:25 <b>information</b> 44:22 <b>initial</b> 36:23 66:11 <b>input</b> 47:12 <b>inspector</b> 1:20 <b>instance</b> 41:18 43:4</p>
<p style="text-align: center;"><b>h</b></p>	<p><b>h</b> 12:15 31:7 <b>hackensack</b> 7:12 16:17 17:24 18:1 18:4,12,18,21 19:15,20 20:11,15 21:5 23:11,20 24:3 28:23 30:17 30:23 35:15 45:13 47:20 49:10 <b>half</b> 20:7 36:17,18 46:25 <b>hall</b> 34:3,3 <b>hallway</b> 27:7,11 <b>hand</b> 47:18 48:14 51:6,23 66:15 <b>happen</b> 11:8 44:8 <b>happened</b> 53:12</p>	<p style="text-align: center;"><b>i</b></p> <p><b>i.d.</b> 69:14 <b>idea</b> 51:16 66:25 <b>ignored</b> 41:5 <b>imagine</b> 37:10 <b>imagining</b> 52:3 <b>impact</b> 10:2,11 29:8 32:18 33:4 35:10 36:8,8 37:5 37:14 38:24 39:1 39:22 45:12 49:24 52:8 67:18 <b>impacted</b> 53:2 <b>impacting</b> 50:9 <b>imperial</b> 42:14 <b>important</b> 39:18 42:5 <b>improvement</b> 20:24 21:12 25:16 56:21</p>	<p><b>institute</b> 41:25 43:8 <b>intensity</b> 46:20 <b>interior</b> 25:3 26:9 <b>internal</b> 55:2 <b>intersection</b> 18:21 25:18,22 35:15,21 36:20,21 39:12 45:11 54:1 <b>intersections</b> 36:13,25 37:6 <b>introduction</b> 65:23,25 66:2,13 <b>inventory</b> 66:18 <b>involved</b> 32:7 67:1 <b>irregular</b> 23:24 <b>irregularly</b> 18:2 <b>issue</b> 26:8 27:25 48:11,22 51:21</p>

<p>54:9,20  <b>issued</b> 14:17  <b>issues</b> 45:14 51:22  <b>item</b> 4:8 5:3 8:23            9:1,2,2,3 10:13            11:19,24 13:16,21            16:15 24:11 29:3            31:1 57:16 61:7            63:6,7 64:15,17            65:21  <b>items</b> 9:15,16            14:25 30:7,9,11            57:16 59:2 65:22</p>	<p style="text-align: center;"><b>k</b></p> <p><b>kearny</b> 5:13 6:22            7:7,8,19 9:10 10:3            11:4,15 13:3 47:7  <b>keep</b> 15:6 46:9  <b>kennedy</b> 1:15 49:7            49:9,12,13,18,21            65:3  <b>kevin</b> 1:19 57:22            66:15  <b>kids</b> 33:6 37:17            50:4  <b>kind</b> 36:15,15 37:5            41:10 54:10 56:1  <b>kinds</b> 66:25  <b>king</b> 63:11  <b>know</b> 27:20 32:11            34:19 37:16 38:3            39:21 41:9 42:5            44:5 47:19 48:22            49:14,25 50:1,1,4            50:22 51:21 52:8            53:17 66:6,7            67:20  <b>knowledge</b> 60:6  <b>known</b> 17:23  <b>kopacz</b> 2:18</p>	<p><b>layout</b> 10:2 25:10  <b>learn</b> 48:21  <b>leasing</b> 15:3  <b>leave</b> 10:10 33:6  <b>leaving</b> 55:6  <b>ledger</b> 2:6  <b>left</b> 35:22 36:3,3            36:18,22 37:18            46:13,18 47:2,14            47:18,21 48:1,2,4            48:9,14,19 49:7            51:6,23 54:2,13,19            55:3,8,11  <b>lefts</b> 55:1  <b>legal</b> 5:5  <b>leskie</b> 6:12  <b>letter</b> 7:23 9:16,21            11:21 13:13 14:12            14:16,17 22:5            24:13,19,23 30:7,8            31:1 41:9  <b>letters</b> 22:9  <b>level</b> 24:3 26:20            27:3 28:21,22            29:1,16 35:13            36:1,4,6,10 41:19            52:18,21,23 53:7,9  <b>levels</b> 26:13 27:1,2            27:3 41:4  <b>license</b> 12:23 17:6            69:3  <b>licensed</b> 5:24 6:10            12:17 17:5,7 23:3            31:15,15  <b>licenses</b> 6:15  <b>light</b> 10:9 42:13            46:11 47:9  <b>limited</b> 63:11  <b>line</b> 20:10 32:1  <b>lines</b> 35:19</p>	<p><b>lining</b> 26:4  <b>link</b> 66:16  <b>listed</b> 65:23  <b>listings</b> 23:4  <b>little</b> 6:8 8:5 25:23            38:9 40:7  <b>live</b> 33:8 34:4            40:19 48:22 49:13  <b>lived</b> 48:3  <b>llc</b> 8:8,9 58:2            61:11 63:16,21            64:21 65:2,13  <b>llp</b> 5:16  <b>loaded</b> 45:4  <b>loading</b> 29:11            45:18 46:4  <b>locate</b> 7:10 20:1  <b>located</b> 7:8 10:25            17:24,25 18:14            20:10,11 23:11  <b>location</b> 5:12  <b>locations</b> 52:18  <b>logical</b> 40:22  <b>long</b> 45:24  <b>longer</b> 5:7 32:17  <b>look</b> 8:1 24:25            26:19 43:3,18  <b>looked</b> 45:11 50:1            53:19  <b>looking</b> 24:24            43:17 46:21 49:23            53:22 56:19  <b>looks</b> 56:20  <b>lose</b> 26:10  <b>lot</b> 5:13 14:19            16:17 17:23 18:23            28:12 30:21 39:5            42:6,7 44:7 61:12            63:12,17,21 65:3,8            65:16 66:11</p>
<p style="text-align: center;"><b>j</b></p> <p><b>j</b> 1:18 33:14 58:2  <b>jackson</b> 65:13,14            65:14  <b>jafolla</b> 33:13,13,20            33:23 34:8 35:4            35:12 37:9,22            41:8 45:21 46:12            46:19 50:5  <b>james</b> 1:12  <b>jamie</b> 3:11  <b>january</b> 35:17  <b>jeffrey</b> 5:15  <b>jersey</b> 1:8,8 2:5            6:18 12:18 17:6,8            23:4 31:8,10,11            63:12 64:23 65:3            69:5,14  <b>jfk</b> 62:12  <b>jitney</b> 35:1  <b>job</b> 1:25 6:15 34:5  <b>john</b> 1:18 12:10,14            58:2,21 65:2  <b>joseph</b> 62:12  <b>journal</b> 2:5 21:3  <b>jumps</b> 43:24</p>	<p style="text-align: center;"><b>l</b></p> <p><b>l</b> 1:17 33:14,14  <b>land</b> 33:15  <b>landscape</b> 20:13  <b>landscaping</b> 20:13  <b>lane</b> 47:17  <b>lanes</b> 47:15,16            48:1  <b>language</b> 56:10            66:11  <b>late</b> 34:5  <b>law</b> 5:15 31:19</p>		

<p><b>lots</b> 37:17 62:13 64:23 65:16,17 <b>low</b> 34:16,18 38:2 55:2 <b>lower</b> 19:17,18,23 20:1 28:22 34:20 <b>lowest</b> 29:15 <b>lugo</b> 1:13 2:19,20 3:21,22 4:12,18,19 15:20 16:1,2 57:4 57:5 58:11,12 59:10,17,18 60:19 60:20 61:17,18,21 62:2,3,22,23 64:6 64:7 68:4 <b>luther</b> 63:11</p>	<p><b>manager</b> 6:11 <b>mandatory</b> 25:25 <b>manhattan</b> 18:19 <b>maninder</b> 16:16 31:6 <b>map</b> 6:3 <b>marc</b> 17:4 <b>march</b> 4:10 62:11 <b>marine</b> 6:14 <b>mario</b> 1:20 31:22 <b>martin</b> 61:11 63:11 <b>masonry</b> 18:9 <b>mass</b> 42:8 <b>masters</b> 6:13 <b>match</b> 54:6 <b>matches</b> 54:4 <b>matter</b> 16:22 29:8 <b>matters</b> 5:9 <b>maximized</b> 20:25 <b>maximum</b> 20:25 21:14 <b>mba</b> 6:14 <b>mean</b> 37:2,13,14 37:22 38:7 39:21 41:9,24 45:9 50:5 50:11 51:10 <b>means</b> 32:17 <b>measurable</b> 38:24 <b>meeting</b> 1:3 2:2,2 2:4,6 3:9 4:9 5:6 61:10,13 62:11 64:20 67:15 69:6 <b>meetings</b> 2:9 <b>mehta</b> 1:14 2:24 2:25 3:10,14 4:1,2 4:12,23,24 13:8 15:20 16:6,7 26:12,17,25 27:5 27:19,22 29:20 30:3,18,25 31:21</p>	<p>33:22 45:17,25 46:14 47:5 48:25 56:19,23 57:9,10 58:16,17 59:11,22 59:23 60:5,12,24 60:25 62:7,8,15 63:2,3,24 64:11,12 67:5 68:2 <b>members</b> 29:4 <b>memo</b> 66:14,25 <b>memorialization</b> 56:11 61:8 <b>memorializing</b> 67:16 <b>mention</b> 30:15 41:2,6 <b>mentioned</b> 23:10 23:23 28:8 41:1 41:12 51:16 54:22 55:4 <b>merainer</b> 5:18,23 5:23 6:7,10,21,25 7:6,25 8:4,17,22 8:25 9:6,9,18,20 9:25 10:5,17,24 11:9,17,23 12:1,5 <b>methodology</b> 43:9 43:10 44:14,17 <b>mile</b> 42:13,14 <b>mind</b> 6:8 57:15 <b>minivan</b> 10:9 <b>minor</b> 14:23 26:11 64:24 65:4,9,9 <b>minutes</b> 4:10 34:4 34:17 <b>miscellaneous</b> 10:13 <b>missed</b> 25:2 <b>mixed</b> 40:4,6,13 <b>mobile</b> 63:15,20</p>	<p><b>model</b> 53:8 <b>modeled</b> 42:2 <b>moderate</b> 30:11 <b>moment</b> 10:13 <b>monitor</b> 64:22 <b>monroe</b> 65:12,15 65:15 <b>month</b> 52:5 <b>months</b> 52:20,20 54:8 <b>morning</b> 33:4,9 35:16 41:23 42:20 43:2 44:15 46:2 46:15,21 47:2 <b>morris</b> 31:17 <b>motion</b> 3:8,10,13 4:5,11 5:2 15:18 15:19 16:11 56:16 56:17,21,22 57:13 58:3,4,20 59:7,10 60:1,10,12 61:3,14 61:15,20 62:9,14 62:15 63:23,24 68:2 <b>motorcycle</b> 43:21 44:12 <b>motorists</b> 48:8 <b>move</b> 5:5 9:22 25:4 <b>moved</b> 25:13,21 <b>movement</b> 35:23 36:3,3 46:13 54:13 <b>moves</b> 7:15 <b>moving</b> 11:13 46:2 46:2,3 49:21 <b>multi</b> 19:1 <b>multiple</b> 23:4 <b>municipal</b> 6:17 17:8</p>
<b>m</b>			
<p><b>m</b> 5:24 17:5 22:25 59:5 60:11 <b>magnitude</b> 36:14 <b>maintain</b> 27:17 28:1 54:20 <b>maintained</b> 28:3 <b>maintenance</b> 66:17 <b>major</b> 65:18,18 <b>making</b> 36:22,22 39:3 49:2 51:23 55:1 67:17 <b>malavasi</b> 1:14 2:22,23 3:24,25 4:21,22 15:17 16:4,5 31:24 47:13,24 49:20 52:2,16 56:6 57:7 57:8,22 58:14,15 59:20,21 60:22,23 62:5,6,16,25 63:1 64:9,10 67:16,21 <b>management</b> 6:15</p>			

<p><b>municipalities</b> 50:21 <b>mutu</b> 22:19,24,24 23:1,3,7,10 25:6 26:15 27:2,7,16,21 27:25 28:8,17 29:13</p>	<p>50:8 51:10,15 55:4,13 56:17,23 57:11,12 58:18,19 59:24,25 60:13 61:1,2 63:4,5 64:13,14 <b>nice</b> 24:6 56:20,21 <b>nine</b> 46:4 53:1 55:21,24 56:3,4 <b>nj2615221</b> 1:25 <b>njdep</b> 9:11 <b>njdot</b> 43:4 <b>noreen</b> 5:18,18,23 6:2 14:17 <b>normal</b> 53:19 <b>north</b> 19:20 21:21 21:25 55:17 <b>northeast</b> 63:16 63:20 <b>northeasterly</b> 18:13 <b>notary</b> 69:4,13 <b>noted</b> 10:6 <b>notes</b> 69:6 <b>notice</b> 2:6 64:16 <b>number</b> 25:12 36:25 38:23 40:13 43:3 <b>numbers</b> 39:2,24 40:3,12 41:24 42:11,25 43:1 <b>numerous</b> 10:19 17:12 33:17</p>	<p><b>obtained</b> 22:1 <b>obviously</b> 12:2 44:11 <b>occupied</b> 52:7 54:18 <b>offer</b> 13:5 <b>office</b> 18:22 33:7 37:20 48:13 <b>oh</b> 61:6 <b>okay</b> 4:8 8:18 9:19 9:21 22:18 23:9 24:22 51:8 54:14 56:12 61:19 <b>old</b> 65:21 <b>older</b> 11:7,11 <b>once</b> 11:5 51:3,12 <b>open</b> 2:9 67:1 <b>operate</b> 36:6,11 <b>operating</b> 53:20 <b>operation</b> 36:1,5 <b>operational</b> 24:20 <b>operations</b> 29:11 <b>operator</b> 8:8 <b>opinion</b> 37:2 49:1 <b>opportunity</b> 35:7 <b>order</b> 2:2 3:7 <b>ordinance</b> 20:20 <b>outdoor</b> 24:4 <b>outside</b> 21:18 53:4 57:24 <b>overloaded</b> 11:2 <b>overview</b> 6:6 7:4 <b>owned</b> 8:8 <b>owner</b> 15:2 <b>ownership</b> 8:3,5</p>	<p><b>packets</b> 66:4 <b>page</b> 8:2 10:21 13:21 <b>palisades</b> 18:2,5 18:13,21,22 19:7 19:16 20:10,15 21:5 23:24 27:9 27:10,13,14,18 30:21 <b>panagopoulos</b> 1:22 61:6 <b>parcel</b> 34:20 38:12 41:16 <b>parking</b> 19:16 20:21,21,25 21:4,6 23:15,16,17,18,19 25:12,14 26:6,10 26:13,18,19,20,21 26:22 27:1,9,11,23 27:23 28:3,4,7,12 28:13,15,17,25 29:15,23,24 37:12 45:20 46:8,23,24 47:16,17 <b>parks</b> 66:19 <b>part</b> 13:24 14:1 25:3 41:2 <b>particular</b> 38:12 51:23 <b>partnership</b> 63:11 <b>passed</b> 4:6 5:3 16:12 57:14 58:21 60:2 61:4 62:10 66:8 <b>path</b> 21:3 <b>patient</b> 61:5 <b>patrons</b> 8:10 <b>paul</b> 1:23 12:7 14:14 38:5 45:11 <b>pavement</b> 28:22</p>
<p><b>n</b></p>			
<p><b>n</b> 1:6,6,17 5:15,15 5:24 12:15 17:5 69:1 <b>name</b> 5:14,22,22 5:24 12:13,13 16:20 17:3,3,4 22:23,23,24 31:5,5 31:6 33:12,12 <b>national</b> 40:8 <b>nationally</b> 42:3 <b>necessarily</b> 49:8 49:16 <b>need</b> 15:12 38:13 43:12 47:17 52:14 60:6 <b>needed</b> 14:23 30:9 <b>needs</b> 54:11 <b>neighborhood</b> 44:2 <b>net</b> 41:3,15 44:18 <b>new</b> 1:8 6:18 7:19 7:20 11:3,9 12:18 17:6,7 21:2 23:4 31:11 35:2 42:16 43:18 62:13 63:10 63:22 65:22 67:2 69:4,14 <b>ng</b> 1:15 3:1,2 4:3,4 4:25 5:1 7:2 16:9 16:10 32:25 33:3 34:2,25 35:9 37:7 37:10 40:2,15,19 47:22 49:11,24</p>	<p><b>o</b></p> <p><b>o</b> 1:6,6,11,17 12:15 17:5 33:14 69:1 <b>o'clock</b> 46:4 <b>objection</b> 5:5 23:8 <b>objections</b> 7:1 13:7 33:21</p>	<p><b>p</b></p> <p><b>p</b> 1:6,17 <b>p.m.</b> 1:9 43:16 44:19 55:12 56:5 56:5 68:7</p>	

<p><b>pe</b> 1:22,23  <b>peak</b> 41:23 43:5  44:9,16,19 46:6,15  50:11 52:25 54:23  <b>pedestrian</b> 39:16  39:20  <b>pending</b> 21:23  22:11  <b>peninsula</b> 7:8  <b>pennsylvania</b> 5:13  7:11  <b>people</b> 15:9 34:5  35:7 36:19 42:21  42:22,23,25 43:10  43:11,22 47:8  48:22  <b>perceived</b> 37:5  <b>percent</b> 21:15,16  43:16  <b>period</b> 34:21,23  45:24 52:5 55:3  <b>permits</b> 6:16  11:18  <b>permitting</b> 14:7  <b>person</b> 31:15  <b>perspective</b> 24:7  39:20  <b>pertains</b> 24:25  <b>picked</b> 29:19  <b>pickup</b> 29:11 44:7  <b>pieces</b> 19:2  <b>pin</b> 51:24  <b>pins</b> 53:3  <b>pizza</b> 18:25  <b>place</b> 48:23 63:21  64:17  <b>placed</b> 34:9  <b>plain</b> 9:10  <b>plan</b> 10:2 13:10,21  17:9,19 21:19,21  22:1 27:12 30:11</p>	<p>56:13,14,20 64:19  65:9,18,25 66:1,14  66:16,24 67:1  <b>plank</b> 16:17 17:24  18:1,4,12,18,21  19:15,20 20:11,15  21:5 23:11,20  24:3 28:23 30:18  30:23 35:16 45:13  47:20 49:10  <b>planner</b> 1:19 5:25  6:20 7:23 11:21  17:7 22:6 57:22  <b>planning</b> 1:1,4 2:8  7:23 10:14 13:2  17:11,12 22:4  29:21 33:17 50:24  65:24 69:7  <b>plans</b> 5:9 22:6  24:15 30:8  <b>plant</b> 30:24 66:22  67:6  <b>planting</b> 30:17,20  <b>please</b> 5:21 12:12  17:2 22:20,22  23:2 31:4 33:11  <b>plus</b> 11:2 26:3  <b>point</b> 26:17 34:13  48:17  <b>points</b> 38:7  <b>polerseck</b> 6:12  <b>policy</b> 49:8  <b>port</b> 42:14  <b>position</b> 38:18  41:3  <b>post</b> 18:22 33:7  35:25 37:20  <b>posted</b> 2:6  <b>power</b> 7:16 8:7,8  <b>pp</b> 1:21,22,23</p>	<p><b>practicing</b> 33:15  <b>predict</b> 53:8  <b>predictable</b> 40:7,9  40:11  <b>predicted</b> 52:17  52:22,22,25 53:10  <b>predominately</b>  19:1  <b>preexisting</b> 20:20  <b>preference</b> 29:7  <b>prepared</b> 13:10  17:20 21:19,23  <b>present</b> 2:20 29:4  42:12 54:17  <b>presume</b> 44:9  <b>pretty</b> 32:11 38:22  <b>previous</b> 11:14  41:17 52:10  <b>price</b> 66:12  <b>primary</b> 59:5,8  <b>principal</b> 33:14  <b>prior</b> 6:11 8:19  10:14 32:12 38:18  41:1,2,7 61:9  <b>private</b> 29:19  <b>pro</b> 3:11 39:11  <b>problem</b> 46:7,11  46:17,18 48:3,14  67:20,22  <b>problems</b> 51:8  <b>proceeding</b> 68:6  <b>proceedings</b> 1:4  69:5  <b>process</b> 25:15  27:21 59:3  <b>professional</b> 5:3  5:25 6:15,20  12:17 17:5,7,11,11  17:15 31:16 37:2  57:17,24</p>	<p><b>professionals</b> 42:3  53:11  <b>program</b> 67:18  <b>programs</b> 55:22  <b>prohibition</b> 51:6  <b>project</b> 6:3,11,14  7:4,5 14:1,2,6,9  16:24 17:20 19:3  19:25 24:6 25:1  35:6 36:13,24  37:4,25 38:2  39:16,17,22 40:6  40:14 50:7,8,24  51:11 56:20  <b>projected</b> 35:17  <b>projects</b> 6:4  <b>properly</b> 2:3  <b>property</b> 7:9 8:8,9  8:13 11:4 13:22  15:2 17:23 18:2,3  18:6,10,11 25:17  31:7  <b>proposal</b> 52:1  <b>proposals</b> 59:2  <b>propose</b> 38:23  44:15  <b>proposed</b> 20:23  21:10,11,13,16  38:12 39:17 41:21  44:18,20,23 45:4  <b>proposes</b> 19:3  <b>proposing</b> 7:6,18  17:22 25:7  <b>provide</b> 17:14  19:21,23 21:2  23:2 27:23 28:5  29:3,22 30:8 32:6  <b>provided</b> 14:21,22  17:10 19:19 26:2  33:17 41:20</p>
--	---	---	---

<p><b>provides</b> 11:14 24:4 43:9</p> <p><b>providing</b> 28:15</p> <p><b>pse&amp;g</b> 5:16,18 6:4 6:11,16 7:6,9,15 8:3,5,8,9,10,12,15 8:16,19,20 10:7,19 14:2,18,25 15:8</p> <p><b>public</b> 2:9 5:10,11 5:25 8:5,14 42:22 43:24 50:23 65:6 69:4,13</p> <p><b>publication</b> 42:6</p> <p><b>published</b> 41:25 42:3</p> <p><b>purposes</b> 11:19</p> <p><b>put</b> 15:9 55:8 56:12 57:18</p> <p><b>putting</b> 50:7</p>	<p><b>racks</b> 29:25</p> <p><b>rail</b> 42:13</p> <p><b>ramp</b> 23:19 25:13</p> <p><b>rata</b> 39:11</p> <p><b>raw</b> 46:21</p> <p><b>razz</b> 22:24</p> <p><b>read</b> 63:8</p> <p><b>ready</b> 16:25</p> <p><b>realistic</b> 38:14</p> <p><b>reality</b> 38:10</p> <p><b>realizing</b> 15:5</p> <p><b>really</b> 35:22 36:14 37:1,6,25 40:12 44:20 45:6,7,12 49:7 52:4 66:7,19</p> <p><b>rear</b> 21:8 25:9</p> <p><b>reason</b> 40:22 45:1 52:24 53:11,11</p> <p><b>reasonable</b> 32:22 41:6 52:9</p> <p><b>received</b> 7:22 11:15 22:3 57:25 59:2</p> <p><b>receiving</b> 21:24</p> <p><b>recognize</b> 44:25</p> <p><b>recommend</b> 51:3</p> <p><b>recommendation</b> 30:10 51:2</p> <p><b>recommendations</b> 32:3</p> <p><b>recommended</b> 58:2 59:4</p> <p><b>record</b> 5:22 12:13 15:9 17:3 22:23 25:20 26:7 31:5 33:12 50:22</p> <p><b>recreation</b> 67:18</p> <p><b>redevelopment</b> 38:14</p> <p><b>redo</b> 15:1</p>	<p><b>reduce</b> 35:6</p> <p><b>refer</b> 11:22</p> <p><b>reference</b> 15:12 24:17</p> <p><b>referenced</b> 8:24 14:16</p> <p><b>referred</b> 10:16</p> <p><b>refers</b> 10:13</p> <p><b>reflect</b> 15:3 40:3 42:25</p> <p><b>regard</b> 9:20 19:24 20:13,18 28:16</p> <p><b>regarding</b> 28:6 67:17</p> <p><b>regional</b> 38:20</p> <p><b>regular</b> 1:3 69:6</p> <p><b>regulated</b> 7:15 8:6</p> <p><b>reiterate</b> 45:11</p> <p><b>relate</b> 10:15</p> <p><b>related</b> 8:19,20</p> <p><b>relative</b> 41:14</p> <p><b>reliable</b> 40:8</p> <p><b>remainder</b> 18:25</p> <p><b>remaining</b> 20:4</p> <p><b>remains</b> 22:16</p> <p><b>remediation</b> 31:16</p> <p><b>remington</b> 9:22 13:14 59:4,9</p> <p><b>renewal</b> 65:2,13</p> <p><b>reno</b> 17:4,4,15,18 17:21 28:8</p> <p><b>rental</b> 26:14</p> <p><b>repair</b> 44:13</p> <p><b>report</b> 34:15 35:10 53:21</p> <p><b>request</b> 47:8 66:20</p> <p><b>require</b> 28:2 40:1</p> <p><b>required</b> 13:17 20:19,21 21:8,9,14 21:15 24:17 30:24</p>	<p><b>requirement</b> 20:22 25:7 28:9 29:21 30:16</p> <p><b>requirements</b> 31:20 66:23</p> <p><b>requires</b> 43:8</p> <p><b>resident</b> 48:21</p> <p><b>residential</b> 18:24 18:24 19:2,5,9 20:23 32:10 40:11 41:21 44:1 50:7</p> <p><b>residents</b> 24:5 48:18</p> <p><b>resolution</b> 10:6 15:3,7</p> <p><b>resolutions</b> 61:9</p> <p><b>resolved</b> 67:21</p> <p><b>respect</b> 28:6,15 49:19 51:22</p> <p><b>response</b> 13:17 24:13</p> <p><b>responses</b> 57:25</p> <p><b>responsibility</b> 15:5,8,8</p> <p><b>responsible</b> 31:19</p> <p><b>restaurant</b> 18:25</p> <p><b>restrict</b> 46:3,12 47:14,18 48:2 49:6 54:19 55:8</p> <p><b>restricted</b> 47:21</p> <p><b>restricting</b> 54:12 54:23</p> <p><b>restriction</b> 48:6,7 48:7 51:9</p> <p><b>restrictions</b> 47:3</p> <p><b>retail</b> 24:1 27:17 27:17,20,24 28:1,3 41:22 44:13</p> <p><b>retention</b> 30:22</p> <p><b>review</b> 4:9 14:20 25:15 45:12 57:19</p>
<p><b>q</b></p>			
<p><b>qualifications</b> 23:2</p> <p><b>qualify</b> 23:6 33:19</p> <p><b>question</b> 33:24 47:18 52:4</p> <p><b>questions</b> 9:20 12:5,5 15:14,16,17 22:8,17 24:7,8,16 29:5 30:12 32:3 32:23,24 45:9 56:15 67:3</p> <p><b>quickly</b> 48:21</p> <p><b>quiet</b> 32:11</p> <p><b>quo</b> 39:22</p> <p><b>quorum</b> 3:5</p>			
<p><b>r</b></p>			
<p><b>r</b> 1:11,17 5:24,24 12:15 17:5,5 18:14 69:1</p> <p><b>rack</b> 29:22 30:20</p>			

<p>58:1 59:3 64:19 66:9 <b>reviewed</b> 45:22 <b>revise</b> 24:14 <b>revised</b> 30:8 65:23 <b>revisit</b> 51:9 <b>rfp</b> 57:25 <b>rfps</b> 57:18 <b>right</b> 29:9 32:19 32:21 36:9,18,22 37:18 38:19 40:19 44:10 46:10 47:8 48:4,9,16 49:13 51:14,24 67:3 <b>rise</b> 18:15 <b>river</b> 7:12 24:5 63:16 <b>rivers</b> 24:5 <b>road</b> 12:2 16:17 17:24 18:1,4,12,18 18:21 19:15,20 20:12,15 21:5 23:11,21 24:3 28:23 30:18,23 35:16 36:19 45:13 45:13,14 47:7,17 47:20 49:10 63:14 63:19,23 64:25 65:5,10,19 66:19 66:23 <b>roads</b> 49:8 <b>roll</b> 2:10 <b>romano</b> 3:4 <b>roof</b> 20:3 <b>routes</b> 21:1 <b>rpr</b> 69:3,13 <b>rsis</b> 28:9 <b>run</b> 27:9 <b>runoff</b> 20:3 30:22 <b>rush</b> 42:20,20</p>	<p><b>rushabh</b> 1:14 <b>s</b> <b>s</b> 1:6,6,6,17,17 31:7 <b>safe</b> 48:10 <b>safety</b> 39:20 48:6 48:11 51:23 52:15 <b>salute</b> 3:5,6 <b>samantha</b> 1:13 <b>sanitary</b> 20:11 <b>sardworth</b> 6:12 <b>satisfy</b> 50:25 52:15 <b>saying</b> 38:4 47:23 49:16 52:21 53:3 <b>schedule</b> 65:25 66:5 <b>scheduled</b> 5:10 <b>scheme</b> 34:18 <b>school</b> 33:4,6,6 35:1 37:15 55:5,5 55:6,21,22 <b> schooldays</b> 56:7 <b>schools</b> 33:24 54:24 <b>scope</b> 43:6 <b>sd</b> 62:12 64:21 65:1,6,12 <b>second</b> 3:14 4:12 15:20 27:8 56:21 68:4 <b>seconded</b> 56:23 58:5 59:11 60:13 61:16,21 62:16 63:25 <b>secretary</b> 1:21 <b>section</b> 5:8 19:8 24:24,25,25 <b>see</b> 22:16 24:25 43:24 47:17 50:3 51:5,11 52:8,8 54:1 66:4</p>	<p><b>seen</b> 52:17 <b>select</b> 57:19 <b>selection</b> 57:20 58:1 59:3 <b>send</b> 66:10,16,24 <b>sense</b> 25:23 <b>separate</b> 67:9,10 <b>separated</b> 8:7 <b>serve</b> 4:6 60:4 <b>served</b> 20:9 <b>service</b> 5:12,25 8:6 35:13 36:2,4,7,10 41:4,6,19 52:18,22 52:23 53:8 59:8 65:6 <b>services</b> 5:4 42:16 57:17,24 59:8 <b>servicing</b> 20:12 <b>set</b> 21:13 <b>setback</b> 19:14 21:9 23:14,14,17 24:3 25:7,8,11 26:11 <b>setbacks</b> 25:5 26:3 <b>seth</b> 61:11 <b>sethi</b> 16:17 26:22 31:6,7 <b>setting</b> 44:18 <b>seven</b> 19:12 28:13 33:5 55:11,21,24 55:25 56:2,4 <b>severely</b> 11:2 <b>sewer</b> 20:2,11 <b>sewerage</b> 21:22,25 <b>shade</b> 20:14 30:20 <b>shaped</b> 18:3 <b>share</b> 39:11 67:14 <b>shari</b> 69:3,13 <b>shop</b> 43:21 44:12 44:13 <b>short</b> 34:23</p>	<p><b>show</b> 27:5 32:12 39:9 <b>showing</b> 44:22 <b>shows</b> 40:10 <b>shrubs</b> 20:16 <b>side</b> 20:4,16 23:14 23:15,25 25:8,9,17 25:22,23 26:3,4,4 32:1,2 <b>sidewalks</b> 33:25 34:11,22 <b>siding</b> 20:17 <b>sign</b> 55:3 56:2,13 67:17 <b>signal</b> 54:2 <b>signals</b> 54:24 <b>signature</b> 69:11 <b>signed</b> 13:10 <b>similar</b> 33:18 36:9 44:14,17 45:22 <b>similarly</b> 36:11 <b>site</b> 5:9 10:2 13:10 17:9,19,25 18:8,14 18:16,20,23 19:19 20:2,3,12,23 21:1 22:1 23:24 25:10 31:15 32:11,14,25 34:17,19 35:18 38:3,9,10,19 39:5 39:9 40:21 41:7 41:21 43:14,14,17 43:19 44:15,23,25 45:5 56:13,13 64:19 65:9,18,24 <b>situation</b> 14:8 54:4 <b>six</b> 30:24 47:1 52:5 52:20,20 54:8 <b>sixty</b> 37:9,19 <b>size</b> 37:3,4 <b>skip</b> 10:12,22</p>
--	---	--	--

<b>skyway</b> 53:15 <b>slash</b> 18:14 <b>slopes</b> 18:11 <b>small</b> 18:25 20:2 36:24 37:1 39:11 <b>smaller</b> 46:24,25 <b>smsa</b> 63:10 <b>soil</b> 21:19,19 <b>solved</b> 67:21 <b>somebody</b> 67:5 <b>sorry</b> 25:2 61:16 <b>sort</b> 23:22 33:25 <b>sources</b> 44:21 <b>south</b> 7:8 9:9 17:25 18:23 23:15 25:8 <b>southeasterly</b> 18:12 <b>southerly</b> 19:22 <b>southern</b> 36:10 <b>sp</b> 5:11 6:12 16:16 61:10 62:12 63:10 63:15,20 65:6,12 <b>space</b> 19:6,7,11 24:4 27:15,16 28:7 45:20 <b>spaced</b> 26:10 <b>spaces</b> 19:17 20:22 23:20 25:13,14 26:23,24 27:23 28:10,11,13,25 29:1,25 37:12 46:23,24 <b>spanish</b> 61:19 <b>speak</b> 25:24 39:5 51:18 <b>speaking</b> 24:18 <b>specific</b> 25:25 32:5 32:24 34:21 39:23 41:16	<b>specifically</b> 45:14 45:22 49:9 <b>speeding</b> 49:17 <b>spell</b> 5:22 12:13 17:3 22:23 31:5 33:12 <b>spelled</b> 5:24 22:25 <b>spot</b> 45:19 <b>square</b> 1:7 18:6 19:11 21:3 41:22 <b>staff</b> 57:20 <b>standard</b> 20:8 43:10 <b>standards</b> 20:24 <b>standing</b> 12:24 <b>standpoint</b> 32:2 48:12,13,13 <b>star</b> 2:5 <b>start</b> 16:23 <b>started</b> 11:6 43:5 <b>state</b> 5:21 6:17 12:12,18 13:3 17:2,13 22:22 23:4 31:4,19 33:11 69:4,14 <b>stated</b> 54:14 <b>states</b> 12:20 17:6 <b>station</b> 7:7,13,14 7:19 8:13 10:10 11:1,4,10 18:18 21:3,4 42:10,13 <b>stations</b> 7:18 <b>status</b> 39:22 <b>step</b> 36:24 <b>stops</b> 13:22 14:2,5 41:17 <b>storing</b> 30:22 <b>stormwater</b> 30:22 <b>story</b> 18:9,24 19:4 19:5,8 23:12,25	<b>strategize</b> 66:17 <b>streams</b> 67:2 <b>street</b> 10:23,24 11:1,5 13:25 14:10 18:18 21:4 26:5 29:18 32:1 37:20 53:2 61:11 61:12 63:16 64:22 64:22 65:8,13,14 65:14,15,15,16 <b>strings</b> 54:11 <b>strip</b> 30:17 <b>stripe</b> 28:21 <b>structure</b> 8:11 23:12,23,25 27:8 <b>stuck</b> 56:1 <b>student</b> 34:11 <b>students</b> 33:25 34:22 55:21 <b>studied</b> 23:5 38:13 <b>studies</b> 39:23 <b>studio</b> 19:12 <b>study</b> 32:7,12,22 35:13,14 40:8 41:12 43:7,17 45:8 51:3,20 52:3 52:17 53:17,22 54:10,15 <b>stuff</b> 15:6 <b>subdivision</b> 17:10 64:19,24 65:4,10 65:18,24 <b>subdivisions</b> 5:9 <b>submitted</b> 21:21 21:24 <b>subsection</b> 28:6 <b>substation</b> 7:19 10:23,25 11:3,6,7 11:12 13:25 <b>substations</b> 7:17	<b>substitute</b> 66:21 <b>subsurface</b> 20:1 <b>suburban</b> 42:6,11 43:14 44:17 <b>suburbia</b> 44:6 <b>suggest</b> 50:14 <b>suggested</b> 66:5 <b>suggestion</b> 49:3 55:25 <b>suggestions</b> 60:7 <b>sum</b> 44:15 <b>summarized</b> 34:14 <b>summarizes</b> 45:8 <b>summer</b> 56:8 <b>super</b> 29:17 <b>support</b> 25:20 39:24 <b>supposed</b> 37:19 <b>supposedly</b> 53:15 <b>sure</b> 7:16 15:1 17:21 24:19,22 25:6 26:5 41:8 53:8 <b>surrounding</b> 18:16 19:1 36:25 <b>suspect</b> 40:6 <b>suspicious</b> 40:13 <b>switch</b> 7:20,21 9:4 11:10 <b>switching</b> 7:18 <b>sworn</b> 5:19,20 12:11 16:25 17:1 22:20,21 31:3 33:10 <b>system</b> 20:3,6
			<b>t</b>
			<b>t</b> 1:17 22:25 31:7 59:5 60:11 63:15 63:20 69:1,1 <b>take</b> 2:10 8:1 24:24 29:17 35:2

<p>40:9 42:8 50:21 64:17 <b>taken</b> 13:25 31:13 48:17 66:2 69:6 <b>talk</b> 10:22 <b>talking</b> 34:16 55:18 56:2 <b>talks</b> 8:2 9:3 <b>technicians</b> 10:8 <b>technique</b> 29:21 <b>techniques</b> 11:20 30:19 <b>telecommunicati...</b> 63:22 <b>telecommunicati...</b> 63:13,18 <b>tell</b> 17:19 25:3 34:2 <b>temporary</b> 4:6 <b>tempore</b> 3:11 <b>ten</b> 6:13 9:13 21:9 33:16 36:19 <b>tend</b> 15:10 <b>tendency</b> 49:6 <b>tent</b> 8:11 <b>term</b> 54:3 <b>terminal</b> 42:16 <b>terminology</b> 25:25 <b>terms</b> 30:23 36:16 49:16,22 53:24 66:11,20 67:24 <b>terraces</b> 24:4 <b>testified</b> 6:16 13:1 14:17 <b>testimony</b> 14:20 14:22 16:24 17:12 22:12 24:17 28:6 28:16 29:3,7 30:10 31:2 32:6 33:17</p>	<p><b>thank</b> 12:4,8,16 13:9 14:15 16:13 17:18 22:18 30:6 31:21 49:4 55:19 57:14 58:23 60:3 60:8 61:4 67:21 67:22 <b>thing</b> 34:1 35:4,5 44:4 46:8 47:6 53:5,14 54:10 <b>things</b> 14:23,25 22:12 24:16 44:8 <b>think</b> 13:17 15:11 26:2,6,10 29:9 30:3 32:14 38:14 39:14,18 40:21,23 40:25 43:25 44:3 46:19 47:21 49:18 50:13,15 53:14,18 54:3,16 55:25 67:7 <b>thinking</b> 46:8 <b>thomas</b> 1:14 <b>thought</b> 32:21 <b>thoughts</b> 38:6 <b>thousand</b> 41:22 <b>three</b> 7:7 19:8,10 20:18 23:25 27:3 29:19 34:17 47:3 55:12 <b>threshold</b> 39:25 43:4,8,12 <b>throw</b> 53:14,17 54:25 <b>tie</b> 14:3,10 <b>time</b> 15:13 16:14 31:13 32:16,17 33:5 34:21,23 35:1 36:20 40:5 45:24 46:1 49:2 67:4</p>	<p><b>times</b> 29:19 52:12 <b>timing</b> 46:3,3 <b>today</b> 3:12 35:20 38:8 <b>tom</b> 57:21 <b>tom's</b> 47:12 <b>tonight</b> 14:21 <b>top</b> 47:19 <b>topic</b> 51:12 <b>topics</b> 24:13 <b>total</b> 43:1 46:23 <b>town</b> 6:22 28:1,1 50:20 53:5 <b>township</b> 17:24 20:19 21:7 22:2 25:15 <b>track</b> 54:17 <b>tract</b> 14:1 <b>traffic</b> 10:2,8,11 24:10 32:1,6,7,12 32:15,16,20,22,24 33:3,9,14,15 34:14 35:6,10,12,14,14 37:23 39:1 41:12 42:3 46:5,11,16 47:9 48:1,13 49:17,23 50:6 51:22 52:17 55:1 <b>train</b> 21:3 42:10 <b>transcript</b> 1:3 69:9 <b>transmits</b> 8:16 <b>transportation</b> 21:2 42:1,8,23 43:9 49:23 <b>trash</b> 29:11,13,14 29:16,18 <b>treatment</b> 30:21 <b>tree</b> 67:6 <b>trees</b> 20:14 30:20 30:23,24 66:18,22</p>	<p>67:2,11 <b>trench</b> 13:22 <b>trenching</b> 14:4 <b>tridente</b> 1:20 31:23 51:1 52:13 <b>trigger</b> 43:16 <b>triggers</b> 43:12 <b>trip</b> 32:10 34:13 34:15,18 36:13,23 37:3 38:1,16,22 41:20,24 43:7,12 44:5 46:22 <b>trips</b> 32:13 35:18 36:17,25 38:11,17 39:5 41:4,15,18 43:1,5 44:14,24 <b>trouble</b> 32:16 <b>truck</b> 10:9 <b>trucks</b> 43:25 <b>true</b> 8:22 <b>trying</b> 8:11 45:12 47:25 <b>tuesday</b> 1:9 69:8 <b>turn</b> 9:21 35:23 36:3,3 37:18 46:13,18 47:8,18 48:1,4,9,9,15 54:2 <b>turning</b> 37:18 <b>turns</b> 47:14,21 48:2,15 49:7 51:6 51:23 55:9,11 <b>two</b> 5:17 10:8 12:5 14:23 18:9 19:4 19:13,19 20:7,20 23:15 24:2,3 25:13 26:13,23,24 26:24,25 27:3 28:11,11 31:8 34:24 37:12,12 47:16,16 56:1,3,5 57:25 59:1 65:22</p>
---	---	--	--

<p><b>type</b> 14:7 20:14,16 27:20 35:5 37:2 40:7,13 <b>typical</b> 44:13 <b>typically</b> 56:2</p>	<p><b>user</b> 37:6 <b>uses</b> 18:16 38:3 40:9,10 41:1,2,7 41:13,17 44:20 45:2,6 <b>usually</b> 47:15 <b>utilities</b> 8:9,14 20:12 <b>utility</b> 7:15 8:6 13:22 <b>utilize</b> 25:11</p>	<p><b>want</b> 15:1,3,6,9 26:5 29:7,10 30:2 30:15 32:5 44:1 46:12 47:25 50:2 51:11 52:14 54:10 54:16,25 58:23 67:20 <b>wanted</b> 26:7,12 28:1 45:18 <b>wants</b> 53:6 <b>warehouse</b> 18:9 19:4 43:20,22,24 44:4 <b>warning</b> 34:10 39:19 <b>warrant</b> 36:14 37:1 38:20 39:7 51:3 52:3 53:24 53:25 54:4 <b>warranted</b> 51:6 54:2,3 <b>watered</b> 39:8 <b>wawa</b> 38:21 <b>way</b> 25:4,13 26:8 28:18 29:9 32:19 32:21 35:20,22 36:9 39:2 44:10 48:5,16,20,23,24 51:24 <b>weehawken</b> 16:18 17:25 20:19 21:7 22:2 25:21 31:9 31:10 37:14 40:23 50:10,14 <b>week</b> 29:19 <b>weeks</b> 10:9 <b>went</b> 57:15 <b>west</b> 25:17 31:11 62:13 63:21 <b>western</b> 18:1</p>	<p><b>wide</b> 19:21,22 28:19,20 37:6 <b>willing</b> 54:19 <b>window</b> 53:17 <b>witness</b> 5:20 6:9 12:11 16:25 17:1 22:20,21 24:10,12 31:3 33:10 <b>witnesses</b> 5:17 <b>word</b> 26:1 <b>wording</b> 26:1 <b>work</b> 12:1 22:6 29:12 34:3,6 37:19 42:9,21,24 43:23 46:6 67:23 <b>works</b> 35:20 56:6 <b>worry</b> 34:5,25 <b>worse</b> 43:15 49:12</p>
<p><b>u</b></p>	<p><b>v</b></p>	<p><b>y</b></p>	<p><b>z</b></p>
<p><b>u</b> 22:25,25 <b>unchanged</b> 36:4 <b>understand</b> 29:8 37:22 38:21 45:25 <b>understanding</b> 31:14 34:8 55:17 <b>understands</b> 30:16 <b>underutilized</b> 38:10 <b>union</b> 33:1,8 35:3 35:11 39:12 49:25 50:9,25 <b>units</b> 19:11,12,13 19:13 31:10 37:8 37:9 41:21 53:2 <b>universal</b> 15:11 <b>universally</b> 55:8 <b>university</b> 23:5 <b>unloading</b> 45:19 46:4 <b>unmanned</b> 10:7 <b>unpredictable</b> 40:14 <b>updated</b> 66:6 <b>upper</b> 19:17,18,21 <b>ups</b> 45:23 <b>urban</b> 37:23,24 42:11,18 65:2,13 66:1,13 <b>use</b> 35:8 38:19 40:4,6,7,10,11,13 40:25 41:5,14,18 42:4 43:11,19,19 44:16 46:20</p>	<p><b>vacant</b> 18:23 40:22 <b>variance</b> 20:21 21:7,8,10,14 28:13 <b>variances</b> 20:18 20:19 <b>various</b> 52:18 <b>vehicle</b> 34:24,24 42:24 <b>vehicles</b> 43:23 46:22 47:1,4 <b>vehicular</b> 19:18 <b>vernick</b> 9:22 13:14 59:4,9 <b>views</b> 24:5,6 <b>volume</b> 40:17 53:25 <b>volumes</b> 45:4 55:1 <b>volunteers</b> 57:20 <b>vote</b> 63:9 64:17 66:2</p>	<p><b>yard</b> 7:20,21 21:8 <b>yeah</b> 41:8 47:13 <b>year</b> 57:21 <b>years</b> 6:11,13 15:4 17:9 33:16 38:22 48:23 <b>york</b> 21:2 31:11 35:2 42:17 62:13 63:10,22</p>	<p><b>z</b> 5:15 <b>zenn</b> 5:14,15 6:2 7:3,22 8:1,15,18 8:23 9:1,7,15,19 10:1,12,21 11:8,13 11:19,24 12:4,9,16 12:20,23 13:1,5,9 13:13,16,20 14:4 14:11 16:13 29:24 <b>zero</b> 19:14,15 21:9 23:14</p>
<p><b>w</b></p>	<p><b>wait</b> 5:7 22:15 32:17 48:16 51:6 52:6,20 53:18 <b>walk</b> 42:13,15 <b>walking</b> 33:25 34:11,22 35:2</p>	<p><b>z</b></p>	<p><b>z</b></p>

**zone** 18:15  
**zoning** 17:12  
20:20 33:18