## BOROUGH OF POINT PLEASANT

## ZONING BOARD OF ADJUSTMENT

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IN THE MATTER OF:

TRANSCRIPT
Case No. 20-07
R2T2, LLC
2613 Lakewood Road
Block 45, Lot 1
Site Plan

OF

PROCEEDINGS

Wednesday, February 24, 2021 Point Pleasant, New Jersey Commencing at 8:14 p.m.

BOARD MEMBERS PRESENT:
CORTLAND COLEMAN, Chairman
ELAINE PETRILLO, Vice Chair
ROBERT NIKOLA
PAMELA MASTERSON
JAMES GIORDANO
ADAM HUTCHINSON
JAMES SHREWSBERRY
JOSEPH VENI
VALERIE COULSON
A P P E A R A N C E S
SEAN GERTNER, ESQUIRE
Attorney for the Board
MARKS \& KLEIN, LLP
BY: MATTHEW J. CERES, ESQUIRE Attorneys for the Applicant

PRECISION REPORTING SERVICE (908) 642-4299


TABLE OF CONTENTS

WITNESS:

4 MICHAEL DIPPLE
Examination by Mr. Ceres Page 7
Examination by the Board
(Throughout)
Examination by the Public
Page 79

SCOTT KENNEL
Examination by Mr. Ceres
Page 62
Examination by the Board
Page 66
Examination by the Public
Page 79

ANDREW JANIW
Examination by Mr. Ceres
Page 105
Examination by the Board
(Throughout)

EXHIBITS
A-7 Full Site Plan
Page 8
A-8 Colored Site Plan Page 9
A-9 Ryan Carney E-Mail
Page 22
A-10 Aerial Photograph
Page 109
A-11 Photo Board
Page 110

CHAIRMAN COLEMAN: Okay. We're going to go ahead and call the meeting back to order. Okay. Let's go ahead and call the meeting back to order. Thank you, Ms. Morgan, with our applicant, our staff, our residents.

So next up we have 20-07, R2T2,
LLC, block 45, lot 1 at 2613 Lakewood Road for a use variance, site plan and bulk variances.

Counselor, take it away.
MR. CERES: Thank you,
Mr. Chairman, and Board members. Just as a quick recap, we've been here a couple of times. We've -- my client has heard the Board and the public's comments. We've revised the plans once again to try to alleviate some of your concerns and hopefully come to a compromise that everybody can live with.

Just as a brief recap, we are
still proposing a 24-unit multifamily
development with associated parking and site improvements. The proposed physical improvements for the site include the

| 1 | removal of the existing buildings and |
| :---: | :---: |
| 2 | swimming pool, the construction of an |
| 3 | approximately 33,650-gross-square-foot |
| 4 | building containing 24 units that will |
| 5 | consist of four one-bedroom and twenty |
| 6 | two-bedroom units, ancillary stormwater |
| 7 | management improvements, landscaping, |
| 8 | lighting, parking, and other associated |
| 9 | site improvements on the property located |
| 10 | at 2613-2615 Route 88, block 45, lot 1, |
| 11 | which is in the general commercial zone. |
| 12 | It's the underlying zone consisting of |
| 13 | 0.9 acres and the property is also |
| 14 | located in the affordable housing overlay |
| 15 | zone. |
| 16 | With that, going forward, we are |
| 17 | seeking a few variances. There's a use |
| 18 | variance and then multiple design |
| 19 | waivers, which my professionals will go |
| 20 | into further detail as I call them up. |
| 21 | Right now I would like to call |
| 22 | Mike Dipple, who is our engineer for the |
| 23 | project. |
| 24 | CHAIRMAN COLEMAN: Very good. |
| 25 | MR. GERTNER: Mr. Dipple. |

M I C H A E L D I P P L E, having been duly sworn, was examined and testified as follows:

MR. GERTNER: Can you give us your full name, spell your last, and your affiliation. You've previously been sworn?

THE WITNESS: No, I haven't.
MR. CERES: No, it's a different engineer.

MR. GERTNER: I'm recognizing you from another place then. I apologize.

So then the Chairman will voir dire you regarding your qualification. THE WITNESS: Yes. Okay. My name is Michael Dipple, D-I-P-P-L-E. Excuse me. I'm affiliated with L2A Land Design LLC. We have offices at 60 Grand Avenue in Englewood, New Jersey.

I'm a licensed civil engineer with a bachelor of science in civil engineering from Rutgers University. I've been doing this for almost 30 years. I have testified in hundreds of
municipalities. I have not yet had the privilege to be here.

MR. GERTNER: Welcome.
THE WITNESS: Thank you very much.

CHAIRMAN COLEMAN: Board
members, do we accept his professional credentials?

COMMISSIONER MASTERSON: Yes.
CHAIRMAN COLEMAN: Yes.
THE WITNESS: Thank you, Mr. Chairman.

## DIRECT-EXAMINATION

BY MR. CERES:
Q. Mr. Dipple, to try to put this in two ways, you have -- is it correct that you've reviewed the previously submitted plans?
A. I have, yes. They were prepared by InSite and I've taken a good look at those.
Q. And you have made a revision to those plans which is the plan that we have before the Board that was submitted to them about 12 days ago?
A. That is correct. The applicant engaged in new architecture and we have now
engineered a new plan based upon the new architectural layout, site layout.
Q. Is it correct that you've reviewed the township ordinance?
A. I have, correct.
Q. Without any further ado, please take it away describing what we have changed and how we have tried to accommodate the Board's and public's concerns and questions.
A. All right. So I have -THE WITNESS: Can I speak without the mic? Is that okay? MR. GERTNER: Well, no, because it has to carry outside. THE WITNESS: Oh, you're right. Okay.
A. So on the board I have my full site plan, preliminary and final major site plan, Whalers Point proposed multifamily building. I think you've heard a lot of testimony about this.

MR. GERTNER: Mark that.
THE WITNESS: Do you want to mark it?

MR. CERES: What are we up to?

SECRETARY MORGAN: A-7.
MR. GERTNER: A-7 and let's use today's date.

THE WITNESS: Today is February 24 th.

MR. GERTNER: Thank you.
THE WITNESS: 2021.
A. So it's a full set of plan. It consists of 13 sheets: $\mathrm{C}-01$ through $\mathrm{C}-13$. Again, I don't believe I need to give the background. I think this is a few hearings in and we have a new plan of where the site is and what the neighborhood is like. Obviously we front on Route 88, Curtis, and Austin to the rear.

So I'm going to bring up -- I guess it will be Exhibit A-8. And I'll skip all the details and go right to the colored. So I will mark this A-8. And it is a colored version of the site plan, and I'm going to date that 2/24/21. It's a colored version of the site plan, sheet $\mathrm{C}-04$. It is dated February 8th, 2021. And I have added the landscaping from the landscaping sheet. And, of course, we added the color just to make it easy for the Board to see

1 from a distance.

3

So on this sheet you can see Route 88 on the bottom. It's oriented the same way the prior site plan was. North is to the top. You have Curtis coming up here in kind of a northeasterly direction; Austin in the rear.

So the proposal now is to have this single building with three -- three-story building, 24 units. Again, four one-bedroom, twenty two-bedroom. And parking underneath part of the ground floor. We have 23 parking spaces proposed beneath the ground floor. Seven of those are what I'll refer to as "tandem spaces," and I'll get into that a little bit more. So there's parking essentially for 16 of the units below. There are 23 parking spaces.

There's a drive aisle that comes in off of Austin Avenue. Per my review of the prior application -- or the prior site plan, I should say, there were driveways, if you'll recall, coming in off of Curtis. So they have been entirely eliminated.

We still have access coming in off of Route 88. It's one way in, coming into the parking lot. We have parallel -- or, I'm sorry,

1 perpendicular spaces. As you move in a westerly 2 direction, and then you take a slight turn and 3 you head towards Curtis where we have 4 perpendicular spaces, and then you have a 5 full-movement driveway out onto Curtis.

7 what we're calling the rear or side, depending
8 on how you look at it, but it's the side yard
9 here next to lot 4. Then we have a few parking
10 spaces; the ADA-accessible spaces and a couple
11 more. We're proposing a total of 47 parking
12 spaces. We require 47 parking spaces by your

15 that up and you get 47.2. By your ordinance I'm
16 allowed to round down, so we have 47 proposed along Curtis, along Austin connecting to the

21 existing sidewalks, some internal sidewalks. We
22 have, you know -- I'm going to -- you're going

There are a number of stairways in the building that you would access, you know, some of the upper floors. And he can give you a little more flavor on the building itself, but we have a few access points coming in off of Curtis where pedestrian access could access the upper floors above the parking and the upper floor above the residential that is on the ground floor.

So I think that is a good picture of the overall site. Obviously the green area is the landscaping and, you know, the brown represents the building. We have landscaping along Curtis Avenue. We kind of changed that a bit, tried to make it more interesting with some birch trees and whatnot.

But if you'd like, I can go through our zoning compliance table. Is that what you think we're up to?
Q. Yeah. Well, let's start -- let's go back and forth with it.

Have you reviewed the review letter prepared by Mr. Savacool?
A. I have, yes.
Q. Are there specific comments in the

1 letter that you would like to address?
A. There are a number of comments. I think, as my testimony continues, I can get to that. I think we will hit on a few issues when we go through the zoning. But Mr. Savacool has some comments regarding lighting and landscaping and drainage and we'll get to those.
Q. What I'm trying to get to specifically is the frontage calculation that will tie into our zoning so that we can --
A. Okay.
Q. -- patch it out and move forward.
A. So Mr. Savacool has brought up lot frontage being 150 feet required, where we have 249 feet along Route 88 and that is compliant. We have 291 feet along Curtis and that is compliant. We have only 134.2 feet along Austin and that is an existing nonconformity.

So that is outlined in Mr. Savacool's table which appears on sheet 3 of his letter as we go down that zoning table. None of those change, obviously, but that is a summary of the proposed lot frontage.
Q. Would you please discuss further which is considered a front yard, which is a side yard

1 and which is a rear yard? and rear yards.
A. So we've had -- I know this Board perhaps has had some debate and reading the ordinance it may not be entirely clear, but I'm going to try to describe front yards, side yards

So your ordinance has a section for corner lots and also has a section for through lots. If you have a -- if you call this a corner lot, we see a 50 -foot setback along Route 88. We're calling that the frontage. I don't think anyone argues that point that Route 88 would be a front yard.

Your ordinance gets a little bit confusing when it comes to the other yard that's on -- or the other street that's on a corner lot where they allow the 15 -foot setback. Mr. Savacool has said that that would be a -I'm going to get it right. He also calls it a 50-foot setback, but I think we've agreed to a 30 -foot setback as a side yard. And I'll get to

And then Austin Avenue, which I believe has been called out as a front yard, too, at 50, we believe would really be a rear

1 yard. And no matter if it's a through lot or a 2 corner lot, that would be a rear yard which 3 would be a 30 -foot setback.
So we have shown a 50-foot setback, a
15-foot setback for the corner lot, and a
30-foot setback at the rear. And, of course,
this yard over here, to the east along lot 4,
was always a side and we show it as a side.
So --
Q. Mr. Dipple, let me ask you this: The
way we showed it, was that based on any
conversations that you or someone in your employ
had with a member of the township?
A. Yeah. We spoke to Mr. Kevin Burke
because we were a little bit confused about it.
We had the prior plans. We weren't quite
getting the same calculation. So Mr. Burke
indicated that, yes, ADA is -- in Point Pleasant
there is only one front yard and that would be
Route 88. So we always had it as a 50-foot
front yard.
And then he said that the other yard
would be a rear yard. And I'm reading an e-mail
that he sent to someone who's employed by my
firm, or at least was. He just left. But the

1 rear yard would be to Austin and we show that as
2 a 30-foot rear yard.

12 question is I think the way I see it is, is this
And then there was a question about Curtis, as to whether that's 15 or whether that's 30. And I think he agreed that we should show it as a 15 because of the corner lot. So I think we're kind of caught up between corner lot and through lot. And I see Mr. Savacool's letter and he explains exactly that. I have that section of the ordinance with me.

And I fully understand, but the a corner lot or is this a through-lot? A through lot to me has always been one with frontage here and frontage there and the lot goes all the way through. And then what do you do with the two front yards? Because, let's face it, someone's home would likely face one of the houses and they would have a rear yard in the back. So that's a typical through lot. We see that all the time, especially in residential situations.

I think you could argue this is a corner lot and that should be a 15-foot setback. We do comply with 15. We show -- we do show a

15-foot setback from Curtis and that occurs right here. There's a little awning over the top of the set of stairs and we show a 15-foot setback. I think that's where we are on it.

MR. GERTNER: So, if I may, and then I'll -- so you indicated, and Mr. Savacool raises the point, I perceive at point 5 of his -- I think that's page 4 of his letter, number 5.

THE WITNESS: Yes.
MR. GERTNER: Do you feel like,
at least at this point, until
Mr. Savacool starts to opine, that you addressed his point?

THE WITNESS: Yeah, I think
we've -- I think I've presented the -maybe the ambiguity that's there. I think that -- I can say, though, maybe -I can say that we comply with the 50 , so in terms of compliance and how we interpret it. We also comply with the 15 if that was considered the corner lot.

And, again, if I -- if you don't mind, if I read the corner lot. "In the case of a corner lot, the setback of one
portion of the building must conform to the front setback of one of the adjacent streets." And the other side -- other side of the building adjacent to the other street must be 15 feet from the property line. That's your ordinance. It does go on in section 2 A , I think it's -- I'm sorry, C-2A, possibly, to talk about a through-lot and in that case both should be sides and that should be a rear.

So I fully understand that. I just can't ignore Curtis and the fact that it is on a corner. So that's my take. COMMISSIONER GIORDANO: I know it's confusing because I'm confused too. But can you help me with this? On what section is the 15-foot alternative side yard -- alternative front yard setback? Is that in the GC zone or is that in the overlay zone?

THE WITNESS: So that's in the general district regulations. That is in Section 19-- 19-3 -- 19-5.3 --

MR. CERES: It applies to all property in the town, not to a specific zone. It's your definition of how you define a corner and a through lot.

COMMISSIONER GIORDANO: Would you agree with that?

MR. SAVACOOL: Yes. So there is some ambiguity there and I kind of lengthily spelled it out there in item 5 of my letter and, certainly as provided by Mr. Dipple, it is in the general district regulations. So that indicates that, you know, a major street or the -there's another criteria, would be the front. The applicant indicates that that's the case and then the other side yard would be 15.

My question is when $I$ go to the
affordable housing overlay zone, the affordable housing overlay zone lays out the yard, the area, yard, and building requirements for multifamily developments as to -- as to all bulk criteria. Their minimum front yard setback is 50 feet in the multifamily affordable housing

| 1 | overlay zone. |
| :---: | :---: |
| 2 | THE WITNESS: Right. |
| 3 | MR. SAVACOOL: So my thought on |
| 4 | that is, does that actually -- is that |
| 5 | more specific to the overlay zone and to |
| 6 | a proposed multifamily dwelling in that |
| 7 | overlay zone and, therefore, it |
| 8 | supersedes any general district |
| 9 | regulation that might be in another part |
| 10 | of the ordinance? |
| 11 | MR. GERTNER: And if I may add |
| 12 | to that. And, obviously, if anyone, |
| 13 | including our own professional, |
| 14 | disagrees, but arguably the var -- the |
| 15 | variance that's being requested, right, |
| 16 | would -- any bulk variances or waivers |
| 17 | that come along with that are basically |
| 18 | intertwined in the "D" variance in any |
| 19 | event. |
| 20 | So what I'm -- that's a |
| 21 | backwards way to get to where I |
| 22 | respectfully agree with Mr. Savacool, is |
| 23 | that if your -- if your base -- if the |
| 24 | app -- my opinion. If the applicant is |
| 25 | basing their request -- and, quite |

frankly, the Board's jurisdiction -- on the fact that this is the affordable housing overlay zone, it allows multifamily based on that overlay zone, then -- and based on the number of units that they're requesting, which is beyond that which is specifically permitted by the overlay zone, then the conservative approach that the Board could take -- and in my opinion ought to take -- is to just hear proofs related to support the variances based on the overlay zone requirements because it's a health -- it becomes a health and safety issue, these bulk variances. You know, circulation issues and the like. And Mr. Dipple may well argue that based on the overall design he has, in fact, supported and the ambiguity, because even our own professional
articulated and used that word, "ambiguity," he may -- he may rest and say I've supported it already.

But I think that's the better approach. Certainly it is a conservative
approach, but this way if the proofs are on the record, there is no ambiguity at that point because the applicant rests on its proofs to support the criterion.

THE WITNESS: I -- I appreciate that. I will say we, again, reached out to your zoning officer, Mr. Burke, and that this is the way that it was interpreted. And we brought that up and we said -- and I think Mr. Burke was aware of this confusion. I didn't speak to him directly, but I have a summary e-mail from my former employee, so... MR. GERTNER: Why don't you submit that because $I$ don't know if we have it. You're referring to it.

THE WITNESS: Okay.
MR. GERTNER: It would be a government record.

THE WITNESS: Okay. Yeah.
MR. GERTNER: So why don't you mark that A-9.

THE WITNESS: All right. I have a copy of it.

MR. GERTNER: Please.

THE WITNESS: Can I just read the rest of it? It's, like, Hey, Mike, how's the kids? You know, it's -- I'm joking. Yeah. No, there's just one paragraph and the rest just talks about the project itself and what we're doing. The gentleman's name is Ryan Carney. He literally just left my office.

MR. GERTNER: It's a business record from your perspective; it's a government record from ours.

THE WITNESS: Yes.
MR. GERTNER: It's been marked. It's not hearsay. SECRETARY MORGAN: Do you need a copy?

THE WITNESS: No, I don't think so.

MR. CERES: You can send me one tomorrow. If you need me to drop off copies tomorrow, I can. SECRETARY MORGAN: I can make copies.

MR. CERES: Okay.
SECRETARY MORGAN: Do you want
this, Sean? Do you want to see it?
MR. GERTNER: Sure.
MR. CERES: Here.
SECRETARY MORGAN: Thank you.
A. So I think, Matt, maybe I continue through the zoning table?
Q. Yes, please.
A. So I'll just continue through the zoning table since we have the exhibit up and I'll just show compliance. So I'm just going to go back a little bit. I'm sure you've heard this before. Municipal lot area, we comply. Lot width, we comply. And we have the --

MR. GERTNER: Whoa. Hold on.
Hang on. Hold on. See, this is why I
like to see what we're talking about
here. So I just want to make sure what we have is clear. And I'm not doubting what you're say --

THE WITNESS: I understand. I
know what you're going to say.
MR. GERTNER: So this is really
a confirmation e-mail of the
discussion --
THE WITNESS: Yes.

MR. GERTNER: -- that was had.
MR. CERES: Correct.
MR. GERTNER: So it's a business record, but it's not quite at the same -it's not Mr. Burke saying $X$.

Let me show it to Mr. Savacool because he'll do a far better job than I to determine that -- to determine that. Thanks.

MR. CERES: So --
MR. GERTNER: Hang on.
MR. CERES: Sorry.
MR. GERTNER: Because I want to make the record clear.

MR. CERES: Sure.
MR. GERTNER: No one's
questioning -- and I want to make that clear. It's not an issue -- it's an issue of presentation, not credibility. I just want to make the Board aware of that as well. Because it is admitted by our own professional that there's ambiguity to this. So I don't want people to take anything the wrong way, but it's an -- it's an important issue to


THE WITNESS: I agree.
MR. SAVACOOL: But that's the indication.

MR. GERTNER: But do you take any exception to the facts on the ground, of what it -- so to speak, of what it's reiterating?

MR. SAVACOOL: So, in essence, what it says is a lot can only have one front and a side and a rear. I would have to -- I would have to find some specificity in the office, in the -- in the ordinance to substantiate that.

Generally speaking, when I look at any lot, even one that admittedly is encumbered like this with three fronts, I generally look at that. And most ordinances -- and certainly $I$ work in several towns, so I'd rather find it in the ordinance and say I know the ordinance by heart -- that the setback generally applies to all your front yards.

Now, certainly we've already been pointed out that there is a front

| 1 | yard on a corner lot, there's a front |
| :---: | :---: |
| 2 | yard, and then there's the other than the |
| 3 | front yard which has a lesser |
| 4 | requirement. And that's in the -- that's |
| 5 | in the general -- general district |
| 6 | regulations which then applies to all the |
| 7 | zones. |
| 8 | And this is a -- is a corner lot |
| 9 | and it's a little bit more than a corner |
| 10 | lot. So does it apply also to Austin? |
| 11 | And you can say, ah, well, Austin's |
| 12 | really a rear. Well then why -- we |
| 13 | understand why Austin's not a front or |
| 14 | front by the ordinance, so I don't know. |
| 15 | MR. GERTNER: So we admit that |
| 16 | it's a -- |
| 17 | MR. SAVACOOL: It's -- correct. |
| 18 | MR. GERTNER: There's an |
| 19 | ambiguity. There's no doubt about that. |
| 20 | THE WITNESS: And. |
| 21 | MR. SAVACOOL: And I think |
| 22 | really the reason I brought it up is I |
| 23 | think it's more for the Board to consider |
| 24 | and to mull over and to take into |
| 25 | consideration as part of the overall |

fabric of the application.
MR. GERTNER: Which is why I'm trying to draw out from you some of the additional proofs. That's all.

COMMISSIONER GIORDANO: Ray, what is the maximum height, if you have the ordinance there, in all the general -- in all the -- maximum height in all of the districts we have? I mean, we have residential. We have GC. I think it's 35 feet, right? MR. SAVACOOL: Yeah, I believe so. Yes, 35 in the commercial, multifamily, town center, waterfront, neighborhood commercial and general commercial is 35.

COMMISSIONER GIORDANO: Okay. That's all the districts. But this is an overlay.

MR. SAVACOOL: Correct.

COMMISSIONER GIORDANO: And in
the overlay zone, the council
specifically granted a higher height: 41 feet.

MR. SAVACOOL: Forty-two, yes. COMMISSIONER GIORDANO: Fortytwo feet.

So, and what it specifically said -- and I agree with your interpretation because there's a lot of ambiguity here. But, in my view, because of the higher height, there was no intention to use the 50-foot and the other front yard being 15 foot that you find in the general district regulations. Because the alternate height in all the other districts is 35. Now we're up to 42 and we have a 15-foot side yard -front yard setback with a 42-foot-high building.

MR. CERES: I would like to address that for part of this, too. If you guys remember -- and I understand that we're trying to interpret what the council meant when they did this, but you have to bear in fact that the main part of the overlay zone was to permit residential use in a commercial zone. It wasn't to make more stringent setback requirements. The main goal of the
overlay zone was to permit residential in a commercial.

COMMISSIONER GIORDANO: The overlay zone said 50 -foot setback. It only mentions a 50-foot yard setback.

MR. CERES: Right, but it doesn't say -- it doesn't say, oh, we ignore the whole rest of your ordinance that has definitions.

COMMISSIONER GIORDANO: Yes, understood.

MR. CERES: Thank you.
A. Okay. Well, I think what $I$ can do is I can explain where we are with Curtis Avenue. So we are actually set back 15 feet, but, again, that is to an overhang, but we've measured it to the 15 feet. The bulk of the building is either 20 or 25 feet back from Curtis with some of it being further. I don't have it measured here, but looking at that, $I$ would say it's probably about 28 feet back.

So this line back here, because there's fenestration in the building and it kind of weaves back and forth, at its closest 15, just for an overhang, the bulk of it is no

1 closer than 20.

2
3
4 we've created an interesting landscaped area 22 is lower. But as you work your way back to

And what we were able to do is provide
3 a pretty substantial green area here and then

5 with some tall birch trees and whatnot. And we
6 had some assistance from a landscape architect
7 who kind of designed something there with small,
8 little retaining walls to bring up the grade a
9 little bit and kind of create that buffer to Curtis.

So that's really -- these tall trees are meant to shield not only the parking and, as the grade comes up, to shield the parking below, because the grade will be higher. So the grade's actually up a few feet above the parking level the way I have it designed. I haven't gotten to the grading yet. But that allows us to kind of hide the parking and soften the building.

This site has -- or this portion of the building, rather, has three stories so that Curtis, you're actually transitioning the building. It could have the appearance of getting slightly smaller because of the raised

1 grade, the tall trees in front.

So we have tried to mitigate that building and its distance from Curtis and its height. Even though we comply with the height, we are -- we are somewhat aware of that as we go down Curtis Avenue and we're trying to mitigate that somewhat.

So regardless of, I think, the way we identify the 50 feet, the proposal is 15 minimum, really 20 to 28 , let's say, and then -and then with the opportunity to put that green space in, where right now you have this odd, crazy parking area that you can just pull in off of Curtis and you have this stone area across the whole frontage of Curtis where the -- where the little bungalows are.

So I think we're really trying to improve this frontage along Curtis. I think the applicant heard the concerns of the Board, at least with the driveways and the parking and tried and improved the situation. And I think we've really done a substantial job in order to do that and move the building back. Because those buildings right now are 5.5-ish feet from the right-of-way line. So now we're back -- in

1 a much smaller, obviously, but now we're back, 2 again, 20 to 28 with an overhang that hits a 3 setback of 15 .

4
5 11 amount from the curb, but it is 8.24 feet by

12 your ordinance to the right-of-way line.
Maximum lot coverage, we comply. It's
Continuing down the zoning table, we have a side yard setback -- or we're identifying a side yard; I've already talked about that -15 on Curtis. And in the rear yard, rear or front, Austin, it's this corner here of the building which gets to be 8.24 feet from the right-of-way. It's set back a significant 70 percent permitted; we're at 66.13 percent. So, again, we have an opportunity for some green space. And I think you can see that from this -- from this aerial versus today it's really kind of a mix of asphalt and gravel and, you know, a lot of building, a pool and a big wall in the front and things like that.

Building height, you're absolutely right. Three stories, 42 feet is permitted. By the calculation -- and we do show that on the plan -- we're at 41.46 feet so we comply with the allowable height in the overlay zone.

And then maximum units per acre, obviously I can introduce this, you're going to hear more about this, 8 units to an acre. That's 8.0, I'm sorry. And we are at 26.7 units to an acre by the calculation. We have just under an acre, 24 units. Just under an acre gets us to 26.7 .

Parking, I mentioned: 47, 47. And then we have some design waivers for a little sign we have in the front identifying the Whalers Point project. And that's -COMMISSIONER GIORDANO: Can you talk about the tandem parking and why you believe that's acceptable? THE WITNESS: The, I'm sorry, what parking?

COMMISSIONER GIORDANO: Tandem parking.

THE WITNESS: Yeah, I meant to circle back. So actually this tandem parking is commonly done. I do a lot of projects where the parking is underneath. And because a building is typically about 60,70 feet in width, you have an opportunity to do an extra space. You
have that dead space ahead.
So a unit because -- and it actually works very well for this building because you have a lot of two-bedroom units. So those are the units that may have the two cars. A one-bedroom could, but it's only -- it's only seven of the units would have the tandem space.

So if you have two cars, one car is in front, one car is behind. Not dissimilar to someone's driveway, like my own at home, where if I park behind my wife, $I$ get a tap on the shoulder, Go move your car. I got to get out and then I have to move my car out. Not dissimilar to that.

This is very commonly done with multifamily apartments. It gives an opportunity to provide the parking and we don't have to have multiple spaces and everything, use up multiple spaces. So we are looking for the room and that's how we achieve that.

COMMISSIONER GIORDANO: Yeah,
but it gives it an opportunity to provide the parking if there's no other available space. To me, you have half the building that could also be utilized for additional parking. That would alleviate the need for the tandem parking.

And you'd have to agree that, especially in the parking lot scenario, it's not a good thing to have people backing out into a parking lot to move cars. You're creating more turnover. You're creating more movement. Because every time someone has to go to the grocery store, Hey, honey, can you move my car? Because I have to get out.

It's utilized when there's no other opportunity. To me, you have an opportunity because you have half the first floor, ground floor, of the building can be further utilized for parking, which would also reduce the need for the parking along Route 88 and provide additional green space in that location.

THE WITNESS: Well, I think
we're kind of redesigning the site and the number of units, the size of the building, the limitations we have.

COMMISSIONER GIORDANO: I think
you hit the nail on the head: The number of units. Because of the number of units, because of the density, that you've decided or the applicant decided to put in tandem parking, which is not optimal, which is really not an optimum parking arrangement in any scenario. I don't care where it is. If it's in an urban area, potentially, but not here.

THE WITNESS: Yeah, I have to --
I respectfully -- I'd say I respectfully
disagree, but this is very commonly used.
This is accepted under the RSIS standard as a way to provide the parking. COMMISSIONER GIORDANO: Commonly used. Can you give me an example of where you've employed this? THE WITNESS: I did a -- I did a large development in Cranford, which is very suburban, and there were three buildings and we had a lot of site area.

We could have used the site area. And the developer chose to do the tandem parking. He had a series of two-bedroom buildings -- units in his building. And it was done -- I would probably -- I would probably guess that there were over a hundred units that had the tandem space. So if you rented the unit, you would get the tandem space.

Now, they obviously work in more urban areas. Without a doubt. We're not an urban area. I don't want to bring -but in Cranford, you know, we had a very big lot. We had a lot of green space. We reduced the impervious significantly on that site and we chose to do the tandem because they work.
So I don't -- I don't really
think the seven spaces -- and I will say, if $I$ can just address that part of your comment. I don't think that the seven spaces creates such a problem. Because like I do when I back out of my driveway, and I'm sure other people maybe on the Board do, I wait in the car. I back up,

I wait till my wife's ready to go, she pulls the car back out, we leave, I pull back in, I'm forward. Hey, are you going to be late? Okay. Then I'll move in forward. I'll come in the front of the driveway. So --

COMMISSIONER MASTERSON: Excuse me. Are you in an apartment building or in a private home?

THE WITNESS: No, I'm in a private home. Yeah, I'm --

COMMISSIONER MASTERSON: It's a lot easier when you're not coming down an elevator from the third floor.

THE WITNESS: Okay. I don't --
I don't know -- I don't know. I'm just doing the movement with the car. I'm just -- I have to leave my house and go out to my driveway in the cold so maybe there's -- it's debatable, but I understand.

COMMISSIONER PETRILLO: I have two questions. The tandem spaces you did up in Cranford, were they under a building?

THE WITNESS: Yes, they were.
COMMISSIONER PETRILLO: They
were. And if you had to pull your car out and your significant other needed to get their car --

THE WITNESS: Yes.
COMMISSIONER PETRILLO: -- but you needed your car and you didn't want to wait for that person to come back or have to jockey them, where are you going to park then? In the first available space, out on the street or just leave it right in the middle of the parking area?

MR. CERES: I'm sorry, my
professional can't speculate to answer that. It would be pure speculation on his part.

COMMISSIONER PETRILLO: I
understand.
COMMISSIONER GIORDANO: Can you
answer the question as to why the
applicant -- and I'm not going to blame a professional, but the applicant didn't choose to provide typical parking underneath the building, you know,
without the tandem parking?
MR. CERES: Because we went -the applicant, in conjunction with its professionals, reviewed the Residential Site Improvement Standards, reviewed your ordinance for the requirements for parking, and this is the plan they came up with to meet the requirements and provide more open space.

Don't forget, we're lowering the impervious coverage from what's even existing. But even with this building, we're still lower than what is currently there today and that's part of the reason of why.

COMMISSIONER GIORDANO: That's
debatable. You know, you keep bringing that up.

## MR. CERES: Well, okay.

COMMISSIONER GIORDANO: That's
very debatable. I looked at the survey. The existing impervious surface, there's a debate as to whether gravel, compacted gravel, is open -- is impervious or not. So that's a very debatable point you're
making, but we'll move on from it. MR. CERES: Well, I would just say that's every -- no review letter has challenged our assertion of what it is. MR. GERTNER: Mr. Dipple, if I may follow up on the Cranford example. THE WITNESS: Yes.

MR. GERTNER: Was the Cranford site a permitted use at a permitted density?

THE WITNESS: It was.
MR. GERTNER: So it was a Planning Board app --

THE WITNESS: It was a redevelopment very similar to this. And it was planned, but it was a choice. There's no question it was a choice. And I guess -- I guess, Mr. Gertner, my testimony is maybe this Board hasn't seen it or it hasn't seen it often, but it is very common. It is my testimony that it is quite, quite common and we do find that it works.

And I should remind the Board that this is 7 of the 24 units have this.

It's not everyone who gets this. And you can choose. And that resident is aware of what they're getting. They're not getting this by surprise. They are getting this space and they are likely assigned that space. And Mr. and Mrs. So-and-So, or whoever it is, you have these spaces and they work it out just like I work it out. I mean, we do work it out.

MR. CERES: Yes, they would be assigned as part of the lease for the space.

THE WITNESS: Yeah. And it's only 7 of the 20 -- 24 , rather. It's not everybody. But it works with everybody. The one in Cranford, everybody -- well, I shouldn't say that. The two-bedrooms have that, not everybody. Because there are one-bedrooms that get one space and, you know.

CHAIRMAN COLEMAN: I don't want to belabor the point, especially on this tandem parking, but are you aware of any projects in Monmouth or Ocean County that
deploy this?
THE WITNESS: I'm sure there are. I haven't worked on any personally --

CHAIRMAN COLEMAN: Sure.
THE WITNESS: -- that are multifamily that have that, but $I$ would be absolutely certain that there are.

CHAIRMAN COLEMAN: Okay.
THE WITNESS: Because, Mr. Chairman, it is very common.

CHAIRMAN COLEMAN: All right.
MR. CERES: Mr. Chairman, if we want to circle back to it later, my planner is aware of it. So we can ask him to touch back on it.

CHAIRMAN COLEMAN: Okay. That's fine. I appreciate it. Thank you.
A. Okay. So that was the -- that was the zoning. I think that's where we left off.

And then, if I could, I'd go back to A-7, my site plan. And I'll just give you a little kind of update on the engineering and some of the other aspects of the plan. And I'm going to refer to sheet $\mathrm{C}-05$. And we still have

1 a stormwater collection system and it's very 2 similar to the past one. And we have some 3 perforated pipe. And your engineer has some 4 comments. And we fully plan to address all of 5 his comments and agree to any conditions that 6 would be put on us regarding analysis or

7 anything further for the stormwater management,
8 but I think you've heard significant testimony 9 regarding that.

11 of Curtis Avenue. We have a mechanical room
12 along the west side of the building. And right

15 transformer that is proposed in the back of the
16 building. We have the electric coming in off of

I touched briefly on the landscaping, but we have proposed low-level landscaping along the parking along 88. We have the birch trees in the back and kind of scattered around the

1 front, some hollies, some other landscaping. We 2 have that green space in the rear. So I have a

3 landscape list with a number of plants listed on
4 it and a number of bushes and shade trees.
5 And then the lighting, we're getting
6 very good lighting here. Not a lot of spillage
7 we have. We're very careful about Route 88.
8 And we have, I think, four post-top lights which
9 would look like that, the pole-mounted light.
10 Traditional colonial-style light. And then we
11 have some wall-mounted lights around the
12 building just to give a little bit of light at

So I think that's a description of my
Q. You had previously mentioned that you

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reviewed Mr. Savacool's letter. We are in
agreement with anything that he would like to
see us fix.
    Is there anything specific that you
need to touch on?
    A. I had a couple of notes. I don't
believe so. I think it was really just the
yards. I will say that we have a trash
enclosure and that has access coming in off the
stairway. Trash enclosure. So that was
relocated. I think I alluded to it earlier, and
that's on the east side of the building and it's
pushed back.
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    MR. GERTNER: So, Mr. Dipple,
    because I know -- I can recall a couple
    members of the public just wanted to
    touch on that.
    Can you go into just a little
    bit more detail? You knew exactly where
    I was going.
                            THE WITNESS: Yeah.
                            MR. GERTNER: Just how it's
        shielded from neighbors, that kind of
        thing. Light, et cetera.
                            THE WITNESS: Right. So I
    believe it was a little bit closer to the property line. I don't have a measurement on this drawing here, but I'm going to guess that that's probably about 6, 6 and $1 / 2$ feet from the property line. There is some vegetation over here. There's trees. There's a hedgerow a little bit to the north. But we are proposing some arborvitae around that trash enclosure to help screen that.

A truck would come in. If it's a front load, it could come in, back up, and then continue on its way. If it's a rear load, he could come in, back up, and then continue. So it's a pretty quick movement. And, you know, we know the trash is typically picked up in off hours or early morning or later so...

COMMISSIONER GIORDANO: Would the lawn areas and vegetation be sprinklered?

THE WITNESS: Yeah.
MR. CERES: Brian, you're putting in sprinklers, right? Yes.

THE WITNESS: Yes, they would be sprinklered. This is proposed lawn, some of this front lawn. Yes.

COMMISSIONER GIORDANO: There's also a comment from the fire marshal about moving the fire hydrant off Route 88. Is that acceptable?

MR. CERES: Yes.
THE WITNESS: Yes. I don't think I have anything further on Mr. Savacool's letter.

CHAIRMAN COLEMAN: Board
members, any questions at this time?
COMMISSIONER GIORDANO: Just one
more. If you had a choice in this development and if you could put the parking under the -- on the ground floor where there are currently apartments, would you have done that?

THE WITNESS: I don't think so. I don't know. I mean, that's not really a question for me. The building was -it was a team effort. We designed the building. Would I automatically put them there? I mean, you need -- you need a
lobby. You need things. You know, that would be a -- that would probably drive all the way through the front and then create an odd circulation pattern. This is a smaller, kind of dead-end lot. I'm not entirely sure if that was ever on the table.

COMMISSIONER GIORDANO: It was an unfair question. I apologize.

By the way, your plans are beautiful, just so you know. Your site plan documentation was very nice. THE WITNESS: Oh, thank you. Thank you.

COMMISSIONER NIKOLA: Excuse me.
What would be the address of the residents?

THE WITNESS: The address?
COMMISSIONER NIKOLA: The
address of the building. The residents that live there, what would be their address?

THE WITNESS: Well, right now it's 2613. I don't know what it would be. The post office --

MR. CERES: The post office -the post office would set that.

COMMISSIONER NIKOLA: So it
would be Route 88 or Curtis?
MR. CERES: I can't answer what the post office would do, but I can't even get there without an approval.

COMMISSIONER SHREWSBERRY: Then
I'm confused because you're saying the front of the house, the front of the building, is Route 88.

MR. CERES: I would, yes. I
would, yes. I would say that -- I don't think --

COMMISSIONER SHREWSBERRY: Well, you know the post office --
(Indiscernible cross talk;
reporter requests one speaker).
MR. CERES: I don't get to pick how it's addressed, but my client does. The post office --

COMMISSIONER SHREWSBERRY: You
do get to pick the address. I --
(Indiscernible cross talk;
reporter requests one speaker)

MR. CERES: The post office would determine what the address is.

COMMISSIONER SHREWSBERRY: I build my house; I pick my address. MR. GERTNER: Well, in any event, it's your -- let me clear this up. It's your perception that Route 88 is the front, right? That's been testified to?

MR. CERES: Correct.
MR. GERTNER: And that there's
at least a commercial component, quasi, with the garbage pickup off of Route 88, because that's the testimony. So the odds are that it would be a Route 88 street address.

MR. CERES: I would believe so.
MR. GERTNER: And you have no objection to make that recommendation to the post office?

MR. CERES: None whatsoever.
MR. GERTNER: All right.
MR. SAVACOOL: Well, I can't imagine you would prefer to have an address on Route 88 versus having an
address on Curtis Avenue. So I would think the preference would be that the addresses would be on Curtis Avenue, correct?

MR. CERES: In a perfect world to somebody, yes, it may. To us, it's not that big a deal.

COMMISSIONER SHREWSBERRY: Where
is the main entrance?
MR. CERES: Well, I don't know how you want to define "main."

COMMISSIONER SHREWSBERRY: Where you walk into the building.

MR. GERTNER: Hang on. Here's the thing. You made a representation that in any application to the post office, you're going to use Route 88, right?

MR. CERES: We can ask.
MR. GERTNER: That's what I
mean.
MR. CERES: Yes. Yes. I can't guarantee it.

MR. GERTNER: That's the
representation you made. Done. They're
going to do it. That will be a condition. If the Board approves it, that will be a condition, that that's going to be -- that's going to be the preference that you're going to relate to the post office. Appreciate it.

MR. CERES: Correct.
CHAIRMAN COLEMAN: Let's
continue.
Oh, I'm sorry. Mr. Hutchinson. Yes, by all means.

COMMISSIONER HUTCHINSON: Just
out of curiosity, not to belabor the parking issue, but going back to the tandem spaces, I'm just curious. Speculation aside. Are there any contingencies? Because I feel like the public has spoken previously --

THE REPORTER: I'm sorry. Would you slow down, please? Sure.

COMMISSIONER HUTCHINSON: Are
there any other contingencies for the tandem spaces? The community has spoken pretty clearly about the concerns for additions to parking and traffic flow.

And while it's only seven spaces, I think that the probability certainly is there that you -- people won't be utilizing that to their full capacity. They'll be putting one car there and then that kind of furthers the public's concern about putting additional cars on the streets, parking flow.

And, again, $I$ know it's not a huge magnitude, but is there any -- has there been any other possibility aside from the tandem spaces? Is there anything else you could do?

THE WITNESS: No, I don't -- I
don't -- I mean, we started with this
building, I mean, because we were -- you know, it kind of doesn't always progress, like, okay, let's start with the parking and then go to the building.

In this case it started with the building and then we looked at where the building would fit and how the site would work. And it was recommended, you know, that we consider this. So it was kind of a group effort to come up with this. I

| 1 | mean, I really feel strongly that it |
| :---: | :---: |
| 2 | works very well. |
| 3 | And -- but I should say that |
| 4 | your parking requirement is consistent |
| 5 | with the RSIS which, you know, in my |
| 6 | experience is pretty high. I mean, it's |
| 7 | very, very adequate, if not well above |
| 8 | adequate, because it includes that half a |
| 9 | space for a guest. So if you have |
| 10 | someone who rents one of these and has |
| 11 | that and has really only one car, so |
| 12 | there's the guest space. The other guest |
| 13 | spaces would be scattered. |
| 14 | But in my opinion and in my |
| 15 | professional experience, parking of 47 |
| 16 | for 24 units is more than adequate. It's |
| 17 | definitely more than adequate. |
| 18 | COMMISSIONER HUTCHINSON: I |
| 19 | appreciate you indulging the question. I |
| 20 | recognize it was more than, you know, |
| 21 | hypothetical but I was curious. Thank |
| 22 | you. |
| 23 | COMMISSIONER PETRILLO: You |
| 24 | mentioned that you designed the building |
| 25 | first. Why 24 units when eight are |

allowed?
THE WITNESS: Well, that wasn't my choice, but the applicant is --

COMMISSIONER PETRILLO: Maxi-
mizing --
THE WITNESS: -- asking for 24
units. I think there was prior testimony regarding the number of units that are there today and this is kind of consistent with that. But obviously we feel strongly that 24 units fit here and we can park them and that's what the application is.

COMMISSIONER PETRILLO: And how many are designated as affordable housing units?

THE WITNESS: Six. Five, I'm sorry. Five. Five, I'm sorry. Five affordable units.

COMMISSIONER GIORDANO: Just to
clarify the previous testimony, there's
24 units on the existing site and it
keeps being brought up and I know I'm
hounding this. I know you don't like me for doing it. There's 20-foot (sic)
bedrooms on the existing site. We're going to 44 bedrooms on the proposed site. It's not comparable. It's apples and oranges.

Not that even -- the existing
site considerations, which are one-story buildings, not that they don't -- or they should apply here, because it's a new development on a lot that has new zoning criteria which you have not met, especially when it comes to density.

And I have not heard one -- you
have the engineer. You have the
architect. We're still waiting for the planner to justify the density here.

MR. CERES: And we will get to
him, but I have to put my other professionals on first to lay the ground --

COMMISSIONER GIORDANO: Yeah, but you have -- all these problems that he's trying to overcome is because of the density issue.

MR. CERES: Well, Mr. Giordano, respectfully, I have to put my other

|  | Page 60 |
| :---: | :---: |
| 1 | professionals on first to lay the |
| 2 | groundwork for the planner's testimony -- |
| 3 | COMMISSIONER GIORDANO: You're |
| 4 | making it difficult. |
| 5 | MR. CERES: Otherwise, he'd be |
| 6 | speaking without a groundwork for what |
| 7 | you're about to hear from him. |
| 8 | COMMISSIONER GIORDANO: Okay. |
| 9 | CHAIRMAN COLEMAN: Certainly |
| 10 | relevant concerns, though, Mr. Giordano. |
| 11 | You know, a lot of the issues that are |
| 12 | being brought up are seemingly a |
| 13 | byproduct of the density, but we'll talk |
| 14 | more about that. |
| 15 | Members, any other questions at |
| 16 | this time? |
| 17 | Mr. Ceres, do you want to |
| 18 | continue? |
| 19 | MR. CERES: Are we going to open |
| 20 | him up to the public? |
| 21 | MR. GERTNER: No. I think -- I |
| 22 | think -- I think, Mr. Ceres, the better |
| 23 | way to approach this at this point, you |
| 24 | have your professionals. You heard |
| 25 | Mr. Giordano, quite frankly. All the |

questions are so subsumed into the request for the variance that it may be a perfect segue to the planner right now.

CHAIRMAN COLEMAN: And let me just add, if I could, Mr. Gertner, that that doesn't mean we are in any way -MR. GERTNER: That's right. CHAIRMAN COLEMAN: --
short-circuiting or discounting public input and comment, which we will get to, but we think it would be better for everybody, Board members and the public, to hear the next piece of testimony and then be able to have those questions and those comments.

Thank you.
MR. CERES: Mr. Gertner, I
respect your opinion and $I$ can move the architect again, but $I$ at least need the traffic to come in --

MR. GERTNER: Okay. MR. CERES: -- before I could get to the planner. MR. GERTNER: It's your call, you know. The Board laid the segue out
for you, though.
MR. CERES: Thank you.
MR. GERTNER: We know

Mr. Kennel.

MR. CERES: Do you want to voir dire him?

MR. GERTNER: I'm going to swear him in again.

MR. CERES: Sounds good.
MR. GERTNER: Mr. Kennel, first of all, good evening.

MR. KENNEL: Good evening.
MR. GERTNER: I just saw you two days ago. You've raised your right hand.

S C O T T K E N N E L, having been duly sworn, was examined and testified as follows:

MR. GERTNER: Can you kindly give us your full name, spell your last, and, again, some credentials related to your affiliation and experience?

THE WITNESS: Sure. Scott

Kennel, $\mathrm{K}-\mathrm{E}-\mathrm{N}-\mathrm{N}-\mathrm{E}-\mathrm{L}$, with McDonough \& Rea Associates, located at 1431 Manasquan. I have over 35 years of transportation and
planning experience. I'm a principal with McDonough \& Rea Associates. I've testified in over one thousand applications in over 100 municipalities.

Point Pleasant is probably
about ten years ago since I've been here, but --

CHAIRMAN COLEMAN: Welcome back.
Board members, do we accept his professional credentials?

COMMISSIONER PETRILLO: Yes.
CHAIRMAN COLEMAN: I think we do. Thank you, sir.

THE WITNESS: And I'd also like
to add I'm also a resident of Point Pleasant since 1988. So I'm very
familiar with the roadways and I had lived for five years on Hardenberg, which wasn't too far from this subject site. So I'm very familiar with Point Pleasant over the years.

My office prepared a revised
traffic statement since my partner, John Rea, testified last year. And it really focuses on the change in the site plan as
far as traffic generation. We're still 24 units and the traffic projections still -- are consistent with his prior testimony where we would have during the morning peak hour approximately 12 trips and in the afternoon peak hour 17 trips, and, on a 24-hour basis, 175 trips. It's important to recognize that the traffic generation from this residential proposal is substantially lower than other permitted uses on this property such as a gas station, such as a small retail center or medical office. So I just want to qualify for the Board that the residential proposal here substantially generates less traffic than the other permitted uses.

Mr. Dipple had spoken about the site plan and the fact that the plan before you tonight is RSIS compliant relative to the parking provided. Obviously with this plan we have reduced the number of conflict points along Curtis as compared to the prior plan, where we only have one driveway out to

Curtis closest to Route 88. We have great sightlines, sight -- for sight distance. So it's my opinion that on Austin and Curtis, the driveways can operate safely and efficiently.

And, in addition, the layout
will accommodate the refuse vehicles that will service the site. And I'll just lastly speak to -- as far as tandem parking, $I$ know that's not prevalent in Point Pleasant, but it's becoming more prevalent on multifamily developments. There's a project I'm working on in Allenhurst on Main Street where they have substantially more tandem parking than what's proposed here.

So, again, as he described it, it's no different than either two cars in a 15-foot-wide driveway or a garage and a parking space in the driveway behind it. It's only seven of the spaces, or a total of fourteen, but it would be for seven units. It's not a transient activity because it would be the residents of the building. And there would -- it would
not create an unsafe condition as far as the parking maneuvers that Mr. Dipple had explained earlier.

Lastly, just let me say that as far as the access onto Route 88, that would require an NJDOT access application. It would be a minor access, that's a lower level, but then that's attributed to the fact that this site has a low traffic projection on an hourly and daily basis.

That completes my testimony. CHAIRMAN COLEMAN: Thank you. Board members, questions? COMMISSIONER PETRILLO: I just have one really quick one and it may just have been a typographical error. On your trip generation section, it says "Table 1 Illustrates." It's labeled "Table 2." Is there a different table? THE WITNESS: No, it's just -that's a typo.

COMMISSIONER PETRILLO: Okay. COMMISSIONER GIORDANO: I just have a minor question and comment. Both
you and the engineer bring up driveways. The tandem parking is like the typical driveway.

What's the width of a typical
road, local road?
THE WITNESS: Local roadway?
COMMISSIONER GIORDANO: Yeah.
THE WITNESS: It can range from
24 feet to 30.
COMMISSIONER GIORDANO: I don't
know of any roadway 24 feet. But you
have a 24-foot parking lot and you
have -- right opposite the tandem
parking, you have cars also pulling out which is not a typical residential
situation. Does it occur in real life?
Infrequently, probably, yes. But no. In most spaces -- in most places in the Borough of Point Pleasant, that is not a typical occurrence.

One other question. If you provided a through-put from Austin Avenue to the parking lot, expanded that parking lot, you could potentially eliminate one of the access drives, particularly the
one on Curtis Avenue.
THE WITNESS: Could you? I'd have to look at it. You could possibly do that. It's my opinion that having an access out to Curtis makes it more efficient as far as accessibility to the site. COMMISSIONER GIORDANO: Fair enough. But the question is, could you potentially eliminate that access drive on Curtis? Which residents in the neighborhood in the previous testimony have indicated there's a lot of traffic problems in that area. And they've indicated that, at least according to their opinion -- and I know they're only residents -- that having movement outside of that access drive on Curtis Avenue is problematic.

THE WITNESS: Well, I
respectfully have to disagree. It's my opinion -- and, again, I'm familiar, I'm a resident of Point Pleasant, I'm familiar with Route 88 and Curtis Avenue -- that it would operate
efficiently and safely.
COMMISSIONER GIORDANO: Fair enough. Okay.

CHAIRMAN COLEMAN: Board
members, other questions?
I have a question. I think you
mentioned that Austin outlet, Avenue aisle drive aisle, driveway, that's 24 feet wide?

THE WITNESS: Correct.
CHAIRMAN COLEMAN: And that's one of the design waivers you're seeking. Why -- why aren't you able to just do it at 30 to 36 feet wide per the standard?

THE WITNESS: Well, let me -let me go back. And I apologize because I wanted to respond to Mr. Giordano's comment as far as the 24-foot-wide roadway.

CHAIRMAN COLEMAN: Okay.
THE WITNESS: That is a standard
in the RSIS. So if you have a townhouse development, the roadways -- one of the roadway categories allows it for 24 feet. And you can have a townhouse, for
example, with a driveway and a garage. So they would be backing out into a 24-foot-wide roadway which is very similar to a 24-foot-wide aisle.

So the plan we have before you is consistent with the Residential Site Improvement Standards which takes precedence on residential developments based on my experience. I'll defer to legal counsel, but RSIS takes precedence as far as the design criteria with drive aisles, parking lot sizes, and the like. CHAIRMAN COLEMAN: I mean, according to the plans, it says "two-way operation driveway width for ten or more dwelling units should be 30 to 36 feet." They're seeking a design waiver for 24 feet.

THE WITNESS: That is your
Borough ordinance, but that's not RSIS
standard and that's the one that we defer to when we're looking at residential developments.

MR. SAVACOOL: But, Mr. Kennel, if I had a townhouse development,

| 1 | wouldn't I -- in a garage-driveway |
| :---: | :---: |
| 2 | combination. So driveway-garage |
| 3 | combination is tandem parking. So |
| 4 | would those -- in a townhouse |
| 5 | development, would the rear end of |
| 6 | the two outside vehicles be 24 feet |
| 7 | apart? |
| 8 | THE WITNESS: Generally it |
| 9 | wouldn't be because you'd have a |
| 10 | sidewalk. |
| 11 | MR. SAVACOOL: You'd have a |
| 12 | sidewalk and a curb. |
| 13 | THE WITNESS: Right. |
| 14 | MR. SAVACOOL: So you'd have |
| 15 | some -- you'd have some "gimme" room. |
| 16 | Whereas here, if I'm the first tandem |
| 17 | spot and that tandem spot is the spot |
| 18 | closest to Route 88 and I have to do the |
| 19 | shuffle, then I'm backing out. And I |
| 20 | guess I'm going to back out, but face in. |
| 21 | And then my wife is going to back out, or |
| 22 | whoever, girlfriend. You know, whatever. |
| 23 | I don't want to -- |
| 24 | CHAIRMAN COLEMAN: Other driver. |
| 25 | MR. SAVACOOL: And so you're -- |

I don't think that represents a townhouse situation. I think it's a lot of jockeying. There's only a 5-foot, you know --

THE WITNESS: Well, then they back up towards Austin. I mean, again, if you take out the tandem, this design is a standard parking module with a parking space on either side of a 24 -foot aisle. So the only thing you're introducing differently is that you have to stage a vehicle in the drive aisle so that another person can get out.

So it's very consistent with a standard parking module and we're only dealing with seven units, a low turnover, and people who are familiar with it.

It's not a transient type of partner here who's trying to figure out what to do. They're going to become very skilled and understand the process. And/or if they're not comfortable with it, and that's the only unit they have left, they may not choose to rent here.
mentioned, and please correct me if I'm wrong -- not if I'm wrong, but when I'm wrong -- that approximately 175 trips over 24 hours was a basic measurement?

THE WITNESS: Correct. For 24 dwellings, right.

CHAIRMAN COLEMAN: Okay. Yes.
And that that was less trips
than the permitted uses such as a medical office?

THE WITNESS: That's correct, or a gas station. If you had a gas station here, the traffic generation could be anywheres close to a hundred trips per hour and over a thousand trips for a 24-hour basis.

CHAIRMAN COLEMAN: What if you had a medical office?

THE WITNESS: A medical
office -- and, again, we haven't laid one out, but assume a 10,000-square-foot medical office building. That would be approximately 40 trips during the peak hour and on a 24-hour basis, you're going to be in the range of 250 to 300 . And
then if you do a retail, which could have a convenience store or something high turnover rate, it's going to be much greater than a medical office.

CHAIRMAN COLEMAN: Okay. Thank you.

THE WITNESS: You're welcome.
MR. GERTNER: Mr. Chairman, may
I ask a question?
CHAIRMAN COLEMAN: Yes,
Mr. Gertner. Go right ahead.
MR. GERTNER: So this goes to some of the enforcement questions that Mr. Ceres has referred to. Ultimately if the Board would act favorably, it would be part of the leases and developer's agreement, but $I$ just want to make it clear so I understand what I might have to write one way or the other.

So the testimony, as I
understand it, is that 47 are required,
47 parking spaces are required; 47 are provided.

THE WITNESS: Correct.
MR. GERTNER: Seven of those

available to whoever's visiting the site.

So you could have -- so if we
take seven, that leaves us with 17 and 14
from the 47 gives us 33. So you have
about 17 open parking spaces. That's -if you were going to get to that and have some control, that's what I would suggest. But, again, I haven't discussed that with my client so...

MR. GERTNER: But, generally
speaking -- and you got to my global point at least, which is, based on your experience, that there is a manner, there is a way, in which to enforce and protect against that issue.

THE WITNESS: Correct.
MR. GERTNER: Okay. Thank you.
THE WITNESS: And one of the things, too, would be to have the other spaces on the Curtis side assigned. So, again, everybody that's under the building is familiar with the process, instead of having a visitor or somebody transient that's not aware. I mean,
that's another way to, again, enforce or encourage the better use of that space.

COMMISSIONER GIORDANO: But
wouldn't it just be easier, instead of dealing with the process, to just park on Curtis Avenue or Austin Avenue and not deal with the tandem?

THE WITNESS: That's possible. That's permitted. Parking is permitted along the public streets in the area. That's possible.

COMMISSIONER GIORDANO: Which goes against the whole intent of the RSIS standard in order to provide adequate parking for the development that's being proposed. Yes, even if you didn't have the tandem, it could happen. I would agree. But it's not going to happen to the same extent.

We all know that nobody's going to deal with the tandem parking. As one of my fellow Board members said, they're going to end up parking on Curtis Avenue and Austin Avenue, which is not
preferable and all because the applicant refuses to provide enough parking on-site because he wants to maintain a 3-to-1 density on the site. So we're back to the same spot.

THE WITNESS: But there is a provision in the RSIS that allows for local conditions where you could consider the Curtis Avenue and Austin as part of your parking count, but we haven't gone there. We've shown where we can do it totally on-site. But there is a provisions in RSIS with local conditions where that would be a permitted way to provide the parking.

COMMISSIONER GIORDANO: All right.

CHAIRMAN COLEMAN: Members, any other questions at this time of this expert?

Hearing none, I think that we will go to the public now. They've been here long.

MR. GERTNER: I really, again -and we had talked about this. Is your
planner going to come up next?
MR. CERES: Yes.
MR. GERTNER: I think that would assist everyone, quite frankly.

CHAIRMAN COLEMAN: I think it may, but they've been here three hours and he could have just come up now and they chose not to so. We're going to have him come up. And we'll have the planner come up, but we've had now two people to testify and it's time for the public to have their questions heard.

So are there any members of the public with questions about the testimony they heard? I have to urge you, this is not the time for your opinion on the whole application. That will come. But if you have questions about the testimony that you heard from the two experts so far, just raise your hand. I'll call on you and you can come on up.
Ma'am.

C H R I S T I N E MARTIN, having been duly sworn, was examined and testified as follows:

MR. GERTNER: Can you give us your full name, spell your last, and your address, please?

MS. MARTIN: My name is
Christine Martin, M-A-R-T-I-N. My address is 1009 Route 88 in the Borough.

So my first question is I just want to confirm that there are public sidewalks on Route 88, on Curtis Avenue and on Austin for this project. Public sidewalks, not sidewalks for the residents of the proposed community. MR. SAVACOOL: That is correct. MS. MARTIN: Okay. MR. SAVACOOL: I'll just answer it.

MS. MARTIN: Thank you.
CHAIRMAN COLEMAN: Thanks, Ray. MS. MARTIN: All right. So the second -- the next thing I wanted to know is colonial lights were mentioned as being on the building. So my question is, could you classify the design type for this particular building? Is it colonial?

MR. CERES: It's more of a question for our architect.

MR. GERTNER: Well, to the extent that we've had testimony, he can try. If you can't, you can supplement.

MR. DIPPLE: I can just address that. The colonial lights are not mounted on the building.

MS. MARTIN: Okay.
MR. DIPPLE: The colonial lights are post-top lights and there are four of them proposed. I'm just going to point to them: One, two, three, four.

MS. MARTIN: So was the choice of colonial lights based upon the design of the building, the design type of the building?

MR. DIPPLE: Yeah. It was a collaborative effort of the project team. I think you're going to hear more about the architecture, but $I$ think personally it fits, so, yes.

MS. MARTIN: Oh, I'm not questioning the fit. I'm questioning the design. That's what I'm asking. MR. DIPPLE: Yes. MS. MARTIN: Okay. And so we had a lot of conversation about tandem parking. And the gentleman who spoke is a Borough resident so he knows that in our Borough, when you go down the streets, there's lots of the houses that have single garages. So here's a garage and here's a driveway.

So those individuals effectively
have tandem parking. Because if you park
in your garage -- for those of us that don't have things in the garage other than a car -- then someone has to move the car. So you pull in so you get off the street, so that your car is more protected, but then someone has to play the parking shuffle and move the vehicles.

So I'm saying that tandem parking is very similar to what we -MR. CERES: Is there a question --

CHAIRMAN COLEMAN: Mr. Ceres, is there a problem? I keep seeing you
throwing your hands up.
MR. CERES: Yeah, if --
CHAIRMAN COLEMAN: Do you have your mask?

MR. CERES: I respectfully
submit this is for -- this period is for questions.

CHAIRMAN COLEMAN: Well, she's asking questions.

MR. CERES: This witness is
putting on testimony. She's
describing -- I haven't heard a question.
CHAIRMAN COLEMAN: You haven't heard any questions from her?

MR. GERTNER: Mr. Chairman, hang on.

MR. CERES: Not regarding this issue, Mr. Chairman.

MR. GERTNER: Hang on. Hang on. Ma'am, so -- and, in fact, a
similar point was raised actually by the --

CHAIRMAN COLEMAN: Wear your mask. He's done.

MR. CERES: Okay. Last time you
told me to take it off because you couldn't see my mouth.

MR. GERTNER: A similar -- a similar question was asked -- was raised by the Board engineer.

Do you have a question, though, to the lead-up of the comment that you're making?

MS. MARTIN: I do. I'm not a practicing attorney so I'm not --

MR. GERTNER: That's okay. Don't worry about it.

MS. MARTIN: I'm trying to get to the point.

So what I'm saying is that we have this problem in our town everywhere and one of the points that have been brought up multiple time is the issue of parking on our streets. Our streets are very narrow.

So my question -- since this issue of parking is a well-known issue, I don't understand how tandem parking under a building is going to be effective. Because what's happening in our streets
and our housing is that folks are parking one car in the driveway and one car in the street so they don't have to do the parking shuffle. How does this tandem parking avoid that problem?

THE WITNESS: Well, I should say that we are not seeking a parking variance. We have the spaces on the site. And in my opinion, in my experience, the site is adequately parked, if not more than adequately parked. And that is just my experience in doing this.

And I think most engineers would agree with me that the RSIS standard, which is essentially also your Borough standard, is excessive. It includes a half a space per unit for guests. So just that alone tells me that I would actually need less spaces for this because there's a guest space. And we haven't -- as Mr. Kennel
said, we haven't counted on-street spaces, which we can by the RSIS, but we haven't tried to do that for our guest spaces.

So is it possible that someone does that? Of course. Is it possible that someone accidentally pulls into someone else's space? Of course. That's all possible. But the infrequency of that happening, the way these things work, is what we're saying. We're saying, and our testimony is, that this works. This works. And if I had a parking variance, I would say that my argument is much weaker, you know, or not as strong. This is, in my opinion, more than adequately parked. MS. MARTIN: I'm not
disagreeing. What I'm saying is the behavior that has been demonstrated in our town shows that our residents do not enjoy tandem parking; therefore, they park on the street. Therefore, this parking will not meet our needs based upon the behavior that I've observed. THE WITNESS: I should also say, again, it is seven parking spaces. So of the seven people, you know, if one or two
acted that way, you know, perhaps. But, again, it's underneath the building, the second spot. It is a -- it is a -- the back space is a premium space. These are the premium spaces.

It is likely that in a scenario like this -- and I don't want to speak for my client -- they charge more for the spaces that is underneath the roof. That is -- that is pretty standard. So these are -- these are, you know, the prime spaces. Will people not use them after they paid for them? I'm not so sure.

MR. GERTNER: Well, there's two things to that. One, any payment for parking you'd have to relate to the affordable housing requirements. I'm not quite sure how you do that.
Secondly, though, ma'am -- and,
hopefully, I kind of relate your question. I'm going to attempt to do this.

Mr. Dipple or Mr. Kennel, can
you relate the parking that you provide including the tandem spaces to the design
waivers that you're seeking? Mr. Kennel partially addressed them, I recognize, by articulating that it's an RSIS standard. But maybe that will help a little bit what she's trying to get to.

THE WITNESS: Yes. We are
seeking the design waiver for the 30 to 36 feet, if that's what you're referring to, Mr. Gertner. So we're using the 24-foot drive aisle, which is standard. It's standard really not only in residential, commercial, almost anywhere. The 9-by-18-foot parking space is also exactly what RSIS calls for.

Most ordinances throughout the
state -- commercial, residential,
anything -- go with the 9-by-18-foot
space. The larger space is kind of clearly being phased out. And part of that is stormwater management and part of that is just it's unnecessary and it works.

So I think what Mr. Kennel was saying is what would happen would be is
if someone was parked here and the car was behind them, their relative's car was here, they could easily back up, let this car make its move in this little turnout thing, and then go out and then have that car go in --

MR. GERTNER: And just so -- I'm going to interrupt you, respectfully, because you're saying "here."

THE WITNESS: Yes.
MR. GERTNER: "Here" being
internal to the building.
THE WITNESS: Underneath the building at the southernmost space is what I was referring to for the record. So I know I'm pointing and I'm directing your attention to my finger here.

But that could happen in other spaces if I go further north and I'm along the east side. You know, a vehicle could back up and go backward in a southerly direction and then, you know, clear the area or go back up in a northerly direction and let that individual go out.

So I think one would have to see it work. I mean, I really feel, honestly, that it does work. I'm being very sincere about seeing this happen, designing this multiple times, and seeing very substantial developments, very high-end developments, have this scenario when they don't need it. They don't really need to do it. They could do surface parking and they don't really need to do it and they still do it. It's an efficient way of doing it.

So I don't know if I've
addressed -- I think you wanted me to address the waiver for the -- for the -did I miss any of the drive aisles width and the parking space size? And I feel that it still works very well.

MS. MARTIN: Thank you for your answer.

CHAIRMAN COLEMAN: Thank you. Any other members of the public have questions about the testimony that they've heard so far?

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                                The gentleman in the gray, I
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saw you first up. So do you want to come up?

And just for clarification. I apologize for Mr. Ceres for calling him out, but anybody that is in this room that is not speaking has to have their mask on. I thought $I$ was clear about it; perhaps I wasn't. Now I have been.

Sir, proceed.
MR. PAPA: My name is Gregory
Papa.
$G R E G O R Y \quad P A P A, h a v i n g$
been duly sworn, was examined and
testified as follows:
MR. GERTNER: Can you give us your full name, spell your last, and your address, please?

MR. PAPA: Gregory Papa. Last
name $P-A-P-A$. I live at 601 Hardenberg in the Borough.

And my question is for you, sir.
You're telling me about this tandem parking. We live in a resort town. A lot of people want to visit family, come to the beach.

MR. DIPPLE: Yes.
MR. PAPA: This is a thing. So let's say that you have -- how many places? Twenty-four units?

MR. DIPPLE: Yes.
MR. PAPA: Okay. Let's say that we get two family cars per unit that want to come visit. Memorial Day, July 4th. What do you plan on doing with those other 30 to 40 cars?

MR. DIPPLE: Well, again --
MR. PAPA: What's the plan for that?

MR. DIPPLE: So they -- okay. If -- now, this is the -- this is the "Super Bowl" example, I think is what we often refer to it as. On Super Bowl Sunday when someone has a big party -hopefully a couple of years from now when we can have parties again -- what happens when you have a big crowd that comes to your house? And that is they park on the public streets. And that's exactly where they're allowed to park. That's where they do park. That's where they would
park in my neighborhood if they came if we had a big thing.

It's a temporary thing. It's
not -- the parking is designed to meet the need of this community. I think it does it more than adequately.

MR. PAPA: So what you're saying is that you're comfortable flooding those three streets with cars to the point where it's not really drivable?

MR. DIPPLE: I would -- I would guarantee that other homes in this community have had large family gatherings and those cars have parked on the streets.

MR. PAPA: You're talking about
single-family homes with space in between. You're talking that there is room.

MR. DIPPLE: Well, we don't park in between --

MR. PAPA: There's no room there.

MR. DIPPLE: Well, we don't park in between people's homes.

MR. PAPA: Meaning, like, if you are on the street -- I have a front yard and there's a little side -- that's where these people will be parking.

MR. DIPPLE: Well, I think I've given my testimony. That's exactly --

MR. PAPA: It's a very close proximity to where you --

MR. DIPPLE: I think I described it.

CHAIRMAN COLEMAN: You asked; he answered.

THE WITNESS: Yeah.
CHAIRMAN COLEMAN: I understand you might not like the answer.

MR. PAPA: Thank you very much.
CHAIRMAN COLEMAN: Thank you very much.

Sir. Questions of the testimony that we've heard so far.

D A V I D B OBOWICS, having been duly sworn, was examined and testified as follows:

MR. GERTNER: Kindly give us your full name, spell your last, and your
address.
MR. BOBOWICZ: My name is David Bobowicz, B-O-B-O-W-I-C-Z.

MR. GERTNER: Your address, please.

MR. BOBOWICZ: I don't know you and --

CHAIRMAN COLEMAN: Sir, what
is -- your address we need.
MR. BOBOWICZ: Oh. 525 Curtis Avenue.

CHAIRMAN COLEMAN: Thank you.
MR. BOBOWICZ: Right here in the Borough.

CHAIRMAN COLEMAN: I gotcha.
MR. BOBOWICZ: I'm not talking about parking spots. Man, I'm done with it. It doesn't work. Period.

What I want to talk about is has anybody done a property valuation of our neighborhood since you're trying to put the Taj Mahal and --

CHAIRMAN COLEMAN: Sir, I'm going to have to -- as much as I want to encourage public questions, I'm going to

| 1 | have to stop you now because I don't |
| :---: | :---: |
| 2 | think the gentleman testified to any |
| 3 | property valuation questions or |
| 4 | equations. If he did, then he can |
| 5 | certainly answer. And I am all for |
| 6 | public questions, as you've heard. |
| 7 | MR. BOBOWICZ: Yeah. |
| 8 | CHAIRMAN COLEMAN: But they have |
| 9 | to be related at this time to the |
| 10 | testimony that's been given so far. |
| 11 | There will be a time for -- |
| 12 | MR. BOBOWICZ: I'll have to wait |
| 13 | on that then. |
| 14 | CHAIRMAN COLEMAN: Unfortunately |
| 15 | so. |
| 16 | MR. BOBOWICZ: Thank you. |
| 17 | CHAIRMAN COLEMAN: Thank you, |
| 18 | sir. |
| 19 | Mr. Lavan, did you want to come |
| 20 | up? |
| 21 | E D L A V A N, having been |
| 22 | duly sworn, was examined and testified as |
| 23 | follows: |
| 24 | MR. GERTNER: Can you kindly |
| 25 | give us your full name, spell your last |

and your address, please?
MR. LAVAN: Ed Lavan, L-A-V-A-N,
2612 Herbertsville Road, Point Pleasant.
This is for you, sir. Three
questions; first is a softball. Has there been any thought of keeping any of the existing trees and incorporating them into the landscape plan?

MR. DIPPLE: No, I don't believe there has. But, you know, if any of those trees could be saved, we would look into that. But, no, I think we're going to -- I think we're going to -- I think the plan is to wipe the slate clean, yeah.

MR. LAVAN: It's unfortunate because you're going to do landscaping and you're starting from scratch.

MR. DIPPLE: I would say that if there's a street tree nearby that we can save, we would consider saving it, but...

MR. LAVAN: My second question on the parking spaces, just the number. On the Route 88/Curtis side.

THE WITNESS: Yes.

MR. BOBOWICZ: There's 24, did you say?

THE WITNESS: Yeah. I think there's -- 11 and 2, 9 is -- 24, yes. Twenty-four including these four in the rear, yes. 24 and 23 is 47 , yeah.

MR. LAVAN: Okay. Because I couldn't see on my copy here. I saw the two handicap spots, but I didn't see the other --

MR. DIPPLE: Yeah. There are two more that kind of face that concrete pad in front of the trash enclosure.

MR. LAVAN: Oh, okay.
And my last question: Can you reconcile the difference between the site plan and the architectural plan?

MR. DIPPLE: Well, we haven't presented the architectural plan yet.

MR. LAVAN: Okay. So I'll wait on that then.

CHAIRMAN COLEMAN: That's coming up.

MR. LAVAN: Thank you.
CHAIRMAN COLEMAN: Thank you.

Any other public questions about the testimony that we've heard so far?

E D C A P R I O, having been duly sworn, was examined and testified as follows:

MR. GERTNER: Kindly give us your full name, spell your last, and your address, please.

MR. CAPRIO: Ed Caprio, C-A-P-R-I-O, 523 Curtis Avenue.

So you stated that you want 24 units. 26.64 you said; 26.7 for density. Affordable housing allows 8. Multifamily dwelling allows 16. Why should the town consider 24?

MR. DIPPLE: I didn't give that testimony.

CHAIRMAN COLEMAN: That's way outside of the bounds of what he's testified to so far.

COMMISSIONER GIORDANO: That's the planner's testimony.

MR. CAPRIO: Okay. No problem.
And what variance are you guys
looking for? What "D" variance?

MR. DIPPLE: It is a D-3
variance for the density, the one you just described. The 8 units to the acre.

Proposed is 26.7. That is the "D" variance.

MR. CAPRIO: Okay. Thank you.
CHAIRMAN COLEMAN: All right.
Public? Questions exhausted? Oh, one more.

UNIDENTIFIED SPEAKER: Sorry, no questions.

CHAIRMAN COLEMAN: No. If you
have a question with regard to the
testimony --
UNIDENTIFIED SPEAKER: Nope.
CHAIRMAN COLEMAN: Okay. We're
going to get back to that. I promise.
All right. It's only 20
minutes.
Mr. Ceres, want to continue?
MR. CERES: If you like, that's fine with me.

THE REPORTER: I'm just going to need a break at some point, though.

MR. CERES: Mr. Chairman, I just
want to -- my planner is going to be at least an hour in his testimony.

MR. GERTNER: So, if I may, Mr. Chairman.

CHAIRMAN COLEMAN: Please, go ahead. Yes.

MR. GERTNER: I think -- this is my opinion and it stresses volunteers and the public. I recognize that. And I know some folks need a five-minute break.

I think it would behoove all of us at this point, though, given the number of meetings we've had on this, to hear the planner's testimony. We can determine when that testimony is done whether or not to open up to the public at that point or they'll have the opportunity, because Mr. Ceres has ordered transcripts, and then when they come back, you can immediately open to the public.

But I think -- I think the idea of the support for this density variance has been hanging out so long, it's a disservice, respectfully, to the

| 1 | applicant, the public, and the Board not |
| :---: | :---: |
| 2 | to hear that testimony at this point. |
| 3 | CHAIRMAN COLEMAN: Oh, I want to |
| 4 | hear it. Definitely. |
| 5 | MR. GERTNER: I mean tonight. |
| 6 | CHAIRMAN COLEMAN: I want to |
| 7 | hear it tonight. |
| 8 | MR. GERTNER: Since it's |
| 9 | related. |
| 10 | CHAIRMAN COLEMAN: I want to |
| 11 | hear it. I'm sorry. If I indicated I |
| 12 | didn't want to hear it tonight, I |
| 13 | apologize. I do. I am not in favor of |
| 14 | having the public then ask questions of |
| 15 | that testimony a month later. |
| 16 | MR. GERTNER: Well -- |
| 17 | CHAIRMAN COLEMAN: If we're here |
| 18 | late, that's life. But if people want to |
| 19 | ask questions of the testimony this |
| 20 | evening, they should be able to do it |
| 21 | this evening, not forget the questions |
| 22 | and come back in two weeks. So all |
| 23 | right. Let's go. |
| 24 | MR. GERTNER: Well, |
| 25 | Mr. Chairman, I know, respectfully, she |

asked for a five-minute --
CHAIRMAN COLEMAN: Yep. We're
at 9:48. We'll take a five-minute break and return at 9:53.
(Whereupon, a recess is taken.)
CHAIRMAN COLEMAN: Call the
meeting back to order. All of the Board members, applicant's professionals and residents have returned.

I'm going to turn to just
Mr. Savacool for a second for a bit of housekeeping.

MR. SAVACOOL: Yeah. So on
the -- I forget which member of the public asked a question about which variance is required. It's actually a D-5 for a density not permitted or above that permitted. So it's a D-5 use variance. D-5 is the quotation -- part of the quotation from the Municipal Land Use Law.

CHAIRMAN COLEMAN: Thank you, Mr. Savacool.

Mr. Ceres.
MR. CERES: Thank you,

Mr. Chairman. At this time I'd like to call our professional planner, Andrew Janiw.

A N D R E W J A N I W, having been duly sworn, was examined and testified as follows:

MR. GERTNER: Can you kindly give us your full name, spell your last, and the Chairman will voir dire you to the extent he feels is required to qualify you.

THE WITNESS: Sure. My name is Andrew Janiw, J-A-N-I-W. I'm a planner with the firm of Beacon Planning and Consulting Services, 315 Highway 34, Colts Neck, New Jersey. I am a licensed professional planner in the State of New Jersey, member of the American Institute of Certified Planners. I have a bachelor's and master's degree in civil engineering from the New Jersey Institute of Technology.

Currently serving as the planner for the Borough of Carteret in Middlesex County, for Livingston Township and Essex

County, as well as redevelopment planner for South Amboy, Plainsboro, Flemington, Keyport and Toms River --

CHAIRMAN COLEMAN: I think
you've been before us before.
THE WITNESS: I have.
CHAIRMAN COLEMAN: Okay. I
think we accept his credentials.
Correct?
COMMISSIONER HUTCHINSON: Yes.
THE WITNESS: Thank you.
CHAIRMAN COLEMAN: All right.
THE WITNESS: Okay. So we're coming to the culmination of a lot of questions and I'd appreciate, in terms of the flow, I'll present my testimony and then be happy to answer any questions the Board may have.

CHAIRMAN COLEMAN: Thank you.
THE WITNESS: The application
this evening as was presented by
Mr. Dipple is for the construction of 24 apartments in a building that's three stories tall on a .9-acre parcel located on Highway 88 with additional frontage on

Austin Avenue and on Curtis Avenue.
The property is located on the north side of Route 88 within your Borough's GC commercial zone and the affordable housing overlay on top of that GC district.

So the GC district, which is the underlying zoning -- and this is important because it goes to the proofs of the variances -- is a fairly liberal commercial district and it is within -to the north we do have residential properties. We have additional commercial properties to the east, west and south of us, and then we have condominiums directly to the east. So the GC district -- and, again, these would be permitted uses on this properties -- include convenience stores, personal services, eating and drinking establishments, detached single-family dwellings, professional offices, laundromats, wholesale and retail storage, sale of lumber, plumbing materials, garden supplies, contractors'
offices and yards, general repair and custom fabrication, auto body or mechanical repairs, urgent care. Conditional uses within the district include gas stations, nightclubs, animal hospitals, new vehicle dealerships, amusement device facility establishments and video game and automatic establis -- automatic game establishments, amusement establishments.

So as you see the underlying zoning, the GC zoning, has a very wide arrangement, a liberal arrangement of retail uses. And I believe when Scott testified with respect to traffic, he was referring to the fact that what's being proposed this evening is of significant less intensity than what the underlying zone would permit here. Particularly when you're looking at the fact that eating and drinking establishments, nightclubs, are permitted within this district. So that's an important kind of background piece to remember.

The township did provide an affordable housing overlay zone on this property in order to meet its obligation. I'll talk about that a little bit more so. But having said that, in preparation for this evening I did obviously look at your ordinance, your master plan, the correspondence with respect to this application, the variance of the plans that this Board has seen, as well as looking into your affordable housing obligations, your midway point report that was prepared by Mr. Vandercoy on behalf of the community and various other planning documents such as your master plan and reexamination reports.
What's being requested this evening is a multifamily dwelling on the property which is currently improved with what's commonly known as Wanke's, which was a motel -- actually acted more as a boarding house operation over the years. The Wanke's property was developed with 24 apartments or 24 units.

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                                I'm not sure we have -- oh, here
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we go. I'd like to mark a couple of exhibits which would probably be appropriate at this time.

SECRETARY MORGAN: We're at
A-10.
THE WITNESS: A-10 and I'll date it today.

CHAIRMAN COLEMAN: Thank you. SECRETARY MORGAN: Thank you. THE WITNESS: This is an aerial photograph taken from a Google 2020 image. The date of the image is 5/20/2019. The property in question is outlined here in yellow. Route 88 or Ocean Road to the bottom; Curtis Avenue to the left of the property; Austin to the rear.

And to put this in context, you can see the rooftops of the Wanke's operation, the motel portion or the multiunit portion, and then the bungalows around the perimeter as well as the office facility, the pool that's operating there.

Across the street is a drinking
and eating establishment, FINS. We have 20 condominium units directly to our east; other commercial uses along the other side of Route 88; and then
single-family homes behind FINS along Austin and Curtis. So that gives you a little bit of context in terms of what we have.

A couple of photographs of the property as it's situated. This will be A-11. This is a two-sided board with six photographs taken by my office. The photographs are dated August 11, 2020, and these depict the condition of Wanke's.

The top picture, a view from
Route 88, the office area and then the area behind here would be this pool
structure. And you can see the motel units that are adjacent to the pool structure.

Turning that over, there's a
variety of photographs of the bungalows and these are taken from the interior of the property. Many of those bungalows
are, as you can see here, right along Curtis Avenue. The parking for these units is along the street.

Currently there is no on-site parking here. So when we go through the testimony, we talk about the things that we're improving here, we have to remember that Wanke's is currently heavily relying on parking along Curtis and Austin. That is being eliminated by this application.

I have another photo board but I'll get to that at the appropriate time in the testimony.

So within the affordable housing
overlay, you permit mixed-use
dwellings -- mixed-use buildings, excuse me, townhouses and multifamily units. And depending on the option you select, the density that's within the overlay is between six units to the acre and eight units to the acre.

To give you a little bit of context on what that means, the areas around us essentially permit homes on

50 -by-100-foot lots or 5,000 square foot lots. Single-family homes on

5,000-square-foot lots are just under 9 units to the acre. So the overlay zone's density is actually less than 50-by-100 lots that are permitted elsewhere in the community.

So the applicant is seeking to redevelop this existing facility, as you saw in those photographs the Wanke's facility, with 24 apartments in one building. Five of those apartments would be set aside for affordable housing. These would consist of four one-bedroom apartments and twenty two-bedroom configurations. There would be five units set aside, as I said, for low- and moderate-income housing: One for very low, two low, and two moderate income is the distribution that's proposed. And this is consistent with Fair Housing and their distribution within this property. And I believe that's been verified through Fair Housing.

MR. GERTNER: Yes.

THE WITNESS: Thank you. So that leads us to what variances we're requesting this evening.

Okay. The first, which is the point of much discussion, is the $D-5$ variance. So pursuant to your Chapter 19-15C.4, in the overlay, the density that's permitted here would be 8 units per acre, whereas we are proposing 26.7 units per acre. And that 27.6 or even the 8 units per acre, regardless of bedroom count, those could all be one-bedroom, two-bedroom, three-bedrooms. If they're townhouses, they could be four- and five-bedroom units to the acre. So you could have, theoretically, compliant eight units with five bedrooms and you could have 40 bedrooms.

I believe there was a question as to, well, what's there today is 24. We do have 24 units there today. They are largely one-bedroom configurations. There are some, I believe, efficiencies that sleep more. But, again, your density is irregardless of bedroom count.

That's something to remember in terms of context.

We are looking for bulk relief from the following conditions: Minimum lot frontage, 150 feet required. We have a condition where we have 134.2 feet along Austin Avenue. That is an existing condition. That's just not something we can correct. We can't acquire additional land to correct that property. That's just an existing condition.

And, finally, minimum lot
width. Again along Austin Avenue, 150
required; 134.2 existing. That is an
existing condition that can't be corrected.

Then we also had the issue that
was discussed a little bit about the
interpretations of front yards. And I would like to speak a little bit on that.

Pursuant to the overlay, a
50-foot front yard is required. The overlay district also provides standards for side yard and rear yard setbacks.

The question is: What is a front yard?
The front yard, pursuant to your
ordinance, is measured largely by some general standards and definitions that define what a front yard is.

Those apply to every zoning
district just as the way you measure height applies to zoning. There's no way to special way to measure height within the overlay. There's no special way to determine if there's a corner lot in the overlay. You have general zoning provisions which are applied to every district within your ordinance. And that definition within your general zoning district defines that a corner lot is a lot or a parcel of land at the intersection or fronting on two or more streets. We have three street
frontages here: We have Route 88, we have Curtis, and we have the back towards Austin. So that is a corner lot by definition. We actually wrap two corners.

Furthermore, the overlay zone
does not exempt or supplement any of the universal terms under the general district. These are intended to apply to all zoning districts.

Furthermore, within the general zoning district, Section 19-5.3 C.1.B reads "In the case of corner lots, the setback line of one portion of the building must conform to the front setback line of one of the adjacent streets and the other side of the building adjacent to the other street must be 15 feet from the property line. The narrowest dimension of the lot on the street shall be considered the front of the lot provided, however, on major streets, that portion fronting on a major street shall be considered the front of the lot."

So dissecting that, we have two short streets -- Route 88, Austin -- and one long street along Curtis. So that section of the ordinance would tell us Curtis would not be a front yard. It would be either Austin or Route 88.

And then, furthermore, applying the fact that which one of those is on a major street, or is any of those on $a$ major street, the 88 frontage is the major street. It's defined as a major street within your master plan.

So by the strict application of your ordinance definition, the front of this lot is along Route 88. That makes the other lots, side lots, requiring 15 feet of frontage -- 15 feet of setback. I'm sorry, front yards requiring 15 feet of setback.

That is the strict
interpretation of the language. So this would mean Ocean Avenue would have the front yard setback requirement and Curtis and Austin would have the 15-foot requirement.

What we are seeking in this case -- just bear with me.

We are complying along Route 88. We are seeking a setback of 20 feet along Curtis Avenue which, again, would be compliant with the 15 feet. And along

Austin we are seeking 8.24 feet. Now, the existing conditions along Curtis are 5.36 to the bungalows and the existing condition along Austin is 4 feet to the bungalows.

So even though we require relief along the Austin frontage, we are improving an existing condition. And that's something that this Board must consider in terms of weighing this application, is where are we currently and what do we have? What are we compounding? What are we curing?

So we need to keep that in the back of our mind that we have conditions on this site -- and I'll go through that a little bit more -- that are noncompliant which we are attempting to bring into closer conformity or into overall conformity.

We cure the frontage issue along Curtis Avenue -- I'm sorry, along Route 88 and we are improving the setbacks along both Austin and Curtis over existing conditions.

Quite frankly, your ordinance language makes sense because when you set aside the setbacks and you set a side setback within the ordinance where the overlay is 30 feet, that makes sense if you're abutting a lot line with another property next door.

But it makes a provision that's different if you're along a street, and that's because light, air and open space are read differently from the street. You're not protecting a home next door sharing a property line. You have a full right-of-way -- and in the case here, 50 feet or more -- on top of the 15-foot setback. So that people across the street have expectations of light, air and open space that are significantly greater than that 30 -foot side yard setback would afford you if they were your next-door neighbor immediately sharing a property line. Makes sense. Just in terms of all of the interpretations, in terms of the way the language is applied, it makes sense that
your ordinance would provide those provisions along the, quote, lesser frontages and have that front yard recognized along Route 88.

So we look at what else are we curing with this application? So besides the width and the front yard along Austin, which we can't cure, we are improving the front yard setback variance or the setback variance along Austin. We are improving the setback variance and curing a condition that's nonconforming along Curtis.

And then in terms of impervious coverage, we are curing that and bringing that into conformity. Your ordinance allows 70 percent of impervious coverage. What's existing there, and acknowledged in Mr. Savacool's letter, is 82.4 percent of coverage. What's proposed is 66.13 of coverage.

We are not only curing something that's excessive in coverage, but we are bringing it to a standard that's compliant with the overlay district. So,

| 1 | again, we are curing a nonconforming |
| :---: | :---: |
| 2 | condition and bringing it into compliance |
| 3 | with that. |
| 4 | Then we have some design waivers |
| 5 | we talked about. The first is relief |
| 6 | from ordinance Section 19.28.4.b.1, which |
| 7 | requires parking stall size of 10 by 20 , |
| 8 | whereas the parking stall of 9 by 18 is |
| 9 | proposed. That is consistent with RSIS |
| 10 | standards. |
| 11 | And I believe actually somebody |
| 12 | was actually measuring spaces out front |
| 13 | and the spaces in the lot here are 9 by |
| 14 | 18. So they are -- in Point Pleasant, |
| 15 | these are the standard spaces required by |
| 16 | RSIS. I don't think that's a significant |
| 17 | issue in terms of the design of the |
| 18 | property. |
| 19 | We have a design waiver from |
| 20 | 19-28.5.a to permit a curb cut within 25 |
| 21 | feet of the intersection. This occurs at |
| 22 | the intersection of Austin and Curtis and |
| 23 | is related to the driveway to the parking |
| 24 | lot. And I believe Mr. Dipple addressed |
| 25 | that, that that is a safe condition, I |

believe.
Traffic also addressed that. The conditions there are safe and that there is adequate sightlines to provide safe ingress and egress.

Then there's the relief from ordinance 19-28.5.c, which does not permit off-street parking within a front yard setback area within 5 feet of any property line, whereas parking is proposed in the front yard. And this is along Route 88.

And, again, this is a highway frontage. This is where we believe it's appropriate to have the parking given particularly what we have surrounding us, not only across from us, but to the side of us and the commercial. It provides the adequate off-street parking and it is something that is consistent with the streetscape and the appearance along Route 88.

Then, finally, the design waiver that requires two-way drive aisles of ten or more dwelling units to be 30 to 36
feet wide, whereas 24 is proposed. Again, the 24 feet is consistent with RSIS.

And, if you will, while we were discussing this previously, I pulled out the reference within RSIS. And in Section 5.21-416, specific to residential parking lots, Table 4.5 requires a 24-foot two-way aisle for 90-degree parking in any parking lot for residential properties. Again, that's Table 4.5 in Section 5.21.4.6 in RSIS.

So what we are proposing is consistent with RSIS and RSIS is the paramount authority when it comes to configuration of parking and circulation with residential properties.

Unfortunately, that supersedes anything that you may have in your ordinance.

Just bear with me for one
moment. It's nice to have a mask off. Can't speak with a dry mouth.

So the subject property, as we noted, is improved with 24 units and in 17 separate structures. There were 15
cottages and then the two buildings along Route 88. These buildings were constructed and operated on that property since 1960 .

And one of the things we have to consider when weighing this application is, what are we looking at? What are we doing? What is the better alternative? One of those alternatives that this Board must weigh is do nothing, let it stay as it is and operate as Wanke's with the 24 hotel units and the cottages, relying on the street parking along Curtis and on Austin. Or, in the alternative, it could be developed as a commercial space; or, in the alternative, it could be developed with residential property. Hopefully addressing some of your affordable housing needs.

So that is essentially the test
that this Board must weigh. There are multiple options with this property. What is a better option? What is an optimal option? And, more importantly, what is somebody willing to do here as

| 1 | opposed to the do nothing option? |
| :---: | :---: |
| 2 | The applicant is proposing to do |
| 3 | 24 residential units. That number was |
| 4 | selected because there are 24 rental |
| 5 | units on that property today that |
| 6 | generated income for Wanke's in the past |
| 7 | and could continue to operate at this |
| 8 | property. |
| 9 | CHAIRMAN COLEMAN: Hold on a |
| 10 | second. They chose -- this applicant |
| 11 | chose 24 units because there's 24 units |
| 12 | there now? |
| 13 | THE WITNESS: There is 24 units |
| 14 | there now. |
| 15 | CHAIRMAN COLEMAN: Right. |
| 16 | THE WITNESS: The 24 units now |
| 17 | are not operating optimally on the |
| 18 | property. They're relying on parking |
| 19 | along the street. The sense was if we |
| 20 | looked at what would fit here, 24 units |
| 21 | can operate -- and I'll get to the |
| 22 | density in a moment in terms of my |
| 23 | variances, but I'm trying to walk you |
| 24 | through the thought process and what the |
| 25 | Board must weigh here. |


|  | Page 126 |
| :---: | :---: |
| 1 | So of those 24 units, five will |
| 2 | be set aside for affordable. All five |
| 3 | will be constructed on-site and they will |
| 4 | go towards meeting your affordable |
| 5 | housing obligation. |
| 6 | Let's talk about that for a |
| 7 | moment. |
| 8 | COMMISSIONER GIORDANO: Can you |
| 9 | talk about -- you said in your testimony |
| 10 | there's no on-site parking. |
| 11 | THE WITNESS: Excuse me? |
| 12 | COMMISSIONER GIORDANO: You said |
| 13 | in your testimony there's no on-site |
| 14 | parking. Can you -- |
| 15 | THE WITNESS: I said the current |
| 16 | operation, Wanke's, is heavily reliant |
| 17 | upon parking along Curtis and on Austin |
| 18 | -- |
| 19 | COMMISSIONER GIORDANO: Well, |
| 20 | that's different from what you said |
| 21 | because -- |
| 22 | THE WITNESS: There is some |
| 23 | parking along -- |
| 24 | (Indiscernible cross talk; |
| 25 | reporter requests one speaker) |

COMMISSIONER GIORDANO: I forgot where I was or you didn't understand.

The survey shows a lot of
internal parking to the property, but
your testimony, at least what $I$ heard,
that was fully reliant on on-street
parking --
THE WITNESS: I said it was
heavily reliant on on-street
parking along Curtis --
COMMISSIONER GIORDANO: Because
people chose to park there, but not because it wasn't available for parking on-site--

THE WITNESS: Well, if you'll
recall -- if you recall, the parking there is configured since people are parking in at 90-degree angles along Curtis and Austin.

COMMISSIONER GIORDANO: No, they just chose to make that parking.

THE WITNESS: That's the condition today.

COMMISSIONER GIORDANO: Because it's a dilapidated place.

up, and then exit off of Curtis, back onto Route 88 or right onto Curtis. That's a two-movement drive aisle.

So, therefore, the layout, in my opinion, is not only consistent with the RSIS standards, but laid out such that the issue of trash and everything else is situated on the property closest to the Route 88 corridor where it would be less intrusive and less of a nuisance to anyone along Curtis or along Austin. One of the things we have to do is to reconcile any application with your master plan. And looking at your master plan, which was $I$ think last done in 1999 with subsequent master plan reexaminations that were done, I believe, in 2009 and either '13 or '14.

The consistent goals within your master plan was to provide greater land use flexibility along major streets in the Borough; to provide more flexibility in a residential land use zones to encourage the upgrading of properties; to encourage the redevelopment or
revitalization of vacant or underutilized properties; to promote the protection of neighborhood characteristics through buffering; to encourage and support the rehabilitation and infill of housing stock where appropriate while maintaining the character of the neighborhoods.

And then, finally, a recognition that your housing stock is largely single-family and recognizing that about 5.1 percent of your housing stock is made up of four units or greater.

So when you -- we'll tie this
into your affordable housing requirements, but one of the things that your affordable housing overlay was attempting to do was to provide opportunities for multifamily and for townhouse development because you need to place density somewhere in order to achieve the hundreds of units that are your obligation. And I'll go through that in a moment.

With a town that's 95 percent single-family, it's very hard to address
those affordable housing requirements but for density. And as a planner for other communities, it's something we're facing with Fair Housing settlements all the time. We're giving up things like density, height. Toms River is considering, you know, five- and six-story structures in order to accommodate their affordable housing requirements. Same thing with other communities.

So the balance here and the test for the community is you have an affordable housing obligation -- Point Pleasant has a substantial one -- and you designate areas where you believe it's appropriate. And in this place, the Route 88 overlay, $I$ will grant you, is an absolute appropriate location to look for affordable housing and to look for density because it's along the highway corridor and it's something that can accommodate that kind of use without creating too much conflict within your deeper residential neighborhoods.

It provides -- and you should encourage and you do encourage -- access on and off of Route 88 and the feeders onto Route 88. So this is an area that was selected because it can accommodate.

The other thing that's faced and challenging Point Pleasant is, in large part, you're almost a fully developed community. What you're dealing with is redevelopment and infill construction. There isn't a large vacant land inventory where you can direct your affordable housing obligation.

So that's test where you need to get creative. You have to look at locations that are appropriate. You have to look at locations that can accommodate it. You have to look at -- and when you go through the criteria for what represents an appropriate location for affordable housing, one of the criterias is, is there access to highways? Is there access to shopping? Is there access to public transportation? And are there similar homes in the area?

In this case, we are right next door to a condominium project. It's 20 units. And by your tax records that's on a 1-acre lot so you have a density just next door of 20 units to the acre. At the end of Austin, there is a four-family home on a 50-by-100 lot. Let's mark this board.

MR. SAVACOOL: Mr. Chairman, while you're changing themes here just a little bit, the acreage next door at Ocean Pines is, like, 1.17 acres. So that's 17.7 dwelling units --

THE WITNESS: Okay. I got the acreage from your tax lot.

MR. SAVACOOL: Right. Yeah, but that's not --

THE WITNESS: But that's not -CHAIRMAN COLEMAN: Hold on. Hold on. Hold on. Instead of trying to speed over something here, you had just it's 20 acres --

THE WITNESS: Well, I -(Indiscernible cross talk;
reporter requests one speaker)

CHAIRMAN COLEMAN: Hold on a second. Let me finish, sir. Okay?

THE WITNESS: Yes.
CHAIRMAN COLEMAN: You had
said -- and I took a note -- it was 20 units per acre on Austin. Mr. Savacool said it's 17.7.

THE WITNESS: Okay. I said it was 20 units on a 1-acre lot pursuant to your tax records.

CHAIRMAN COLEMAN: Right.
THE WITNESS: Your tax records called that lot 1 acre. Mr. Savacool has better information than $I$ do on here. He said it's not 1 acre. It's 1.1 acres. The difference between that is 17.7 and -- that one-tenth of an acre has the difference of, again, one -- roughly 18 rounded to 20.

But, again, I'm using your tax records and I qualified that I used your tax records to do that.

CHAIRMAN COLEMAN: I heard that. THE WITNESS: So this is -- this is the property that has the 20 units.

It is immediately to our east. And, again, this would be at a density of 17.7.

MR. SAVACOOL: 17.7.
THE WITNESS: This home is a
four-family home. Here are the four gas
meters on the side. 50-by-100 lots.
That's 36 units to the acre.
COMMISSIONER GIORDANO: Is that
legal?
THE WITNESS: It's existing.
Preexisting nonconforming.
COMMISSIONER GIORDANO: Preexisting nonconforming.

THE WITNESS: There was a
question at some point as to whether --
COMMISSIONER GIORDANO: Do you
know --
THE WITNESS: -- does this
density exist anywhere in Point Pleasant? It does.

COMMISSIONER GIORDANO: Well,
sure. I mean, illegally, possibly.
THE WITNESS: Well, no, it's not
illegal. It's a preexisting

| 1 | nonconformity. It is legally there and |
| :---: | :---: |
| 2 | it's allowed -- |
| 3 | COMMISSIONER GIORDANO: So if -- |
| 4 | (Indiscernible cross talk; |
| 5 | reporter requests one speaker) |
| 6 | COMMISSIONER GIORDANO: Well, he |
| 7 | seems to talk over everybody. |
| 8 | I know you have a very long |
| 9 | speech, but by the time you get through |
| 10 | it, it will be 12 o'clock. I'll be -- |
| 11 | THE WITNESS: Well, every time |
| 12 | I'm interrupted, it will be 1 a.m. |
| 13 | COMMISSIONER GIORDANO: We've |
| 14 | been very patient. I caught you with |
| 15 | your no on-site parking and I just shut |
| 16 | my mouth up because I was going to |
| 17 | forget. So that's why I interrupted you. |
| 18 | You did admit that there is on-site |
| 19 | parking and then you kind of change |
| 20 | changed it a little bit. |
| 21 | THE WITNESS: Well, there is no |
| 22 | organized parking on that lot today. |
| 23 | COMMISSIONER GIORDANO: There's |
| 24 | nothing organized on that lot. |
| 25 | THE WITNESS: That's right |

That is the existing condition.
COMMISSIONER GIORDANO: You also
said, while talking, showing impervious coverage. Can you go to your first exhibit, please? What's that clump of green in the middle of that site?

THE WITNESS: Those are trees. COMMISSIONER GIORDANO: Okay. What about all around the side of the site?

THE WITNESS: They're trees. COMMISSIONER GIORDANO: Is that impervious?

THE WITNESS: I don't know if they're growing through asphalt or not. COMMISSIONER GIORDANO: Well, they're not.

THE WITNESS: The engineer calculated the impervious area. Your engineer accepted it in his review letter.

COMMISSIONER GIORDANO: Stop.
Okay. Go ahead.
COMMISSIONER PETRILLO: I have one question before you go on. You
mentioned that the Borough has a high
affordable housing obligation. What is that?

THE WITNESS: Just a moment.
Okay. So I am reading from your midpoint review report prepared by Peter

Van Den Kooy of CME Associates. Just bear with me. And I'm quoting from page 1: "The Court approved FSHC settlement agreement established through the Borough's third round fair share obligations as follows: Rehabilitation obligation, zero; first round obligation, 343 units; third round gap and prospective need obligation through 2025, 436 units."

So that's a total obligation of 779 units.

COMMISSIONER PETRILLO: And how many has the Borough satisfied to date?

THE WITNESS: Four.
COMMISSIONER GIORDANO: I was under the impression that we have an approved COAH plan; that we don't need any, just very few, units to satisfy that
number.
THE WITNESS: Again, the obligation here lists over 700 and change units.

COMMISSIONER GIORDANO: Based on what?

COMMISSIONER MASTERSON: Arnold Avenue.

CHAIRMAN COLEMAN: Right, because part of that was --

COMMISSIONER COULSON: When is that report from?

THE WITNESS: This is
Mr. Van Den Kooy's report. It's undated, but I believe it was issued in, roughly, 2019, 2020.

MR. GERTNER: Didn't he issue -isn't --

THE WITNESS: It is the -- it's the midpoint review.

MR. GERTNER: Isn't the issue, though, one of context? In other words, part of your testimony also was that the Borough is -- and I don't know if you threw the number out or if it's from
previous testimony -- about 94 percent build out already, correct?

THE WITNESS: It was -- it was
94 percent single-family, 5 percent multifamily.

MR. GERTNER: Okay. But I'm talking about overall in terms of even available property. It's almost --

THE WITNESS: The master plan acknowledges that the Borough, for the most part, is built out with very little vacant land inventory.

MR. GERTNER: So the question is --

COMMISSIONER GIORDANO: What's
the end point?
MR. GERTNER: Well, the issue is, therefore, isn't it fair to say that the settlement itself recognizes and balances that point as well? Whatever -whatever the calculation of need, is it -- the balance towards the settlement to stop builder's remedies lawsuits and to give the Borough the judgment of repose is the creation of the overlay

| 1 | zone to encourage -- you know, to |
| :---: | :---: |
| 2 | encourage development in appropriate |
| 3 | locations of densities to support |
| 4 | affordable housing. |
| 5 | THE WITNESS: That's correct. |
| 6 | In fact, the report acknowledges that |
| 7 | pursuant to the agreement, the Borough |
| 8 | was at this point in the process of |
| 9 | addressing unmet need through -- well, |
| 10 | the Sea Point Village inclusionary |
| 11 | project which provided three units. Then |
| 12 | it said the Route 88 corridor overlay |
| 13 | zone. Now, the Route 88 corridor overlay |
| 14 | zone includes, I believe, 12 to 15 pages |
| 15 | of properties within your ordinance. And |
| 16 | actually, you know, interestingly enough, |
| 17 | the overlay zone includes the 20 |
| 18 | condominiums next door as an opportunity |
| 19 | to go to affordable housing. Then |
| 20 | there's a mandatory set aside ordinance |
| 21 | and a development fee ordinance. |
| 22 | So those were methods by which |
| 23 | the Borough was proposing to meet your |
| 24 | Fair Share Housing obligation. And, |
| 25 | again, it is the Borough's obligation to |


| 1 | provide realistic opportunities. |
| :---: | :---: |
| 2 | However, Mr. Van Den Kooy points out that |
| 3 | while there's an obligation of an excess |
| 4 | of 700 units, midpoint through the |
| 5 | settlement they provided four. |
| 6 | MR. GERTNER: But, again, isn't |
| 7 | it fair to say that the context of the |
| 8 | settlement at the end of the day is |
| 9 | that -- and Fair Share accepted this |
| 10 | is the fact that there is an overlay zone |
| 11 | that its intent is to provide realistic |
| 12 | opportunities for the development of |
| 13 | affordable housing? |
| 14 | THE WITNESS: Yes. |
| 15 | MR. GERTNER: Okay. |
| 16 | THE WITNESS: Yes. No, no. No |
| 17 | question. |
| 18 | MR. GERTNER: No, I understand. |
| 19 | I'm just saying everyone is throwing |
| 20 | THE WITNESS: Again -- |
| 21 | MR. GERTNER: So to be fair -- |
| 22 | because I even hear murmurings from the |
| 23 | Board, and I want to make sure the record |
| 24 | is clear one way or the other, right? |
| 25 | So the point I'm trying to |

raise, and I think -- and I appreciate it and I think the applicant's planner agrees with it. Listen, the facts are what the facts are. The numbers are -he's not making the numbers up. THE WITNESS: Yeah. MR. GERTNER: He's reading from a report, right? But it's for context purposes that this overlay zone was developed and accepted by Fair Share, accepted ultimately by a fairness hearing before the Superior Court. I don't remember if it was Judge Troncone or Judge Grasso when it was accepted. But, in any event, what that did do as a matter of law is protect the Borough from what they called builder's remedies lawsuits.

THE WITNESS: Right.
MR. GERTNER: So why are -- you
know, if you can put it on the record $I$ think maybe that's --

THE WITNESS: Yeah.
MR. GERTNER: For additional
context and to be fair --

THE WITNESS: Sure.
MR. GERTNER: Why don't you talk about what that protection will do.

THE WITNESS: And the Borough will be protected through 2025. And, again, Mr. Van Den Kooy did a midpoint report. There'll be another report in 2025 of have you met the obligation and how have you addressed that 700-plus-unit obligation? And if you haven't or if you haven't provided a new plan, that opens you up, again, to builder's remedy.

COMMISSIONER GIORDANO: Well, let me just remind you that the applicant originally came before this Board with no Fair Share requirement. And it was this Board that pressed the applicant and said, no, this is an overlay zone. We insist on meeting our obligation pursuant to the agreement --

THE WITNESS: We came in with the use variance initially to say we didn't have --

COMMISSIONER GIORDANO: I just want to remind you about that. You keep
talking about this.
THE WITNESS: Yes. No, no.
You're absolutely right. We came in for
a use variance initially and there was an
ordinance interpretation about which
would apply. And this Board determined that --

MR. GERTNER: So, just again, I want to make sure the record is neutral on this point. So that interpretation was not appealed. It is now the law of the case and they're presenting their testimony based on the law of the case.

THE WITNESS: That's correct. We have agreed pursuant to the requirement to provide that 20 percent affordable housing obligation. There will be five units within the 24 units. And, quite frankly, when we look at the numbers, and this gets revisited in four years, but that will double your compliance with affordable housing to date.

Part of the requirement for variance relief is also to look at not
only your master plan and the goals and purposes of your master plan, but to look at the purposes of the Municipal Land Use Law. And that's an important context to put the application into because no application should be for the sole benefit of the applicant. When we reconcile with the Municipal Land Use Law, those are essentially defining public purposes as defined by the State of New Jersey and those basically say you are now providing a public benefit and something that is beyond a benefit to the applicant or to the landowner.

So when you look at a variance, whether it's a "C" or a "D," we do need to reconcile with the Municipal Land Use Law. It's one of the prongs within the criteria. And as you know, there are numerous and they're lettered, but I'd like to go through the ones that I believe -- and these are typically known as the special reasons within the Municipal Land Use Law under 40:55D of
what apply here.
"A" is to "encourage municipal
action to guide the appropriate use or development of all lands in the state in a manner that will promote the public health, safety, morals and general welfare."

Again, this project will provide five affordable housing units. And I believe even Sean indicated at that interpretation that the provision of affordable housing can be deemed an inherently beneficial use. Affordable housing is a goal that's promoted by the State. It's intended to provide housing for people that are earning at or below livable wages. That's why we have tiers of low, very low and moderate income provisions within the ordinance.

And, in fact, what we're doing here is providing five units towards an obligation that the Borough has entered into with Fair Share Housing. Fair Share Housing doesn't care, quite frankly, that you're creating more density. What
they're looking for at the end of the day is how you're meeting that. You've created the opportunity through your overlay zoning and at some point down the road it will be determined whether that was sufficiently effective to meet the obligation. Again, your obligation is in excess of 700 units.

So when you're looking at this,
this is an interesting test to apply to this property because you have what you've acknowledged to be a property with derelict improvements that you would like to see go away. Well, that's -- you know, one of the options here is to do nothing and to leave it operating as it is or, you know, this applicant is proposing specifically 24 apartments, five of which will be affordable.

Again, that's a substantial, call it "leap," towards the affordable housing units that you've provided to date, but nonetheless the fact that there are affordable housing units at all on the property are something that promote


MR. GERTNER: Use eight.
THE WITNESS: Okay. Two.
MR. GERTNER: We'll accept two.
So can you reconcile that
ordinance which was part of the
settlement to the increase in density and the -- and obviously the concomitant increase in the affordable units being provided?

THE WITNESS: Again, Sean, I'm getting to that.

MR. GERTNER: Okay. I'm sorry. Then $I$ jumped on it a little too fast.

THE WITNESS: I'm getting to that. So my first point, though, is that the provision of affordable housing is something that's to the public benefit and promotes the general welfare of the public.
"E" within the MLUL is to
"promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions."

So when we look at this -- and there is Dr. Kinsey -- I hope I'm pronouncing that right -- from Princeton University prepared a checklist essentially of criteria you need to look at when site selecting for affordable housing. And one of those is irregardless of what the zoning is, are you creating -- irregardless of what's around you -- and this is something that's used a lot in Fair Share Housing courts -- are you proposing something that's not foreign to this location? Meaning is what you're proposing at an intensity that the community either experiences or anticipates within this district?

So we have to look at the fact that we have a motel here with 24 units. We have to look at the fact that the underlying zone permits a significantly more intense use of the land. And with restaurants and nightclubs and bars, arguably the peak hours of the intense use of those would be not only any time

|  | Page 152 |
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| 1 | during the summer, but year-round Friday |
| 2 | nights, Saturday nights, which are |
| 3 | essentially peak enjoyment times for the |
| 4 | homeowners in the surrounding community. |
| 5 | So, again, we have to weigh the |
| 6 | fact that this is a commercially zoned |
| 7 | property that has a fairly broad group of |
| 8 | permitted land uses. And a lot of times |
| 9 | boards view this as, well, you're |
| 10 | threatening us with -- it's not. Part of |
| 11 | the test that you have to weigh is what |
| 12 | are the alternatives for this site and |
| 13 | how intense can this site be? And is |
| 14 | what you're proposing less intense than |
| 15 | what could be here in a compliant site |
| 16 | plan? |
| 17 | And I would argue that 24 |
| 18 | apartments here -- and you heard the |
| 19 | testimony from Mr. Kennel -- would |
| 20 | operate at a significantly lower |
| 21 | intensity than what would be permitted |
| 22 | here under the underlying commercial |
| 23 | zoning or, quite frankly, in the |
| 24 | summer -- |
| 25 | CHAIRMAN COLEMAN: Hold on a |

second.
Ms. Petrillo, do you have a question?

COMMISSIONER PETRILLO: I'm
sorry to interrupt you. Given the inherent beneficial use, why aren't you making all of them affordable then? Why aren't all 24 units affordable?

THE WITNESS: That's not the proposal here.

COMMISSIONER PETRILLO: But it could be. I mean, if it's an inherently beneficial --

THE WITNESS: We -- we could -COMMISSIONER PETRILLO: -- use to the town and it's a benefit to the town and it's something that we need and it's something that we have to have, an obligation to fulfill, why wouldn't you do it? Because it's so perfectly suited for it.

THE WITNESS: Marlboro and
Plainsboro just donated builders in
excess of 80 acres to build 100 percent affordable projects. The land was
donated by the community in order to meet their affordable housing requirements. So --

COMMISSIONER GIORDANO: You're using this in your argument. You're using --

THE WITNESS: No. What I'm
saying is -- listen, the reason there is a percentage as opposed to a requirement for all is because the economics of affordable housing units don't pencil out. You have to have something that can subsidize the affordable housing units in terms of market-rate units.

So that's a test, an economic test, that any property owner has to weigh. Again, when you're looking at 100 percent affordable sites, those are done in a variety of ways. Some of them are done through tax credits. Some of those are done through land donations form the community. Some are done through charitable organizations.

But when we're looking at a project like this, there has to be --
and, again, anything has to work for a developer to pursue it in order to economically pencil out. In order to afford those five units, we have to be able to build the balance of the units. You can't, you know -- you can't do 100 percent and make a project pencil out or build a project --

COMMISSIONER PETRILLO: So at the end of the day it's all about economics.

MR. GERTNER: Except in this case -- and, again, I'm trying to make sure that the record maintains a neutrality to it. The ordinance itself recognizes the economics by incorporating the 20 percent set-aside. It recog -COMMISSIONER PETRILLO: It's law or is that the recommendation of the ordinance?

MR. GERTNER: Well, it's -- you
know what? It's generally the issue -listen, the answer that the applicant's planner gave is, in my opinion, based on my experience, the only answer he can

|  | Page 156 |
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| 1 | give because it happens to be the truth, |
| 2 | right. A project has to work. |
| 3 | On top of that, with affordable |
| 4 | housing requirements, just to maybe put |
| 5 | -- I'm not trying to help anybody, but to |
| 6 | maintain a neutral record. |
| 7 | So the point I perceive he's |
| 8 | trying to make by articulating -- to |
| 9 | answer the fact, the truth, that it is |
| 10 | about economics, is that another way to |
| 11 | meet the requirement, and in Marlboro he |
| 12 | said, by way of example, is they built |
| 13 | 100 percent. But in order to offset the |
| 14 | maintenance and the mechanism under which |
| 15 | the affordables were built, the land was |
| 16 | donated. |
| 17 | So, again, it's all -- and |
| 18 | ultimately when everybody finishes and |
| 19 | stuff and your deliberation, it's all |
| 20 | about weighing all of these factors to |
| 21 | determine, yes, affordable housing, |
| 22 | 30,000 feet, is inherently beneficial. |
| 23 | Kind of waiting and I smiled. He knows |
| 24 | where I'm going, right? Still waiting |
| 25 | for the reconciliation of what the |

Borough, and just as important in my opinion, the Fair Share and the Court determined was an adequate settlement of this -- and, again, I rounded up to make it easy.

THE WITNESS: Right.
MR. GERTNER: Round numbers to eight. You know, the eight units -- you know, the eight units per acre.

THE WITNESS: Right.
MR. GERTNER: You know, plus or minus.

And I think, respectfully, the Board, the public and, ultimately -- this is why you get the big bucks, you're going to have to do this balance. But ultimately you're going to have to determine -- I'm preluding his testimony again and the reconciliation -- all these other site-specific factors to determine if you accept the fact that this is an inherently beneficial use, which I am on record indicating that. I believe we all can accept that, again, that the provision of affordable housing is
beneficial. Have they -- that doesn't mean they don't have to address the negative criteria.

THE WITNESS: The negative criteria. Correct.

MR. GERTNER: And, again, the planner agrees with it.

THE WITNESS: Yes.
MR. GERTNER: So, again, I'm sorry to be long-winded but it's very important in this kind of case, particularly, that the record be total, neutral, and that when you ultimately deliberate and have to make a determination, it's based on as much information as possible.

THE WITNESS: So where I was wrapping up on that point was essentially what makes this an appropriate site for the density that's being proposed? What makes this consistent with the population density?

Well, in this case we have highway frontage. We have a commercial use that can be very intense. We also
are situated next to a multifamily property that's at 17.7 units to the acre. You have an outlier, a small residential property of four units on a 50-by-100.

So, again, the density, the gross density, within this area sprinkled in is not foreign, but it's also something that is transitional where you have commercial uses along 88. You have multifamily at higher than that eight-per-acre density right next door to us. And then we have commercial use on the other side of us with FINS, but then behind us we go to the single-family densities that I think, pursuant to your ordinance, would be about eight to nine units on the acre on 50-by-100 lots.

So in this case I do believe it's an appropriate population density to establish on this location because of the context of this specific lot given the commercial zoning, given the surroundings, given what's next door. It's something that won't stick out
within the neighborhood because you have other multifamily buildings right next door.

And, quite frankly, you wouldn't be able to proceed from that building to our building, whether it's 18 or 22 or 24 units to the acre. It's within the envelope of height so we're not going excessive in height. And I'll do a little bit more when $I$ get specifically to the D-5 variance.

CHAIRMAN COLEMAN: One second. Jim, go ahead.

COMMISSIONER GIORDANO: What's the front setback? The house you keep talking about. What's the front setback to that house?

THE WITNESS: On that existing house?

COMMISSIONER GIORDANO: Yeah. And how high is that house?

THE WITNESS: Well, it's two stories. It's --

COMMISSIONER GIORDANO: But it's not 42 feet, right?


|  | Page 162 |
| :---: | :---: |
| 1 | is that house? |
| 2 | THE WITNESS: It's two stories. |
| 3 | I mean, I haven't measured the height. |
| 4 | COMMISSIONER GIORDANO: Okay. |
| 5 | I'm saying it's roughly around 32 feet. |
| 6 | THE WITNESS: This? No, this is |
| 7 | lower than that. |
| 8 | COMMISSIONER GIORDANO: Okay. |
| 9 | Good. Then -- |
| 10 | THE WITNESS: Yes, it's 32 to |
| 11 | the acre. That's what I mean about |
| 12 | perception. And that's actually a great |
| 13 | lead-in to perception -- |
| 14 | (Indiscernible cross talk; |
| 15 | reporter requests one speaker) |
| 16 | CHAIRMAN COLEMAN: Hold on a |
| 17 | second. We have a volunteer board member |
| 18 | with questions. He keeps being |
| 19 | interrupted -- |
| 20 | THE WITNESS: I'm trying to |
| 21 | answer him. |
| 22 | CHAIRMAN COLEMAN: Okay. Well, |
| 23 | you're not trying to answer him -- |
| 24 | THE WITNESS: Yes, I am, sir. |
| 25 | I'm sorry if I -- |

(Indiscernible cross talk;
reporter requests one speaker)
CHAIRMAN COLEMAN: You're trying
to talk over him and you're trying to
talk around him and you're trying to get your answer out in a fast way so you can run it past him.

THE WITNESS: I disagree.
CHAIRMAN COLEMAN: Well, I
don't.
THE WITNESS: I disagree.
MR. CERES: I object to the
conversation of --
COMMISSIONER GIORDANO: Okay.
I'll start all over. I apologize. I'll ask you the question again.

How high is that house?
THE WITNESS: It's two stories.
I do not have a height in feet.
CHAIRMAN COLEMAN: Okay. That's the answer.

What's the front setback?
THE WITNESS: Again, $I$ haven't measured it, but given that there's one vehicle on there that's probably 16 to 18
feet in depth, I would guess it's less than 25.

COMMISSIONER GIORDANO: Okay. But probably close to that. Okay.

THE WITNESS: Again, I'm
estimating based on the vehicle that's parked in front.

COMMISSIONER GIORDANO: It's a smaller house, almost 25 feet.

THE WITNESS: Right. And my point that $I$ was trying to say is, amazingly, you have arguably a very small building. Looking at it from the street, you would never go by and say, wow, that's 36 to the acre, but it is.

COMMISSIONER GIORDANO: Okay. Then let's stay with the apartments next door. What's the front setback? side setback?

THE WITNESS: I don't have those measurements.

COMMISSIONER GIORDANO: So how can you compare 17 units per acre? You have no information regarding how far -THE WITNESS: We're comparing
density.
COMMISSIONER GIORDANO: -- away
they are with this development. And
you're trying to make a comparison.
You're comparing apples with oranges here.

THE WITNESS: It's --
COMMISSIONER GIORDANO: You
know, and --
THE WITNESS: I'm sorry.
Density is units per acre. I'm comparing units per acre.

COMMISSIONER GIORDANO: Yeah, but you don't know the height of --

THE WITNESS: It doesn't matter.
We're comparing density --
(Indiscernible cross talk;
reporter requests one speaker)
MR. GERTNER: Excuses me.
Excuse me. Excuse me.
(Indiscernible cross talk;
reporter requests one speaker)
MR. GERTNER: So, Mr. Ceres, respectfully, it's your court reporter. And it's your witnesses that are
interrupting. Take -- everyone should take a deep breath. Let a question be asked, take a breath, and then let somebody answer it.

THE WITNESS: Yes, sir.
MR. GERTNER: Also -- also, my
direction now, in addition, what I ask
all the -- and the public -- this goes ultimately to the public as well. When there's a question asked, I would ask whomever is answering it to answer the question and even articulate the fact that 'I have further information to inform my answer beyond that.' That will help all -- it will help the tape and it will help the court reporter. Please.

THE WITNESS: Very good.
MR. GERTNER: I got a nod.
Agreed. Fantastic. Good.
COMMISSIONER GIORDANO: I know
you don't -- you probably don't know the answer, but I'm asking this for a reason. Because you're trying to compare densities with adjacent properties and you have none of the other information
that's germane to this application:
Setbacks, heights, mass. You don't have any of that information. You're just pontificating -- and doing it well, by the way -- but, you know, it's getting late and you're still only halfway through.

THE WITNESS: If that.
COMMISSIONER GIORDANO: Okay. Go.

THE WITNESS: So to address that point, if you will, we are comparing density. Density is calculated at the number of units per acre and that is the comparative I'm giving you. The condominiums next door are a two-story building. That house is a two-story building. We are proposing three stories within the permitted height limitation within your overlay zone. Your overlay zone permits 42 feet. We are within that height limit. So we are not asking for any relief with respect to height. We are a permitted height.

So if we technically did eight

| 1 | townhouses there, we could go 42 feet |
| :---: | :---: |
| 2 | with five bedrooms. So, you know, in |
| 3 | terms of massing and comparative, we have |
| 4 | to look at what we're comparing. We can |
| 5 | compare the heights of the building, |
| 6 | certainly. We are at -- under 42, but we |
| 7 | are three stories. The property next to |
| 8 | us is two stories. |
| 9 | COMMISSIONER GIORDANO: Okay. |
| 10 | And you don't have information on the |
| 11 | setbacks. Thank you. |
| 12 | THE WITNESS: And, finally, to |
| 13 | "encourage coordination of various |
| 14 | public and private procedures and |
| 15 | activities shaping land development with |
| 16 | a view of lessening the cost of such |
| 17 | development and to the more efficient use |
| 18 | of land." |
| 19 | And that's a pretty powerful |
| 20 | statement that was one of the more recent |
| 21 | additions to the Municipal Land Use Law |
| 22 | because with the state plan that was |
| 23 | adopted in the 1990s, there was a |
| 24 | recognition that land is becoming a |
| 25 | valuable resource in New Jersey, |

particularly New Jersey. And that growth and that density should be reconciled and directed towards where there's infrastructure. There was a deliberate attempt within the state plan to try to prevent suburban sprawl into farmland sprawl and to keep growth and density where it could be accommodated because there is infrastructure in place. And when I say "infrastructure," I mean roads, water, sewer, electricity, natural gas, schools in place.

So that the directive of the state plan and the introduction of the concept of the efficient use of land, the idea of lessening the cost of development, and the efficient use of land was specifically intended to direct growth where it can be accommodated. And Point Pleasant is one of those communities. Again, it's built out. It has infrastructure in place. There was testimony from Mr. Kennel that the traffic that would be generated onto the road system that's adjacent to this

| 1 | property would be less intense than many |
| :---: | :---: |
| 2 | of the permitted uses and certainly not |
| 3 | something that would even increase the |
| 4 | flow from the existing use by more than |
| 5 | 100 trips. So this would be a minor |
| 6 | application to the Department of |
| 7 | Transportation. |
| 8 | When we look at the idea of |
| 9 | efficient use of land, we have a property |
| 10 | here that's developed. And I can |
| 11 | honestly say, looking at this Board, no |
| 12 | one really likes what's there. Well, |
| 13 | this is an opportunity to change it, but, |
| 14 | again, it's something that we believe is |
| 15 | an improvement to the property that will |
| 16 | operate properly, that will not be a |
| 17 | detriment to the community, will address |
| 18 | your affordable housing need, and will be |
| 19 | done efficiently. |
| 20 | And this can actually even be |
| 21 | applied -- we'll get to the issue of the |
| 22 | tandem parking -- |
| 23 | COMMISSIONER GIORDANO: Can I |
| 24 | make one comment? Why not put the Empire |
| 25 | State Building there and fill it with all |

affordable houses? I mean, that --
THE WITNESS: It would be over
42 feet.
COMMISSIONER GIORDANO: How far
are we going to go with the density to
justify that whatever --
THE WITNESS: Well -- and,
again, the D-5 criteria will address that because that is exactly on point with how you reconcile the D-5 criteria.

COMMISSIONER GIORDANO: Okay.
THE WITNESS: So I'm getting
there. I promise you, I'm getting there.
COMMISSIONER GIORDANO: Okay.
THE WITNESS: But I do want to say in terms of efficient use of land, there was -- particularly from Mr. Giordano -- questions regarding the tandem parking. I'll talk about the tandem parking in a little bit.

But one of the -- one of the things that's been recognized in communities throughout the state of New Jersey -- and I've seen tandem parking -and, actually, one of the other things
we've seen addressing parking situations in terms of efficient use of land in order to preserve coverage, to minimize impervious coverage, to reduce pavement, is not only tandem parking, but racking, car racking, as you see in the parking lots in the New York.

> I can think of several
buildings -- one in particular in Bound Brook right now, a 19-unit building -that actually has racking for the tenants where you park and you lift your car and then you park another one right under it. So you get -- as a two-bedroom unit, you're assigned a rack. And not only do you have to pull your car out, but then you have to lower your car.

So these are the type of
innovative things that are being done by other communities in order to address impervious coverage, making efficient use of land, and that is absolutely on point with the purposes of the Municipal Land Use Law.

So now we're going to get to the

| 1 | highlight of the D-5 variance. So the |
| :---: | :---: |
| 2 | D-5 variance in context -- as you know, |
| 3 | there are two types of "D" variance: |
| 4 | There's the straight use variance which |
| 5 | is reconciled under the Medici criteria, |
| 6 | and then there's the other "D" variances |
| 7 | which are addressed under the Coventry |
| 8 | Square criteria. |
| 9 | And in this case Grasso v. |
| 10 | Borough of Spring Lake Heights |
| 11 | specifically pointed out that the test |
| 12 | for density is similar to that as with |
| 13 | FAR, meaning the Coventry Square criteria |
| 14 | holds, not the Medici criteria. So we're |
| 15 | not talking specifically about the use, |
| 16 | because presumably the use is permitted, |
| 17 | but we have to demonstrate that the |
| 18 | deviation in density can be accommodated |
| 19 | on the site and that any of the |
| 20 | detrimental effects of the deviation can |
| 21 | be mitigated. |
| 22 | So basically it shifts the |
| 23 | standard to the focus of the negative |
| 24 | criteria, as Sean indicated. We have |
| 25 | presumably -- the positive criteria is |

met because this is an inherently ben -it includes an inherently beneficial use in providing affordable housing.

But having said that, the shift
is on can the site accommodate the additional density that is being proposed? So the parcel is being proposed with 24 units. And we have to look at what does that mean in terms of intensity? When we're measuring intensity, we have to look at it in the context of what's there today? What could be there under either the underlying zoning or the affordable housing overlay and what's being proposed?

So we know it's currently operating and has operated since the '60s with 24, actually, motel units. Disorganized, not -- unsightly, and creating a lot of issues in terms of the operation of the property. It could be approved under the commercial zoning with a medical center, with a nightclub, with
a restaurant, which you heard testimony

| 1 | would operate at a significantly greater |
| :---: | :---: |
| 2 | intensity. |
| 3 | But we're proposing 24 units. |
| 4 | We're proposing 24 units within a |
| 5 | three-story building that's compliant |
| 6 | with the height within your ordinance. |
| 7 | We are compliant with the lot coverage |
| 8 | within your ordinance. We're not asking |
| 9 | for excessive coverage. We're not |
| 10 | creating any drainage issues. We had - |
| 11 | you heard the engineer testify that |
| 12 | everything there is going to be well |
| 13 | handled and well accommodated. |
| 14 | We are providing sufficient |
| 15 | parking for those 24 units and still |
| 16 | under your limit for lot coverage. We |
| 17 | are providing 24 surface spaces and 27 |
| 18 | spaces under the building including |
| 19 | those seven tandem spaces to the side |
| 20 | yard. |
| 21 | So the deviations that we're |
| 22 | requesting essentially are the setback |
| 23 | along Austin. Whereas we are proposing I |
| 24 | believe I gave that number correctly for |
| 25 | the record. It's 8.24 to Austin. The |

existing condition with Wenke's is 4 feet. So while we're still asking for some relief on that setback to Austin, we are improving the condition that's there today.

With respect to Curtis Avenue, we will be compliant with the 15 feet in the interpretation of your setbacks. But let's look at your ordinance with respect to the overlay which would require a 30-foot side yard setback. Well, the existing condition with Wenke's is 5.36. So, again, we are, if not curing it and bringing it into conformity with the interpretation of the ordinance as I read it, we are bringing it into closer compliance to the 30 feet. And, again, taking a nonconforming preexisting condition and making it better.

So we are also, if you look at the benefits of the application, providing pedestrian circulation around the perimeter. We're providing sidewalks where there are none today. And I know this is a controversial point with some

Board members, but we are curing the coverage issue. The coverage was calculated at an excess of 80 percent. Mr. Savacool, in his letter, acknowledged it was in excess of 80 percent. We are being compliant under 70 percent in terms of lot coverage.

So what are the nuisances with what we're proposing? The density will create more traffic, more activity than what the overlay zone would do in terms of the strict interpretation of eight units, but it's less activity, less noise, less trash than what would be permitted under the commercial underlying zone. It is less intense overall than what could be there as of right under the GC zone.

We also have to recognize that
the hours of operation of this
multifamily development would be
consistent with the residential
neighborhood, meaning people will be going to work in the morning, coming home in the evening, and they'll be home at
night. Whereas, if you went with a commercial use or a retail use or a restaurant use, you'd have conflicting times of peak use. Restaurants, bars, peak time is evenings, weekends. Retail space, peak times are weekends, which is arguably when the residents in that area have the quiet enjoyment of their neighborhood. They're looking for peace and rest.

Ask the people right next door to FINS what their weekends are like during the summer. That's permitted. That's a consistent -- that's a consistent use, a conforming use, in this neighborhood --

CHAIRMAN COLEMAN: What do you think they're like during the summer?

THE WITNESS: I think they're loud. They're noisy. They have cars coming in and out of the parking lot until late hours.

CHAIRMAN COLEMAN: Okay. Thank you.

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                                THE WITNESS: Yeah. I mean, so
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this is what we're talking about in terms of when we're looking at the density. And the D-5 reconciliation is specific. What are the conditions that are deviant and how are they being addressed? And are these deviations able to be absorbed by the property?

Well, this property is a larger parcel. It's one of the larger parcels within the overlay zone.

We are within the height. So
in terms of the separation to the property to the east, the other multifamily, we are abiding by all their light, air and open space expectations. We give them proper setbacks. We are not excessive in height. We're not creating any excessive shadowing. So our closest neighbor, the condominiums to our east, are getting all the light, air, and open space that they would under the overlay zone.

The deviations that we're
requesting in terms of setback are along Curtis and Austin. And in that case we
have street right-of-ways and streets separating us from the other people. So when you look at what the ordinance requires in terms of separation, even if you looked at the 30 feet, you know we are -- those homes are separated more than that from our property by virtue of the fact that there's a street and a right-of-way separation. So in terms of light, air and open space, we're not excessive in height. And while we violate the setback specifically to the right-of-way line, the people across the street have the setbacks that they would anticipate within the ordinance if this were a side yard if we were next door.

So when we look at the
deviations here, not only could they be accommodated, but $I$ think what's being proposed is significantly better than what could be there as of right. So we look at the nuisances in terms of the negative test. So the nuisances typically are things like
traffic, noise, drainage, trash creation. So let's look at that. Traffic. You heard testimony that the property is parked not only consistent with RSIS, but configured consistent with RSIS in terms of the drive aisles. So we meet the parking requirements.

The traffic circulation on-site was testified to that it's appropriate; that we have adequate sightlines exiting and entering onto the property. That we have configured the trash receptacle such that it is directly off of Route 88, away from the single-family residences. And that the traffic circulation and the traffic intensity is not something of concern and, in fact, would operate superior to what's there today and superior to what could be approved in the underlying commercial zone.
With respect to drainage, no
issues are raised. In fact, I don't believe Mr. Savacool had any issues with the drainage on the property. And I
believe it was testified to that the property could accommodate everything. With respect to trash, we do have a receptacle. It will be private pickup. It will be away from the residences. And this will generate -- in terms of trash, when you look at what an apartment generates versus, say, a commercial use -- less trash generation than what could be generated or what would be expected to be generated under the underlying commercial district.

And, finally, with respect to noise, again, we have 24 residences in a residential zone, but we have an underlying commercial zone that can arguably have a use that is significantly more intense in terms of noise generation and hours of operation.

So, again, when we look at the reconciliation and the accommodation of the deviations, this is a better zoning alternative than what could be there as of right. And ultimately that's the conclusion that we have to come to, is

|  | Page 183 |
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| 1 | that this is a better zoning alternative |
| 2 | than not only what's there, but what |
| 3 | could be there as of right either under |
| 4 | the underlying commercial zone or through |
| 5 | the application of the GC zone. |
| 6 | So, again -- |
| 7 | CHAIRMAN COLEMAN: If it's so |
| 8 | less intense and it's so much better, how |
| 9 | come it's not allowed? |
| 10 | THE WITNESS: Well, again, we |
| 11 | didn't craft your ordinances. Other |
| 12 | communities -- |
| 13 | CHAIRMAN COLEMAN: What's your |
| 14 | take on that, though? What's your |
| 15 | opinion? I know you didn't craft the |
| 16 | ordinance, but what's your take on it? |
| 17 | If it's so great -- |
| 18 | THE WITNESS: I can't get |
| 19 | into -- |
| 20 | CHAIRMAN COLEMAN: If it's -- |
| 21 | THE WITNESS: I can't get -- |
| 22 | CHAIRMAN COLEMAN: The ordinance |
| 23 | -- |
| 24 | (Indiscernible cross talk; |
| 25 | reporter requests one speaker) |

THE WITNESS: I can't get into the head of whoever wrote this. Quite frankly, when we do this, I've written ordinances at 50, 60, 70, and as high as 130 units to the acre in order to accommodate affordable housing. I've worked with communities that recognize they have an obligation and create those opportunities at densities and at heights that they believe will accommodate that.

Again, you've created a density here that's no greater than a single-family lot density.

CHAIRMAN COLEMAN: Correct.
Right.
THE WITNESS: Yet it's an overlay and it's an overlay over a commercial zone that could be significantly more active than what's proposed and what's being proposed even at three times the density that your ordinance would permit.

CHAIRMAN COLEMAN: I know about every one of those commercial
applications.
Go ahead, Mr. Gertner.
MR. GERTNER: Just to sort of
take that, and it goes to my question, which is this reconciliation. So you talked about your experience, how you've written these ordinances.

Can you, again, based on your experience and in your professional opinion, can you articulate a reason that you can perceive as to why Fair Share Housing accepted the density pursuant to the ordinance?

THE WITNESS: Fair Share Housing was presented, I believe, a 15-page list of properties within the overlay zone that were presented as reasonable opportunities for development of affordable housing. Again, I can't speak to how deep Fair Share Housing went into it, but, again, you know, one of the first things that stood out to me is that that list lists each of the 20 condominiums next door as a reasonable opportunity to provide affordable
housing.
MR. GERTNER: What does that mean, though? Maybe -- when you state that, why are you emphasizing that?

THE WITNESS: Well, because, again, $I$ guess to some extent I'm challenging the validity of the reasonable expectations within the overlay zone to provide the affordable housing units. I know it was accepted by Fair Share Housing, but, you know, some of the things that were sent to Fair Share Housing as a reasonable opportunity for affordable housing were 20 individual condominium units.

CHAIRMAN COLEMAN: So you're
saying that the town's submission of those units as opportunities isn't valid or isn't acceptable?

THE WITNESS: I don't think it's -- actually, applying the criteria, I don't believe there's a reasonable opportunity to expect to obtain Fair Share Housing out of that, out of those 20 units. I don't ever see any of those
units being turned over as affordable units.

COMMISSIONER GIORDANO: And the solution would be to put a massive building with multiple design waivers and variances -- and a variance, a significant one, on Austin Avenue? That's the solution?

THE WITNESS: Well, here's where we differ in opinion. I do not believe this is a massive building because, quite frankly, if you were to build eight townhouses here, it could be the same mass as this building proposed. This is a very efficient building. It's within your height envelope. It provides frontage requirements along Route 88. If you put eight 25-foot-wide townhouses with five bedrooms there, you'd have a 200-foot-long building --

COMMISSIONER GIORDANO: You're not going to fit it.

CHAIRMAN COLEMAN: Is it the five-bedroom argument again? I have it written down from before.

THE WITNESS: Well, it could be -- it could be a 25-foot one-bedroom townhouse that's three stories. Lot of game rooms, lot of pool -- look, what I'm saying is the mass here isn't something that I find extraordinary because, you know, the mass is basically how are you using the space?

And I wish the architect had gone before me because he'd work out how efficient the lot is -- how efficient the use of this building is because it is a very efficient building. And I've seen this building in many communities, including Keyport, which used it to address their affordable housing unit.

So this is not a massive building. This is within your height envelope. It meets the front setback. Arguably it meets the setback along Curtis if you look at the strictest interpretation. The deviation is along Austin. And even there we're better than what's there today. We're providing the appropriate setback to the east, to our

| 1 | neighbor, to the condominiums. So I |
| :---: | :---: |
| 2 | don't think this is massive. |
| 3 | And I think what attests to that |
| 4 | is that we are under your ordinance |
| 5 | requirement for the overlay for lot |
| 6 | coverage. |
| 7 | MR. SAVACOOL: Well, when you |
| 8 | say Austin, you're making it so much |
| 9 | better because it's 4 feet existing and |
| 10 | you're going to 8 -- |
| 11 | THE WITNESS: That's at one |
| 12 | point, Rick. That's at one point. |
| 13 | Because -- |
| 14 | MR. SAVACOOL: You recognize |
| 15 | that a Cape Cod house is different than a |
| 16 | two-story colonial. |
| 17 | THE WITNESS: But the intent of |
| 18 | the overlay wasn't to build a Cape Cod |
| 19 | house, was it? |
| 20 | MR. SAVACOOL: But my point is |
| 21 | you're trying to say that by changing it |
| 22 | from four to eight, you're making it |
| 23 | twice as good. But I have a cottage now |
| 24 | that I can probably reach the roofline on |
| 25 | if I was out there as opposed to a |

40-plus-foot-tall building.
THE WITNESS: Again, never
said -- never said twice as good.
MR. SAVACOOL: So while the
lateral separation is certainly better, I would say that the visual separation is certainly not better.

THE WITNESS: Well, the lateral separation is better. The height is within the envelope that's permitted within the district. And, again, I
indicated that the closest neighbor is across Austin. It's not next door. That neighbor has the benefit not only of the right-of-way and the sidewalk and the separation of the street and then the right-of-way and the sidewalk on the other side.

So in terms of expectations, it's softening what's there and arguably it's a much more attractive building. Again, you haven't had the benefit of the architect walking you through the design and everything else. But it's a much more attractive building than what's

|  | Page 191 |
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| 1 | there today. |
| 2 | And, again, a desirable visual |
| 3 | environment is -- it's not one of the |
| 4 | points of the MLUL that I expanded, but I |
| 5 | probably should have. But a desirable |
| 6 | visual environment is one of the points |
| 7 | of the MLUL that's deemed appropriate for |
| 8 | a variance relief. I'd argue that what's |
| 9 | proposed here is significantly more |
| 10 | attractive than what's there. |
| 11 | COMMISSIONER GIORDANO: Perhaps |
| 12 | the height was chosen by the council when |
| 13 | they developed this ordinance based on |
| 14 | eight units per acre. I mean, doesn't |
| 15 | that make any sense? |
| 16 | THE WITNESS: No, because as I |
| 17 | mentioned to you, you could have an |
| 18 | eight-unit building of the same mass. |
| 19 | CHAIRMAN COLEMAN: But not |
| 20 | really a configurable -- those are the |
| 21 | five bedroom units again. Not really -- |
| 22 | THE WITNESS: And that would be |
| 23 | a -- |
| 24 | CHAIRMAN COLEMAN: I'm not |
| 25 | saying -- |

(Indiscernible cross talk;
reporter requests one speaker).
THE WITNESS: I'm sorry,
wouldn't that be permitted under the ordinance?

CHAIRMAN COLEMAN: It would be permitted but it wouldn't be marketable. Nobody's building those.

THE WITNESS: Oh, I disagree.
In a shore community? I can show you
five-bedroom three-story townhouses
across from Seven Presidents Park that are selling for 2.2 million.

COMMISSIONER GIORDANO: Okay.
Let me ask you this question: If we eliminated all of the design variances, the design waivers --

THE WITNESS: That's under construction today.

CHAIRMAN COLEMAN: I understand.
I know the area.
COMMISSIONER GIORDANO: If we
eliminated -- it's a question --
eliminated all the design waivers, which are significant, and the variance, what
size building could we get?
THE WITNESS: First of all, I
have to disagree with your
characterization of design waivers as
"significant." They're minor. First of all, two of the design waivers are reconciled by the Residential Site Improvement Standards which supersede your design requirements. So size of parking space, size of drive aisles between the parking spaces, those are preempted by the RSIS standards and we are compliant with those.

The other two waivers relate to distance of the curb cuts to the intersection and parking in the front yard. And the parking in the front yard is along a commercial district along Route 88. We didn't put that parking adjacent to the residents. That is along Route 88.

And, again, it was testified that the circulation and the site distances to that parking, to that drive along Austin that deviates from the 25
feet --
COMMISSIONER GIORDANO: You
didn't answer my question. Please answer my question.

If we eliminated the parking in the front and we eliminated the setback problem along Austin Avenue, what size building could we put on?

THE WITNESS: You could do the same building.

COMMISSIONER GIORDANO: I don't think so.
(Pause in the proceedings.)
CHAIRMAN COLEMAN: Okay. Where were we?

COMMISSIONER GIORDANO: I asked a question; he answered it to the best of his ability for now.

CHAIRMAN COLEMAN: Okay.
COMMISSIONER GIORDANO: Mr.
Chairman, it's getting late.
CHAIRMAN COLEMAN: It is.
COMMISSIONER GIORDANO: I know we wanted to hear his testimony through tonight. I don't think it's going to
happen. He still has a half of a pamphlet to go through, a book to go through.

THE WITNESS: I haven't even started with the bulks yet.

CHAIRMAN COLEMAN: Okay.
COMMISSIONER GIORDANO: So my suggestion is that we at least give him a timetable to finish up for now and carry.

CHAIRMAN COLEMAN: Here's the thing. I don't want this testimony to end, us to go away for a month, and then the public has to come ask the questions which they're going to -- you know, I wouldn't remember. So if we want to pause at this point, or close to this point, and you can continue next time and then the public can ask their questions and we can ask questions then as well, rather than concluding this evening and then waiting even longer for more public questions.

THE WITNESS: I would say I
would just have five more minutes on
wrapping up the $D-5$ variance and that would be the perfect transition where I'll start with the bulks and the design waivers. And all --

CHAIRMAN COLEMAN: Next time. THE WITNESS: And all I need to reconcile on the $D-5$, Sean, is the negative criteria on your master plan and ordinance.

MR. GERTNER: Now, I know,
Mr. Chairman, you say -- and, again, this is a Board decision. Let me just throw another option out. The applicant has -and I perceive will again -- order a transcript?

MR. CERES: Correct. MR. GERTNER: So I understand, respectfully, your concern that the public will forget their question. You could -- let me just -- let me just -before anyone disagrees, let me just make the point, which is, similarly, though, if the public has the opportunity not only to recall their questions, but then reconcile their questions with the
transcript, they may be better prepared to ask questions after the totality of the testimony.

CHAIRMAN COLEMAN: Well, they're going to order the transcript anyway, right? The transcript this time is going to be ordered so they can review it, right?

MR. GERTNER: Yeah.
MR. CERES: Well, are you
asking --
MR. GERTNER: Well, what I'm
saying is --
MR. CERES: Yes, it's for us.
If you want me to provide you with a copy, we'd be happy to.

CHAIRMAN COLEMAN: Okay. So we can still do that and have five more minutes tonight. Because I'm not going to have all of this planning testimony, all this stuff -- and they get to read it, I know, and I'm not saying that they're going to forget. But it's hard to piece all this together, to understand it when you're not here every two weeks.

And then to come back in a month and be able to ask a question, it's just not a reasonable public expectation in my experience and opinion.

So we have five minutes --
THE WITNESS: Very good.
CHAIRMAN COLEMAN: -- to
conclude this point and we'll pick it up next time.

THE WITNESS: Perfect. And it's a good transition, quite frankly. CHAIRMAN COLEMAN: Great. THE WITNESS: So -CHAIRMAN COLEMAN: I really don't --

COMMISSIONER MASTERSON: Excuse me, Mr. Chairman.

COMMISSIONER NIKOLA: One quick question. You keep on referencing 42 feet.

THE WITNESS: Yes.
COMMISSIONER NIKOLA: Okay. Are there any buildings 42 feet in the area there?

THE WITNESS: Again, I reference

|  | Page 199 |
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| 1 | it because that is what is -- |
| 2 | COMMISSIONER NIKOLA: I |
| 3 | understand what you want -- |
| 4 | THE WITNESS: And that is -- I |
| 5 | have not -- |
| 6 | (Indiscernible cross talk; |
| 7 | reporter requests one speaker) |
| 8 | COMMISSIONER NIKOLA: Is there |
| 9 | another building in that area 42 feet? |
| 10 | THE WITNESS: I have not |
| 11 | measured the buildings in that area. |
| 12 | CHAIRMAN COLEMAN: Okay. Very |
| 13 | good. |
| 14 | Pam? |
| 15 | COMMISSIONER MASTERSON: Well, |
| 16 | can we let the public ask questions on |
| 17 | what he's presented so far? |
| 18 | CHAIRMAN COLEMAN: No. |
| 19 | COMMISSIONER MASTERSON: No. |
| 20 | Okay. He has to finish everything and |
| 21 | then go -- |
| 22 | CHAIRMAN COLEMAN: Yeah. Yeah, |
| 23 | yeah. We can't do it midway. That's why |
| 24 | I wanted to save it -- |
| 25 | COMMISSIONER MASTERSON: We |

can't find a medium -CHAIRMAN COLEMAN: -- for next time.

THE WITNESS: Okay. So as you
know, there are two prongs to the negative criteria. The first is it doesn't create a substantial nuisance or a detriment to the public. That was my testimony with respect to the noise, the trash, and everything else.

The second prong of the negative criteria is that it doesn't undermine your master plan and ordinances. Again, in keeping in context, the ordinance goes beyond the density. The ordinance purposes stated bin your master plan are to provide a variety of housing initiatives, to provide a variety of housing types, and specifically to provide affordable housing opportunities. And we are indicating to you to provide the affordable housing opportunity, the proposal before you is 24 units, five of which will be affordable. We believe that's consistent with the goals and
purposes of your master plan. With respect to the anticipated detriments to undermining any points of your ordinance, we talked about the height's consistent. The setbacks are an improvement over existing conditions. Again, we have existing conditions which kind of baseline what's there. We're bringing the property into closer conformity not only with setbacks but in terms of coverage. We are providing affordable housing which is a goal of your master plan. We are creating an infill project, which is anticipated because of the lack of open space and open land that you have in the Borough. And in order to do that, what we're asking for is relief on the density. And I believe we've testified that the density here doesn't create any substantial detriment because the site as it's configured can accommodate all the nuisances associated with that.

And that's the end of might have D-5 testimony.

CHAIRMAN COLEMAN: Thank you. Appreciate that.

Okay. So with that, I believe that's all the testimony that we are going to hear this evening. The planner will pick up very close to where he left off at our next meeting, or at our next meeting where they're on the agenda which we'll figure out in a minute. And then, when he concludes, the public and the Board members will be able to ask questions of that testimony.

And there will still be yet another opportunity to hear your opinions on the application. There's the opportunity to question the experts on their testimony and then there's the opportunity to give your opinion on the application. Both of those -- well, at least one of those will occur at the next meeting. Hopefully both of those will as well, depending on how efficient we are as a group.

Mr. Gertner, did I miss
anything?

MR. GERTNER: No.
CHAIRMAN COLEMAN: Checking the schedule?

MR. GERTNER: No, Mr. Chairman, other than to say -- and this goes, again, for members of the public, the Chairman and I -- and I apologize. I didn't recognize we were really saying the same thing from different locations.

I just want to make sure the public knows that there will be a transcript -- besides your own listening, there will be a transcript available that the Borough will post and have available to a link on its website and be able to reread what occurred so that you can refresh your recollections as well.

And with that what we were just talking about is attempting to --

CHAIRMAN COLEMAN: Get the schedule right, I assume.

MR. GERTNER: So the question is we have a fairly large -- there's a -the Board has a fairly large application on for the 24 th of March as well, so --

CHAIRMAN COLEMAN: Is that the church?

SECRETARY MORGAN: No.
CHAIRMAN COLEMAN: Okay. Thank you.

MR. GERTNER: So it may be better, again, under the same theory as discussed is to have basically the same set as you had tonight.

CHAIRMAN COLEMAN: Right.
MR. GERTNER: And this would be up at April 14th at 7 o'clock.

THE WITNESS: Seven or 6:30?
MR. GERTNER: Seven. We moved it forward.

MR. CERES: I just have one question before we do. Am I correct that we are done with the public's questioning of my engineer and my traffic expert, that I don't need them back at the next one?

CHAIRMAN COLEMAN: Correct.
That's correct, yes, sir.
Okay. So if we're all good on
the dates, then we agree that April 14 th
at 7 p.m. will be the next time that
this -- will be the next time that this application is picked up from where we left off with the planner's testimony. And of course that will be agenda'd and all of the materials will be on the website.

Mr. Gertner.
MR. GERTNER: And just to conclude that without the need for further notice and the applicant waives time.

MR. CERES: Correct.
CHAIRMAN COLEMAN: Motion to adjourn?

COMMISSIONER PETRILLO: Motion to adjourn.

CHAIRMAN COLEMAN: All in favor?
(Whereupon, a voice vote was
taken; chorus of "ayes" heard)
CHAIRMAN COLEMAN: Those opposed?

Meeting is adjourned.
(Whereupon, the hearing on this application was adjourned at 11:26 p.m.


I, BRIDGET LOMBARDOZZI, Notary Public and Certified Shorthand Reporter of the State of New Jersey, do hereby certify that the foregoing is a true and accurate transcript of the testimony as taken stenographically by and before me at the time, place and the date hereinbefore set forth.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney nor counsel of any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that $I$ am not financially interested in the action.

BRIDGET LOMBARDOZZI,
Certified Shorthand Reporter C.S.R. License No. XIO1201

Page 208

| A | 132:17 174:5 | ADAM 1:15 | 205:23,25 | agenda 202:8 |
| :---: | :---: | :---: | :---: | :---: |
| A-10 3:23 109:5 | 182:2 184:6,11 | add 20:11 61:5 | ADJUSTMENT | agenda'd 205:5 |
| 109:6 | 201:22 | 63:15 | 1:2 | ago 7:23 62:14 |
| A-11 3:24 | accommodated | added 9:23,24 | admit 28:15 | 63:6 |
| 110:11 | 169:8,19 | addition 65:6 | 136:18 | agree 19:6 20:22 |
| A-7 3:20 9:1,2 | 173:18 175:13 | 166:7 | admitted 25:21 | 27:1 30:4 37:7 |
| 45:22 | 180:20 | additional 29:4 | admittedly | 46:5 77:19 |
| A-8 3:21 9:17,19 | accommodation | 37:5,23 56:7 | 27:15 | 85:15 204:25 |
| A-93:22 22:22 | 182:21 | 105:25 106:13 | ado 8:6 | agreed 14:20 |
| a.m 136:12 | accurate 207:6 | 114:9 143:24 | adopted 168:23 | 16:5 145:15 |
| abiding 179:14 | achieve 36:24 | 174:6 | aerial 3:23 | 166:19 |
| ability 194:18 | 130:21 | additions 55:25 | 34:17 109:10 | agreement 48:2 |
| able 32:2 61:14 | acknowledged | 168:21 | affiliated 6:18 | 74:17 138:10 |
| 69:13 102:20 | 120:18 148:12 | address 13:1 | affiliation 6:6 | 141:7 144:20 |
| 149:4 155:5 | 177:4 | 30:17 39:20 | 62:21 | agrees 143:3 |
| 160:5 179:6 | acknowledges | 46:4 51:16,18 | afford 119:20 | 158:7 |
| 198:2 202:11 | 140:10 141:6 | 51:20,22 52:23 | 149:4 155:4 | ah 28:11 |
| 203:15 | acquire 114:9 | 53:2,4,16,25 | affordable 5:14 | ahead 4:2,3 36:1 |
| absolute 131:19 | acre 35:1,3,5,6,6 | 54:1 80:3,6 | 19:19,20,25 | 74:11 101:6 |
| absolutely 34:21 | 100:3 111:21 | 81:6 90:15 | 21:2 58:15,19 | 137:23 160:13 |
| 45:8 145:3 | 111:22 112:4 | 91:17 95:1,4,9 | 87:17 99:13 | 185:2 |
| 172:22 | 113:9,10,11,15 | 97:1 99:8 | 106:5 108:2,11 | air 119:10,17 |
| absorbed 179:6 | 133:5 134:6,13 | 130:25 158:2 | 111:15 112:13 | 179:15,20 |
| abutting 119:6 | 134:15,17 | 167:11 170:17 | 124:18 126:2,4 | 180:10 |
| accept 7:7 63:9 | 135:8 149:15 | 171:8 172:20 | 128:7 130:14 | aisle 10:17 69:8 |
| 105:8 150:3 | 157:9 159:3,18 | 188:16 | 130:16 131:1,9 | 69:8 70:4 |
| 157:21,24 | 160:7 161:12 | addressed 17:14 | 131:14,20 | 72:10,12 88:11 |
| acceptable | 162:11 164:15 | 52:20 88:2 | 132:12,21 | 123:9 129:3 |
| 35:14 50:7 | 164:23 165:11 | 90:14 121:24 | 138:2 141:4,19 | aisles 70:12 |
| 186:19 | 165:12 167:14 | 122:2 144:9 | 142:13 145:17 | 90:16 122:24 |
| accepted 38:17 | 184:5 191:14 | 173:7 179:5 | 145:22 147:9 | 181:7 193:10 |
| 47:19 137:20 | acreage 133:11 | addresses 54:3 | 147:12,13 | Allenhurst |
| 142:9 143:10 | 133:15 | addressing | 148:19,21,24 | 65:14 |
| 143:11,14 | acres 5:13 | 124:18 141:9 | 149:21 150:8 | alleviate 4:18 |
| 185:12 186:10 | 133:12,22 | 172:1 | 150:16 151:6 | 37:5 |
| access 10:23 | 134:15 153:24 | adequate 57:7,8 | 153:7,8,25 | allow 14:17 |
| 11:18 12:2,5,6 | act 74:15 | 57:16,17 77:15 | 154:2,11,13,18 | 128:24 |
| 12:6 48:9 66:5 | acted 87:1 | 122:4,19 157:3 | 156:3,21 | allowable 34:25 |
| 66:6,7 67:25 | 108:21 | 181:11 | 157:25 170:18 | allowed 11:16 |
| 68:5,10,18 | action 147:3 | adequately | 171:1 174:3,14 | 58:1 92:24 |
| 132:2,22,23,24 | 207:12,15 | 85:10,11 86:14 | 184:6 185:19 | 136:2 183:9 |
| accessed 128:15 | active 184:20 | 93:6 | 185:25 186:9 | allows 21:3 |
| accessibility | activities 168:15 | adjacent 18:2,4 | 186:14 187:1 | 32:17 69:24 |
| 68:6 | activity 65:23 | 110:20 116:10 | 188:16 200:20 | 78:7 99:13,14 |
| accidentally | 177:10,13 | 116:12 166:24 | 200:22,24 | 120:17 |
| 86:4 | ADA 15:18 | 169:25 193:20 | 201:12 | alluded 48:11 |
| accommodate | 128:14 | adjourn 205:15 | affordables | alternate 30:11 |
| 8:8 65:7 131:9 | ADA-accessible | 205:17 | 156:15 | alternative |
| 131:23 132:5 | 11:10 | adjourned | afternoon 64:6 | 18:19,20 124:8 |


| 124:14,16 | 73:14 | 205:25 | area 12:11 19:21 | 201:18 |
| :---: | :---: | :---: | :---: | :---: |
| 182:23 183:1 | apart 71:7 | applications | 24:12 32:3,4 | aspects 45:24 |
| alternatives | apartment 40:8 | 63:4 185:1 | 33:13,14 38:13 | asphalt $34: 18$ |
| 124:9 152:12 | 182:8 | applied 115:13 | 38:25 39:1,12 | 137:15 |
| amazing 161:11 | apartments | 119:25 170:21 | 41:13 68:14 | assertion 43:4 |
| amazingly | 36:19 50:18 | applies 19:1 | 77:11 89:23 | assign 75:22 |
| 164:12 | 105:23 108:24 | 27:22 28:6 | 110:17,18 | assigned 44:6,12 |
| ambiguity 17:17 | 112:11,12,15 | 115:8 | 122:9 132:4,25 | 76:21 172:15 |
| 19:8 21:19,22 | 148:18 152:18 | apply 28:10 59:8 | 137:19 159:7 | assist 79:4 |
| 22:2 25:23 | 164:17 | 115:6 116:3 | 178:7 192:21 | assistance 32:6 |
| 26:2 28:19 | apologize 6:13 | 145:6 147:1 | 198:23 199:9 | associated 4:23 |
| 30:6 | 51:9 69:16 | 148:10 | 199:11 | 5:8 201:23 |
| Amboy 105:2 | 91:4 102:13 | applying 117:1 | areas 39:11 | Associates 2:3 |
| American | 163:15 203:7 | 186:21 | 47:13 49:20 | 62:24 63:2 |
| 104:18 | app 20:24 43:13 | appreciate 22:5 | 111:24 131:16 | 138:7 |
| amount 34:11 | appealed 145:11 | 45:18 55:6 | arguably 20:14 | assume 73:21 |
| amusement | appearance | 57:19 105:15 | 151:24 164:12 | 203:21 |
| 107:7,10 | 32:24 122:21 | 143:1 202:2 | 178:7 182:17 | attempt 87:21 |
| analysis 46:6 | appears 13:20 | approach 21:9 | 188:20 190:20 | 169:5 |
| ancillary 5:6 | apples 59:3 | 21:25 22:1 | argue 16:23 | attempting |
| And/or 72:21 | 165:5 | 60:23 | 21:17 152:17 | 118:18 130:17 |
| Andrew 3:14 | applicant 1:21 | appropriate | 191:8 | 203:19 |
| 104:2,13 | 4:5 7:24 19:15 | 109:3 111:13 | argues 14:12 | attention 89:17 |
| angles 127:18 | 20:24 22:3 | 122:15 130:6 | argument 26:4 | attests 189:3 |
| animal 107:6 | 33:19 38:8 | 131:17,19 | 86:12 154:5 | attorney 1:19 |
| answer 41:15,21 | 41:22,23 42:3 | 132:16,20 | 187:24 | 84:10 207:11 |
| 52:5 75:5 | 58:3 78:1 | 141:2 147:3 | Arnold 139:7 | 207:14 |
| 80:15 90:20 | 102:1 112:8 | 150:21 158:19 | arrangement | Attorneys 1:21 |
| 94:15 96:5 | 125:2,10 | 159:20 181:10 | 38:11 107:14 | attractive |
| 105:17 155:23 | 144:14,17 | 188:25 191:7 | 107:14 | 190:21,25 |
| 155:25 156:9 | 146:7,14 | approval 52:7 | articulate 26:1 | 191:10 |
| 162:21,23 | 148:17 196:13 | approved 138:9 | 166:12 185:10 | attributed 66:9 |
| 163:6,21 166:4 | 205:11 | 138:24 174:23 | articulated | August 110:13 |
| 166:11,14,22 | applicant's | 181:20 | 21:21 | Austin 9:14 10:6 |
| 194:3,3 | 103:8 143:2 | approves 55:2 | articulating | 10:18 11:20 |
| answered 94:12 | 155:23 | approximately | 88:3 156:8 | 13:17 14:23 |
| 194:17 | application | 5:3 64:5 73:3 | aside 55:16 | 16:1 28:10 |
| answering | 10:19 29:1 | 73:23 | 56:11 112:13 | 34:8 65:4 |
| 166:11 | 54:16 58:13 | April 204:12,25 | 112:17 119:3 | 67:22 69:7 |
| anticipate | 66:7 79:17 | 206:1 | 126:2 141:20 | 72:6 77:7,25 |
| 180:15 | 105:20 108:9 | arborvitae 49:9 | asked 84:4 | 78:9 80:10 |
| anticipated | 111:11 117:7 | architect 11:23 | 94:11 103:1,15 | 106:1 109:16 |
| 201:2,14 | 118:11 120:6 | 32:6 59:14 | 166:3,10 | 110:6 111:10 |
| anticipates | 124:6 128:2 | 61:19 81:2 | 194:16 | 114:7,13 |
| 151:16 | 129:13 146:5,6 | 188:9 190:23 | asking 58:6 | 115:22 116:21 |
| anybody 91:5 | 167:1 170:6 | architectural | 81:25 83:9 | 116:25 117:18 |
| 95:20 156:5 | 176:21 183:5 | 8:2 98:17,19 | 161:23 166:22 | 118:1,4,7,24 |
| anyway 197:5 | 202:15,19 | architecture | 167:22 175:8 | 120:8,10 |
| anywheres | 203:24 205:3 | 7:25 81:21 | 176:2 197:11 | 121:22 124:14 |


| 126:17 127:19 | bachelor 6:22 | 188:7 204:8 | benefit 146:7,13 | 63:9 64:14 |
| :---: | :---: | :---: | :---: | :---: |
| 128:20 129:11 | bachelor's | basing 20:25 | 146:14 150:17 | 66:14 69:4 |
| 133:6 134:6 | 104:20 | basis 64:7 66:11 | 153:16 190:14 | 74:15 77:23 |
| 175:23,25 | back 4:3,4 12:21 | 73:16,24 | 190:22 | 84:5 102:1 |
| 176:3 179:25 | 16:20 24:11 | beach 91:25 | benefits 176:21 | 103:7 105:18 |
| 187:7 188:23 | 31:15,18,21,22 | Beacon 104:14 | best 26:12 | 108:10 110:11 |
| 189:8 190:13 | 31:24 32:22 | bear 30:21 | 194:17 | 111:12 118:9 |
| 193:25 194:7 | 33:23,25 34:1 | 117:21 123:20 | better 21:24 | 124:9,21 |
| Austin's 28:11 | 34:10 35:20 | 138:8 | 25:7 60:22 | 125:25 133:8 |
| 28:13 | 39:23,25 40:2 | beautiful 51:11 | 61:11 77:2 | 142:23 144:15 |
| authority | 40:3 41:9 | becoming 65:11 | 124:8,23 | 144:17 145:6 |
| 123:15 | 45:14,16,21 | 168:24 | 134:14 176:19 | 157:14 162:17 |
| auto 107:2 | 46:15,25 48:13 | bedroom 113:12 | 180:21 182:22 | 170:11 177:1 |
| automatic 107:9 | 49:12,14 55:14 | 113:25 191:21 | 183:1,8 188:23 | 196:12 202:11 |
| 107:9 | 63:8 69:16 | bedrooms 59:1 | 189:9 190:5,7 | 203:24 |
| automatically | 71:20,21 72:6 | 59:2 113:17,18 | 190:9 197:1 | Board's 8:8 21:1 |
| 50:24 | 78:4 87:4 89:3 | 168:2 187:19 | 204:7 | boarding 108:22 |
| available 37:2 | 89:21,23 | behalf 108:14 | beyond 21:6 | boards 152:9 |
| 41:11 76:1 | 100:17 101:20 | behavior 86:17 | 146:14 166:14 | Bobowicz 95:2,3 |
| 127:13 140:8 | 102:22 103:7 | 86:22 | 200:15 | 95:6,10,13,16 |
| 203:13,14 | 115:21 118:15 | behoove 101:11 | big 34:19 39:14 | 96:7,12,16 |
| Avenue 6:20 | 128:5 129:1 | belabor 44:23 | 54:7 92:18,21 | 98:1 |
| 10:18 12:14 | 198:1 204:20 | 55:13 | 93:2 157:15 | body 107:2 |
| 14:23 31:14 | background | believe 9:10 | bin 200:16 | book 195:2 |
| 33:6 46:11 | 9:11 107:25 | 14:24,25 29:12 | birch 12:16 32:5 | Borough 1:1 |
| 54:1,3 67:22 | backing 37:10 | 35:14 47:15 | 46:24 | 67:19 70:20 |
| 68:1,18,25 | 70:2 71:19 | 48:7 49:1 | bit 10:14 12:15 | 80:6 82:5,6 |
| 69:7 77:7,7,24 | backward 89:21 | 53:17 97:9 | 14:14 15:15 | 85:16 91:20 |
| 77:25 78:9 | backwards | 107:15 112:23 | 24:11 28:9 | 95:14 104:24 |
| 80:9 95:11 | 20:21 | 113:19,23 | 32:9 47:12 | 129:22 138:1 |
| 99:10 106:1,1 | balance 75:24 | 121:11,24 | 48:19 49:1,8 | 138:20 139:24 |
| 109:15 111:2 | 131:12 140:22 | 122:1,14 | 88:5 103:11 | 140:10,24 |
| 114:7,13 | 155:5 157:16 | 129:17 131:16 | 108:4 110:7 | 141:7,23 |
| 117:16,24 | balances 140:20 | 139:15 141:14 | 111:23 114:18 | 143:16 144:4 |
| 118:22 139:8 | bars 151:23 | 146:23 147:10 | 114:20 118:17 | 147:22 157:1 |
| 176:6 187:7 | 178:4 | 157:23 159:19 | 133:11 136:20 | 173:10 201:16 |
| 194:7 | base 20:23 | 170:14 175:24 | 160:10 171:20 | 203:14 |
| avoid 85:5 | based 8:1 15:11 | 181:24 182:1 | blame 41:22 | Borough's 106:4 |
| aware 22:11 | 21:4,5,12,18 | 184:10 185:15 | block 1:7 4:8 | 138:11 141:25 |
| 25:20 33:5 | 70:9 76:13 | 186:22 187:10 | 5:10 | bottom 10:3 |
| 44:2,24 45:15 | 81:15 86:21 | 200:24 201:19 | board 1:2,12,19 | 109:15 |
| 76:25 | 139:5 145:13 | 202:3 | 3:6,11,16,24 | Bound 172:9 |
| awning 17:2 | 155:24 158:15 | ben 174:1 | 4:13,16 7:6,22 | bounds 99:19 |
| ayes 205:20 | 164:6 185:8 | beneath 10:12 | 8:17 9:25 14:2 | Bowl 92:16,17 |
|  | 191:13 | beneficial | 21:9 25:20 | break 100:24 |
| B | baseline 201:8 | 147:13 153:6 | 28:23 33:19 | 101:10 103:3 |
| B 94:21,21 | basic 73:4 | 153:13 156:22 | 39:25 43:13,19 | breath 166:2,3 |
| B-O-B-O-W-I... | basically 20:17 | 157:22 158:1 | 43:24 50:12 | Brian 49:23 |
| 95:3 | 146:12 173:22 | 174:2 | 55:2 61:12,25 | BRIDGET |

Page 211

| 207:3,17 | 116:9,12 | C-2A 18:8 | 116:7 117:21 | 149:6 |
| :---: | :---: | :---: | :---: | :---: |
| brief 4:21 | 128:16 160:5,6 | C-A-P-R-I-O | 119:14 133:1 | Chairman 1:13 |
| briefly 46:22 | 161:14 164:13 | 99:10 | 145:12,13 | 4:1,13 5:24 |
| bring 9:16 32:8 | 167:17,18 | C.1.B 116:6 | 155:13 158:11 | 6:14 7:6,10,12 |
| 39:12 67:1 | 168:5 170:25 | C.S.R 207:18 | 158:23 159:19 | 44:22 45:5,9 |
| 118:19 | 172:10 175:5 | calculated | 173:9 179:25 | 45:11,12,13,17 |
| bringing 42:17 | 175:18 187:5 | 137:19 167:13 | categories 69:24 | 50:12 55:8 |
| 120:15,24 | 187:11,14,15 | 177:3 | caught 16:7 | 60:9 61:4,8 |
| 121:2 176:14 | 187:20 188:12 | calculation 13:9 | 136:14 | 63:8,12 66:13 |
| 176:16 201:9 | 188:13,14,18 | 15:17 34:23 | center 29:14 | 69:4,11,20 |
| broad 152:7 | 190:1,21,25 | 35:5 140:21 | 64:13 174:24 | 70:13 71:24 |
| Brook 172:10 | 191:18 192:8 | call 4:2,4 5:20 | Ceres 1:21 3:5 | 72:25 73:7,17 |
| brought 13:13 | 193:1 194:8,10 | 5:21 14:9 | 3:10,15 4:12 | 74:5,8,10 |
| 22:9 28:22 | 199:9 | 61:24 79:20 | 6:9 7:14 8:25 | 78:18 79:5 |
| 58:23 60:12 | buildings 5:1 | 103:6 104:2 | 19:1 23:19,24 | 80:18 82:24 |
| 84:18 | 33:24 38:25 | 148:21 149:17 | 24:3 25:2,10 | 83:3,8,13,15 |
| brown 12:12 | 39:4 59:7 | called 14:24 | 25:12,15 30:16 | 83:18,23 90:21 |
| bucks 157:15 | 111:17 124:1,2 | 134:13 143:17 | 31:6,12 41:14 | 94:11,14,17 |
| buffer 32:9 | 160:2 172:9 | calling 11:7 | 42:2,19 43:2 | 95:8,12,15,23 |
| buffering 130:4 | 198:23 199:11 | 14:11 91:4 | 44:11 45:13 | 96:8,14,17 |
| build 53:4 140:2 | built 140:11 | calls 14:19 88:15 | 49:23 50:8 | 98:22,25 99:18 |
| 153:24 155:5,8 | 156:12,15 | capacity 56:4 | 52:1,5,12,19 | 100:7,12,16,25 |
| 187:12 189:18 | 169:21 | Cape 189:15,18 | 53:1,10,17,21 | 101:4,5 102:3 |
| builder's 140:23 | bulk 4:10 19:23 | Caprio 99:9,9 | 54:5,10,19,22 | 102:6,10,17,25 |
| 143:17 144:12 | 20:16 21:15 | 99:23 100:6 | 55:7 59:16,24 | 103:2,6,22 |
| builders 153:23 | 31:17,25 114:3 | car 36:10,11,15 | 60:5,17,19,22 | 104:1,9 105:4 |
| building 5:4 | bulks 195:5 | 36:16 37:15 | 61:17,22 62:2 | 105:7,12,19 |
| 8:19 10:8,9 | 196:3 | 39:25 40:2,17 | 62:5,9 74:14 | 109:8 125:9,15 |
| 11:24 12:2,4 | bungalows | 41:3,5,8 56:5 | 79:2 81:1 | 133:9,19 134:1 |
| 12:13 18:1,4 | 33:16 109:21 | 57:11 82:14,15 | 82:22,24 83:2 | 134:4,11,23 |
| 19:21 30:15 | 110:23,25 | 82:16 85:2,2 | 83:5,10,17,25 | 139:9 152:25 |
| 31:17,23 32:19 | 118:3,5 | 89:1,2,4,6 | 91:4 100:20,21 | 160:12 161:13 |
| 32:21,24 33:3 | Burke 15:14,17 | 172:6,12,16,17 | 100:25 101:18 | 161:16,22 |
| 33:23 34:9,19 | 22:7,10 25:5 | care 38:12 107:3 | 103:24,25 | 162:16,22 |
| 34:21 35:23 | 26:20,24 | 147:24 | 163:12 165:23 | 163:3,9,20 |
| 36:4 37:3,20 | bushes 47:4 | careful 47:7 | 196:16 197:10 | 178:17,23 |
| 38:3 39:4 40:8 | business 23:9 | Carney 3:22 | 197:14 204:16 | 183:7,13,20,22 |
| 40:25 41:25 | 25:3 | 23:7 | 205:13 | 184:15,24 |
| 42:12 46:12,16 | byproduct 60:13 | carry 8:14 | certain 45:8 | 186:16 187:23 |
| 47:12,13 48:12 |  | 195:10 | certainly 19:10 | 191:19,24 |
| 50:22,24 51:20 | C | cars 36:6,10 | 21:25 27:18,24 | 192:6,20 |
| 52:11 54:13 | C 1:18 6:1 62:15 | 37:11 56:7 | 56:2 60:9 96:5 | 194:14,19,21 |
| 56:16,19,21,22 | 79:23 94:21 | 65:18 67:14 | 168:6 170:2 | 194:22 195:6 |
| 57:24 65:25 | 99:3 146:17 | 92:7,10 93:9 | 190:5,7 | 195:11 196:5 |
| 73:22 76:23 | 207:1,1 | 93:14 178:20 | Certified 104:19 | 196:11 197:4 |
| 80:22,24 81:8 | C-01 9:9 | Carteret 104:24 | 207:4,18 | 197:17 198:7 |
| 81:16,17 84:24 | C-04 9:22 | case 1:5 17:25 | certify 207:5,10 | 198:12,14,17 |
| 87:2 89:12,14 | C-05 45:25 | 18:10 19:16 | cetera 48:24 | 199:12,18,22 |
| 105:23 112:12 | C-13 9:9 | 26:7 56:20 | Chair 1:13 | 200:2 202:1 |


| 203:2,4,7,20 | clean 97:14 | 133:19 134:1,4 | 59:11 92:21 | 55:12,21 57:18 |
| :---: | :---: | :---: | :---: | :---: |
| 204:1,4,10,22 | clear 14:4 24:18 | 134:11,23 | 123:15 | 57:23 58:4,14 |
| 205:14,18,21 | 25:14,18 53:6 | 139:9 152:25 | comfortable | 58:20 59:20 |
| challenged 43:4 | 74:18 89:23 | 160:12 161:13 | 72:22 93:8 | 60:3,8 63:11 |
| challenging | 91:7 142:24 | 161:16,22 | coming 10:5,21 | 66:15,23,24 |
| 132:7 186:7 | clearly 55:24 | 162:16,22 | 10:23,24 12:5 | 67:7,10 68:8 |
| change 13:22 | 88:20 | 163:3,9,20 | 40:13 46:14,16 | 69:2 77:4,13 |
| 63:25 136:19 | client 4:15 52:20 | 178:17,23 | 48:9 98:22 | 78:16 99:21 |
| 139:3 170:13 | 75:18 76:10 | 183:7,13,20,22 | 105:14 177:24 | 105:10 126:8 |
| changed 8:7 | 87:8 | 184:15,24 | 178:21 | 126:12,19 |
| 12:14 136:20 | close 73:14 94:7 | 186:16 187:23 | Commencing | 127:1,11,20,24 |
| changing 133:10 | 164:4 195:17 | 191:19,24 | 1:10 | 128:3 135:9,13 |
| 189:21 | 202:6 | 192:6,20 | comment 39:21 | 135:17,22 |
| Chapter 113:6 | closer 32:1 49:1 | 194:14,19,22 | 50:5 61:10 | 136:3,6,13,23 |
| character 130:7 | 118:19 176:16 | 195:6,11 196:5 | 66:25 69:18 | 137:2,8,12,16 |
| characteristics | 201:9 | 197:4,17 198:7 | 84:7 170:24 | 137:22,24 |
| 130:3 | closest 31:24 | 198:12,14 | comments 4:16 | 138:19,22 |
| characterizati... | 65:171:18 | 199:12,18,22 | 12:25 13:2,6 | 139:5,7,11 |
| 193:4 | 129:8 179:18 | 200:2 202:1 | 46:4,5 61:15 | 140:15 144:13 |
| charge 87:8 | 190:12 | 203:2,20 204:1 | commercial | 144:24 153:4 |
| charitable | clump 137:5 | 204:4,10,22 | 5:11 29:13,15 | 153:11,15 |
| 154:23 | CME 138:7 | 205:14,18,21 | 29:16 30:23 | 154:4 155:9,18 |
| Checking 203:2 | COAH 138:24 | collaborative | 31:2 53:12 | 160:14,20,24 |
| checklist 151:4 | Cod 189:15,18 | 81:19 | 88:13,17 106:4 | 161:4,8,17,25 |
| choice 43:16,17 | cold 40:19 | collection 46:1 | 106:11,14 | 162:4,8 163:14 |
| 50:15 58:3 | COLEMAN | colonial 80:21 | 110:3 122:18 | 164:3,8,16,22 |
| 81:14 | 1:13 4:1 5:24 | 80:25 81:7,10 | 124:15 152:22 | 165:2,8,13 |
| choose 41:24 | 7:6,10 44:22 | 81:15 189:16 | 158:24 159:10 | 166:20 167:9 |
| 44:2 72:24 | 45:5,9,12,17 | colonial-style | 159:13,23 | 168:9 170:23 |
| chorus 205:20 | 50:12 55:8 | 47:10 | 174:23 177:15 | 171:4,11,14 |
| chose 39:2,16 | 60:9 61:4,8 | color 9:25 | 178:2 181:21 | 187:3,21 |
| 79:8 125:10,11 | 63:8,12 66:13 | colored 3:21 | 182:9,12,16 | 191:11 192:14 |
| 127:12,21 | 69:4,11,20 | 9:18,19,21 | 183:4 184:19 | 192:22 194:2 |
| chosen 191:12 | 70:13 71:24 | Colts 104:16 | 184:25 193:18 | 194:11,16,20 |
| Christine 80:5 | 72:25 73:7,17 | combination | commercially | 194:23 195:7 |
| church 204:2 | 74:5,10 78:18 | 71:2,3 | 152:6 | 198:16,18,22 |
| circle 35:20 | 79:5 80:18 | come 4:19 20:17 | COMMISSIO... | 199:2,8,15,19 |
| 45:14 | 82:24 83:3,8 | 40:5 41:9 | 7:9 18:16 19:5 | 199:25 205:16 |
| circulation | 83:13,23 90:21 | 46:10 49:11,12 | 29:5,17,21 | common 43:21 |
| 21:15 51:4 | 94:11,14,17 | 49:14 56:25 | 30:1 31:3,10 | 43:22 45:11 |
| 123:16 128:18 | 95:8,12,15,23 | 61:20 79:1,7,9 | 35:12,17 36:25 | commonly 35:21 |
| 176:22 181:9 | 96:8,14,17 | 79:10,17,21 | 38:4,19 40:7 | 36:18 38:16,19 |
| 181:16 193:23 | 98:22,25 99:18 | 91:1,24 92:8 | 40:12,22 41:2 | 108:20 |
| civil 6:21,22 | 100:7,12,16 | 96:19 101:19 | 41:7,18,20 | communities |
| 104:20 | 101:5 102:3,6 | 102:22 182:25 | 42:16,20 49:19 | 131:3,11 |
| clarification | 102:10,17 | 183:9 195:14 | 50:4,14 51:8 | 150:24 169:21 |
| 91:3 | 103:2,6,22 | 198:1 | 51:15,19 52:3 | 171:23 172:20 |
| clarify 58:21 | 105:4,7,12,19 | comes 10:17 | 52:8,15,22 | 183:12 184:7 |
| classify 80:23 | 109:8 125:9,15 | 14:15 32:13 | 53:3 54:8,12 | 188:14 |


| community | concern 56:6 | confirmation | 178:15 181:5,6 | corner 14:8,10 |
| :---: | :---: | :---: | :---: | :---: |
| 55:23 80:12 | 181:18 196:18 | 24:23 | 200:25 201:5 | 14:16 15:2,5 |
| 93:5,13 108:14 | concerned | conflict 64:23 | consisting 5:12 | 16:6,7,13,24 |
| 112:7 131:13 | 161:21 | 131:24 | consists 9:9 | 17:22,24,25 |
| 132:9 149:1 | concerns 4:18 | conflicting | constructed | 18:14 19:4 |
| 151:15 152:4 | 8:9 33:19 | 178:3 | 124:3 126:3 | 28:1,8,9 34:8 |
| 154:1,22 | 55:24 60:10 | conform 18:1 | construction 5:2 | 115:11,17,22 |
| 170:17 192:10 | conclude 198:8 | 116:9 | 105:22 132:10 | 116:7 |
| compacted | 205:10 | conforming | 192:19 | corners 115:24 |
| 42:23 | concludes | 178:15 | Consulting | correct 7:16,24 |
| comparable | 202:10 | conformity | 104:15 | 8:3,5 25:2 |
| 59:3 | concluding | 118:19,20 | containing 5:4 | 28:17 29:20 |
| comparative | 195:21 | 120:16 176:14 | CONTENTS | 53:10 54:4 |
| 167:15 168:3 | conclusion | 201:10 | 3:1 | 55:7 69:10 |
| compare 164:23 | 182:25 | confused 15:15 | context 75:4 | 73:1,5,11 |
| 166:23 168:5 | concomitant | 18:17 52:9 | 109:18 110:7 | 74:24 75:2 |
| compared 64:24 | 150:7 | confusing 14:15 | 111:24 114:2 | 76:17 80:13 |
| comparing | concrete 98:12 | 18:17 | 139:22 142:7 | 105:9 114:9,10 |
| 164:25 165:5 | condition 55:2,3 | confusion 22:11 | 143:8,25 146:4 | 140:2 141:5 |
| 165:11,16 | 66:1 110:14 | conjunction | 159:22 173:2 | 145:14 158:5 |
| 167:12 168:4 | 114:6,8,11,15 | 42:3 | 174:12 200:14 | 184:15 196:16 |
| comparison | 118:4,8 120:12 | connecting | contingencies | 204:17,22,23 |
| 165:4 | 121:2,25 | 11:20 | 55:17,22 | 205:13 |
| completes 66:12 | 127:23 137:1 | conservative | continue 24:5,8 | corrected |
| compliance | 176:1,4,12,19 | 21:8,25 | 49:13,15 55:9 | 114:16 |
| 12:18 17:20 | Conditional | consider 28:23 | 60:18 100:20 | correctly 175:24 |
| 24:10 121:2 | 107:4 | 56:24 78:8 | 125:7 195:18 | correspondence |
| 145:22 176:17 | conditions 46:5 | 97:21 99:15 | continues 13:3 | 108:8 |
| compliant 13:15 | 78:8,13 114:4 | 118:10 124:6 | Continuing 34:4 | corridor 129:9 |
| 13:17 64:20 | 118:2,15,25 | consideration | contractors' | 131:22 141:12 |
| 113:17 117:25 | 122:3 179:4 | 28:25 | 106:25 | 141:13 |
| 120:25 152:15 | 201:6,7 | considerations | contribute | CORTLAND |
| 175:5,7 176:7 | condominium | 59:6 | 150:23 | 1:13 |
| 177:6 193:13 | 110:2 133:2 | considered | control 47:21 | cost 168:16 |
| comply 16:25 | 186:15 | 13:25 17:22 | 76:8 | 169:16 |
| 17:19,21 24:12 | condominiums | 116:15,18 | controversial | cottage 189:23 |
| 24:13 33:4 | 106:16 141:18 | considering | 176:25 | cottages 124:1 |
| 34:13,24 | 167:16 179:19 | 131:7 | convenience | 124:12 |
| complying | 185:24 189:1 | consist 5:5 | 74:2 106:19 | COULSON 1:17 |
| 117:22 | configurable | 112:14 | conversation | 139:11 |
| component | 191:20 | consistent 57:4 | 82:3 163:13 | council 29:22 |
| 53:12 | configuration | 58:10 64:3 | conversations | 30:20 191:12 |
| compounding | 123:16 | 70:6 72:14 | 15:12 | counsel 70:10 |
| 118:13 | configurations | 112:21 121:9 | coordination | 207:12,14 |
| compromise | 112:16 113:22 | 122:20 123:2 | 168:13 | Counselor 4:11 |
| 4:19 | configured | 123:14 128:9 | copies 23:21,23 | count 78:10 |
| concentrations | 127:17 181:5 | 129:5,19 | copy 22:24 | 113:12,25 |
| 150:22 | 181:13 201:22 | 158:21 161:2 | 23:16 98:8 | 128:10 |
| concept 169:15 | confirm 80:8 | 177:22 178:14 | 197:16 | counted 85:23 |


| County 44:25 | 59:10 70:11 | 80:9 95:10 | 107:7 | 112:5 113:7,25 |
| :---: | :---: | :---: | :---: | :---: |
| 104:25 105:1 | 132:19 146:20 | 99:10 106:1 | dealing 72:16 | 125:22 130:20 |
| couple 4:14 | 151:5 158:3,5 | 109:15 110:6 | 77:6 132:9 | 131:2,6,21 |
| 11:10 48:6,15 | 171:8,10 173:5 | 111:2,9 115:21 | debatable 40:20 | 133:4 135:2,20 |
| 92:19 109:1 | 173:8,13,14,24 | 116:22,24 | 42:17,21,25 | 147:25 150:6 |
| 110:9 | 173:25 186:21 | 117:17,24 | debate 14:3 | 158:20,22 |
| course 9:24 15:6 | 196:8 200:6,12 | 118:2,22,24 | 42:23 | 159:6,7,12,20 |
| 86:3,5 205:5 | criterias 132:21 | 120:13 121:22 | decided 38:8,8 | 165:1,11,16 |
| court 138:9 | criterion 22:4 | 124:13 126:17 | decision 196:12 | 167:13,13 |
| 143:12 157:2 | cross 52:17,24 | 127:10,19 | deemed 147:12 | 169:2,7 171:5 |
| 165:24 166:16 | 126:24 133:24 | 128:20 129:1,2 | 191:7 | 173:12,18 |
| courts 151:12 | 136:4 162:14 | 129:11 176:6 | deep 166:2 | 174:6 177:9 |
| Coventry 173:7 | 163:1 165:17 | 179:25 188:21 | 185:20 | 179:2 184:12 |
| 173:13 | 165:21 183:24 | custom 107:2 | deeper 131:25 | 184:14,22 |
| coverage 34:13 | 192:1 199:6 | cut 121:20 | defer 70:9,21 | 185:12 200:15 |
| 42:11 120:15 | crowd 92:21 | cuts 193:15 | define 19:4 | 201:19,20 |
| 120:17,20,21 | culmination |  | 54:11 115:5 | Department |
| 120:23 137:4 | 105:14 | D | defined 117:5 | 170:6 |
| 172:3,4,21 | curb 34:11 | D 6:1 20:18 | 146:11 | depending 11:7 |
| 175:7,9,16 | 71:12 121:20 | 94:21,21 96:21 | defines 115:16 | 111:19 149:15 |
| 177:2,2,7 | 193:15 | 99:3,25 100:4 | defining 146:10 | 149:24 202:22 |
| 189:6 201:11 | cure 118:21 | 104:4 146:17 | definitely 57:17 | depict 110:14 |
| covered 26:10 | 120:8 128:2 | 173:3,6 | 102:4 | deploy 45:1 |
| craft 183:11,15 | curing 118:13 | D-3 100:1 | definition 19:3 | depth 164:1 |
| Cranford 38:23 | 120:6,12,15,22 | D-5 103:17,18 | 115:15,23 | derelict 148:13 |
| 39:13 40:24 | 121:1 176:13 | 103:19 113:5 | 117:8 | describe 14:5 |
| 43:6,8 44:17 | 177:1 | 160:11 171:8 | definitions 31:9 | described 65:17 |
| crazy 33:13 | curiosity 55:13 | 171:10 173:1,2 | 115:4 | 94:9 100:3 |
| create 32:9 51:4 | curious 55:15 | 179:3 196:1,7 | degree 104:20 | describing 8:7 |
| 66:1 177:10 | 57:21 | 201:25 | deliberate | 83:12 |
| 184:8 200:7 | current 126:15 | D-I-P-P-L-E | 158:14 169:4 | description |
| 201:20 | currently 42:13 | 6:17 | deliberation | 47:23 |
| created 32:4 | 50:18 104:23 | daily 66:11 | 156:19 | design 5:18 6:19 |
| 148:3 184:12 | 108:19 111:4,8 | date 9:3,20 | demonstrate | 21:18 26:9 |
| creates 39:22 | 118:11 174:17 | 109:6,12 | 173:17 | 35:9 69:12 |
| creating 37:11 | Curtis 9:14 10:5 | 138:20 145:23 | demonstrated | 70:11,17 72:7 |
| 37:12 131:24 | 10:21 11:3,5 | 148:23 207:8 | 86:17 | 80:23 81:15,16 |
| 147:25 151:9 | 11:20 12:6,14 | dated 9:22 | Den 138:7 | 81:25 87:25 |
| 174:21 175:10 | 13:16 16:4 | 110:13 | 139:14 142:2 | 88:8 121:4,17 |
| 179:17 201:13 | 17:1 18:13 | dates 204:25 | 144:6 | 121:19 122:23 |
| creation 140:25 | 31:14,18 32:10 | David 95:2 | densities 141:3 | 187:5 190:23 |
| 181:1 | 32:23 33:3,6 | day 92:8 142:8 | 150:22 159:16 | 192:16,17,24 |
| creative 132:15 | 33:14,15,18 | 148:1 155:10 | 166:24 184:9 | 193:4,6,9 |
| credentials 7:8 | 34:7 46:11 | days 7:22 62:14 | density 38:7 | 196:3 |
| 62:20 63:10 | 52:4 54:1,3 | dead 36:1 | 43:10 59:11,15 | designate |
| 105:8 | 64:24 65:1,4 | dead-end 51:5 | 59:23 60:13 | 131:16 |
| credibility $25: 19$ | 68:1,5,11,18 | deal 54:7 77:8 | 78:4 99:12 | designated |
| credits 154:20 | 68:24 76:21 | 77:22 | 100:2 101:23 | 58:15 |
| criteria 19:14,23 | 77:7,24 78:9 | dealerships | 103:17 111:20 | designed 32:7 |


| 32:16 50:23 | deviant 179:4 | 166:7 | documents | driveways 10:20 |
| :---: | :---: | :---: | :---: | :---: |
| 57:24 93:4 | deviates 193:25 | directive 169:13 | 108:15 | 33:20 65:4 |
| designing 90:5 | deviation 173:18 | directly 22:12 | doing 6:24 23:6 | 67:1 |
| desirable 191:2 | 173:20 188:22 | 26:25 106:16 | 40:17 58:25 | drop 23:20 |
| 191:5 | deviations | 110:2 181:14 | 85:13 90:12 | dry 123:22 |
| detached 106:21 | 175:21 179:6 | disagree 38:16 | 92:9 124:8 | duly 6:2 62:16 |
| detail 5:20 48:19 | 179:23 180:19 | 68:21 163:8,11 | 147:20 167:4 | 79:24 91:13 |
| details 9:18 | 182:22 | 192:9 193:3 | donated 153:23 | 94:22 96:22 |
| 47:22 | device 107:7 | disagreeing | 154:1 156:16 | 99:4 104:5 |
| determination | differ 187:10 | 86:16 | donations | dwelling 20:6 |
| 158:15 | difference 98:16 | disagrees 20:14 | 154:21 | 70:16 99:14 |
| determine 25:8 | 134:16,18 | 196:21 | door 119:7,12 | 108:18 122:25 |
| 25:8 53:2 | different 6:9 | discounting | 133:2,5,11 | 133:13 |
| 101:14 115:11 | 65:18 66:20 | 61:9 | 141:18 159:12 | dwellings 73:6 |
| 156:21 157:18 | 119:9 126:20 | discuss 13:24 | 159:24 160:3 | 106:22 111:17 |
| 157:20 | 189:15 203:9 | discussed 75:18 | 164:18 167:16 |  |
| determined | differently | 76:9 114:18 | 178:11 180:17 | E |
| 145:6 148:5 | 72:11 119:11 | 204:8 | 185:24 190:13 | E 1:18,18 2:1,1 |
| 157:3 | difficult 60:4 | discussing 123:5 | double 145:21 | 6:1,1 62:15,15 |
| detriment | dilapidated | discussion 24:24 | doubt 28:19 | 79:23 91:12 |
| 170:17 200:8 | 127:25 | 113:5 | 39:11 | 96:21 99:3 |
| 201:21 | dimension | Disorganized | doubting 24:18 | 104:4 150:20 |
| detrimental | 116:14 | 174:20 | Dr 151:2 | 207:1,1 |
| 173:20 | dimensioned | dissecting | drainage 13:7 | e-mail 3:22 |
| detriments 26:8 | 128:14 | 116:20 | 175:10 181:1 | 15:23 22:13 |
| 201:3 | Dipple 3:4 5:22 | disservice | 181:22,25 | 24:23 |
| developed | 5:25 6:17 7:15 | 101:25 | draw 29:3 | earlier 48:11 |
| 108:23 124:15 | 15:10 19:11 | dissimilar 36:12 | drawing 49:3 | 66:3 |
| 124:16 132:8 | 21:17 43:5 | 36:17 | drinking 106:21 | early 49:18 |
| 143:10 170:10 | 48:14 64:18 | distance 10:1 | 107:22 109:25 | earning 147:16 |
| 191:13 | 66:2 81:6,10 | 33:3 65:3 | drivable 93:10 | easier 40:13 |
| developer 39:2 | 81:18 82:1 | 193:15 | drive 10:17 51:2 | 77:5 |
| 155:2 | 87:23 92:1,5 | distances 193:24 | 68:10,18 69:8 | easily $89: 3$ |
| developer's | 92:11,14 93:11 | distribution | 70:11 72:12 | east 15:7 48:12 |
| 74:16 | 93:20,24 94:5 | 112:20,22 | 88:11 90:16 | 89:20 106:14 |
| development | 94:9 97:9,19 | district 18:24 | 122:24 129:3 | 106:16 110:3 |
| 4:23 38:23 | 98:11,18 99:16 | 19:12 20:8 | 181:7 193:10 | 135:1 179:13 |
| 50:16 59:9 | 100:1 105:22 | 28:5 30:10 | 193:24 | 179:19 188:25 |
| 69:23 70:25 | 121:24 | 106:6,7,11,17 | driver 71:24 | easy 9:25 149:18 |
| 71:577:16 | dire 6:15 62:6 | 107:5,24 | drives 67:25 | 157:5 |
| 130:19 141:2 | 104:9 | 114:24 115:7 | driveway 11:5 | eating 106:20 |
| 141:21 142:12 | direct 132:12 | 115:14,16 | 36:12 39:23 | 107:22 110:1 |
| 147:4 165:3 | 169:18 | 116:3,6 120:25 | 40:6,19 64:25 | economic |
| 168:15,17 | DIRECT-EX... | 151:17 182:12 | 65:19,20 67:3 | 154:15 |
| 169:17 177:21 | 7:13 | 190:11 193:18 | 69:8 70:1,15 | economically |
| 185:18 | directed 169:3 | districts 29:9,18 | 82:9 85:2 | 155:3 |
| developments | directing 89:16 | 30:12 116:4 | 121:23 | economics |
| 19:22 65:12 | direction 10:6 | documentation | driveway-gar... | 154:10 155:11 |
| 70:8,23 90:6,7 | 11:2 89:22,24 | 51:12 | 71:2 | 155:16 156:10 |


| Ed 97:2 99:9 | else's 86:5 | 190:10 | 3:5,6,7,10,11 | 198:3 |
| :---: | :---: | :---: | :---: | :---: |
| effective 84:24 | emphasizing | environment | 3:12,15,16 | expectations |
| 148:6 | 186:4 | 191:3,6 | examined 6:2 | 119:17 179:15 |
| effectively 82:10 | Empire 170:24 | equations 96:4 | 62:16 79:24 | 186:8 190:19 |
| effects 173:20 | employ 15:12 | erosion 47:21 | 91:13 94:22 | expected 182:11 |
| efficiencies | employed 15:24 | error 66:17 | 96:22 99:4 | experience 57:6 |
| 113:23 | 38:21 | especially 16:21 | 104:5 | 57:15 62:21 |
| efficient 68:6 | employee 22:13 | 37:8 44:23 | example 38:20 | 63:1 70:9 |
| 90:12 168:17 | 207:11,13 | 59:11 | 43:6 70:1 | 76:14 85:10,12 |
| 169:15,17 | enclosure 11:6 | ESQUIRE 1:19 | 92:16 156:12 | 155:25 185:6,9 |
| 170:9 171:16 | 48:9,10 49:10 | 1:21 | exception 27:5 | 198:4 |
| 172:2,21 | 98:13 128:22 | essence 27:8 | excess 142:3 | experiences |
| 187:15 188:11 | encourage 77:2 | essentially 10:15 | 148:8 153:24 | 151:16 |
| 188:11,13 | 95:25 129:24 | 26:19 85:16 | 177:3,5 | expert 78:20 |
| 202:22 | 129:25 130:4 | 111:25 124:20 | excessive 85:17 | 204:19 |
| efficiently 65:5 | 132:2,2 141:1 | 146:10 151:5 | 120:23 160:9 | experts 79:19 |
| 69:1 170:19 | 141:2 147:2 | 152:3 158:18 | 175:9 179:17 | 202:16 |
| effort 50:23 | 168:13 | 175:22 | 179:18 180:11 | explain 31:14 |
| 56:25 81:19 | encumbered | Essex 104:25 | excuse 6:18 40:7 | explained 66:3 |
| egress 122:5 | 27:16 | establis 107:9 | 46:21 51:15 | explains 16:9 |
| eight 57:25 | enfor 75:4 | establish 159:21 | 111:17 126:11 | extent 77:20 |
| 111:21 113:17 | enforce 76:15 | established | 165:20,20 | 81:4 104:10 |
| 149:15,16,17 | 77:1 | 138:10 | 198:16 | 186:6 |
| 149:18,24 | enforcement | establishment | Excuses 165:19 | extra 35:25 |
| 150:1 157:8,8 | 74:13 75:4 | 110:1 150:21 | exempt 116:1 | extraordinary |
| 157:9 159:17 | engaged 7:25 | establishments | exhausted 100:8 | 188:6 |
| 167:25 177:12 | engineer 5:22 | 106:21 107:8 | exhibit 9:17 |  |
| 187:12,18 | 6:10,21 26:19 | 107:10,11,22 | 24:9 137:5 | F |
| 189:22 191:14 | 46:3 59:13 | estimating 164:6 | exhibits 3:19 | F 207:1 |
| eight-per-acre | 67:1 84:5 | et 48:24 | 109:2 | fabric 29:1 |
| 159:12 | 137:18,20 | evening 62:11 | exist 135:20 | fabrication |
| eight-unit | 175:11 204:19 | 62:12 102:20 | existing 5:1 | 107:2 |
| 191:18 | engineered 8:1 | 102:21 105:21 | 11:21 13:18 | face 16:18,18 |
| either 31:17 | engineering | 107:18 108:6 | 42:12,22 46:18 | 71:20 98:12 |
| 65:18 72:9 | 6:23 45:23 | 108:18 113:3 | 58:22 59:1,5 | faced 132:6 |
| 116:25 129:18 | 104:21 | 177:25 195:21 | 97:7 112:9 | facility 107:7 |
| 151:15 174:13 | engineers 85:14 | 202:5 | 114:7,11,14,15 | 109:23 112:9 |
| 183:3 | Englewood 6:20 | evenings 178:5 | 118:2,3,8,25 | 112:11 |
| ELAINE 1:13 | enjoy 86:19 | event 20:19 53:6 | 120:18 135:11 | facing 131:3 |
| electric 46:16 | enjoyment | 143:15 | 135:14 137:1 | fact 18:13 21:2 |
| electricity | 152:3 178:8 | everybody 4:20 | 160:18 170:4 | 21:19 30:21 |
| 169:11 | entered 147:22 | 44:16,16,17,19 | 176:1,12 189:9 | 64:19 66:9 |
| elevator 40:14 | entering 181:12 | 61:12 76:22 | 201:6,7 | 83:20 107:17 |
| eliminate 67:24 | entirely 10:22 | 136:7 156:18 | exit 129:1 | 107:21 117:2 |
| 68:10 | 14:4 51:6 | exactly 16:9 | exiting 181:11 | 141:6 142:10 |
| eliminated | entrance 54:9 | 48:19 88:15 | expanded 67:23 | 147:20 148:23 |
| 10:22 111:10 | entries 47:13 | 92:23 94:6 | 191:4 | 151:18,20 |
| 192:16,23,24 | envelope 160:8 | 171:9 | expect 186:23 | 152:6 156:9 |
| 194:5,6 | 187:16 188:19 | Examination | expectation | 157:21 166:12 |

Page 217

| 180:8 181:18 | 90:2,17 | finishes 156:18 | 105:16 170:4 | free-for-all |
| :---: | :---: | :---: | :---: | :---: |
| 181:23 | feels 104:10 | FINS 110:1,5 | focus 149:8 | 75:25 |
| factors 156:20 | feet $13: 14,15,16$ | 159:14 178:12 | 173:23 | Friday 152:1 |
| 157:20 | 13:17 18:5 | fire 50:5,6 | focuses 63:25 | front 9:14 13:25 |
| facts 27:5 143:3 | 19:24 29:11,24 | firm 15:25 | folks 85:1 | 14:5,13,24 |
| 143:4 | 30:2 31:15,17 | 104:14 | 101:10 | 15:19,21 16:17 |
| fair 68:8 69:2 | 31:18,21 32:15 | first 37:19 41:11 | follow 43:6 | 18:2,20 19:15 |
| 112:21,24 | 33:9,24 34:9 | 57:25 59:18 | following 114:4 | 19:24 27:10,22 |
| 131:4 138:11 | 34:11,22,24 | 60:1 62:10 | follows 6:3 | 27:25 28:1,3 |
| 140:18 141:24 | 35:24 49:5 | 71:16 75:11 | 62:17 79:25 | 28:13,14 30:9 |
| 142:7,9,21 | 67:9,11 69:9 | 80:7 91:1 97:5 | 91:14 94:23 | 30:14 33:1 |
| 143:10,25 | 69:14,24 70:16 | 113:4 121:5 | 96:23 99:5 | 34:8,20 35:10 |
| 144:16 147:23 | 70:18 71:6 | 137:4 138:13 | 104:6 138:12 | 36:11 40:5 |
| 147:23 151:11 | 88:9 114:5,6 | 150:15 185:22 | foot 30:9 112:1 | 47:1 49:12 |
| 157:2 185:11 | 116:13 117:11 | 193:2,5 200:6 | foregoing 207:6 | 50:3 51:3 |
| 185:14,20 | 117:11,12,23 | fit 56:22 58:11 | foreign 151:13 | 52:10,10 53:8 |
| 186:11,12,23 | 117:25 118:1,4 | 81:24 125:20 | 159:8 | 94:2 98:13 |
| fairly 106:10 | 119:5,15 | 187:22 | forget 42:10 | 114:19,23 |
| 152:7 203:23 | 121:21 122:9 | fits 81:22 | 102:21 103:14 | 115:1,2,5 |
| 203:24 | 123:1,2 156:22 | five 47:16,17 | 136:17 196:19 | 116:9,15,18,24 |
| fairness 143:11 | 160:25 161:18 | 58:17,18,18,18 | 197:23 | 117:8,12,17 |
| familiar 63:17 | 162:5 163:19 | 63:18 112:12 | forgot 127:1 | 120:3,7,9 |
| 63:20 68:22,24 | 164:1,9 167:21 | 112:16 113:17 | form 154:21 | 121:12 122:8 |
| 72:17 76:23 | 168:1 171:3 | 126:1,2 145:18 | former 22:13 | 122:11 160:15 |
| family 91:24 | 176:2,7,17 | 147:9,21 | 26:19 | 160:16 163:22 |
| 92:7 93:13 | 180:5 189:9 | 148:19 155:4 | forth 12:21 | 164:7,18 |
| Fantastic 166:19 | 194:1 198:20 | 168:2 187:19 | 31:24 207:9 | 188:19 193:16 |
| far 25:7 63:19 | 198:23 199:9 | 191:21 195:25 | Forty- 30:1 | 193:17 194:6 |
| 64:1 65:9 66:1 | fellow 77:23 | 197:18 198:5 | Forty-two 29:25 | frontage 13:9,14 |
| 66:5 68:6 | fenestration | 200:23 | forward 5:16 | 13:23 14:11 |
| 69:18 70:11 | 31:23 | five- 131:7 | 13:12 40:3,5 | 16:15,15 33:15 |
| 79:20 90:24 | figure 72:19 | five-bedroom | 204:15 | 33:18 105:25 |
| 94:20 96:10 | 202:9 | 113:15 187:24 | four 5:5 10:9 | 114:5 117:4,11 |
| 99:2,20 164:24 | fill 170:25 | 192:11 | 47:8,15,17 | 118:7,21 |
| 171:4 173:13 | filled 75:11 | five-minute | 81:11,13 98:5 | 122:14 158:24 |
| 199:17 | final 8:18 | 101:10 103:1,3 | 112:14 130:12 | 187:17 |
| farmland 169:6 | finally 114:12 | fix $48: 3$ | 135:6 138:21 | frontages |
| fast 150:13 | 122:23 130:8 | flavor 12:4 | 142:5 145:20 | 115:20 120:3 |
| 163:6 | 168:12 182:13 | Flemington | 159:4 189:22 | fronting 115:18 |
| favor 102:13 | financially | 105:2 | four-113:15 | 116:17 |
| 205:18 | 207:15 | flexibility | four-family | fronts 27:16 |
| favorably 74:15 | find 27:11,19 | 129:21,22 | 133:6 135:6 | FSHC 138:9 |
| February 1:9 | 30:10 43:22 | flooding 93:8 | fourteen 65:22 | fulfill 153:19 |
| 9:4,22 | 188:6 200:1 | floor 10:11,12 | frankly 21:1 | full 3:20 6:5 |
| fee 141:21 | fine 45:18 | 12:8,9 37:19 | 60:25 79:4 | 8:17 9:8 56:4 |
| feeders 132:3 | 100:22 | 37:19 40:14 | 119:1 145:19 | 62:19 80:2 |
| feeds 46:18,20 | finger 89:17 | 50:17 | 147:24 152:23 | 91:16 94:25 |
| feel 17:11 55:17 | finish 134:2 | floors 12:3,7 | 160:4 184:3 | 96:25 99:7 |
| 57:1 58:11 | 195:9 199:20 | flow 55:25 56:8 | 187:12 198:11 | 104:8 119:13 |


| full-movement | generate 182:6 | 150:1,3,12 | 168:9 170:23 | 148:14 159:15 |
| :---: | :---: | :---: | :---: | :---: |
| 11:5 | generated 125:6 | 155:12,21 | 171:4,11,14,18 | 160:13 164:14 |
| fully 16:11 | 169:24 182:10 | 157:7,11 158:6 | 187:3,21 | 167:10 168:1 |
| 18:12 46:4 | 182:11 | 158:9 165:19 | 191:11 192:14 | 171:5 185:2 |
| 127:6 132:8 | generates 64:16 | 165:23 166:6 | 192:22 194:2 | 195:2,2,13 |
| further 5:20 8:6 | 182:8 | 166:18 185:2,3 | 194:11,16,20 | 199:21 |
| 13:24 31:19 | generation 64:1 | 186:2 196:10 | 194:23 195:7 | goal 30:25 |
| 37:20 46:7 | 64:9 66:18 | 196:17 197:9 | Giordano's | 147:14 201:12 |
| 50:10 89:19 | 73:13 182:9,18 | 197:12 202:24 | 69:17 | goals 129:19 |
| 166:13 205:11 | gentleman 82:4 | 203:1,4,22 | girlfriend 71:22 | 146:1 200:25 |
| 207:10 | 90:25 96:2 | 204:6,11,14 | give 6:4 9:10 | goes 16:16 74:12 |
| furthermore | gentleman's | 205:8,9 | 11:24 12:3 | 75:3 77:14 |
| 115:25 116:5 | 23:7 | getting 15:17 | 26:15 38:20 | 106:9 166:8 |
| 117:1 | germane 167:1 | 32:25 44:3,4,5 | 45:22 47:12 | 185:4 200:14 |
| furthers 56:6 | Gertner 1:19 | 47:5 150:11,14 | 62:19 80:1 | 203:5 |
|  | 5:25 6:4,11 7:3 | 167:5 171:12 | 91:15 94:24 | going 4:2 5:16 |
| G | 8:13,22 9:2,6 | 171:13 179:20 | 96:25 99:6,16 | 9:16,20 11:22 |
| G 91:12,12 | 17:5,11 20:11 | 194:21 | 104:8 111:23 | 11:22 14:5,19 |
| game 107:8,9 | 22:14,18,21,25 | gimme 71:15 | 140:24 156:1 | 24:10,21 35:2 |
| 188:4 | 23:9,13 24:2 | Giordano 1:15 | 179:16 195:8 | 40:3 41:10,22 |
| gap 138:14 | 24:14,22 25:1 | 18:16 19:5 | 202:18 | 45:25 46:19 |
| garage 47:18 | 25:3,11,13,16 | 29:5,17,21 | given 94:6 96:10 | 48:20 49:4 |
| 65:19 70:1 | 26:13 27:4 | 30:1 31:3,10 | 101:12 122:15 | 54:17 55:1,4,4 |
| 82:8,12,13 | 28:15,18 29:2 | 35:12,17 36:25 | 153:5 159:22 | 55:5,14 59:2 |
| garage-drivew... | 43:5,8,12,18 | 38:4,19 41:20 | 159:23,24 | 60:19 62:7 |
| 71:1 | 48:14,22 53:5 | 42:16,20 49:19 | 163:24 | 71:20,21 72:20 |
| garages 82:8 | 53:11,18,22 | 50:4,14 51:8 | gives 36:19 37:1 | 73:24 74:3 |
| garbage 53:13 | 54:14,20,24 | 58:20 59:20,24 | 76:5 110:6 | 76:7 77:19,21 |
| garden 106:25 | 60:21 61:5,7 | 60:3,8,10,25 | giving 131:5 | 77:24 79:1,8 |
| gas 64:12 73:12 | 61:17,21,24 | 66:24 67:7,10 | 167:15 | 81:12,20 84:24 |
| 73:12 107:5 | 62:3,7,10,13 | 68:8 69:2 77:4 | global 76:12 | 87:21 89:8 |
| 135:6 169:12 | 62:18 74:8,11 | 77:13 78:16 | go 4:2,3 5:19 | 95:24,25 97:12 |
| gatherings | 74:12,25 75:3 | 99:21 126:8,12 | 9:18 12:17,20 | 97:13,17 |
| 93:14 | 76:11,18 78:24 | 126:19 127:1 | 13:5,21 18:7 | 100:17,23 |
| GC 18:21 29:10 | 79:3 80:1 81:3 | 127:11,20,24 | 19:18 24:11 | 101:1 103:10 |
| 106:4,6,7,17 | 83:15,19 84:3 | 128:3 135:9,13 | 33:5 36:14 | 136:16 156:24 |
| 107:13 177:18 | 84:11 87:14 | 135:17,22 | 37:13 40:1,18 | 157:16,17 |
| 183:5 | 88:10 89:7,11 | 136:3,6,13,23 | 45:21 48:18 | 160:8 171:5 |
| general 5:11 | 91:15 94:24 | 137:2,8,12,16 | 56:19 69:16 | 172:25 175:12 |
| 18:24 19:11 | 95:4 96:24 | 137:22 138:22 | 74:11 78:22 | 177:24 187:22 |
| 20:8 28:5,5 | 99:6 101:3,7 | 139:5 140:15 | 82:6 88:18 | 189:10 194:25 |
| 29:8,15 30:10 | 102:5,8,16,24 | 144:13,24 | 89:5,6,19,21 | 195:15 197:5,6 |
| 107:1 115:4,12 | 104:7 112:25 | 154:4 160:14 | 89:23,25 101:5 | 197:19,23 |
| 115:16 116:2,5 | 139:17,21 | 160:20,24 | 102:23 109:1 | 202:5 |
| 147:6 149:1 | 140:6,13,17 | 161:4,8,17,25 | 111:5 118:16 | $\boldsymbol{\operatorname { g o o d }} 5: 24$ 7:19 |
| 150:18 | 142:6,15,18,21 | 162:4,8 163:14 | 126:4 130:22 | 12:10 37:9 |
| generally 27:14 | 143:7,20,24 | 164:3,8,16,22 | 132:19 137:4 | 47:6 62:9,11 |
| 27:17,22 71:8 | 144:2 145:8 | 165:2,8,13 | 137:23,25 | 62:12 128:2 |
| 76:11 155:22 | 149:6,17,20 | 166:20 167:9 | 141:19 146:22 | 162:9 166:17 |


| 166:19 189:23 | 43:18,18 49:4 | 102:7,11,12 | 138:1 160:21 | hours 49:17 |
| :---: | :---: | :---: | :---: | :---: |
| 190:3 198:6,11 | 71:20 164:1 | 142:22 194:24 | 161:8,25 | 73:4 79:6 |
| 199:13 204:24 | 186:6 | 202:5,14 | 163:17 184:4 | 151:24 177:20 |
| Google 109:11 | guest 57:9,12,12 | heard 4:15 8:20 | high-end 90:7 | 178:22 182:19 |
| gotcha 95:15 | 75:12,13 85:21 | 24:11 33:19 | higher 29:23 | house 40:18 |
| gotten 32:17 | 85:25 | 46:8 59:12 | 30:7 32:14 | 52:10 53:4 |
| government | guests 85:18 | 60:24 79:12,15 | 159:11 | 92:22 108:22 |
| 22:19 23:11 | guide 147:3 | 79:19 83:12,14 | highlight 173:1 | 160:15,17,19 |
| grade 32:8,13,14 | guys $30: 18$ | 90:24 94:20 | highlights 11:25 | 160:21 161:9 |
| 33:1 | 99:24 | 96:6 99:2 | highway 104:15 | 161:12 162:1 |
| grade's 32:15 |  | 127:5 134:23 | 105:25 122:13 | 163:17 164:9 |
| grading 32:17 | H | 152:18 174:25 | 131:21 158:24 | 167:17 189:15 |
| Grand 6:19 | H 6:1 79:23 | 175:11 181:3 | highways | 189:19 |
| grant 131:18 | half $37: 3,18$ | 205:20 | 132:22 | housekeeping |
| granted 29:23 | 57:8 85:18 | hearing 78:21 | hit 13:4 38:5 | 103:12 |
| Grasso 143:14 | 195:1 | 143:11 205:24 | hits 34:2 | houses 16:19 |
| 173:9 | halfway 167:6 | hearings 9:11 | Hold 24:14,15 | 82:7 171:1 |
| gravel 34:18 | hand 62:14 | hearsay 23:14 | 125:9 133:19 | housing 5:14 |
| 42:23,24 | 79:20 | heart 27:21 | 133:20,20 | 19:19,20,25 |
| gray 90:25 | handicap 98:9 | heavily 111:9 | 134:1 152:25 | 21:3 58:15 |
| great 65:2 | handled 175:13 | 126:16 127:9 | 162:16 | 85:1 87:17 |
| 162:12 183:17 | hands 83:1 | hedgerow 49:7 | holds 173:14 | 99:13 106:5 |
| 198:12 | hang 24:15 | height 29:6,8,23 | hollies 47:1 | 108:2,11 |
| greater 74:4 | 25:11 54:14 | 30:7,11 33:4,4 | home 16:18 | 111:15 112:13 |
| 119:19 129:20 | 83:15,19,19 | 34:21,25 115:8 | 36:13 40:9,11 | 112:18,21,24 |
| 130:12 175:1 | hanging 101:24 | 115:9 131:6 | 119:12 133:7 | 124:19 126:5 |
| 184:13 | happen 77:18,19 | 160:8,9 162:3 | 135:5,6 177:24 | 130:5,9,11,14 |
| green 12:11 32:3 | 88:25 89:18 | 163:19 165:14 | 177:25 | 130:16 131:1,4 |
| 33:11 34:15 | 90:4 195:1 | 167:19,22,23 | homeowners | 131:9,14,20 |
| 37:23 39:14 | happening | 167:24 175:6 | 152:4 | 132:13,21 |
| 47:2 137:6 | 84:25 86:7 | 179:11,17 | homes 93:12,17 | 138:2 141:4,19 |
| Gregory 91:10 | happens 92:20 | 180:12 187:16 | 93:25 110:5 | 141:24 142:13 |
| 91:18 | 156:1 | 188:18 190:9 | 111:25 112:2 | 145:17,22 |
| grocery 37:14 | happy 105:17 | 191:12 | 132:25 180:6 | 147:9,12,14,15 |
| gross 159:7 | 197:16 | height's 201:5 | honestly 90:3 | 147:23,24 |
| ground 10:11,12 | hard 130:25 | heights 167:2 | 170:11 | 148:22,24 |
| 12:9 27:5 | 197:23 | 168:5 173:10 | honey 37:14 | 149:2,5 150:16 |
| 37:19 50:17 | Hardenberg | 184:10 | hope 151:2 | 151:7,11 154:2 |
| 59:19 | 63:18 91:19 | help 18:18 49:10 | hopefully 4:19 | 154:11,13 |
| groundwork | he'll 25:7 | 88:5 156:5 | 87:20 92:19 | 156:4,21 |
| 60:2,6 | head 11:3 38:5 | 166:15,15,16 | 124:17 128:1 | 157:25 170:18 |
| group 56:25 | 184:2 | Herbertsville | 202:21 | 174:3,15 184:6 |
| 152:7 202:23 | health 21:13,14 | 97:3 | horse's 26:25 | 185:12,14,19 |
| growing 137:15 | 147:6 | hereinbefore | hospitals 107:6 | 185:20 186:1 |
| growth 169:1,7 | hear 11:23 | 207:9 | hotel 124:12 | 186:10,11,13 |
| 169:19 | 21:11 26:5 | Hey 23:2 37:14 | hounding 58:24 | 186:14,24 |
| guarantee 54:23 | 35:3 60:7 | 40:3 | hour 64:5,6 | 188:16 200:17 |
| 93:12 | 61:13 81:20 | hide 32:18 | 73:15,24 101:2 | 200:19,20,22 |
| guess 9:16 39:6 | 101:13 102:2,4 | high 57:6 74:2 | hourly 66:10 | 201:12 |


| how's 23:3 | 42:5 70:7 | infill 130:5 | 148:10 | issued 139:15 |
| :---: | :---: | :---: | :---: | :---: |
| huge 56:10 | 170:15 193:8 | 132:10 201:14 | interestingly | issues 13:4 |
| hundred 39:7 | 201:6 | inform 166:14 | 141:16 | 21:16 60:11 |
| 73:14 | improvements | information | interior 110:24 | 174:21 175:10 |
| hundreds 6:25 | 4:24,25 5:7,9 | 134:14 158:16 | internal 11:21 | 181:23,24 |
| 130:21 | 148:13 | 164:24 166:13 | 89:12 127:4 | item 19:9 |
| Hutchinson | improving 111:7 | 166:25 167:3 | interpret 17:21 |  |
| 1:15 55:10,12 | 118:8,23 120:9 | 168:10 | 30:19 | J |
| 55:21 57:18 | 120:11 176:4 | infrastructure | interpretation | J 1:21 104:4 |
| 105:10 | include 4:25 | 169:4,9,10,22 | 30:5 117:15 | J-A-N-I-W |
| hydrant 50:6 | 106:19 107:5 | infrequency | 145:5,10 | 104:13 |
| hypothetical | 128:11 | 86:6 | 147:11 176:8 | JAMES 1:15,16 |
| 57:21 | includes 57:8 | Infrequently | 176:15 177:12 | Janiw 3:14 |
| I | 85:17 141:14 | 67:17 | 188:22 | 104:3,13 |
| I | 141:17 174:2 | ingress 122:5 | interpretations | Jersey 1:10 6:20 |
| idea 101:22 | including 20:13 | inherent 153:6 | 114:19 119:24 | 104:16,18,21 |
| 169:16 170:8 | 87:25 98:5 | inherently | interpreted 22:9 | 146:11 168:25 |
| identify 33:9 | 128:16 175:18 | 147:13 153:12 | interrupt 89:8 | 169:1 171:24 |
| identifying 34:5 | 188:15 | 156:22 157:22 | 153:5 | 207:5 |
| 35:10 | inclusiona | 174:1,2 | interrupted | Jim 160:13 |
| ignore 18:13 | 141:10 | initially 144:22 | 136:12,17 | Jim's 161:13 |
| 31:8 | income 112:19 | 145:4 | 162:19 | job 25:7 33:22 |
| illegal 135:25 | 125:6 147:18 | initiatives | interrupting | jockey 41:10 |
| illegally 135:23 | incorporating | 200:18 | 166:1 | jockeying 72:3 |
| illuminate 47:19 | 97:7 155:16 | innovative | intersection | John 63:23 |
| Illustrates 66:19 | increase 150:6,8 | 172:19 | 115:18 121:21 | joking 23:4 |
| image 109:12,12 | 170:3 | input 61:10 | 121:22 193:16 | JOSEPH 1:16 |
| imagine 53:24 | indicated 15:18 | insist 144:19 | intertwined | Judge 143:13,14 |
| immediately | 17:6 26:21 | InSite 7:19 | 20:18 | judgment |
| 101:20 119:21 | 68:13,15 | Institute 104:18 | introduce 35:2 | 140:24 |
| 135:1 | 102:11 147:10 | 104:21 | introducing | July 92:8 |
| impervious | 173:24 190:12 | intended 116:3 | 72:11 | jumped 150:13 |
| 39:15 42:11,22 | indicates 19:12 | 147:15 169:18 | introduction | jurisdiction 21:1 |
| 42:24 120:14 | 19:15 | intense 151:22 | 169:14 | justify 59:15 |
| 120:17 137:3 | indicating 26:20 | 151:24 152:13 | intrusive 129:10 | 171:6 |
| 137:13,19 | 157:23 200:21 | 152:14 158:25 | inventory | K |
| 172:4,21 | indication 27:3 | 170:1 177:16 | 132:11 140:12 | $\frac{\mathrm{K}}{\text { K } 62 \cdot 15}$ |
| important 25:25 | Indiscernible | 182:18 183:8 | irregardless | K 62:15 |
| 64:8 106:9 | 52:17,24 | intensity 107:19 | 113:25 151:8,9 | K-E-N-N-E-L |
| 107:24 146:4 | 126:24 133:24 | 151:15 152:21 | issue 21:14 | 62:23 |
| 157:1 158:11 | 136:4 162:14 | 174:10,11 | 25:18,19,25 | keep 42:17 |
| importantly | 163:1 165:17 | 175:2 181:17 | 55:14 59:23 | 82:25 118:14 <br> 144:25 160:15 |
| 124:24 | 165:21 183:24 | intent 77:14 | 76:16 83:18 | 144:25 160:15 |
| impression | 192:1 199:6 | 142:11 189:17 | 84:18,22,22 | 169:7 198:19 |
| 138:23 | individual 89:25 | intention 30:8 | 114:17 118:21 | keeping 97:6 |
| improve 33:18 | 186:14 | interested | 121:17 129:7 |  |
| improved 33:21 | individuals | 207:15 | 139:17,21 | keeps 58:23 |
| 108:19 123:24 | 82:10 | interesting | 140:17 155:22 | 162:18 <br> Kennel 3:9 62:4 |
| improvement | indulging 57:19 | 12:15 32:4 | 170:21 177:2 | $\begin{array}{\|c} \text { Kennel 3:9 62:4 } \\ 62: 10,12,23 \end{array}$ |


| 70:24 85:22 | 87:11 89:16,20 | 153:25 154:21 | 129:4 | lighting 5:8 13:6 |
| :---: | :---: | :---: | :---: | :---: |
| 87:23 88:2,24 | 89:22 90:13 | 156:15 168:15 | lays 19:20 | 47:5,6 |
| 152:19 169:23 | 95:6 97:10 | 168:18,21,24 | lead-in 162:13 | lights 47:8,11,17 |
| Kevin 15:14 | 101:10 102:25 | 169:15,18 | lead-up 84:7 | 47:18 80:21 |
| Keyport 105:3 | 131:7 135:18 | 170:9 171:16 | leads 113:2 | 81:7,10,11,15 |
| 188:15 | 136:8 137:14 | 172:2,22,23 | leap 148:21 | likes 170:12 |
| kids 23:3 | 139:24 141:1 | 201:16 | lease 44:12 | limit 167:22 |
| kind 10:5 11:6 | 141:16 143:21 | landowner | leases 74:16 | 175:16 |
| 12:14 16:7 | 146:20 148:15 | 146:15 | leave 40:2,18 | limitation |
| 19:8 31:23 | 148:17 155:6 | lands 147:4 | 41:12 148:16 | 167:19 |
| 32:7,9,18 | 155:22 157:8,9 | landscape 32:6 | leaves 76:4 | limitations 38:3 |
| 34:18 38:1 | 157:11 161:21 | 47:3 97:8 | left 15:25 $23: 8$ | line 18:6 31:22 |
| 45:23 46:25 | 165:9,14 | landscaped 32:4 | 45:20 72:23 | 33:25 34:12 |
| 47:21 48:23 | 166:20,21 | landscaping 5:7 | 109:16 202:6 | 49:2,5 116:8 |
| 51:5 56:5,17 | 167:5 168:2 | 9:23,24 12:12 | 205:4 | 116:10,13 |
| 56:24 58:9 | 173:2 174:17 | 12:13 13:6 | legal 70:10 | 119:6,13,22 |
| 75:25 87:20 | 176:24 180:5 | 46:22,23 47:1 | 135:10 | 122:10 180:13 |
| 88:19 98:12 | 183:15 184:24 | 97:17 | legally 136:1 | link 203:15 |
| 107:24 131:23 | 185:21 186:10 | language 117:15 | lengthily 19:9 | list 47:3 185:15 |
| 136:19 156:23 | 186:11 188:7 | 119:2,25 | lessening 168:16 | 185:23 |
| 158:11 201:8 | 192:21 194:23 | large 38:23 | 169:16 | listed 47:3 |
| kindly $62: 18$ | 195:15 196:10 | 93:13 132:7,11 | lesser 28:3 120:2 | listen 143:3 |
| 94:24 96:24 | 197:22 200:5 | 203:23,24 | let's 4:3 9:2 | 154:8 155:23 |
| 99:6 104:7 | known 108:20 | largely 113:22 | 12:20,20 16:17 | listening 203:12 |
| Kinsey 151:2 | 146:23 | 115:3 130:9 | 33:10 55:8 | lists 139:3 |
| KLEIN 1:20 | knows 82:5 | larger 88:19 | 56:18 75:6 | 185:23 |
| knew 48:19 | 156:23 203:11 | 179:8,9 | 92:3,6 102:23 | literally 23:8 |
| know 11:22 12:2 | Kooy 138:7 | lastly 65:9 66:4 | 126:6 128:5 | little 10:14 12:4 |
| 12:12 14:2 | 142:2 144:6 | late 40:4 102:18 | 133:8 164:17 | 14:14 15:15 |
| 18:16 19:13 | Kooy's 139:14 | 167:6 178:22 | 176:9 181:2 | 17:2 24:11 |
| 21:15 22:15 |  | 194:21 | letter 12:22 13:1 | 28:9 32:8,9 |
| 23:3 24:21 | L | lateral 190:5,8 | 13:20 16:9 | 33:16 35:9 |
| 26:24 27:20 | L 2:1 6:1,1 | laundromats | 17:9 19:10 | 45:23 47:12 |
| 28:14 34:19 | 62:15 96:21 | 106:23 | 43:3 48:1 | 48:18 49:1,8 |
| 39:13 40:16,16 | L-A-V-A-N 97:2 | Lavan 96:19 | 50:11 120:19 | 88:5 89:4 94:3 |
| 41:25 42:17 | L2A 6:18 | 97:2,2,16,22 | 137:21 177:4 | 108:4 110:7 |
| 44:21 46:18 | labeled 66:19 | 98:7,14,20,24 | lettered 146:21 | 111:23 114:18 |
| 48:15 49:16,16 | lack 201:15 | law 103:21 | level 32:16 66:8 | 114:20 118:17 |
| 50:21 51:1,11 | laid 61:25 73:20 | 143:16 145:11 | liberal 106:10 | 133:11 136:20 |
| 51:24 52:16 | 129:6 | 145:13 146:4,9 | 107:14 | 140:11 150:13 |
| 54:10 56:9,17 | Lake 173:10 | 146:19,25 | License 207:18 | 160:10 171:20 |
| 56:23 57:5,20 | Lakewood 1:6 | 155:18 168:21 | licensed 6:21 | livable 147:17 |
| 58:23,24 60:11 | 4:8 | 172:24 | 104:16 | live 4:20 51:21 |
| 61:25 62:3 | land 6:18 103:20 | lawn 49:20 50:2 | life 67:16 102:18 | 91:19,23 |
| 65:10 67:11 | 114:10 115:17 | 50:3 | lift 172:12 | lived 63:18 |
| 68:16 71:22 | 129:20,23 | lawsuits 140:23 | light 47:9,10,12 | Livingston |
| 72:4 75:13 | 132:11 140:12 | 143:18 | 48:24 119:10 | 104:25 |
| 77:21 80:20 | 146:3,9,18,25 | lay 59:18 60:1 | 119:17 179:15 | LLC 1:6 4:8 |
| 86:12,25 87:1 | 151:22 152:8 | layout 8:2,2 65:6 | 179:20 180:10 | 6:19 |

Page 222

| LLP 1:20 | lot 1:7 4:8 5:10 | lower 32:22 | 9:19 22:22 | McDonough |
| :---: | :---: | :---: | :---: | :---: |
| load 49:12,14 | 8:20 10:25 | 42:13 64:11 | 109:1 133:8 | 62:23 63:2 |
| lobby 51:1 | 11:9 13:13,23 | 66:8 152:20 | marked 23:13 | mean 29:9 44:9 |
| local 67:5,6 78:8 | 14:10,16 15:1 | 162:7 172:17 | market-rate | 50:21,25 54:21 |
| 78:13 | 15:2,5,7 16:6,7 | lowering 42:10 | 154:14 | 56:15,16 57:1 |
| located 5:9,14 | 16:8,13,14,15 | lumber 106:24 | marketable | 57:6 61:6 |
| 62:24 105:24 | 16:20,24 17:22 |  | 192:7 | 70:13 72:6 |
| 106:2 | 17:24,25 19:4 | M | MARKS 1:20 | 76:25 90:2 |
| location 37:24 | 24:12,13 27:9 | M 2:3 6:1 79:23 | Marlboro | 102:5 117:16 |
| 131:19 132:20 | 27:15 28:1,8 | M-A-R-T-I-N | 153:22 156:11 | 135:23 153:12 |
| 151:13 159:21 | 28:10 30:5 | 80:5 | marshal 50:5 | 158:2 162:3,11 |
| locations 132:16 | 34:13,19 35:21 | ma'am 79:22 | Martin 80:4,5 | 169:10 171:1 |
| 132:17 141:3 | 36:4 37:8,10 | 83:20 87:19 | 80:14,17,19 | 174:9 178:25 |
| 203:9 | 38:25 39:14,14 | magnitude | 81:9,14,23 | 186:3 191:14 |
| LOMBARDO... | 40:13 47:6 | 56:10 | 82:2 84:9,13 | meaning 94:1 |
| 207:3,17 | 51:5 59:9 | Mahal 95:22 | 86:15 90:19 | 151:14 173:13 |
| long 78:23 | 60:11 67:12,23 | main 30:21,25 | mask 83:4,24 | 177:23 |
| 101:24 116:22 | 67:24 68:13 | 54:9,11 65:14 | 91:7 123:21 | means 55:11 |
| 136:8 | 70:12 72:2 | maintain 78:3 | mass 167:2 | 111:24 |
| long-winded | 82:3 91:24 | 156:6 | 187:14 188:5,7 | meant 30:20 |
| 158:10 | 105:14 114:5 | maintaining | 191:18 | 32:12 35:19 |
| longer 195:22 | 114:12 115:11 | 130:6 | massing 168:3 | measure 115:7,9 |
| look 7:19 11:8 | 115:17,17,22 | maintains | massive 187:4 | measured 31:16 |
| 27:14,17 47:9 | 116:14,16,19 | 155:14 | 187:11 188:17 | 31:19 115:3 |
| 68:3 97:11 | 117:9 119:6 | maintenance | 189:2 | 162:3 163:24 |
| 108:6 120:5 | 121:13,24 | 156:14 | master 108:7,15 | 199:11 |
| 131:19,20 | 123:10 127:3 | major 8:18 | 117:6 129:14 | measurement |
| 132:15,17,18 | 128:12,23 | 19:13 116:16 | 129:14,16,20 | 49:3 73:4 |
| 145:19,25 | 133:4,7,15 | 116:17 117:3,4 | 140:9 146:1,2 | measurements |
| 146:2,16 151:1 | 134:9,13 | 117:5,5 129:21 | 196:8 200:13 | 164:21 |
| 151:5,18,20 | 136:22,24 | making 43:1 | 200:16 201:1 | measuring |
| 168:4 170:8 | 151:11 152:8 | 60:4 84:8 | 201:13 | 121:12 174:10 |
| 174:9,11 176:9 | 159:22 174:21 | 143:5 153:7 | master's 104:20 | mechanical |
| 176:20 180:3 | 175:7,16 177:7 | 172:21 176:19 | MASTERSON | 46:11 107:3 |
| 180:18,23 | 178:21 184:14 | 189:8,22 | 1:14 7:9 40:7 | mechanism |
| 181:2 182:7,20 | 188:3,4,11 | Man 95:17 | 40:12 139:7 | 156:14 |
| 188:4,21 | 189:5 | management | 198:16 199:15 | medical 64:13 |
| looked 42:21 | lots 14:8,9 82:7 | 5:7 46:7 88:21 | 199:19,25 | 73:9,18,19,22 |
| 56:21 125:20 | 112:1,2,3,6 | Manasquan | materials | 74:4 174:24 |
| 180:5 | 116:7 117:10 | 62:24 | 106:25 205:6 | Medici 173:5,14 |
| looking 31:20 | 117:10 123:8 | mandatory | Matt 24:5 | medium 200:1 |
| 36:23 70:22 | 135:7 159:18 | 141:20 | matter 1:4 15:1 | meet 42:8 86:21 |
| 99:25 107:21 | 172:7 | maneuver | 143:16 165:15 | 93:4 108:3 |
| 108:11 114:3 | loud 178:20 | 128:25 | MATTHEW | 141:23 148:6 |
| 124:7 129:14 | low 66:10 72:16 | maneuvers 66:2 | 1:21 | 154:1 156:11 |
| 148:1,9 154:17 | 112:19,19 | manner 76:14 | Maxi- 58:4 | 181:7 |
| 154:24 164:13 | 147:18,18 | 147:5 | maximum 29:6 | meeting 4:2,4 |
| 170:11 178:9 | low- 112:17 | March 203:25 | 29:8 34:13 | 103:7 126:4 |
| 179:2 | low-level 46:23 | mark 8:22,24 | 35:1 149:13 | 144:19 148:2 |


| 202:7,8,21 | minute 202:9 | movement 37:12 | 23:20 37:6,21 | 207:5 |
| :---: | :---: | :---: | :---: | :---: |
| 205:23 | minutes 100:19 | 40:17 49:16 | 48:5 50:25,25 | next-door |
| meetings 101:13 | 195:25 197:19 | 68:17 | 51:1 61:19 | 119:21 |
| meets 188:19,20 | 198:5 | moving 50:6 | 85:20 90:8,9 | nice 51:12 |
| member 15:13 | mitigate 33:2,6 | mull 28:24 | 90:11 93:5 | 123:21 |
| 103:14 104:18 | mitigated | multifamily | 95:9 100:24 | night 178:1 |
| 162:17 | 173:21 | 4:22 8:19 | 101:10 118:14 | nightclub |
| members 1:12 | mix 34:18 | 19:22,25 20:6 | 130:19 132:14 | 174:24 |
| 4:13 7:7 48:16 | mixed-use | 21:4 29:14 | 138:15,24 | nightclubs |
| 50:13 60:15 | 111:16,17 | 36:19 45:7 | 140:21 141:9 | 107:6,23 |
| 61:12 63:9 | mizing 58:5 | 65:12 99:13 | 146:17 151:5 | 151:23 |
| 66:14 69:5 | MLUL 150:20 | 108:18 111:18 | 153:17 170:18 | nights 152:2,2 |
| 77:23 78:18 | 191:4,7 | 130:18 140:5 | 196:6 204:20 | NIKOLA 1:14 |
| 79:13 90:22 | moderate | 159:1,11 160:2 | 205:10 | 51:15,19 52:3 |
| 103:8 177:1 | 112:19 147:18 | 177:21 179:14 | needed 41:4,8 | 198:18,22 |
| 202:11 203:6 | moderate-inco... | multiple 5:18 | needs 86:21 | 199:2,8 |
| Memorial 92:8 | 112:18 | 36:21,22 84:18 | 124:19 | nine 159:17 |
| mentioned 35:8 | module 72:8,15 | 90:5 124:22 | negative 158:3,4 | NJDOT 66:6 |
| 47:25 57:24 | moment 123:21 | 187:5 | 173:23 180:24 | nobody's 77:21 |
| 69:7 73:1 | 125:22 126:7 | multiunit | 196:8 200:6,11 | 192:8 |
| 80:21 138:1 | 128:7 130:23 | 109:21 | neighbor 119:21 | nod 166:18 |
| 191:17 | 138:4 | municipal 24:12 | 179:19 189:1 | noise 177:14 |
| mentions 31:5 | Monmouth | 103:20 146:3,9 | 190:12,14 | 181:1 182:14 |
| met 59:10 144:8 | 44:25 | 146:18,25 | neighborhood | 182:18 200:9 |
| 174:1 | month 102:15 | 147:2 168:21 | 9:13 29:15 | noisy 178:20 |
| meters 135:7 | 195:13 198:1 | 172:23 | 68:12 93:1 | noncompliant |
| methods 141:22 | morals 147:6 | municipalities | 95:21 130:3 | 118:18 |
| mic 8:12 | Morgan 2:2 4:5 | 7:1 63:4 | 160:1 177:23 | nonconforming |
| Michael 3:4 | 9:1 23:15,22 | murmurings | 178:9,16 | 120:12 121:1 |
| 6:17 | 23:25 24:4 | 142:22 | neighborhoods | 135:12,14 |
| middle 41:13 | 26:17 109:4,9 |  | 130:7 131:25 | 176:18 |
| 137:6 | 204:3 | $\frac{\mathbf{N}}{\text { N1:182 } 2.162 .15}$ | 150:24 | nonconformity |
| Middlesex | morning 49:18 | N 1:18 2:1 62:15 | neighbors 48:23 | 13:18 136:1 |
| 104:24 | 64:5 177:24 | 62:15 79:23,23 | neither 207:10 | nontandem |
| midpoint 138:5 | motel 108:21 | 96:21 104:4,4 | 207:13 | 75:10 |
| 139:20 142:4 | 109:20 110:19 | nail 38:5 | neutral 145:9 | Nope 100:15 |
| 144:6 | 151:19 174:19 | name 6:5,17 | 156:6 158:13 | north 10:4 49:8 |
| midway 108:12 | Motion 205:14 | 23:7 62:19 | neutrality | 89:19 106:3,12 |
| 199:23 | 205:16 | 80:2,4 91:10 | 155:15 | northeasterly |
| Mike 5:22 23:2 | mounted 81:8 | 91:16,19 94:25 | never 164:14 | 10:6 |
| million 192:13 | mouth 26:25 | 95:2 96:25 | 190:2,3 | northerly 89:24 |
| mind 17:24 | 84:2 123:22 | 99:7 104:8,12 | new 1:10 6:20 | Notary 207:3 |
| 118:15 | 136:16 | narrow 84:20 | 7:25 8:1,1 9:12 | note 134:5 |
| minimize 172:3 | move 11:1 13:12 | narrowest | 59:8,9 104:16 | noted 123:24 |
| minimum 19:24 | 33:23 36:15,16 | 116:14 | 104:17,21 | notes 48:6 |
| 33:10 114:4,12 | 37:10,14 40:4 | natural 169:11 | 107:6 128:19 | notice 205:11 |
| minor 66:7,25 | 43:1 61:18 | nearby 97:20 | 144:11 146:11 | nuisance 129:10 |
| 170:5 193:5 | 82:14,18 89:4 | Neck 104:16 | 168:25 169:1 | 200:7 |
| minus 157:12 | moved 204:14 | need 9:10 23:15 | 171:23 172:7 | nuisances 177:8 |


| 180:23,25 | 67:20 | 161:16 162:4,8 | 148:16 174:18 | 33:22 77:15 |
| :---: | :---: | :---: | :---: | :---: |
| 201:23 | occurs 17:1 | 162:22 163:14 | operation 70:15 | 103:7 108:3 |
| number 12:1 | 121:21 | 163:20 164:3,4 | 108:22 109:20 | 130:20 131:8 |
| 13:2 17:9 21:5 | Ocean 44:25 | 164:16 167:9 | 126:16 174:22 | 154:1 155:2,3 |
| 38:2,5,6 46:18 | 109:15 117:16 | 168:9 171:11 | 177:20 182:19 | 156:13 172:3 |
| 47:3,4 58:8 | 133:12 | 171:14 178:23 | opine 17:13 | 172:20 184:5 |
| 64:23 97:23 | odd 33:12 51:4 | 192:14 194:14 | opinion 20:24 | 196:14 197:5 |
| 101:12 125:3 | odds 53:15 | 194:19 195:6 | 21:10 57:14 | 201:17 |
| 139:1,25 | off-street 122:8 | 197:17 198:22 | 61:18 65:3 | ordered 101:18 |
| 149:10 167:14 | 122:19 | 199:12,20 | 68:4,16,22 | 197:7 |
| 175:24 | office 23:8 26:20 | 200:4 202:3 | 79:16 85:9 | ordinance 8:4 |
| numbers 143:4 | 27:12 51:25 | 204:4,24 | 86:13 101:8 | 11:13,15 14:4 |
| 143:5 145:20 | 52:1,2,6,16,21 | on-site 78:2,12 | 129:5 155:24 | 14:7,14 16:10 |
| 149:18 157:7 | 53:1,20 54:17 | 111:4 126:3,10 | 157:2 183:15 | 18:6 20:10 |
| numerous | 55:6 63:22 | 126:13 136:15 | 185:10 187:10 | 27:13,20,21 |
| 146:21 | 64:13 73:10,18 | 136:18 181:9 | 198:4 202:18 | 28:14 29:7 |
|  | 73:20,22 74:4 | on-site-- 127:14 | opinions 202:14 | 31:8 34:12 |
| 0 | 109:23 110:12 | on-street 85:23 | opportunities | 42:670:20 |
| O 2:1 62:15 | 110:17 | 127:6,9 | 130:18 142:1 | 108:7 115:3,14 |
| 91:12 94:21,21 | officer 22:7 | once 4:17 | 142:12 149:3 | 116:23 117:8 |
| 99:3 | offices 6:19 | one's 25:16 | 184:9 185:18 | 119:1,4 120:1 |
| o'clock 136:10 | 106:23 107:1 | one-bedroom | 186:18 200:20 | 120:16 121:6 |
| 204:12 | offset 156:13 | 5:5 10:9 11:14 | opportunity | 122:7 123:19 |
| object 163:12 | oh 8:15 31:7 | 36:7 112:14 | 33:11 34:15 | 141:15,20,21 |
| objection 53:19 | 51:13 55:10 | 113:13,22 | 35:25 36:20 | 145:5 147:19 |
| obligation 108:3 | 81:23 95:10 | 188:2 | 37:1,17,18 | 150:5 155:15 |
| 126:5 130:22 | 98:14 100:8 | one-bedrooms | 101:17 141:18 | 155:20 159:17 |
| 131:14 132:13 | 102:3 108:25 | 44:20 | 148:3 170:13 | 161:3,20 175:6 |
| 138:2,13,13,15 | 192:9 | one-story 59:6 | 185:25 186:13 | 175:8 176:9,15 |
| 138:17 139:3 | okay 4:1,3 6:16 | one-tenth | 186:23 196:23 | 180:3,16 |
| 141:24,25 | 8:12,16 13:11 | 134:17 | 200:22 202:14 | 183:16,22 |
| 142:3 144:8,10 | 22:17,20 23:24 | ones 146:22 | 202:16,18 | 184:23 185:13 |
| 144:19 145:17 | 29:17 31:13 | open 42:9,24 | opposed 125:1 | 189:4 191:13 |
| 147:22 148:7,7 | 40:4,15 42:19 | 60:19 76:6 | 154:9 189:25 | 192:5 196:9 |
| 153:19 184:8 | 45:9,17,19 | 101:16,20 | 205:22 | 200:14,15 |
| obligations | 56:18 60:8 | 119:10,18 | opposite 67:13 | 201:4 |
| 108:12 138:12 | 61:21 66:23 | 179:15,20 | optimal 38:10 | ordinances |
| observed 86:22 | 69:3,20 73:7 | 180:11 201:15 | 124:24 | 27:18 88:16 |
| obtain 186:23 | 74:5 76:18 | 201:16 | optimally | 183:11 184:4 |
| obviously 9:13 | 80:14 81:9 | opens 144:11 | 125:17 | 185:7 200:13 |
| 12:11 13:22 | 82:2 83:25 | operate 65:5 | optimum 38:10 | organizations |
| 20:12 34:1 | 84:11 92:6,14 | 68:25 124:11 | option 111:19 | 154:23 |
| 35:2 39:10 | 98:7,14,20 | 125:7,21 | 124:23,24 | organized |
| 58:10 64:22 | 99:23 100:6,16 | 152:20 170:16 | 125:1 196:13 | 136:22,24 |
| 108:6 150:7 | 105:7,13 113:4 | 175:1 181:18 | options 124:22 | oriented 10:3 |
| occur 67:16 | 133:14 134:2,8 | operated 124:3 | 148:15 | originally |
| 202:20 | 137:8,23 138:5 | 174:18 | oranges 59:4 | 144:15 |
| occurred 203:16 occurrence | $140: 6142: 15$ $150: 2,12$ | operating 109:24 125:17 | 165:5 | ought 21:10 |


| outlier 159:3 | 3:22,23,24 | 65:20 66:2 | 67:25 107:20 | perception 53:7 |
| :---: | :---: | :---: | :---: | :---: |
| outlined 13:19 | 17:8 138:8 | 67:2,12,14,23 | 122:16 158:12 | 162:12,13 |
| 109:14 | pages 141:14 | 67:23 70:12 | 169:1 171:17 | perfect 54:5 |
| outside 8:14 | paid 87:13 | 71:3 72:8,9,15 | parties 92:20 | 61:3 196:2 |
| 68:17 71:6 | Pam 199:14 | 74:22 75:1,12 | 207:12 | 198:10 |
| 99:19 | PAMELA 1:14 | 75:16 76:6 | partner 63:23 | perfectly 153:20 |
| overall 12:11 | pamphlet 195:2 | 77:10,16,22,24 | 72:18 | perforated 46:3 |
| 21:18 28:25 | Papa 91:10,11 | 78:2,10,15 | party 92:18 | perimeter |
| 118:20 140:7 | 91:18,18 92:2 | 82:4,11,18,21 | patch 13:12 | 109:22 176:23 |
| 177:16 | 92:6,12 93:7 | 84:19,22,23 | patient 136:14 | period 83:6 |
| overcome 59:22 | 93:16,22 94:1 | 85:1,4,5,7 | pattern 51:4 | 95:18 |
| overhang 31:16 | 94:7,16 | 86:11,19,21,24 | pause 194:13 | permit 30:22 |
| 31:25 34:2 | paragraph 23:5 | 87:16,24 88:14 | 195:17 | 31:1 107:20 |
| overlay 5:14 | parallel 10:25 | 90:10,17 91:23 | pavement 172:4 | 111:16,25 |
| 18:22 19:19,20 | paramount | 93:4 94:4 | payment $87: 15$ | 121:20 122:8 |
| 20:1,5,7 21:3,4 | 123:15 | 95:17 97:23 | peace 178:9 | 184:23 |
| 21:8,12 29:19 | parcel 105:24 | 111:2,5,9 | peak 64:5,6 | permits 151:21 |
| 29:22 30:22 | 115:17 174:7 | 121:7,8,23 | 73:23 151:24 | 167:21 |
| 31:1,4 34:25 | 179:9 | 122:8,10,15,19 | 152:3 178:4,5 | permitted 21:7 |
| 106:5 108:2 | parcels 179:9 | 123:8,10,10,16 | 178:6 | 34:14,22 43:9 |
| 111:16,20 | park 36:13 | 124:13 125:18 | pedestrian 12:6 | 43:9 64:11,17 |
| 112:4 113:7 | 41:11 58:12 | 126:10,14,17 | 128:18 176:22 | 73:9 77:10,10 |
| 114:22,24 | 77:6 82:11 | 126:23 127:4,7 | pencil 154:11 | 78:14 103:17 |
| 115:10,12,25 | 86:20 92:22,24 | 127:10,13,16 | 155:3,7 | 103:18 106:18 |
| 119:5 120:25 | 92:25 93:1,20 | 127:18,21 | people 25:24 | 107:23 112:6 |
| 130:16 131:18 | 93:24 127:12 | 128:6,11,23 | 37:9 39:24 | 113:8 149:14 |
| 140:25 141:12 | 172:12,13 | 136:15,19,22 | 56:3 72:17 | 152:8,21 161:2 |
| 141:13,17 | 192:12 | 170:22 171:19 | 79:11 86:25 | 161:20 167:19 |
| 142:10 143:9 | parked 85:11,12 | 171:20,24 | 87:12 91:24 | 167:24 170:2 |
| 144:18 148:4 | 86:14 89:1 | 172:1,5,6 | 94:4 102:18 | 173:16 177:15 |
| 149:11,14,22 | 93:14 164:7 | 175:15 178:21 | 119:16 127:12 | 178:13 190:10 |
| 167:20,20 | 181:4 | 181:7 193:10 | 127:17 147:16 | 192:4,7 |
| 174:15 176:10 | parking 4:23 5:8 | 193:11,16,17 | 177:23 178:11 | perpendicular |
| 177:11 179:10 | 10:10,11,15,16 | 193:19,24 | 180:2,14 | 11:1,4 |
| 179:21 184:18 | 10:25 11:9,11 | 194:5 | people's 93:25 | person 41:9 |
| 184:18 185:16 | 11:12,17 12:7 | part 10:10 20:9 | perceive 17:7 | 72:13 |
| 186:9 189:5,18 | 32:12,13,15,18 | 28:25 30:17,21 | 156:7 185:11 | personal 106:20 |
| owner 154:16 | 33:13,20 35:8 | 39:20 41:17 | 196:14 | personally 45:4 |
| P | 35:13,16,18,21 | 42:14 44:12 | percent 34:14 | 81:21 |
| $\xrightarrow{\mathbf{P}}$ | 35:22 36:20 | 74:16 78:9 | 34:14 120:17 | persons 150:24 |
| P 1:18,18 2:1 6:1 | 37:2,5,6,8,10 | 88:20,21 | 120:19 130:11 | perspective |
| 6:1 91:12,12 | 37:21,22 38:9 | 103:19 132:8 | 130:24 140:1,4 | 23:10 |
| 99:3 | 38:11,18 39:3 | 139:10,23 | 140:4 145:16 | Peter 138:6 |
| P-A-P-A 91:19 | 41:13,24 42:1 | 140:11 145:24 | 149:22 153:24 | Petrillo 1:13 |
| p.m 1:10 205:1 | 42:7 44:24 | 150:5 152:10 | 154:18 155:7 | 40:22 41:2,7 |
| 205:25 206:1 | 46:24 50:17 | partially $88: 2$ | 155:17 156:13 | 41:18 57:23 |
| pad 98:13 | 55:14,25 56:8 | particular 80:24 | 177:3,5,6 | 58:4,14 63:11 |
| page 3:5,7,10,11 | 56:18 57:4,15 | 172:9 | percentage | 66:15,23 |
| 3:12,15,20,21 | 64:21 65:10,15 | particularly | 154:9 | 137:24 138:19 |


| 153:2,4,11,15 | 144:11 146:1,2 | 44:23 60:23 | 158:16 | preserve 172:3 |
| :---: | :---: | :---: | :---: | :---: |
| 155:9,18 | 152:16 168:22 | 63:5,15,20 | possibly 18:8 | Presidents |
| 205:16 | 169:5,14 196:8 | 65:11 67:19 | 68:3 135:23 | 192:12 |
| phased 88:20 | 200:13,16 | 68:23 76:13 | post 51:25 52:1 | pressed 144:17 |
| photo 3:24 | 201:1,13 | 81:12 83:21 | 52:2,6,16,21 | presumably |
| 111:12 | planned 43:16 | 84:14 93:9 | 53:1,20 54:16 | 173:16,25 |
| photograph | planner 26:14 | 97:3 100:24 | 55:6 203:14 | pretty 32:3 |
| 3:23 109:11 | 45:15 59:15 | 101:12,17 | post-top 47:8 | 49:15 55:24 |
| photographs | 61:3,23 79:1 | 102:2 108:12 | 81:11 | 57:6 87:10 |
| 110:9,12,13,23 | 79:10 101:1 | 113:5 121:14 | potentially | 168:19 |
| 112:10 | 104:2,13,17,23 | 131:14 132:7 | 38:13 67:24 | prevalent 65:10 |
| physical 4:24 | 105:1 131:2 | 135:16,20 | 68:10 149:8 | 65:12 |
| pick 52:19,23 | 143:2 155:24 | 140:16,20 | powerful 168:19 | prevent 169:6 |
| 53:4 128:25 | 158:7 202:5 | 141:8,10 | practicing 84:10 | previous 58:21 |
| 198:8 202:6 | planner's 60:2 | 142:25 145:10 | Pre- 135:13 | 68:12 140:1 |
| picked 49:17 | 99:22 101:14 | 148:4 150:15 | precedence 70:8 | previously 6:6 |
| 205:3 | 205:4 | 156:7 158:18 | 70:10 | 7:17 47:25 |
| pickup 53:13 | Planners 104:19 | 164:11 167:12 | PRECISION | 55:18 123:5 |
| 128:25 182:5 | planning 43:13 | 169:20 171:9 | 1:24 | prime 87:11 |
| picture 12:10 | 63:1 104:14 | 172:22 176:25 | preempted | Princeton 151:3 |
| 110:16 | 108:15 197:20 | 189:12,12,20 | 193:12 | principal 63:1 |
| piece 61:13 | plans 4:17 7:17 | 195:17,18 | preexisting | prior 10:4,19,19 |
| 107:25 197:24 | 7:21 15:16 | 196:22 198:8 | 135:12,25 | 15:16 58:7 |
| Pines 133:12 | 51:10 70:14 | pointed 27:25 | 176:18 | 64:3,24 |
| pipe 46:3 | 108:9 | 173:11 | prefer 53:24 | private 40:9,11 |
| place 6:12 | plants 47:3 | pointing 89:16 | preferable 78:1 | 168:14 182:4 |
| 127:25 130:20 | play 82:17 | points 12:5 | preference 54:2 | privilege 7:2 |
| 131:17 169:9 | Pleasant 1:1,10 | 64:23 84:17 | 55:5 | probability 56:2 |
| 169:12,22 | 15:18 63:5,16 | 142:2 191:4,6 | preliminary | probably 31:20 |
| 207:8 | 63:20 65:11 | 201:3 | 8:18 | 39:5,6 46:19 |
| places 67:18 | 67:19 68:23 | pole-mounted | preluding | 49:4 51:2 63:5 |
| 92:4 | 97:3 121:14 | 47:9 | 157:18 | 67:17 109:2 |
| Plainsboro | 131:15 132:7 | poles 46:17 | premium 87:4,5 | 163:25 164:4 |
| 105:2 153:23 | 135:20 169:20 | pontificating | preparation | 166:21 189:24 |
| plan 1:7 3:20,21 | please 8:6 13:24 | 167:4 | 108:5 | 191:5 |
| 4:9 7:21 8:1,18 | 22:25 24:7 | pool 5:2 34:19 | prepared 7:18 | problem 39:22 |
| 8:18 9:8,12,20 | 55:20 73:1 | 109:23 110:18 | 12:23 63:22 | 82:25 84:16 |
| 9:22 10:4,19 | 80:3 91:17 | 110:20 188:4 | 108:13 138:6 | 85:5 99:23 |
| 34:24 42:7 | 95:5 97:1 99:8 | population | 151:4 197:1 | 194:7 |
| 45:22,24 46:4 | 101:5 137:5 | 150:22 158:21 | present 1:12 | problematic |
| 47:20,24 51:12 | 166:16 194:3 | 159:20 | 105:16 | 68:19 |
| 63:25 64:19,19 | plumbing | portion 18:1 | presentation | problems 59:21 |
| 64:22,24 70:5 | 106:24 | 32:20 109:20 | 25:19 | 68:14 |
| 92:9,12 97:8 | plus 157:11 | 109:21 116:8 | presented 17:16 | procedures |
| 97:14 98:17,17 | point 1:1,10 | 116:17 | 98:19 105:21 | 168:14 |
| 98:19 108:7,16 | 8:19 14:12 | positive 173:25 | 185:15,17 | proceed 91:9 |
| 117:6 129:14 | 15:18 17:7,8 | possibility 56:11 | 199:17 | 160:5 |
| 129:15,16,20 | 17:12,14 22:3 | possible 77:9,12 | presenting | proceedings 1:7 |
| 138:24 140:9 | 35:11 42:25 | 86:2,3,6 | 145:12 | 194:13 |


| process 72:21 | 185:16 | 151:12,14 | proximity 94:8 | 187:4,18 |
| :---: | :---: | :---: | :---: | :---: |
| 76:23 77:6 | property 5:9,13 | 152:14 167:18 | public 3:7,12 | 193:19 194:8 |
| 125:24 141:8 | 18:6 19:2 49:2 | 175:3,4,23 | 48:16 55:18 | putting 49:24 |
| professional 7:7 | 49:5 64:12 | 177:9 | 60:20 61:9,12 | 56:5,7 83:11 |
| 20:13 21:20 | 95:20 96:3 | prospective | 77:11 78:22 |  |
| 25:22 41:15,23 | 106:2 108:3,19 | 138:15 | 79:12,14 80:8 | Q |
| 57:15 63:10 | 108:23 109:13 | protect 76:15 | 80:10 90:22 | qualification |
| 104:2,17 | 109:16 110:10 | 143:16 | 92:23 95:25 | 6:15 |
| 106:22 185:9 | 110:25 112:22 | protected 82:17 | 96:6 99:1 | qualified 134:21 |
| professionals | 114:10 116:13 | 144:5 | 100:8 101:9,16 | qualify 64:14 |
| 5:19 42:4 | 119:7,13,22 | protecting | 101:21 102:1 | 104:11 |
| 59:18 60:1,24 | 121:18 122:10 | 119:12 | 102:14 103:15 | quasi 53:12 |
| 103:8 | 123:23 124:3 | protection 130:2 | 128:21 132:24 | question 16:3,12 |
| progress 56:17 | 124:17,22 | 144:3 | 146:10,13 | 19:18 41:21 |
| project 5:23 | 125:5,8,18 | provide 32:2 | 147:5 150:17 | 43:17 50:22 |
| 23:6 35:11 | 127:4 129:8 | 36:20 37:1,23 | 150:19 157:14 | 51:9 57:19 |
| 65:13 80:10 | 134:25 140:8 | 38:18 41:24 | 166:8,9 168:14 | 66:25 67:21 |
| 81:19 133:2 | 148:11,12,25 | 42:9 77:15 | 195:14,19,22 | 68:9 69:6 74:9 |
| 141:11 147:8 | 152:7 154:16 | 78:2,15 87:24 | 196:19,23 | 75:9 80:7,22 |
| 154:25 155:7,8 | 159:2,4 168:7 | 108:1 120:1 | 198:3 199:16 | 81:2 82:23 |
| 156:2 201:14 | 170:1,9,15 | 122:4 129:20 | 200:8 202:10 | 83:12 84:4,6 |
| projection 66:10 | 174:22 179:7,8 | 129:22 130:17 | 203:6,11 207:3 | 84:21 87:21 |
| projections 64:2 | 179:13 180:7 | 142:1,11 | public's 4:16 8:9 | 91:21 97:22 |
| projects 35:22 | 181:4,12,25 | 145:16 147:8 | 56:6 204:18 | 98:15 100:13 |
| 44:25 153:25 | 182:2 201:9 | 147:15 185:25 | pull 33:13 40:2 | 103:15 109:13 |
| promise 100:17 | proposal 10:7 | 186:9 197:15 | 41:3 82:15 | 113:19 115:1 |
| 171:13 | 33:9 64:10,15 | 200:17,18,20 | 172:16 | 135:16 137:25 |
| promote 130:2 | 153:10 200:23 | 200:21 | pulled 123:5 | 140:13 142:17 |
| 147:5 148:25 | proposed 4:24 | provided 19:10 | pulling 67:14 | 153:3 161:14 |
| 150:21 | 8:19 10:12 | 64:21 67:22 | pulls 40:2 86:4 | 163:16 166:2 |
| promoted | 11:16 13:23 | 74:23 116:16 | pure 41:16 | 166:10,12 |
| 147:14 | 20:6 46:10,15 | 128:19 141:11 | purposes 75:8 | 185:4 192:15 |
| promotes | 46:23 50:2 | 142:5 144:11 | 143:9 146:2,3 | 192:23 194:3,4 |
| 150:18 | 59:2 65:16 | 148:22 150:9 | 146:10 172:23 | 194:17 196:19 |
| prong 200:11 | 77:17 80:12 | provides 114:24 | 200:16 201:1 | 198:2,19 |
| prongs 146:19 | 81:12 100:4 | 122:18 132:1 | pursuant 113:6 | 202:16 203:22 |
| 200:5 | 107:18 112:20 | 187:16 | 114:22 115:2 | 204:17 |
| pronouncing | 120:20 121:9 | providing | 134:9 141:7 | questioning |
| 151:3 | 122:11 123:1 | 146:12 147:21 | 144:19 145:15 | 25:17 81:24,24 |
| proofs 21:11 | 128:8,22 | 149:2 174:3 | 159:16 185:12 | 204:18 |
| 22:1,4 29:4 | 158:20 174:7,8 | 175:14,17 | pursue 155:2 | questions 8:9 |
| 106:9 149:9 | 174:16 180:21 | 176:22,23 | pushed 48:13 | 40:23 50:13 |
| proper 179:16 | 184:21,21 | 188:24 201:11 | put 7:15 33:11 | 60:15 61:1,14 |
| properly 170:16 | 187:14 191:9 | provision 78:7 | 38:9 46:6 | 66:14 69:5 |
| properties | proposing 4:22 | 119:8 147:11 | 50:16,24 59:17 | 74:13 78:19 |
| 106:13,14,19 | 11:11 49:9 | 150:16 157:25 | 59:25 75:6 | 79:12,14,18 |
| 123:11,17 | 113:9 123:13 | provisions 78:13 | 95:21 109:18 | 83:7,9,14 |
| 129:24 130:2 | 125:2 128:10 | 115:13 120:2 | 143:21 146:5 | 90:23 94:19 |
| 141:15 166:24 | 141:23 148:18 | 147:19 | 156:4 170:24 | 95:25 96:3,6 |


| 97:5 99:1 | read 17:24 23:1 | recog 155:17 | reduced 39:15 | 118:6 121:5 |
| :---: | :---: | :---: | :---: | :---: |
| 100:8,11 | 119:11 176:16 | recognition | 64:22 | 122:6 145:25 |
| 102:14,19,21 | 197:21 | 130:8 168:24 | reexamination | 167:23 176:3 |
| 105:15,17 | reading 14:3 | recognize 57:20 | 108:16 | 191:8 201:18 |
| 162:18 171:18 | 15:23 138:5 | 64:8 88:3 | reexaminations | relocated 48:11 |
| 195:14,19,20 | 143:7 | 101:9 177:19 | 129:17 | relying 111:9 |
| 195:23 196:24 | reads 116:7 | 184:7 189:14 | refer 10:13 | 124:12 125:18 |
| 196:25 197:2 | ready 40:1 | 203:8 | 45:25 92:17 | remedies 140:23 |
| 199:16 202:12 | real 67:16 | recognized | reference 123:6 | 143:17 |
| quick 4:14 49:15 | realistic 142:1 | 120:4 171:22 | 198:25 | remedy 144:12 |
| 66:16 198:18 | 142:11 | recognizes | referencing | remember 30:18 |
| quiet 178:8 | really $14: 25$ | 140:19 155:16 | 198:19 | 107:25 111:8 |
| quite 15:16 | 24:22 28:12,22 | recognizing 6:11 | referred 74:14 | 114:1 143:13 |
| 20:25 25:4 | 32:11 33:10,17 | 130:10 | referring 22:16 | 195:16 |
| 43:22,22 60:25 | 33:22 34:18 | recollections | 88:9 89:15 | remind 43:24 |
| 79:4 87:18 | 38:10 39:18 | 203:17 | 107:17 | 144:14,25 |
| 119:1 145:19 | 47:20 48:7 | recommendati... | refocus 149:9 | removal 5:1 |
| 147:24 152:23 | 50:21 57:1,11 | 53:19 155:19 | refresh 203:17 | rent 72:24 |
| 160:4 184:2 | 63:24 66:16 | recommended | refuse 65:7 | rental 125:4 |
| 187:11 198:11 | 78:24 88:12 | 56:23 | refuses 78:2 | rented 39:8 |
| quotation | 90:2,9,10 | reconcile 98:16 | regard 100:13 | rents 57:10 |
| 103:19,20 | 93:10 170:12 | 129:13 146:8 | regarding 6:15 | repair 107:1 |
| quote 120:2 | 191:20,21 | 146:18 150:4 | 13:6 46:6,9 | repairs 107:3 |
| quoting 138:8 | 198:14 203:8 | 171:10 196:7 | 58:8 83:17 | report 108:12 |
|  | rear 9:15 10:6 | 196:25 | 164:24 171:18 | 138:6 139:12 |
| R | 11:7 14:1,6,25 | reconciled 169:2 | regardless 33:8 | 139:14 141:6 |
| R 1:18 2:1 79:23 | 15:2,6,23 16:1 | 173:5 193:7 | 113:11 | 143:8 144:7,7 |
| 79:23 91:12,12 | 16:2,19 18:11 | reconciliation | regions 150:25 | reporter 52:18 |
| 99:3 104:4 | 27:10 28:12 | 156:25 157:19 | regulation 20:9 | 52:25 55:19 |
| 207:1 | 34:7,7 47:2 | 179:3 182:21 | regulations | 100:23 126:25 |
| R2T2 1:6 4:7 | 49:14 71:5 | 185:5 | 18:24 19:12 | 133:25 136:5 |
| rack 172:15 | 98:6 109:17 | record 22:2,19 | 28:6 30:10 | 162:15 163:2 |
| racking 172:5,6 | 114:25 | 23:10,11 25:4 | rehabilitation | 165:18,22,24 |
| 172:11 | reason 14:22 | 25:14 26:10 | 130:5 138:12 | 166:16 183:25 |
| raise 79:20 | 28:22 42:14 | 89:15 142:23 | reiterating 27:7 | 192:2 199:7 |
| 143:1 | 154:8 166:22 | 143:21 145:9 | relate 55:5 | 207:4,18 |
| raised 32:25 | 185:10 | 155:14 156:6 | 87:16,20,24 | REPORTING |
| 62:14 83:21 | reasonable | 157:23 158:12 | 193:14 | 1:24 |
| 84:4 181:23 | 185:17,24 | 175:25 | related 21:11 | reports 108:16 |
| raises 17:7 | 186:8,13,22 | records 133:3 | 26:9 62:20 | repose 140:25 |
| range 67:8 | 198:3 | 134:10,12,21 | 96:9 102:9 | representation |
| 73:25 | reasons 146:24 | 134:22 | 121:23 | 54:15,25 |
| rate 74:3 | recall 10:21 | redesigning 38:1 | relative 64:21 | represents 12:13 |
| Ray 2:3 29:5 | 48:15 127:16 | redevelop 112:9 | 207:11,13 | 72:1 132:20 |
| 80:18 | 127:16 196:24 | redevelopment | relative's 89:2 | request 20:25 |
| Rea 62:23 63:2 | recap 4:14,21 | 43:15 105:1 | relevant 60:10 | 61:2 |
| 63:24 | receptacle | 129:25 132:10 | reliant 126:16 | requested 20:15 |
| reach 189:24 <br> reached 22:6 | 181:13 182:4 <br> recess 103:5 | $\begin{aligned} & \text { reduce } 37: 21 \\ & \text { 172:4 } \end{aligned}$ | $\begin{gathered} 127: 6,9 \\ \text { relief } 114: 3 \end{gathered}$ | 108:17 |


| 113:3 175:22 | 123:11,17 | 63:22 | 109:15 148:5 | 70:10,20 77:14 |
| :---: | :---: | :---: | :---: | :---: |
| 179:24 | 124:17 125:3 | revision 7:20 | 169:25 | 78:7,13 85:15 |
| requests 52:18 | 129:23 131:25 | revisited 145:20 | roads 169:11 | 85:24 88:4,15 |
| 52:25 126:25 | 159:4 177:22 | revitalization | roadway 67:6 | 121:9,16 123:3 |
| 133:25 136:5 | 182:15 193:7 | 130:1 | 67:11 69:19,24 | 123:6,12,14,14 |
| 162:15 163:2 | residents 4:6 | Rick 189:12 | 70:3 | 128:10 129:6 |
| 165:18,22 | 51:17,20 65:24 | right 5:21 8:10 | roadways 63:17 | 181:5,6 193:12 |
| 183:25 192:2 | 68:11,17 80:12 | 8:15 9:18 | 69:23 | run 163:7 |
| 199:7 | 86:18 103:9 | 14:19 17:2 | ROBERT 1:14 | Rutgers 6:23 |
| require 11:12 | 178:7 193:20 | 20:2,15 22:23 | roof 87:9 | Ryan 3:22 23:7 |
| 66:6 118:6 | resort 91:23 | 29:11 31:6 | roofline 189:24 |  |
| 176:10 | resource 168:25 | 33:12,24 34:22 | rooftops 109:19 | S |
| required 13:14 | respect 61:18 | 41:13 45:12 | room 36:23 | S 1:18 2:1,1 |
| 74:21,22 | 107:16 108:8 | 46:12 48:25 | 46:11 71:15 | 62:15 79:23 |
| 103:16 104:10 | 167:23 176:6,9 | 49:24 51:23 | 91:5 93:19,22 | 94:21 |
| 114:5,14,23 | 181:22 182:3 | 53:8,22 54:18 | rooms 188:4 | safe 121:25 |
| 121:15 | 182:13 200:9 | 61:3,7 62:14 | roughly $134: 18$ | 122:3,5 |
| requirement | 201:2 | 67:13 71:13 | 139:15 162:5 | safely 65:5 69:1 |
| 28:4 57:4 | respectfully | 73:674:11 | round 11:16 | safety $21: 14$ |
| 117:17,19 | 20:22 26:3 | 78:17 80:19 | 138:11,13,14 | 147:6 |
| 144:16 145:16 | 38:15,15 59:25 | 95:13 100:7,18 | 149:16,25 | sale 106:24 |
| 145:24 154:9 | 68:21 83:5 | 102:23 105:12 | 157:7 | sanitary 46:13 |
| 156:11 189:5 | 89:8 101:25 | 111:1 125:15 | rounded 134:19 | satisfied 138:20 |
| requirements | 102:25 157:13 | 129:2 133:1,16 | 157:4 | satisfy 138:25 |
| 19:22 21:13 | 165:24 196:18 | 134:11 136:25 | Route 5:10 9:14 | Saturday 152:2 |
| 30:25 42:6,8 | respond 69:17 | 139:9 142:24 | 10:2,24 11:19 | Savacool 2:3 |
| 87:17 130:15 | rest $21: 22$ 23:2,5 | 143:8,19 145:3 | 13:15 14:10,12 | 12:23 13:5,13 |
| 131:1,10 154:2 | 31:8 47:20 | 149:10,11,22 | 15:20 37:22 | 14:18 17:7,13 |
| 156:4 181:8 | 178:10 | 151:3 156:2,24 | 47:7 50:6 52:4 | 19:7 20:3,22 |
| 187:17 193:9 | restaurant | 157:6,10 | 52:11 53:7,13 | 25:6 26:15,18 |
| requires 121:7 | 174:25 178:3 | 159:12 160:2 | 53:15,25 54:17 | 26:23 27:2,8 |
| 122:24 123:8 | restaurants | 160:25 164:10 | 65:1 66:5 | 28:17,21 29:12 |
| 180:4 | 151:23 178:4 | 172:10,13 | 68:24 71:18 | 29:20,25 53:23 |
| requiring | rests 22:3 | 177:17 178:11 | 80:6,9 97:24 | 70:24 71:11,14 |
| 117:10,12 | retail 64:13 74:1 | 180:22 182:24 | 106:3 109:14 | 71:25 80:13,15 |
| reread 203:16 | 106:24 107:15 | 183:3 184:16 | 110:4,17 | 103:11,13,23 |
| residences | 178:2,5 | 197:6,8 203:21 | 115:20 116:21 | 133:9,16 134:6 |
| 181:15 182:6 | retaining 32:8 | 204:10 | 116:25 117:9 | 134:13 135:4 |
| 182:14 | return 103:4 | right-of-way | 117:22 118:22 | 177:4 181:24 |
| resident 44:2 | returned 103:9 | 33:25 34:10,12 | 120:4 122:12 | 189:7,14,20 |
| 63:15 68:23 | reuse 46:19 | 119:14 180:9 | 122:22 124:2 | 190:4 |
| 82:5 | review 10:18 | 180:13 190:15 | 128:12,20,23 | Savacool's 13:19 |
| residential 12:8 | 12:22 43:3 | 190:17 | 128:25 129:2,9 | 16:8 48:1 |
| 16:21 29:10 | 137:20 138:6 | right-of-ways | 131:18 132:3,4 | 50:11 120:19 |
| 30:23 31:1 | 139:20 197:7 | 180:1 | 141:12,13 | save 97:21 |
| 42:4 64:10,15 | reviewed 7:17 | River 105:3 | 181:14 187:17 | 199:24 |
| 67:15 70:6,8 | 8:3 12:22 42:4 | 131:6 | 193:19,21 | saved 97:11 |
| 70:22 88:13,17 | 42:5 48:1 | $\boldsymbol{r o a d} 1: 64: 9$ | RSIS 38:17 57:5 | saving 97:21 |
| 106:12 123:7 | revised 4:17 | 67:5,5 97:3 | 64:20 69:22 | saw 62:13 91:1 |


| 98:8 112:10 | 14:10 16:8,12 | 119:2,3 126:2 | shadowing | sic 58:25 |
| :---: | :---: | :---: | :---: | :---: |
| saying 25:5 26:5 | 16:21 24:1,15 | 141:20 204:9 | 179:18 | side 11:7,8 13:25 |
| 26:24 52:9 | 24:16 34:16 | 207:9 | shaping 168:15 | 14:5,21 15:8,8 |
| 82:20 84:15 | 48:3 75:19 | set-aside 155:17 | share 138:11 | 18:3,4,19 |
| 86:8,9,16 | 84:2 90:1 98:8 | setback 14:10 | 141:24 142:9 | 19:16 27:10 |
| 88:25 89:9 | 98:9 107:12 | 14:17,20,21 | 143:10 144:16 | 30:13 34:5,6 |
| 93:7 142:19 | 109:19 110:19 | 15:3,4,5,6 | 147:23,23 | 46:12 48:12 |
| 154:8 162:5 | 111:1 148:14 | 16:24 17:1,4 | 151:11 157:2 | 72:9 76:21 |
| 186:17 188:5 | 172:6 186:25 | 17:25 18:2,20 | 185:11,14,20 | 89:20 94:3 |
| 191:25 197:13 | seeing 82:25 | 19:24 27:21 | 186:11,13,24 | 97:24 106:3 |
| 197:22 203:8 | 90:4,5 | 30:14,24 31:4 | sharing 119:13 | 110:4 114:25 |
| says 27:9 66:18 | seeking 5:17 | 31:5 34:3,5 | 119:22 | 116:11 117:10 |
| 70:14 | 69:12 70:17 | 116:8,10 | Sharon 2:2 | 119:3,19 |
| scattered 46:25 | 85:7 88:1,8 | 117:11,13,17 | 26:16 | 122:17 135:7 |
| 57:13 | 112:8 117:20 | 117:23 119:4 | sheet 9:22,24 | 137:9 159:14 |
| scenario 37:8 | 117:23 118:1 | 119:16,20 | 10:2 13:20 | 164:18 175:19 |
| 38:11 87:6 | seemingly $60: 12$ | 120:9,10,11 | 45:25 | 176:11 180:16 |
| 90:7 | seen 43:19,20 | 122:9 160:15 | sheets 9:9 | 190:18 |
| schedule 203:3 | 108:10 171:24 | 160:16 163:22 | shield 32:12,13 | sides 18:10 |
| 203:21 | 172:1 188:13 | 164:18,19 | shielded 48:23 | sidewalk 11:18 |
| schools 169:12 | segue 61:3,25 | 175:22 176:3 | shift 174:4 | 71:10,12 |
| science 6:22 | select 111:19 | 176:11 179:24 | shifts 173:22 | 190:15,17 |
| Scott 3:9 62:22 | selected 125:4 | 180:12 188:19 | shopping 132:23 | sidewalks 11:19 |
| 107:15 | 132:5 | 188:20,25 | shore 192:10 | 11:19,21,21 |
| scratch 97:18 | selecting 151:6 | 194:6 | short 116:21 | 80:9,11,11 |
| screen 49:10 | selling 192:13 | setbacks 114:25 | short-circuiting | 128:19,21 |
| Sea 141:10 | send 23:19 | 118:23 119:3 | 61:9 | 176:23 |
| Sean 1:19 24:1 | sense 119:2,5,22 | 167:2 168:11 | Shorthand | sight 65:2,2 |
| 147:10 150:10 | 119:25 125:19 | 176:8 179:16 | 207:4,18 | sightlines 65:2 |
| 173:24 196:7 | 191:15 | 180:15 201:5 | shoulder 36:14 | 122:4 181:11 |
| second 75:8 | sent 15:24 | 201:10 | show 15:8 16:1 | sign 35:10 |
| 80:20 87:3 | 186:12 | settlement 138:9 | 16:6,25,25 | significant |
| 97:22 103:11 | separate 123:25 | 140:19,22 | 17:3 24:10 | 34:10 41:4 |
| 125:10 134:2 | separated 180:6 | 142:5,8 150:6 | 25:6 34:23 | 46:8 107:18 |
| 153:1 160:12 | separating | 157:3 | 192:10 | 121:16 187:7 |
| 162:17 200:11 | 180:2 | settlements | showed 15:11 | 192:25 193:5 |
| Secondly 87:19 | separation | 131:4 | showing 46:13 | significantly |
| Secretary 2:2 | 179:12 180:4,9 | seven 10:12 36:8 | 137:3 | 39:15 119:18 |
| 9:1 23:15,22 | 190:5,6,9,16 | 39:19,21 56:1 | shown 15:4 | 151:21 152:20 |
| 23:25 24:4 | series 39:3 | 65:21,22 72:16 | 78:11 | 175:1 180:21 |
| 26:17 109:4,9 | service 1:24 | 74:25 75:7,20 | shows 86:18 | 182:17 184:20 |
| 204:3 | 65:8 | 75:21 76:4 | 127:3 | 191:9 |
| section 14:7,8 | services 104:15 | 86:24,25 | SHREWSBE... | similar 43:15 |
| 16:10 18:7,19 | 106:20 | 128:16 149:16 | 1:16 52:8,15 | 46:2 70:4 |
| 18:25 66:18 | serving 104:23 | 149:24 175:19 | 52:22 53:3 | 82:21 83:21 |
| 116:6,23 121:6 | set 9:8 17:3 | 192:12 204:13 | 54:8,12 | 84:3,4 132:25 |
| 123:7,12 | 31:15 34:10 | 204:14 | shuffle 71:19 | 173:12 |
| sediment 47:21 | $52: 275: 9$ | sewer 169:11 | $82: 18 \text { 85:4 }$ | similarly 196:22 |


| single 10:8 82:8 | 193:10 194:7 | 39:8,9,14 | 91:6 | 77:15 85:15,17 |
| :---: | :---: | :---: | :---: | :---: |
| single-family | sizes 70:12 | 41:12 42:9 | special 115:9,10 | 87:10 88:4,11 |
| 93:17 106:22 | skilled 72:20 | 44:5,6,13,20 | 146:24 | 88:12 120:24 |
| 110:5 112:2 | skip 9:17 | 47:2 57:9,12 | specific 12:25 | 121:15 173:23 |
| 130:10,25 | slate 97:14 | 65:20 72:9 | 19:2 20:5 48:4 | standards 42:5 |
| 140:4 159:15 | sleep 113:24 | 75:13,23 77:3 | 123:7 159:22 | 70:7 114:24 |
| 181:15 184:14 | slight 11:2 | 85:18,21 86:5 | 179:3 | 115:4 121:10 |
| sir 63:13 91:9,21 | slightly 32:25 | 87:4,4 88:14 | specifically $13: 8$ | 129:6 193:8,12 |
| 94:19 95:8,23 | slow 55:20 | 88:19,19 89:14 | 21:7 29:23 | start 12:20 |
| 96:18 97:4 | small 32:7 64:13 | 90:17 93:17 | 30:3 148:18 | 56:18 163:15 |
| 134:2 161:22 | 159:3 164:12 | 119:10,18 | 160:10 169:18 | 196:3 |
| 162:24 166:5 | smaller 32:25 | 124:15 178:6 | 173:11,15 | started 56:15,20 |
| 204:23 | 34:1 51:5 | 179:15,21 | 180:13 200:19 | 195:5 |
| site 1:7 3:20,21 | 164:9 | 180:11 188:8 | specificity 27:12 | starting 97:18 |
| 4:9,24,25 5:9 | smiled 156:23 | 193:10 201:15 | speculate 41:15 | starts 17:13 |
| 8:2,17,18 9:12 | So-and-So 44:7 | spaces 10:11,13 | speculation | state 88:17 |
| 9:20,21 10:4 | softball 97:5 | 10:16 11:1,4 | 41:16 55:16 | 104:17 146:11 |
| 10:19 11:17,19 | soften 32:18 | 11:10,10,12,12 | speech 136:9 | 147:4,15 |
| 12:11 32:20 | softening 190:20 | 11:17 36:21,22 | speed 133:21 | 168:22 169:5 |
| 38:1,25 39:1 | soil 47:21 | 39:19,22 40:23 | spell 6:5 62:19 | 169:14 170:25 |
| 39:16 42:5 | sole 146:6 | 44:8 55:15,23 | 80:2 91:16 | 171:23 186:3 |
| 43:9 45:22 | solution 187:4,8 | 56:1,12 57:13 | 94:25 96:25 | 207:4 |
| 46:18 51:11 | somebody 54:6 | 65:21 67:18 | 99:7 104:8 | stated 99:11 |
| 56:22 58:22 | 76:24 121:11 | 74:22 75:1,11 | spelled 19:9 | 200:16 |
| 59:1,3,6 63:19 | 124:25 166:4 | 75:20 76:6,21 | spillage 47:6 | statement 63:23 |
| 63:25 64:19 | someone's 16:18 | 85:8,20,24 | spoke 15:14 | 168:20 |
| 65:8 66:9 68:7 | 36:12 | 86:1,24 87:5,9 | 82:4 | station 64:12 |
| 70:6 76:2 78:4 | somewhat 33:5 | 87:12,25 89:19 | spoken 55:18,23 | 73:12,12 |
| 85:9,10 98:16 | 33:7 149:9 | 97:23 121:12 | 64:18 | stations 107:5 |
| 118:16 137:6 | sorry 10:25 18:8 | 121:13,15 | $\boldsymbol{\operatorname { s p o t }} 71: 17,17,17$ | stay 124:10 |
| 137:10 151:6 | 25:12 35:4,15 | 128:11,11,13 | 78:5 87:3 | 164:17 |
| 152:12,13,15 | 41:14 47:16 | 128:15,17 | spots 95:17 98:9 | stenographica... |
| 158:19 173:19 | 55:10,19 58:18 | 175:17,18,19 | sprawl 169:6,7 | 207:7 |
| 174:5 193:7,23 | 58:18 100:10 | 193:11 | Spring 173:10 | stick 159:25 |
| 201:21 | 102:11 117:12 | speak 8:11 | sprinkled 159:7 | stock 130:6,9,11 |
| site-specific | 118:22 150:12 | 22:11 27:6 | sprinklered | stone 33:14 |
| 157:20 | 153:5 158:10 | 65:9 87:7 | 49:21 50:2 | stood 185:22 |
| sites 154:18 | 162:25 165:10 | 114:20 123:22 | sprinklers 49:24 | stop 75:10 96:1 |
| situated 110:10 | 192:3 | 185:19 | square 112:1 | 137:22 140:23 |
| 129:8 159:1 | sort 185:3 | speaker 52:18 | 173:8,13 | storage 106:24 |
| situation 33:21 | Sounds 62:9 | 52:25 100:10 | staff 4:6 | store 37:14 74:2 |
| 67:16 72:2 | south 105:2 | 100:15 126:25 | stage 72:12 | stores 106:20 |
| situations 16:22 | 106:15 | 133:25 136:5 | stairs 17:3 | stories 32:21 |
| 172:1 | southerly 89:22 | 162:15 163:2 | stairway 48:10 | 34:22 105:24 |
| six 47:16 58:17 | southernmost | 165:18,22 | stairways 12:1 | 160:23 161:15 |
| 110:11 111:21 | 89:14 | 183:25 192:2 | stall 121:7,8 | 161:18 162:2 |
| six-story 131:8 | space $33: 12$ | 199:7 | standard 38:17 | 163:18 167:18 |
| size 38:2 90:17 | 34:16 35:25 | speaking 27:14 | 47:19 69:14,21 | 168:7,8 188:3 |
| 121:7 193:1,9 | 36:1,9 37:3,23 | 60:6 76:12 | 70:21 72:8,15 | stormwater 5:6 |


| 46:1,7 88:21 | 129:16 | 155:14 203:10 | 126:6,9,24 | 104:22 |
| :---: | :---: | :---: | :---: | :---: |
| straight 46:14 | subsidize 154:13 | surface 42:22 | 128:6 133:24 | tell 116:23 |
| 173:4 | substantial 32:3 | 90:10 128:12 | 136:4,7 144:2 | telling 91:22 |
| street 14:16 18:5 | 33:22 90:6 | 128:23 175:17 | 162:14 163:1,4 | tells 85:19 |
| 19:13 41:12 | 131:15 148:20 | surprise 44:4 | 163:5 165:17 | temporary 93:3 |
| 53:16 65:14 | 200:7 201:21 | surrounding | 165:21 171:19 | ten 63:6 70:15 |
| 82:16 85:3 | substantially | 122:16 152:4 | 183:24 192:1 | 122:24 |
| 86:20 94:2 | 64:10,16 65:15 | surroundings | 199:6 | tenants 172:11 |
| 97:20 109:25 | substantiate | 159:24 | talked 34:6 | terms 17:20 |
| 111:3 115:19 | 27:13 | survey 42:21 | 75:19 78:25 | 105:15 110:7 |
| 116:12,15,18 | subsumed 61:1 | 127:3 | 121:5 185:6 | 114:1 116:2 |
| 116:22 117:3,4 | suburban 38:24 | swear 62:7 | 201:4 | 118:10 119:23 |
| 117:5,6 119:9 | 169:6 | swimming 5:2 | talking 24:16 | 119:24 120:14 |
| 119:11,17 | sufficient | sworn 6:2,7 | 93:16,18 95:16 | 121:17 125:22 |
| 124:13 125:19 | 175:14 | 62:16 79:24 | 137:3 140:7 | 140:7 154:14 |
| 164:13 180:1,8 | sufficiently | 91:13 94:22 | 145:1 160:16 | 168:3 171:16 |
| 180:14 190:16 | 148:6 | 96:22 99:4 | 173:15 179:1 | 172:2 174:9,21 |
| streets 18:3 56:7 | suggest 26:3 | 104:5 | 203:19 | 177:6,11 179:1 |
| 77:11 82:7 | 76:9 | system 46:1 | talks 23:5 | 179:12,24 |
| 84:19,19,25 | suggestion 195:8 | 169:25 | tall 32:5,11 33:1 | 180:4,10,24 |
| 92:23 93:9,15 | suited 153:20 |  | 105:24 161:14 | 181:6 182:7,18 |
| 115:19 116:11 | summary 13:22 | T | tandem 10:13 | 190:19 201:11 |
| 116:17,21 | 22:12 | T 2:1,3 62:15,15 | 35:13,17,20 | test 124:20 |
| 129:21 180:1 | summer 152:1 | 79:23,23 207:1 | 36:9 37:6 38:9 | 131:12 132:14 |
| streetscape | 152:24 178:13 | 207:1 | 39:2,7,9,17 | 148:10 152:11 |
| 122:21 | 178:18 | table 3:1 12:18 | 40:23 42:1 | 154:15,16 |
| stresses 101:8 | Sunday 92:18 | 13:20,21 24:6 | 44:24 55:15,23 | 173:11 180:24 |
| strict 117:7,14 | Super 92:16,17 | 24:9 34:4 51:7 | 56:12 65:9,15 | testified 6:3,25 |
| 177:12 | superior 143:12 | 66:18,19,20 | 67:2,13 71:3 | 53:9 62:17 |
| strictest 188:21 | 181:19,20 | 75:7 123:8,12 | 71:16,17 72:7 | 63:3,24 79:25 |
| stringent 30:24 | supersede 193:8 | Taj 95:22 | 75:1,7,12,20 | 91:14 94:23 |
| strong 86:13 | supersedes 20:8 | take 4:11 8:6 | 77:8,18,22 | 96:2,22 99:4 |
| strongly $57: 1$ | 123:18 | 11:2 18:15 | 82:3,11,20 | 99:20 104:6 |
| 58:11 | supplement 81:5 | 21:9,10 25:24 | 84:23 85:4 | 107:16 181:10 |
| structure 110:19 | 116:1 | 27:4 28:24 | 86:19 87:25 | 182:1 193:22 |
| 110:21 | supplies 106:25 | 72:7 75:6 76: | 91:22 128:17 | 201:19 |
| structures | support 21:11 | 84:1 103:3 | 170:22 171:19 | testify 79:11 |
| 123:25 131:8 | 22:4 101:23 | 166:1,2,3 | 171:20,24 | 175:11 |
| stuff 156:19 | 130:4 141:3 | 183:14,16 | 172:5 175:19 | testimony 8:20 |
| 197:21 | supported 21:19 | 185:4 | $\boldsymbol{\operatorname { t a p }} 36: 14$ | 13:3 43:19,21 |
| subject 63:19 | 21:23 | taken 7:19 103:5 | tape 166:15 | 46:8 53:14 |
| 123:23 | sure 24:2,11,17 | 109:11 110:12 | $\boldsymbol{t a x} 133: 3,15$ | 58:7,21 60:2 |
| submission | 25:15 39:24 | 110:24 205:20 | 134:10,12,20 | 61:13 64:4 |
| 186:17 | 45:2,5 51:6 | 207:7 | 134:22 154:20 | 66:12 68:12 |
| submit 22:15 | 55:20 62:22 | takes 70:7,10 | team 26:14 | 74:20 79:14,18 |
| 83:6 | 87:13,18 | talk 18:9 26:7 | 50:23 81:19 | 81:4 83:11 |
| submitted 7:17 | 104:12 108:25 | 35:13 52:17,24 | technically | 86:9 90:23 |
| 7:22 | 135:23 142:23 | 60:13 95:19 | 167:25 | 94:6,19 96:10 |
| subsequent | 144:1 145:9 | 108:4 111:6 | Technology | 99:2,17,22 |


| 100:14 101:2 | 124:5 129:12 | 152:10 | today's 9:3 | 204:19 |
| :---: | :---: | :---: | :---: | :---: |
| 101:14,15 | 130:15 131:5 | three 10:8 27:16 | told 84:1 | transcript 1:5 |
| 102:2,15,19 | 171:22,25 | 32:21 34:22 | tomorrow 23:20 | 196:15 197:1,5 |
| 105:16 111:6 | 172:19 180:25 | 38:24 79:6 | 23:21 | 197:6 203:12 |
| 111:14 126:9 | 185:22 186:12 | 81:13 93:9 | Toms 105:3 | 203:13 207:6 |
| 126:13 127:5 | think 8:20 9:11 | 97:4 105:23 | 131:6 | transcripts |
| 139:23 140:1 | 12:10,19 13:3 | 115:19 141:11 | tonight 64:20 | 101:19 |
| 145:13 152:19 | 13:4 14:12,20 | 167:18 168:7 | 102:5,7,12 | transformer |
| 157:18 169:23 | 16:5,7,12,23 | 184:22 188:3 | 194:25 197:19 | 46:15 |
| 174:25 181:3 | 17:4,8,15,16 | three-bedrooms | 204:9 | transient 65:23 |
| 194:24 195:12 | 17:18 18:8 | 113:13 | top 10:4 17:3 | 72:18 76:25 |
| 197:3,20 200:9 | 21:24 22:10 | three-story 10:8 | 106:5 110:16 | transition 196:2 |
| 201:25 202:4 | 23:17 24:5 | 175:5 192:11 | 119:15 156:3 | 198:11 |
| 202:12,17 | 28:21,23 29:11 | threw 139:25 | total 11:11,14 | transitional |
| 205:4 207:7 | 31:13 33:8,17 | through-lot | 65:21 138:17 | 159:9 |
| thank 4:4,12 7:4 | 33:18,21 34:16 | 16:13 18:9 | 149:10 158:12 | transitioning |
| 7:11 9:6 24:4 | 37:25 38:4 | through-put | totality 197:2 | 32:23 |
| 26:17 31:12 | 39:19,21 45:20 | 67:22 | totally 78:12 | transportation |
| 45:18 51:13,14 | 46:8,17 47:8 | throw 196:12 | touch 45:16 48:5 | 62:25 132:24 |
| 57:21 61:16 | 47:23 48:7,11 | throwing 83:1 | 48:17 | 170:7 |
| 62:2 63:13 | 50:10,20 52:14 | 142:19 | touched 46:22 | trash 11:6 48:8 |
| 66:13 74:5 | 54:2 56:1 58:7 | tie 13:9 130:13 | town 19:2 29:14 | 48:10 49:10,17 |
| 76:18 80:17 | 60:21,22,22 | tiers 147:17 | 84:16 86:18 | 98:13 128:22 |
| 90:19,21 94:16 | 61:11 63:12 | till 40:1 | 91:23 99:14 | 128:24 129:7 |
| 94:17 95:12 | 69:6 72:1,2,25 | time 16:21 37:13 | 130:24 153:16 | 177:14 181:1 |
| 96:16,17 98:24 | 78:21 79:3,5 | 50:13 60:16 | 153:17 | 181:13 182:3,7 |
| 98:25 100:6 | 81:20,21 85:14 | 78:19 79:11,16 | town's 186:17 | 182:9 200:10 |
| 103:22,25 | 88:24 90:1,14 | 83:25 84:18 | townhouse | tree 97:20 |
| 105:11,19 | 92:16 93:5 | 96:9,11 104:1 | 69:22,25 70:25 | trees 12:16 32:5 |
| 109:8,9 113:1 | 94:5,9 96:2 | 109:3 111:13 | 71:4 72:1 | 32:11 33:1 |
| 168:11 178:23 | 97:12,13,13 | 131:5 136:9,11 | 130:19 188:3 | 46:24 47:4 |
| 202:1 204:4 | 98:3 101:7,11 | 151:25 178:5 | townhouses | 49:7 97:7,11 |
| Thanks 25:9 | 101:22,22 | 195:18 196:5 | 111:18 113:14 | 137:7,11 |
| 80:18 | 105:4,8 121:16 | 197:6 198:9 | 168:1 187:13 | tried 8:8 12:15 |
| that.' 166:14 | 129:15 143:1,2 | 200:3 205:1,2 | 187:18 192:11 | 33:2,21 85:25 |
| themes 133:10 | 143:22 157:13 | 205:12 207:8 | towns 27:19 | trip 66:18 |
| theoretically | 159:16 172:8 | times 4:15 90:5 | township 8:4 | trips 64:5,6,7 |
| 113:16 | 178:18,19 | 152:3,8 178:4 | 15:13 104:25 | 73:3,8,14,15 |
| theory 204:7 | 180:20 186:20 | 178:6 184:22 | 108:1 | 73:23 170:5 |
| thing 37:9 48:24 | 189:2,3 194:12 | timetable 195:9 | Traditional | Troncone |
| 54:15 72:10 | 194:25 | today 9:4 34:17 | 47:10 | 143:13 |
| 80:20 89:5 | third 40:14 | 42:14 58:9 | traffic 55:25 | truck 49:11 |
| 92:2 93:2,3 | 138:11,14 | 109:7 113:20 | 61:20 63:23 | true 207:6 |
| 131:10 132:6 | thought 20:3 | 113:21 125:5 | 64:1,2,9,16 | truth 156:1,9 |
| 195:12 203:9 | 91:7 97:6 | 127:23 136:22 | 66:10 68:13 | try 4:17 7:15 |
| things 34:20 | 125:24 | 174:12 176:5 | 73:13 107:16 | 14:5 81:5 |
| 51:1 76:20 | thousand 63:3 | 176:24 181:19 | 122:2 169:24 | 169:5 |
| 82:13 86:7 | 73:15 | 188:24 191:1 | 177:10 181:1,3 | trying 13:8 29:3 |
| 87:15 111:6 | threatening | 192:19 | 181:9,16,17 | 30:19 33:6,17 |


| 59:22 72:19 | two-sided | 94:14 127:2 | 142:4 145:18 | 157:22 158:25 |
| :---: | :---: | :---: | :---: | :---: |
| 75:8 84:13 | 110:11 | 142:18 161:7 | 145:18 147:9 | 159:13 168:17 |
| 88:5 95:21 | two-story | 192:20 196:17 | 147:21 148:8 | 168:21 169:15 |
| 125:23 133:20 | 161:12 167:16 | 197:24 199:3 | 148:22,24 | 169:17 170:4,9 |
| 142:25 155:13 | 167:17 189:16 | understood | 149:11,16 | 171:16 172:2 |
| 156:5,8 162:20 | two-way 70:14 | 31:11 | 150:8 151:19 | 172:21,24 |
| 162:23 163:3,4 | 122:24 123:9 | underutilized | 153:8 154:11 | 173:4,15,16 |
| 163:5 164:11 | type 72:18 80:23 | 130:1 | 154:13,14 | 174:2 178:2,2 |
| 165:4 166:23 | 81:16 172:18 | unfair 51:9 | 155:4,5 157:8 | 178:3,4,15,15 |
| 189:21 | types 173:3 | unfortunate | 157:9 159:2,4 | 182:9,17 |
| turn 11:2 103:10 | 200:19 | 97:16 | 159:18 160:7 | 188:12 |
| turned 187:1 | typical 16:20 | Unfortunately | 164:23 165:11 | uses 64:11,17 |
| Turning 110:22 | 41:24 67:2,4 | 96:14 123:18 | 165:12 167:14 | 73:9 106:18 |
| turnout 89:4 | 67:15,20 | UNIDENTIFI... | 174:8,19 175:3 | 107:4,15 110:3 |
| turnover 37:11 | typically 35:23 | 100:10,15 | 175:4,15 | 152:8 159:10 |
| 72:16 74:3 | 49:17 75:22 | unit 11:13 36:2 | 177:13 184:5 | 170:2 |
| twenty 5:5 10:10 | 146:23 180:25 | 39:8 72:23 | 186:10,15,18 | utilities 46:10,13 |
| 112:15 | typo 66:22 | 75:12,13 85:18 | 186:25 187:1,2 | utility 46:17 |
| Twenty-four | typographical | 92:7 172:14 | 191:14,21 | utilized 37:4,16 |
| 92:4 98:5 | 66:17 | 188:16 | 200:23 | 37:20 |
| twice 189:23 |  | units 5:4,6 10:9 | universal 116:2 | utilizing 56:3 |
| 190:3 | U | 10:15 21:5 | University 6:23 |  |
| two 7:15 16:17 | ultimately 74:14 | 35:1,3,4,6 36:5 | 151:4 | V |
| 30:2 36:6,10 | 143:11 156:18 | 36:6,8 38:2,6,7 | unmet 141:9 | v 94:21 96:21 |
| 40:23 62:13 | 157:14,17 | 39:4,7 43:25 | unnecessary | 173:9 |
| 65:18 71:6 | 158:13 166:9 | 57:16,25 58:7 | 88:22 | vacant 130:1 |
| 79:10,19 81:13 | 182:24 | 58:8,11,16,19 | unsafe 66:1 | 132:11 140:12 |
| 86:25 87:14 | undated 139:14 | 58:22 64:2 | unsightly | VALERIE 1:17 |
| 92:7 98:9,12 | underlying 5:12 | 65:23 70:16 | 174:20 | valid 186:18 |
| 102:22 112:19 | 106:8 107:12 | 72:16 75:7,21 | update 45:23 | validity 186:7 |
| 112:19 115:18 | 107:19 151:21 | 75:23 92:4 | upgrading | valuable 168:25 |
| 115:23 116:20 | 152:22 174:14 | 99:12 100:3 | 129:24 | valuation 95:20 |
| 124:1 128:13 | 177:15 181:21 | 108:24 110:2 | upper 12:3,7,7 | 96:3 |
| 149:25 150:2,3 | 182:12,16 | 110:20 111:3 | urban 38:13 | Van 138:7 |
| 160:22 161:15 | 183:4 | 111:18,21,22 | 39:11,12 | 139:14 142:2 |
| 161:17 162:2 | undermine | 112:4,17 113:8 | urge 79:15 | 144:6 |
| 163:18 168:8 | 200:12 | 113:10,11,15 | urgent 107:3 | Vandercoy |
| 173:3 193:6,14 | undermining | 113:17,21 | use 4:9 5:17 9:2 | 108:13 |
| 197:25 200:5 | 201:3 | 122:25 123:24 | 30:8,23 36:22 | var 20:14 |
| two-bedroom | underneath | 124:12 125:3,5 | 43:9 54:17 | variance 4:9 |
| 5:6 10:10 | 10:10 35:22 | 125:11,11,13 | 77:2 87:12 | 5:18 20:15,18 |
| 11:14 36:5 | 41:25 47:17,18 | 125:16,20 | 103:18,21 | 61:2 85:8 |
| 39:3 75:21 | 87:2,9 89:13 | 126:1 128:9 | 129:21,23 | 86:11 99:24,25 |
| 112:15 113:13 | understand | 130:12,21 | 131:23 144:22 | 100:2,5 101:23 |
| 172:14 | 16:11 18:12 | 133:3,5,13 | 145:4 146:3,9 | 103:16,19 |
| two-bedrooms | 24:20 28:13 | 134:6,9,25 | 146:18,25 | 108:9 113:6 |
| 44:18 | 30:18 40:21 | 135:8 138:14 | 147:3,13 150:1 | 120:9,10,11 |
| two-movement | 41:19 72:21 | 138:16,18,25 | 151:22,25 | 144:22 145:4 |
| 129:3 | 74:18,21 84:23 | 139:4 141:11 | 153:6,15 | 145:25 146:16 |


| 160:11 173:1,2 | W | 195:16 197:15 | 59:1,14 64:1 | 150:23 |
| :---: | :---: | :---: | :---: | :---: |
| 173:3,4 187:6 | W 94:21 104:4,4 | 199:3 203:10 | 70:22 72:15 | well-known |
| 191:8 192:25 | wages 147:17 | wanted 48:16 | 78:4 79:8 86:8 | 84:22 |
| 196:1 | wait 39:25 40:1 | 69:17 80:20 | 86:8 88:10 | Wenke's 176:1 |
| variances 4:10 | 41:9 96:12 | 90:14 194:24 | 97:12,13 | 176:12 |
| 5:17 20:16 | 98:20 | 199:24 | 100:16 102:17 | went 42:2 178:1 |
| 21:12,15 | waiting 59:14 | wants 78:3 | 103:2 105:13 | 185:20 |
| 106:10 113:2 | 156:23,24 | wasn't 30:24 | 109:4 111:7 | weren't 15:16 |
| 125:23 173:6 | 195:22 | 58:2 63:19 | 113:2 131:3,5 | west 46:12 |
| 187:6 192:16 | waiver 70:17 | 91:8 127:13 | 147:20 154:24 | 106:14 |
| variety 110:23 | 88:8 90:15 | 189:18 | 160:8 164:25 | westerly 11:1 |
| 154:19 200:17 | 121:19 122:23 | water 46:14 | 165:16 168:4 | Whalers 8:19 |
| 200:18 | waivers 5:19 | 169:11 | 172:25 173:14 | 35:11 |
| various 108:14 | 20:16 35:9 | waterfront | 174:10 175:3,4 | whatnot 12:16 |
| 168:13 | 69:12 88:1 | 29:14 | 175:8,9,21 | 32:5 |
| vegetation 49:6 | 121:4 187:5 | way $10: 3,24$ | 176:2,23 177:9 | whatsoever |
| 49:20 | 192:17,24 | 15:11 16:12,16 | 179:1,2,17,23 | 53:21 |
| vehicle 72:12 | 193:4,6,14 | 20:21 22:1,8 | 180:11 188:23 | Whoa 24:14 |
| 89:20 107:6 | 196:4 | 25:24 26:9 | 188:24 201:8 | whoever's 76:1 |
| 128:24 163:25 | waives 205:11 | 32:16,22 33:8 | 201:18 204:24 | wholesale |
| 164:6 | walk 54:13 | 38:18 49:13 | we've 4:14,15,17 | 106:23 |
| vehicles 65:7 | 125:23 | 51:3,10 60:23 | 14:2,20 17:16 | wide 69:9,14 |
| 71:6 82:19 | walking 190:23 | 61:6 74:19 | 27:24 31:16 | 107:13 123:1 |
| VENI 1:16 | wall 34:20 | 76:15 77:1 | 32:4 33:22 | width $24: 13$ |
| verified 112:23 | wall-mounted | 78:14 86:7 | 78:11 79:10 | 35:24 67:4 |
| version 9:19,21 | 47:11 | 87:1 90:12 | 81:4 94:20 | 70:15 90:16 |
| versus 34:17 | walls 32:8 | 99:18 115:7,8 | 99:2 101:13 | 114:13 120:7 |
| 53:25 182:8 | Wanke's 108:20 | 115:9,10 | 136:13 172:1 | wife 36:14 71:21 |
| Vice 1:13 | 108:23 109:19 | 119:24 142:24 | 201:19 | wife's 40:1 |
| video 107:8 | 110:15 111:8 | 156:10,12 | weaker 86:12 | willing 124:25 |
| view 30:6 | 112:10 124:11 | 163:6 167:5 | Wear 83:23 | wipe 97:14 |
| 110:16 152:9 | 125:6 126:16 | ways 7:16 | weaves 31:24 | wish 188:9 |
| 168:16 | want 8:23 23:25 | 154:19 | website 203:15 | witness 3:2 6:8 |
| Village 141:10 | 24:1,17 25:13 | we'll 13:7 43:1 | 205:7 | 6:16 7:4,11 |
| violate 180:12 | 25:17,20,23 | 60:13 75:6 | Wednesday 1:9 | 8:11,15,23 9:4 |
| virtue 180:7 | 26:6 39:12 | 79:9 103:3 | weekends 178:5 | 9:7 17:10,15 |
| visit 91:24 92:8 | 41:8 44:22 | 130:13 150:3 | 178:6,12 | 18:23 20:2 |
| visiting 76:1 | 45:14 54:11 | 170:21 198:8 | weeks 102:22 | 22:5,17,20,23 |
| visitor 76:24 | 60:17 62:5 | 202:9 | 197:25 | 23:1,12,17 |
| visitors 75:25 | 64:14 71:23 | we're 4:1 11:7 | weigh 124:10,21 | 24:20,25 26:12 |
| visual 190:6 | 74:17 80:8 | 11:11 12:19 | 125:25 152:5 | 26:22 27:1 |
| 191:2,6 | 87:7 91:1,24 | 14:11 16:7 | 152:11 154:17 | 28:20 35:15,19 |
| voice 205:19 | 92:7 95:19,24 | 23:6 24:16 | weighing 118:10 | 37:25 38:14,22 |
| voir 6:14 62:5 | 96:19 99:11 | 30:12,19 33:6 | 124:6 156:20 | 40:10,15 41:1 |
| 104:9 | 100:20 101:1 | 33:17,25 34:1 | welcome 7:3 | 41:6 43:7,11 |
| volunteer | 102:3,6,10,12 | 34:5,14,24 | 63:8 74:7 | 43:14 44:14 |
| 162:17 | 102:18 142:23 | 38:1 39:11 | welfare 147:7 | 45:2,6,10 |
| volunteers 101:8 | 144:25 145:9 | 42:10,13 46:13 | 149:1 150:18 | 48:21,25 49:22 |
| vote 205:19 | 171:15 195:12 | 46:19 47:5,7 | well-being | 50:1,9,20 |


| 51:13,18,23 | 167:11 168:12 | 73:2,2,3 | 199:22,22,23 | 183:1 |
| :---: | :---: | :---: | :---: | :---: |
| 56:14 58:2,6 | 171:2,7,12,15 | wrote 184:2 | year 63:24 |  |
| 58:17 62:22 | 178:19,25 |  | year-round | 0 |
| 63:14 66:21 | 183:10,18,21 | X | 52:1 | 0.9 5:13 |
| 67:6,8 68:2,20 | 184:1,17 | ( 1:3,8 $25: 5$ | years 6:24 62:25 |  |
| 69:10,15,21 | 185:14 186:5 | XI01201 207:18 | 63:6,18,21 | $1$ |
| 70:19 71:8,13 | 186:20 187:9 | Y | 92:19 108:22 | $1 \text { 1:7 4:8 5:10 }$ |
| 72:5 73:5,11 | 188:1 189:11 | Y | 145:21 | 66:18 75:12 |
| 73:19 74:7,24 | 189:17 190:2,8 | Y 91:12 yard 11.8 13.25 | yellow 109:14 | 134:13,15 |
| 75:2,17 76:17 | 191:16,22 | yard 11:8 13:25 | Yep 103:2 | 136:12 138:9 |
| 76:19 77:9 | 192:3,9,18 | 1 | York 172:7 | 133:4 |
| 78:6 83:10 | 193:2 194:9 | $15: 1,2,7,19,21$ | Z | 1.1 134:15 |
| 85:6 86:23 | 195:4,24 196:6 | $\begin{aligned} & 15: 1,2,7,19,21 \\ & 15: 22,23 \text { 16:1 } \end{aligned}$ | $\frac{\mathbf{Z}}{\text { ero } 138.13}$ | 1.1 134:15 <br> $117133 \cdot 12$ |
| 88:7 89:10,13 | 198:6,10,13,21 | $\begin{aligned} & 15: 22,23 \quad 16: 1 \\ & 16: 2,19 \quad 18: 20 \end{aligned}$ | zero 138:13 | $\begin{aligned} & \mathbf{1 . 1 7} 133: 12 \\ & \mathbf{1 . 8} 11: 13 \end{aligned}$ |
| 94:13 97:25 | 198:25 199:4 | 16:2,19 18:20 18:20 19:17,21 | zone 5:11, 12,15 | $\begin{aligned} & 1.811: 13 \\ & \mathbf{1 / 2} 49: 5 \end{aligned}$ |
| 98:3 104:12 | 199:10 200:4 | $18: 2019: 17,21$ $19: 21,2428: 1$ | 18:21,22 19:3 | $\begin{aligned} & \mathbf{1} / \mathbf{2} 49: 5 \\ & \mathbf{1 0} 121: 7 \end{aligned}$ |
| 105:6,11,13,20 | 204:13 | $\begin{aligned} & 19: 21,2428: 1 \\ & 28: 2,3 \quad 30: 9,13 \end{aligned}$ | 19:19,20 20:1 | 10,000-square... |
| 109:6,10 113:1 | witnesses 165:25 | $\begin{aligned} & 28: 2,330: 9,13 \\ & 30: 1431: 5 \end{aligned}$ | 20:5,7 21:3,4,8 21:12 29:22 | 10,000-square... 73:21 |
| $125: 13,16$ $126: 11,15,22$ | word 21:21 words 139:22 | 34:5,6,7 94:2 | 21:12 29:22 30:22,23 31:1 | 100 63:4 153:24 |
| 127:8,15,22 | work 27:18 | 114:23,25,25 | 31:4 34:25 | 154:17 155:6 |
| 128:1,5 133:14 | 32:22 39:10,17 | 115:1,2,5 | 106:4 107:20 | 156:13 170:5 |
| 133:18,23 | 44:8,9,10 | 116:24 117:17 | 108:2 115:25 | 1009 80:6 |
| 134:3,8,12,24 | 56:23 75:15 | 119:19 120:3,7 | 141:1,13,14,17 | $1053: 15$ |
| 135:5,11,15,19 | 86:8 90:2,3 | 120:9 122:9,11 | 142:10 143:9 | 109 3:23 |
| 135:24 136:11 | 95:18 155:1 | 75:20 176:11 | 144:18 149:12 | 11 98:4 110:13 |
| 136:21,25 | 156:2 177:24 | 180:17 193:17 | 149:22 151:21 | 11:26 205:25 |
| 137:7,11,14,18 | 188:10 | 193:17 | 167:20,21 | 1103:24 |
| 138:4,21 139:2 | worked 45:3 | yards 14:5,5,6 | 177:11,16,18 | 127:22 64:5 |
| 139:13,19 | 184:7 | 16:17 27:23 | 179:10,22 | 136:10 141:14 |
| 140:3,9 141:5 | working 65:13 | 48:8 107:1 | 181:21 182:15 | 13 9:9 129:18 |
| 142:14,16,20 | works 36:3 | 114:19 117:12 | 182:16 183:4,5 | $130184: 5$ |
| 143:6,19,23 | 43:23 44:16 | yeah 12:20 | 184:19 185:16 | $134.213: 17$ |
| 144:1,4,21 | 57:2 86:10,10 | 15:14 17:15 | 186:9 | $114: 6,14$ 1476:4 |
| 145:2,14 | 88:23 90:18 | 22:20 23:4 | zone's 112:4 | 1476:4 129:18 |
| 149:13,19,23 | world 54:5 | 26:18 29:12 $35: 1936: 25$ | zoned 152:6 | $\begin{gathered} 206: 1 \\ \mathbf{1 4 3 1} 62: 24 \end{gathered}$ |
| 150:2,10,14 | worry 84:12 | 35:19 36:25 | zones 28:7 $129 \cdot 23$ | $\begin{aligned} & \text { 1431 62:24 } \\ & \text { 14th 204:12,25 } \end{aligned}$ |
| 153:9,14,22 | wouldn't 71:1,9 | 38:14 40:11 | $129: 23$ <br> zoning 1.2 <br> 12.18 | $15 \text { 16:4,6,25 }$ |
| 154:7 157:6,10 | 77:5 153:19 | 44:14 47:16 48:21 49:22 | zoning 1:2 $12: 18$ $13: 5,10,21$ | $1516: 4,6,25$ $17: 2118: 5$ |
| 158:4,8,17 | 160:4 192:4,7 | 48:21 49:22 59:20 67:7 | $13: 5,10,21$ $22: 7 ~ 24: 6,9$ | $\begin{aligned} & 17: 2118: 5 \\ & 19: 1730: 9 \end{aligned}$ |
| 160:18,22 | 195:16 | 81:18 83:2 | 22:7 24:6,9 34:4 45:20 | $\begin{aligned} & 19: 1730: 9 \\ & 31: 15,17,24 \end{aligned}$ |
| 161:1,6,10,15 | wow 164:14 | 94:13 96:7 | 34:4 45:20 59:9 106:8 | $33: 9 \text { 34:3,7 }$ |
| $161: 19,24$ $162: 2,6,10,20$ | wrap 115:23 | 97:15 98:3,6 | 107:13,13 | 75:14 116:13 |
| 162:24 163:8 | 158:18 196:1 | 98:11 103:13 | 115:6,8,12,16 | 117:10,11,12 |
| 163:11,18,23 | write 74:19 | 128:4 133:16 | 116:4,6 148:4 | 117:25 123:25 |
| 164:5,10,20,25 | written 184:3 | 143:6,23 | 151:8 152:23 | 141:14 176:7 |
| 165:7,10,15 | 185:7 187:25 | 160:20 161:6 | 159:23 174:14 | 15-foot 14:17 |
| 166:5,17 167:8 | wrong 25:24 | $\begin{aligned} & \text { 161:10 165:13 } \\ & \text { 178:25 197:9 } \end{aligned}$ | 174:23 182:22 | $\begin{aligned} & 15: 5 \quad 16: 24 \\ & 17: 1,3 \quad 18: 19 \end{aligned}$ |


| 30:13 117:18 | 20-07 1:5 4:7 | 25-foot 188:2 | 189:9 | 50-by-100-foot |
| :---: | :---: | :---: | :---: | :---: |
| 119:15 | 20-foot 58:25 | 25-foot-wide | $4.5123: 8,12$ | 112:1 |
| 15-foot-wide | 200-foot-long | 187:18 | $4073: 23$ 75:10 | 50-foot 14:10,20 |
| 65:19 | 187:20 | $25073: 25$ | 92:10 113:18 | 15:4,20 30:8 |
| 15-page 185:15 | 2009 129:18 | 26.64 99:12 | 40-plus-foot-tall | 31:4,5 114:23 |
| 150 13:14 114:5 | 2019 139:16 | 26.735:4,7 | 190:1 | 523 99:10 |
| 114:13 | 2020 109:11 | 99:12 100:4 | 40:55D 146:25 | 525 95:10 |
| 16 10:15 99:14 | 110:13 139:16 | 113:9 | 41 29:23 |  |
| 163:25 | 2021 1:9 9:7,23 | 2612 97:3 | 41.46 34:24 | 6 |
| 17 64:6 76:4,6 | 206:1 | 2613 1:6 4:8 | 42 30:13 34:22 | 649:5,5 |
| 123:25 164:23 | 2025 138:15 | 51:24 | 160:25 161:2 | 6:30 204:13 |
| $17.7133: 13$ | 144:5,8 | 2613-2615 5:10 | 161:18,19,21 | 60 6:19 35:24 |
| 134:7,16 135:3 | 22 3:22 160:6 | 27 175:17 | 167:21 168:1,6 | 184:4 |
| 135:4 159:2 | 23 10:11,16 98:6 | $27.6113: 10$ | 171:3 198:19 | 601 91:19 |
| 175 64:7 73:3 | 128:15 | 2831:21 33:10 | 198:23 199:9 | 60s 174:18 |
| 18 121:8,14 | $241: 9$ 5:4 10:9 | 34:2 | 42-foot-high | $623: 10$ |
| 134:18 160:6 | 35:6 43:25 | 291 13:16 | 30:14 | 642-4299 1:24 |
| 163:25 | 44:15 57:16,25 | 2A 18:7 | 436 138:16 | 663:11 |
| 19 18:25 | 58:6,11,22 |  | 44 59:2 | $66.1334: 14$ |
| 19-15C. $4113: 7$ | 64:2 67:9,11 | 3 | $451: 74: 8$ 5:10 | 120:20 |
| 19-28.5.a 121:20 | 69:8,24 70:17 | 3 13:20 | $4711: 11,12,16$ | 7 |
| 19-28.5.c 122:7 | 71:6 73:4,5 | 3-to-1 78:3 | 35:8,8 57:15 |  |
| 19-3 18:25 | 98:1,4,6 99:11 | 30 6:24 16:5 | 74:21,22,22 | $73: 543: 25$ |
| 19-5.3 18:25 | 99:15 105:22 | 67:9 69:14 | 76:5 98:6 | 44:15 204:12 |
| 116:6 | 108:24,24 | 70:16 88:8 | 128:10 | 205 |
| 19-unit 172:10 | 112:11 113:20 | 92:10 119:5 | 47.2 11:15 | 7:00 206:1 |
| 19.28.4.b. 1 | 113:21 123:1,2 | 122:25 176:17 | 4th 92:8 | 7034:14 35:24 |
| 121:6 | 123:24 124:11 | 180:5 |  | 120:17 177:6 |
| 1960 124:4 | 125:3,4,11,11 | 30-foot 14:21 | 5 | 184:4 |
| 1988 63:16 | 125:13,16,20 | 15:3,6 16:2 | 5 17:8,9 19:9 | $700139: 3142: 4$ |
| 1990s 168:23 | 126:1 128:9,11 | 119:19 176:11 | 122:9 140:4 | 148:8 |
| 1999 129:15 | 128:13 145:18 | 30,000 156:22 | 5-foot 72:3 | 700-plus-unit |
|  | 148:18 151:19 | 300 73:25 | 5,000 112:1 | 144:9 |
| 2 | 152:17 153:8 | 315 104:15 | 5,000-square-f... | 779 138:18 |
| 2 66:19 98:4 | 160:6 174:8,19 | 32 162:5,10 | 112:3 | 793:7,12 |
| $2.011: 14$ | 175:3,4,15,17 | $3376: 5$ | 5.1 130:11 | 8 |
| $2.2192: 13$ | 182:14 200:23 | 33,650-gross-s... | 5.21-416 123:7 |  |
| 2/24/21 9:21 | 24-foot 67:12 | 5:3 | 5.21.4.6 123:12 | $\begin{gathered} 83: 2035: 3 \\ 99: 13100: 3 \end{gathered}$ |
| $2031: 1832: 1$ | 72:9 88:11 | 34 104:15 | $5.36118: 3$ | $113: 8,11$ |
| 33:10 34:2 | 123:9 | 343 138:14 | 176:12 | $\begin{aligned} & 113: 8,11 \\ & 189: 10 \end{aligned}$ |
| 44:15 100:18 | 24-foot-wide | 35 29:11,13,16 | 5.5-ish 33:24 | $\begin{aligned} & 189: 10 \\ & \mathbf{8 . 0 3 5 : 4} \end{aligned}$ |
| 110:2 117:23 | 69:18 70:3,4 | 30:12 62:25 | 5/20/2019 | $\begin{aligned} & \mathbf{8 . 0} 35: 4 \\ & \mathbf{8 . 2 4} 34: 9,11 \end{aligned}$ |
| 121:7 133:2,5 | 24-hour 64:7 | 36 69:14 70:16 | 109:13 | $8.2434: 9,11$ <br> 118:1 175:25 |
| 133:22 134:5,9 | 73:16,24 | 88:9 122:25 | $5014: 25$ 17:19 | 118:1 175:25 $: 14 \text { 1:10 }$ |
| 134:19,25 | 24-unit 4:22 | 135:8 161:11 | 19:24 33:9 | 80153.24177 .3 |
| 141:17 145:16 | 249 13:15 | 164:15 | 119:14 184:4 | $80 \text { 153:24 177:3 }$ |
| 149:22 155:17 | 24th 9:5 203:25 |  | 50-by-100 112:5 | $82.4 \text { 120:19 }$ |
| 185:23 186:14 | $2531: 18$ 121:20 |  | $133: 7135: 7$ | $88 \text { 5:10 9:14 }$ |
| 186:25 | 164:2,9 193:25 | $\begin{gathered} 411: 915: 717: 9 \\ 118: 4 \text { 176:1 } \end{gathered}$ | 159:5,18 | $\begin{aligned} & 88 \text { 5:10 9:14 } \\ & \text { 10:2,24 11:19 } \end{aligned}$ |



