

## **SAYREVILLE PLANNING BOARD**

### **MINUTES OF August 4, 2021**

The regular meeting of the Sayreville Planning Board was called to order by Robert Davis, Chairman and opened with a salute to the flag. The meeting was being conducted in accordance with the Open Public Meeting Law P.L. 1975, c231, Public Law, 1975.

Members of the Planning Board present were: Mr. D'Addio, Mr. Allegre, Mr. Gianniris, Councilwomen Maher, Ms. O'change, Ms. Patel, Ms. Pawlowski and Chairman Davis.

Absent Members: Mr. Bailey, Mr. Macagnone (due to receiving notice on this application), and Mr. Tighe

Also present were: Mr. Cornell, Engineer, Mr. Alfieri, Esq., Attorney and Mr. Fowler, Planner

#### **AT THIS TIME, THE MEETING WAS OPENED:**

Chairman Davis asked the Planning Board Secretary if the board meeting was being conducted under the Sunshine Law and if all publications were notified, the secretary had stated, yes.

#### **SITE PLANS/SUBDIVISION HEARINGS**

**Parlin Section 1 Urban Renewal, LLC**

**Arsenal Trade Center – Section 1**

**Blk 40, Lot 1; Blk 43, Lot 1; Blk 44, Lot 1; Blk 45, Lot 1 and Blk 83.04, Lot 1**

**Atty: Mr. Steven Tripp, Esq.**

**Please refer to the attached full transcript of this hearing.**

**Mr. D'Addio made a motion that the application be approved with the stipulation that no idling on the premises and they continue to do their diligence to get the roads complete and application before the warehouses are completed to the best of their ability. Mr. Gianniris seconded.**

**ROLL CALL:**

**YES: Mr. D'Addio, Mr. Allegre, Mr. Gianniris, Ms. O'Change, Ms. Patel, Ms. Pawlowski and Chairman Davis**

**NO: Councilwoman Maher (with comment – she would like to see an independent traffic study)**

**Application APPROVED**



**OLD BUSINESS/NEW BUSINESS/ADMINISTRATION MATTERS:**

**Next meeting on August 18, Jay has informed the members 2 applications are scheduled. 1 is a major subdivision and the other is the redevelopment of National Amusement prepared by Michael Fowler, PP.**

**Mr. D'Addio made a motion to adjourn the meeting, seconded by Mr. Allegre. Motion carried.**

**Respectfully submitted,  
Beth Magnani  
Planning Board Secretary**



BOROUGH OF SAYREVILLE PLANNING BOARD  
SAYREVILLE, NEW JERSEY

TRANSCRIPT OF PROCEEDINGS

IN THE MATTER OF:

PARLIN SECTION 1 URBAN RENEWAL (ARSENAL TRADE CENTER)  
BLOCK 40, LOT 1  
BLOCK 43, LOT 1  
BLOCK 44, LOT 1  
BLOCK 45, LOT 1  
BLOCK 83.04 LOT 1

COPY

CHEESEQUAKE ROAD AND SOUTH MINISINK AVENUE

HELD AT: BOROUGH OF SAYREVILLE  
167 MAIN STREET  
COUNCIL CHAMBERS  
SAYREVILLE, NEW JERSEY 08872

DATE: THURSDAY, AUGUST 4, 2021  
TIME: 7:30 P.M.

STENOGRAPHICALLY REPORTED BY:  
ANGELA BUONANTUONO, C.C.R., R.P.R.

BOARD MEMBERS PRESENT:  
ROBERT DAVIS, CHAIRMAN  
JAMES ALLEGRE, JR.  
MICHAEL D'ADDIO  
DEMETRIOS GIANNRIS  
MICHELE MAHER, COUNCILWOMAN  
HINA PATEL  
ALEXIS PAWLOWSKI  
EDNA OCHENGE  
THOMAS TIGHE

ALSO PRESENT:  
DANTE ALFIERI, ESQUIRE, BOARD ATTORNEY  
JAY CORNELL, P.E., Board Engineer  
MICHAEL FOWLER, P.P., Board Planner  
BETH MAGNANI, Board Secretary

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p>1 COUNSEL FOR THE APPLICANT:                  2                  3 WILENTZ, GOLDMAN &amp; SPITZER, P.A.                  BY: STEVEN J. TRIPP, ESQUIRE                  4 90 Woodbridge Center Drive                  Suite 900                  5 Woodbridge, New Jersey 07095                  (732) 636-8000                  6 stripp@wilentz.com                  7                  8                  9                  10                  11                  12                  13                  14                  15                  16                  17                  18                  19                  20                  21                  22                  23                  24                  25</p>	<p>Page 2</p>	<p>1                  2 EXHIBIT DESCRIPTION PAGE                  3 A-1 Arsenal Trade Center Existing 13                  Conditions of the Overall Hercules                  Tract, prepared by Langan Engineering &amp;                  Environmental Services, Inc.,                  dated 7-21-21                  4                  5                  6 A-2 Blowup of existing conditions of 17                  Section 1                  7                  8 A-3 Subdivision plan of Section 1 23                  9                  10 A-4 Site plan rendering prepared by Langan 30                  Engineering &amp; Environmental Services,                  Inc., dated July 21st, 2021                  11                  12 A-5 Truck Route Exhibit, prepared by Langan 37                  Engineering &amp; Environmental Services,                  Inc., dated August 4, 2021                  13                  14 A-6 Intersection geometry exhibit, prepared 62                  by Langan Engineering &amp; Environmental                  Services, Inc., dated July 21st, 2021                  15                  16 A-7 Perspective View 68                  17                  18 A-8 Overall elevations of Building 1, 71                  dated 7/21/21                  19 (Exhibits were not retained by the reporter.)                  20                  21                  22                  23                  24                  25</p>	<p>Page 4</p>
<p>1                  2 WITNESSES                  3 Kevin J. Webb, P.E. 13                  4 Edmund Klimek, AIA 68                  5 Alan Lothian, P.E. 75                  6 Andrew Mele 86                  7 Keenan Hughes, P.P. 106                  8                  9 * * *                  10                  11 PUBLIC COMMENT:                  12 NAME ADDRESS PAGE                  13 Jim Robinson 11 Borelle Square, Parlin 112                  14 197                  15 Ron Green 57 Nickel Avenue 114                  16 Ken Olchaskey 108 North Edward Street 135                  17 Ruth Ann Mahoney 2 Gerald Place, Parlin 145                  18 Walter Wlodarczyk 20 Reid Street 149                  19 Evelyn Smith 124 Kendall Drive 158                  20 Rachel Barreiro 51 Zaleski Drive 166                  21 Randy Braun 36 Zaleski Drive 171                  22 Robert Kellett 6 Steiner Court 177                  23 Steven Levenson 5 Telegraph Lane 181                  24 Anton Ranasinghe 31 Birch Terrace, Parlin 183                  25 Bob Duffy 111 Merritt Avenue 187</p>	<p>Page 3</p>	<p>1 CHAIRMAN DAVIS: I would like to call                  2 to order the Borough of Sayreville Planning Board                  3 meeting, August 4, 2021.                  4 Beth, has this meeting been advertised                  5 in compliance with Sunshine meetings?                  6 BOARD SECRETARY: Yes, Chairman, it                  7 has.                  8 CHAIRMAN DAVIS: Thank you, Beth.                  9 Can we have a roll-call, please.                  10 BOARD SECRETARY: Mr. D'Addio?                  11 MEMBER D'ADDIO: Here.                  12 BOARD SECRETARY: Mr. Allegre?                  13 MEMBER ALLEGRE: Here.                  14 BOARD SECRETARY: Mr. Bailey? Mr.                  15 Giannris?                  16 MEMBER GIANNRIS: Present.                  17 BOARD SECRETARY: Mr. Macagnone?                  18 Councilwoman Maher?                  19 COUNCILPERSON MAHER: Here.                  20 BOARD SECRETARY: Ms. Ochenge?                  21 MEMBER OCHENGE: Here.                  22 BOARD SECRETARY: Ms. Patel?                  23 MEMBER PATEL: Here.                  24 BOARD SECRETARY: Ms. Pawlowski?                  25 ALEXIS PAWLOWSKI: Here.</p>	<p>Page 5</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

Page 6

1 BOARD SECRETARY: Mr. Tighe? Chairman  
 2 Davis?  
 3 CHAIRMAN DAVIS: Here.  
 4 BOARD SECRETARY: Mr. Cornell?  
 5 BOARD ENGINEER: Here.  
 6 BOARD SECRETARY: Mr. Alfieri?  
 7 ATTORNEY ALFIERI: Here.  
 8 BOARD SECRETARY: Mr. Fowler?  
 9 BOARD PLANNER: Here.  
 10 BOARD SECRETARY: We have a quorum.  
 11 And I would like to put on the record  
 12 Mr. Macagnone is not here, due to the conflict of  
 13 receiving notice.  
 14 CHAIRMAN DAVIS: Any memorialization of  
 15 resolutions?  
 16 BOARD SECRETARY: Not this evening.  
 17 CHAIRMAN DAVIS: Minutes to be  
 18 approved?  
 19 BOARD SECRETARY: No.  
 20 CHAIRMAN DAVIS: Communication agenda?  
 21 BOARD SECRETARY: Not this evening.  
 22 CHAIRMAN DAVIS: Site plans or  
 23 subdivisions?  
 24 BOARD SECRETARY: Tonight we have  
 25 Parlin Section 1 Urban Renewal, Arsenal Trade

Page 7

1 Center, subdivision/site plan, Cheesequake Road and  
 2 South Minisink Avenue. Block 40, Lot 1; Block 43,  
 3 Lot 1, Block 44, Lot 1; Block 45, Lot 1 and Block  
 4 83.04, Lot 1.  
 5 ATTORNEY ALFIERI: Chairman, I  
 6 reviewed the notice and it is my opinion that the  
 7 board can take jurisdiction of this matter and  
 8 additionally the application has been complete since  
 9 May 26th, 2021.  
 10 CHAIRMAN DAVIS: Thank you.  
 11 ATTORNEY TRIPP: Good evening. I  
 12 apologize, my voice is a littler rougher than usual.  
 13 I'll try to get through it.  
 14 Steven Tripp, from the law firm of  
 15 Wilentz, Goldman & Spitzer, on behalf of the  
 16 applicant.  
 17 Just so everybody understands the  
 18 context, the applicant here is the contract  
 19 purchaser and the designated redeveloper for Section  
 20 1 of the Urban Renewal redevelopment plan. There is  
 21 a Redevelopment Agreement in effect with the  
 22 Sayreville Economic Redevelopment Agency, SARA. And  
 23 the redevelopment plan that we're proceeding under  
 24 covers the entire Hercules site, which is just under  
 25 600 acres. Previously at large-scale industrial

Page 8

1 chemical manufacturing activities, most uses on the  
 2 site have ceased years ago. Many of the buildings  
 3 have been removed. What's there now is the Ashland  
 4 facility on one portion of the site and that's in  
 5 active operation.  
 6 The site is undergoing environmental  
 7 remediation. It was deemed an area in need of  
 8 redevelopment in 2017. And the plan that we're  
 9 proceeding under was adopted in 2018.  
 10 And, as I said, the redevelopment plan  
 11 covers the whole site. It divides the site into  
 12 five sections. And it's very specific about what  
 13 the permitted uses are in each section and what road  
 14 infrastructure and other infrastructure must be  
 15 constructed in each section.  
 16 And overall, the redevelopment plan  
 17 contemplates a road through the site to connect  
 18 Cheesequake with Hartle, and per the redevelopment  
 19 plan there's an orange road on the map and there's  
 20 also referred in the plans "the orange map" running  
 21 from Cheesequake Road to limits of Section 1. And  
 22 it's the obligation of the redeveloper of that  
 23 section to construct that road.  
 24 The green and blue roadways, they're  
 25 part of Section 3, and it's the obligation of the

Page 9

1 redeveloper of Section 3 to finish those roadways  
 2 which will take you out to Hartle.  
 3 So under the redevelopment plan it  
 4 contemplates phases of development that is strictly  
 5 regulated and also phases of infrastructure, road  
 6 infrastructure improvements that each developer of  
 7 each section is obligated to do. This application  
 8 is for Section 1 only. We have the redeveloper  
 9 designation and the Redevelopment Agreement for  
 10 Section 1. What Section 1 permits is a mix of uses  
 11 including warehouse and distribution, which is what  
 12 we're here for. And the redevelopment plan is  
 13 specific in allowing the maximum of 1.2 million  
 14 square feet.  
 15 What we're proposing are three  
 16 development lots, a warehouse with ancillary offices  
 17 on each one, for a total of 1,077,000 square feet,  
 18 which is within the limits and it's what was  
 19 contemplated by the redevelopment plan.  
 20 Included are plans for the Section 1  
 21 public roadway, which per the redevelopment plan,  
 22 per our Redevelopment Agreement, we are obligated to  
 23 construct at the applicant's expense.  
 24 Each lot will have infrastructure to  
 25 support the particular building. We're also seeking

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

<p style="text-align: right;">Page 10</p> <p>1 subdivision approval because we're taking part of  2 the 77-acre portion of the larger Hercules site,  3 we're subdividing it into three, three development  4 lots and three remainder lots, which will include  5 the land that will remain under Hercules ownership.  6         The engineer will review all of this in  7 detail. I'm just trying to give everybody an  8 overview of where we're going.  9         The plans comply with all the  10 requirements in the redevelopment plan in terms of  11 the development lots that are proposed. The one  12 technical exception is the subdivision, your planner  13 has determined that one of the remainder lots  14 requires a technical lot depth variance. It's  15 387 feet where 400 is required. But it's not a  16 development lot; it's a remainder lot that will  17 really be a temporary condition because it can't be  18 developed under the redevelopment plan without being  19 reconfigured further.  20         So even though it's a deviation, it's a  21 deviation on paper only and we'll have testimony,  22 you will be able to see it on the map, how that's  23 the case. It doesn't affect anything we're  24 proposing in terms of development.  25         We also have some waivers from the</p>	<p style="text-align: right;">Page 12</p> <p>1 our engineer, Kevin Webb, who will take you through  2 the site plan and subdivision. I also have my  3 architect is here, traffic engineer and also a  4 professional planner who will briefly address the  5 relief that is required.  6         Now I'll, hopefully, let somebody else  7 talk a little bit, too.  8         ATTORNEY ALFIERI: Mr. Webb, could you  9 please state and spell your name for the record?  10         KEVIN WEBB: Yes. My name is Kevin  11 Webb, W-E-B-B.  12         ATTORNEY ALFIERI: Do you swear or  13 affirm to tell the truth, the whole truth and  14 nothing but the truth?  15         KEVIN WEBB: I do.  16         ATTORNEY ALFIERI: Can you please  17 provide your qualifications for the board?  18         KEVIN WEBB: Certainly. I'm a  19 professional engineer licensed in the State of New  20 Jersey, since 1997.  21         I have a bachelor of science degree in  22 civil engineering from Bucknell University and have  23 been practicing civil engineering for over 25 years.  24         MEMBER D'ADDIO: I make a motion that  25 we accept his credentials.</p>
<p style="text-align: right;">Page 11</p> <p>1 underlying land development ordinance that CME  2 mentioned in their report regarding location of  3 parking, sidewalks, stormwater pipe size, and  4 lighting intensity at one particular internal  5 intersection that the engineer will address.  6         I think the other thing I just want  7 everybody to just understand is that this  8 application didn't simply appear on your desk, you  9 know, last month. This has been in the works for  10 over a year. We were designated as the redeveloper  11 back in March of 2020. Under your redevelopment  12 plan we had to give SARA the concept plan, which CME  13 thoroughly reviewed and reported to SARA regarding  14 consistency with the redevelopment plan, to make  15 sure what we were generally proposing fit what your  16 development plan required.  17         After that we did the detailed site  18 plans. And before we come to you we're required to  19 go back to SARA. But everything that we're  20 submitting to you has been reviewed again by CME for  21 consistency. They again issued a report. And SARA  22 adopted a resolution determining that our plans were  23 consistent with the redevelopment plan. And that is  24 the process by which we are here tonight.  25         What I would like to do is start with</p>	<p style="text-align: right;">Page 13</p> <p>1                   COUNCILPERSON MAHER: Second.  2                   KEVIN WEBB: Thank you.  3                   BOARD SECRETARY: All in favor?  4                   BOARD MEMBERS IN UNISON: Aye.  5  6                   E X A M I N A T I O N  7  8                   BY ATTORNEY TRIPP:  9                   Q. Mr. Webb, you're the project engineer  10 on this project?  11                   A. Yes.  12                   Q. And you have exhibits with you this  13 evening?  14                   A. I do.  15                   Q. What would you like to start with?  16                   A. I'll start with what I will mark as  17 A-1. A-1 is an exhibit called "Arsenal Trade Center  18 Existing Conditions of the Overall Hercules Tract."  19 I will mark it A-1 with today's date. This was an  20 exhibit prepared by Langan, dated 21 July of 2021.  21                   (Exhibit A-1, Arsenal Trade Center  22 Existing Conditions of the Overall Hercules  23 Tract, is marked.)  24                   THE WITNESS: Are you able to see this  25 with me standing here?</p>



Page 14

1 ATTORNEY ALFIERI: It may be helpful to  
2 turn it so the public can also see it.

3 THE WITNESS: This exhibit is to put  
4 the Redevelopment Area in context of the Borough as  
5 a whole and just identify where Section 1 is.

6 So the property site address is 50  
7 South Minisink Avenue. North on this page is  
8 generally to the top of the board. That's going to  
9 be true for all of the boards that we represent.  
10 It's tilted a little to the right corner but, in  
11 general, when I refer to north it's going to be to  
12 the top of the page.

13 As I said the property is identified as  
14 50 South Minisink Avenue. Minisink Avenue is here.  
15 Cheesequake Road, that the property also has primary  
16 frontage on, is to the east of the property. The  
17 total area that Hercules owns that is part of the  
18 Redevelopment Area is approximately 600 acres.  
19 Section 1, which is highlighted here in yellow is  
20 only a portion of that. It's about 77 acres. As  
21 Steve mentioned, the site was designated an area in  
22 need of redevelopment in 2017, and we have been  
23 proceeding through our site plan application under  
24 the redevelopment plan adopted in 2018 that was  
25 subsequently amended once or twice since then. I

Page 15

1 will go into some details about that.

2 So the vast majority of the site is  
3 vacant. As you can see, all these green areas are  
4 vacant land. The area that still remains active for  
5 Ashland is in this lower right portion of the site.  
6 That's the Ashland special chemicals facility.

7 There are remnants of where prior  
8 facilities were in terms of old building pads and  
9 things like that but, you know, all of the other  
10 buildings have been demolished and it's in the state  
11 of -- like I said, it's limited activity or no  
12 activity in the rest of those areas.

13 So just some context on adjacent uses,  
14 as I mentioned South Minisink Avenue and Cheesequake  
15 Road at the eastern end of the property. The Dupont  
16 plant is just north of Cheesequake Road. Dupont  
17 also has a warehouse along Cheesequake Road that's  
18 immediately adjacent to our site. The Borough owns  
19 a significant amount of open space immediately south  
20 of the property.

21 There are energy plants at the south  
22 end. This is FCL's energy plant. The Red Oak Power  
23 Plant is just to the west. And as was previously  
24 identified by Steve, we're adjacent to Hartle Street  
25 and Jernee Mill Road to the east. Washington Road

Page 16

1 north of our site and Bordentown Avenue south of our  
2 site.

3 I do want to mention briefly I know  
4 there are some folks who had received formal public  
5 notice within 200 feet from the property. We did  
6 notice, based off of the tax assessor's property  
7 owner's list off of the entire Redevelopment Area.

8 So there are folks maybe on Zaleski  
9 Drive who have maybe received notice as being  
10 200 feet from the property, that is the entire  
11 Redevelopment Area, not necessarily the Section 1.  
12 That distance from Section 1 is considerably more  
13 than 200 feet. I think the closest residents on  
14 Zaleski Drive is some 750 feet away. If you were to  
15 take it from those who actually got noticed on  
16 Zaleski Drive from the Section 1 area, we're  
17 probably 1500 feet away.

18 So I just want to put that on the  
19 record for those who may have received notice.

20 With that I would like to go to  
21 Exhibit 2, which is really just a blowup of this  
22 one. So this is A-2, existing conditions for  
23 Section 1. The same view that you have as the  
24 existing aerial, focused again more detail than  
25 Section 1.

Page 17

1 (Exhibit A-2, Blowup of existing  
2 conditions of Section 1, is marked.)

3 As I mentioned before, Section 1, it's  
4 nearly 78 acres out of the 600-acre parcel. This  
5 boundary of Section 1 was one of the amendments to  
6 the redevelopment plan that was adopted in 2020. We  
7 made some refinements along the southern boundary  
8 and along the western boundary just to comport with  
9 updated boundary survey information that we had  
10 prepared as part of our site plan application, that  
11 went through the SARA process. SARA officially  
12 adopted it in the redevelopment to match this exact  
13 section boundary line. So this plan is consistent  
14 with that 2020 adoption of the amended redevelopment  
15 plan.

16 So the 50 South Minisink Avenue  
17 driveway, the historic driveway for employees when  
18 they came in here for the decades that the plant was  
19 in operation is right at the corner of Cheesequake  
20 and Minisink. But that's not in use today. Ashland  
21 uses a driveway farther down Cheesequake Road as  
22 their primary access. And you can see this is the  
23 entrance to their plant immediately south of Section  
24 1. They have their car parking garage, what is some  
25 offices and the rest of the plant.

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 18</p> <p>1 So this driveway, as I'll show you on a          2 future exhibit, will be relocated as part of our          3 development. Will be accommodated, that plant          4 access will be accommodated through our development,          5 albeit through a different route than is there          6 today.</p> <p>7 The site does have, in Section 1          8 specifically, does have some wetlands. There are          9 some wetlands associated with the ponds that are          10 here, just outside of Section 1, transition areas          11 that fall into Section 1. There's another area</p>	<p style="text-align: right;">Page 20</p> <p>1 there's sort of in two parts, or at least there's          2 two aspects of the soils that are being remediated          3 that have already been reviewed, the plans have          4 already been reviewed and approved by DEP.</p> <p>5 There's two separate remedial action          6 work plans, which is the document that DEP uses to          7 approve the plan to remediate. There's remedial          8 action Work Plan 1 and 2. One relates to soil that          9 needs to be cleaned up that is not associated with          10 PCB contamination. And Number 2 is specific to the          11 PCB contaminated soils. PCBs are polychlorinated</p>
<p>12 within this northwestern quadrant of the property          13 that has some wetlands.</p> <p>14 There are also some constraints          15 associated with the NJDEP regulated flood hazard          16 area. It's a little harder to see, but there is a          17 stream corridor that runs through this wooded area          18 that is a tributary to Pond Creek. There's a flood          19 hazard associated with that that bleeds into          20 Section 1, a little place on the north and a little          21 around where the ponds are in the northwestern          22 corner.</p> <p>23 DEP has verified the presence of the wetlands          24 and the location of those wetlands as part of a          25 prior LOI. And similarly they have verified the</p>	<p>12 biphenyls. It's associated with the prior historic          13 use of the site. And it had some specific criteria          14 for which -- why there is a separate Remedial Action          15 Work Plan for that.</p> <p>16 In general, so the soils will be the          17 subject eventually when the cleanup is done. Some          18 of the cleanup will likely start before the transfer          19 to the applicant prior to closing to the extent that          20 they can. And other parts of the remediation are          21 reliant on the redevelopment plan itself to serve as          22 a cap over some of the soil materials. So there's          23 two phases to that as well.</p> <p>24 They're ultimately at the end of the          25 day the redevelopment plan, as I will detail in the</p>
<p style="text-align: right;">Page 19</p> <p>1 limits of the flood hazard area as part of an          2 application that was approved in 2020.</p> <p>3 As Steve had mentioned in his          4 introduction, of course the site, given its          5 <del>historical industrial operations does have</del> some          6 contamination. There is soil contamination and          7 groundwater contamination on the site.</p> <p>8 Just to give you sort of a brief          9 overview of that -- and all of these obligations          10 that I mention are actually spelled out explicitly          11 within the Redevelopment Agreement. So these things          12 are already a matter of record with SARA, but for          13 the board's benefit I will give you a summary.</p> <p>14 So regarding --</p> <p>15 Q. Just to be clear, the remediation is          16 being undertaken by Hercules, correct?</p> <p>17 A. It is just about to start.</p> <p>18 Q. And our obligations are essentially to          19 make sure that what we're building, it's safe for          20 what we want to do; is that correct?</p> <p>21 A. Exactly, yes. So specifically so          22 Hercules is the responsible party for the          23 remediation.</p> <p>24 There are, as I mentioned, soils and          25 groundwater. So the soils that's being remediated,</p>	<p style="text-align: right;">Page 21</p> <p>1 exhibit, again goes through the step-by-step process          2 of what needs to happen when, before certain          3 activities can happen in terms of filing for          4 building permits or filing for Certificates of          5 Occupancy.</p> <p>6 And ultimately there will be a deed          7 notice recorded over the impacted areas, limiting          8 the future uses to non-residential, commercial and          9 industrial uses.</p> <p>10 Specific to groundwater, so there are          11 impacts to the groundwater on the larger site, some          12 of which affects Section 1. There's some low pH          13 areas in certain areas of the site in the          14 groundwater and some naturally occurring metals that          15 show up in the groundwater.</p> <p>16 The remedy for the groundwater          17 contamination is approved as part of that Remedial          18 Action Work Plan 1. And really in terms of the          19 remedial strategy we removed the source of the          20 materials. So there's no further risk of          21 contamination into the groundwater from those source          22 materials. When I say "we" it's Hercules that has          23 done that. So there's going to be monitored natural          24 attenuation essentially over time now that the          25 source materials have been removed, that the</p>

Page 22

1 groundwater will, in fact, naturally attenuate to  
2 appropriate levels of contamination.

3           And there are also, as part of this  
4 being a closure of a former industrial site, there's  
5 some obligations under ISRA, the Industrial Site  
6 Recovery Act. Hercules will be satisfying all of  
7 those administrative obligations to file certain  
8 paperwork and to close out the ISRA case as part of  
9 this move to remediation. So ultimately that's  
10 spelled out in the Redevelopment Agreement.

11           The soil remediation must be done prior  
12 to each lot's building permit issuance. That's with  
13 the exception of the portion or remediation that  
14 we're relying on, the construction of the buildings  
15 themselves, where that will serve as the cap. And  
16 also in that deed notice that is issued after the  
17 construction is done and after that cap is  
18 constructed, will come after that building permit is  
19 issued.

20           The groundwater will be ongoing. As I  
21 said that's going to happen over time, beyond the  
22 limits of the construction of this site. And it  
23 will continue, in fact, after the buildings are  
24 occupied.

25           And ultimately SARA has obligations

Page 23

1 that are spelled out in the Redevelopment Agreement  
2 that the letters from the LSRP working on behalf of  
3 Hercules will provide assurances that the underlying  
4 groundwater remediation is not a health and safety  
5 issue relative to occupants of the building. And  
6 there's obligation to close out the case from the  
7 DEP perspective, the issuance of the response action  
8 outcomes that will be filed upon the closure  
9 essentially of the case and at the completion of  
10 that remediation.

11           Q. Okay. Now how about you move on to the  
12 subdivision.

13           A. Sure.

14           Q. So as I indicated in my opening remarks  
15 the subdivision to create the development lots and  
16 to create the remainder lots, that will remain part  
17 of the overall Hercules site, correct?

18           A. True.

19           Q. And can you take us through what we're  
20 doing in terms of creating lots?

21           A. I will. So this is Exhibit A-3, again  
22 prepared by Langan.

23           (Exhibit A-3, Subdivision plan of  
24 Section 1, is marked.)

25           THE WITNESS: A-3, Proposed

Page 24

1 subdivision, Section 1. Again, prepared by Langan,  
2 dated July 21, 2021.

3           So what this exhibit shows, again in  
4 black outlined is the full Redevelopment Area.  
5 What's highlighted in yellow is Section 1. As Steve  
6 had mentioned before we are creating a subdivision  
7 to create essentially Section 1 area, subdivide that  
8 off from the rest of the tract. And as part of that  
9 action we will be creating three development lots  
10 which are highlighted within Section 1. And then as  
11 a result of that there are three remainder lots;  
12 essentially the piece is left over from the existing  
13 lots today.

14           As was identified at the start of our  
15 application there are five existing lots that make  
16 up portions of Section 1: Block 40, Lot 1; Block  
17 43, Lot 1; Block 44, Lot 1; Block 45, Lot 1 and  
18 Block 83.04, Lot 1. Section 1, 78 acres in total or  
19 nearly 78 acres in total. Each one of the three  
20 development lots identified, these three are fully  
21 conforming with the requirements of the  
22 redevelopment plan. No relief is required for those  
23 lots.

24           Block 43, Lot 251, which is this lot,  
25 referring to A-3, that will house Warehouse Building

Page 25

1 1. Block 43, Lot 250 will house Building 2. And  
2 Block 43, Lot 249 will house Building 3. Each one  
3 of those, as I mentioned, will be fully conforming.  
4 Lot 251 is an 18.32-acre property. Lot 250, the  
5 Building 2 property, 23.12 acres. Lot 249, excuse  
6 me, Warehouse 3, so that's Building 3's lot,  
7 31.69 acres.

8           All three of those development lots  
9 will have access to a proposed public roadway which  
10 is what is essentially the eastern leg of the Master  
11 Plan Washington Road Bypass. And this is, in fact,  
12 a road that is identified in the redevelopment plan  
13 as the obligation of the developer for Section 1 to  
14 create this portion of the roadway. So it's the  
15 eastern leg of what will ultimately be the  
16 Cheesequake to Hartle Street connection. So this  
17 easternmost portion is what is obligated and that's  
18 what we are providing.

19           Q. Again, that is known as the orange  
20 roadway in the plan.

21           A. Orange roadway. So that is a 60-foot  
22 right-of-way. It will be dedicated as a public  
23 road.

24           Separate and apart from that, as I  
25 mentioned before and you can kind of see it in the

Page 26

1 background here, the existing Hercules plant  
2 entrance will be relocated. So they will have the  
3 benefit of using this new public roadway, which we,  
4 for lack of originality I call it Road A on the  
5 plan. And then we are proposing on Lot 250, which  
6 is the Building 2 lot, an access easement that will  
7 provide common access as a secondary access for both  
8 Building 1 and Building 2, but the primary access  
9 then for the plant.

10 So there will be an access easement  
11 that's with rights to both Lots 251 and to the  
12 Ashton plant to be able to use that. Again, that  
13 will be the primary access to the plant itself.

14 Q. All of the new building lots, the  
15 development lots fully conform to every dimensional  
16 requirement in the redevelopment plan, correct?

17 A. They do. All the development lots do.  
18 I can highlight where we have some relief required  
19 on the remainder lots.

20 So the remainder lots themselves have  
21 appropriate lot areas. And they're appropriately  
22 dimensioned with the exception of one place and it  
23 happens to be this lot, Block 44, Lot 50. It's in  
24 the location. It's relative to the lot depth.  
25 Again this is to -- the ordinance defines lot depth

Page 27

1 as the distance between the mean front yard and the  
2 mean rear yard.

3 We have a small front yard, the 60-foot  
4 right-of-way along proposed Road A. So it's this  
5 distance between the proposed Road A and what is to  
6 the existing that's shown in white here, existing  
7 tract line internal to the Hercules plant. So the  
8 adjacent property is another property that is in  
9 common ownership with Hercules. So it's essentially  
10 it's an on-paper condition. And this is all still  
11 going to be Hercules land. Even this remainder  
12 piece will still be owned by Hercules. That Lot  
13 depth is 387 feet, where 400 is required by the  
14 redevelopment plan. So as you can see 387, we're  
15 nearly compliant as is.

16 And as I mentioned so this is an  
17 on-paper condition and it's really temporary. What  
18 is important to recognize about this is that this is  
19 Section 1. Adjacent to that directly to the west is  
20 future Section 3 as identified by the redevelopment  
21 plan. And it's in Section 3 that we have this  
22 extension of Road A. This is the missing link of  
23 the future roadway connection to the Washington Road  
24 Bypass that will end here on its eastern end but  
25 connect to Hartle Street, which is located over here

Page 28

1 all the way to the west of the tract.

2 So that you can envision, a future  
3 roadway will be coming right through here. And, in  
4 fact, that condition that happens, this lot depth  
5 relief that's required will be affected by that. It  
6 will be eradicated by a future subdivision that  
7 occurs as part of Section 3. So there will have to  
8 be a separate Section 3 subdivision that will  
9 eliminate that condition altogether.

10 Q. Meaning until that occurs this is  
11 basically a condition that exists solely on paper?

12 A. Correct. As I mentioned it's adjacent  
13 to another Hercules property. This is an internal  
14 lot line here. It's not a line that is affected by  
15 the Section 1 subdivision.

16 So again, it is a temporary condition  
17 and one that will be eradicated at the time when  
18 Section 3 comes forward.

19 Q. And there's no other conditions that  
20 require relief that are being created by these lots,  
21 are there?

22 A. Correct. None created by the  
23 subdivision. We will identify and have identified  
24 on the subdivision plan just two existing  
25 non-conformities that relate to setbacks that exist

Page 29

1 on existing buildings on the existing plant. One is  
2 there's a temporary structure, which is actually  
3 slated for removal, that violates the setback to  
4 this adjacent property to the Borough open space.

5 And then there's an accessory structure here, a  
6 boiler house, again to an internal lot line.

7 Both of these properties will still be  
8 owned by Hercules. The specifics on those two, so  
9 where a 60-yard side setback is required to this  
10 external property line, we have a building that is  
11 -- like so that temporary structure that is less  
12 than that -- oh, I'm sorry, it's 60 feet where  
13 75 feet is required. So we have a violation of  
14 15 feet there.

15 Q. But that's an existing violation on the  
16 Hercules site that we're not touching, correct?  
17 It's not affected by any lot lines we're creating?

18 A. It is not.

19 And similarly is this location of this  
20 accessory building and boiler house, 30-foot setback  
21 from rear yard, or 100-foot will be required. Again  
22 to an internal property line for common property  
23 that is owned by Hercules. Again, not affected by  
24 the proposed subdivision whatsoever.

25 And I will reference that Block 45,

Page 30

1 Lot 51, is landlocked in its existing configuration  
2 absent the subdivision on Section 1. It will remain  
3 technically landlocked, but again it has connections  
4 to public roadways through adjacent properties.  
5         The other existing properties that are  
6 remainder lots, actually the plant lot already has  
7 frontage on Cheesequake Road, and, of course, the  
8 lot that we talked about where we have the lot depth  
9 issue, Lot 50, now has frontage along the Road A  
10 right-of-way.  
11         So this condition exists today. In  
12 fact, I think we're in some ways making it better;  
13 we have more access to public roadways than exist in  
14 the current condition. But there is that technical  
15 condition where it's an internal property without  
16 access to public road frontage.  
17         Q. And let's move on to the site plan.  
18         (Exhibit A-4, Rendered site plan, is  
19         marked.)  
20         THE WITNESS: So this is Exhibit A-4.  
21 Site plan rendering prepared by Langan, dated  
22 July 21st, 2021. So this is a colored rendered  
23 version of the site plan showing all of the proposed  
24 improvements, the proposed buildings, the proposed  
25 roadways, the proposed parking lots and the

Page 31

1 landscaping, stormwater management, et cetera.  
2         So as was referenced by Steve at the  
3 outset, we have a development program that is three  
4 warehouse buildings. The grand total of all three,  
5 1,077,776 square feet gross. That is inclusive of  
6 office areas which are included as ancillary uses  
7 within the building. Both the warehouse and the  
8 office uses are permitted by the redevelopment plan.  
9 That sum total of just under 1.1 million square feet  
10 complies with the redevelopment plan's limit of  
11 1.2 million square feet for the section.  
12         And as I mentioned before this project  
13 in this development program configuration, its sum  
14 total in every way is compliant with what SARA  
15 approved as part of their redevelopment plan review.  
16         There are some minor technical waivers  
17 due to requirements under the underlying ordinance  
18 but the redevelopment plan itself, this plan  
19 complies with.  
20         Specifically, as I had mentioned before  
21 on the subdivision plan, you know, a critical  
22 element to this section is the development of this  
23 proposed public Road A that serves as not only what  
24 will eventually be a connection as part of the  
25 Washington Road Bypass, but really serves as sort of

Page 32

1 the front door to this project, serves as the spine  
2 road, and everything sort of orients towards it.  
3         That 60-foot public right-of-way is  
4 shown in this configuration with what is an interim  
5 configuration intersection between Road A and  
6 Cheesequake Road. I will have an exhibit a little  
7 bit later which shows some future roadway  
8 improvements there that are contemplated to be  
9 completed as part of Section 3, but we have designed  
10 and have accommodated those future roadway  
11 improvements as part of Section 1 as well.  
12         So Road A is a 40-foot-wide cartway for  
13 vehicles. It has got 14-foot lanes in either  
14 direction. And a center lane of 12 feet to  
15 accommodate left-hand turns. There is a temporary  
16 cul-de-sac here at the western end. Obviously when  
17 Section 3 comes along, that roadway cuts straight  
18 through, that cul-de-sac will be removed. But at  
19 this point we wanted to make sure that both  
20 emergency vehicles and any tractor-trailers, or  
21 frankly any vehicles, had the opportunity to turn  
22 around and get out. Because this really is a  
23 dead-end condition and this temporary phase of  
24 Section 1.  
25         We are proposing sidewalks along Road A

Page 33

1 as well that will be within the public right-of-way  
2 and provide connectivity to other portions that are  
3 built as part of Section 3 and ultimately as part  
4 of, again, I will detail this a little bit later,  
5 the improvements that happen along Cheesequake Road  
6 that will be part of Section 3.  
7         As I had mentioned before there is a  
8 private driveway that is on Building 2 lot that will  
9 serve as the common access secondary access for  
10 Buildings 1 and 2. There are driveways proposed off  
11 of that, but will serve as the primary access for  
12 Ashland for their plant.  
13         Now Ashland has obligations. I believe  
14 they may have already filed an application for  
15 on-site improvements associated, to match up their  
16 configuration and their site to this anticipated  
17 reconfiguration of their site access. So that work,  
18 the design work is in progress. And I believe,  
19 again, they have an application that, if it's not  
20 been submitted, it will soon be submitted to you.  
21 And they are undertaking that obligation on their  
22 own. But we have coordinated on that and there's  
23 certainly no surprise to the Hercules folks about  
24 this roadway configuration.  
25         So specifically with the Building 1 lot



IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 38

1 marked.)

2 THE WITNESS: So this looks a little

3 bit more like A-1, but this is A-5, the truck route

4 exhibit prepared by Langan. It's actually today's

5 date, August 4th, 2021.

6 So what we have shown in black is the

7 Redevelopment Area. What's in yellow is consistent

8 with Section 1. And we've pulled out a little bit;

9 we're at a smaller scale here so we can see the area

10 of the site in context of the regional road network.

11 What we've highlighted in green are the prevailing

12 movements with the movements that we think

13 are -- will be used by trucks for those exiting.

14 What we are showing also and showing the exiting

15 movements, we believe the in-bound movements will be

16 the same routes just in reverse. So this is

17 intended to show movements to the site and those

18 exiting the site. For purposes of what we have done

19 here for this exhibit we have shown yellow arrows

20 where we think the trucks exiting the site will, in

21 fact, connect with that regional road network.

22 So let me describe that. So when they

23 leave Road A in the middle of Section 1 there is a

24 requirement, based on the site plans, is that all

25 trucks will have to turn right to go essentially

Page 39

1 southbound on Cheesequake Road. It's signed that

2 way. We intend to have it be regulated that way.

3 Trucks will not be permitted to turn left and head

4 north on Minisink Avenue to Washington Road. So all

5 trucks leaving the site will turn south on

6 Cheesequake Road toward Bordentown.

7 We believe that the prevailing movement

8 for a majority of the trucks will be actually taking

9 from Cheesequake Road to Bordentown intersection

10 will actually be turning left to the east towards

11 the Route 9/Route 35 Interchange. We think a lot of

12 those trucks that will be heading northbound

13 destination for the Turnpike will find that route to

14 be the best one, you know, going from Bordentown

15 Avenue, once they make the left turn. And they will

16 have the opportunity to then either turn right onto

17 Ernston to get onto Route 9 directly or continue on

18 Bordentown to Route 9 itself and get from Route 9

19 onto Route 35 and get to areas to the north.

20 There will be an opportunity for

21 vehicles who have the desire to go onto Route 18 or

22 maybe points south from Cheesequake Road to turn

23 right on Bordentown Avenue, get to Route 18 and then

24 connect to those same destinations.

25 So there will be -- like I said, we

Page 40

1 expect no traffic to be north of Bordentown Avenue

2 to places where we're already anticipating and

3 restricting, through our site the exiting trucks

4 will not be taking Washington Road.

5 So the areas around Main Street to

6 north Ernston Road towards Main Street, Main Street

7 Extension, those are really not desirable routes for

8 vehicles coming to or leaving our site.

9 CHAIRMAN DAVIS: Excuse me. Let him

10 finish with the presentation, please.

11 THE WITNESS: Moving back to Exhibit

12 A-4 --

13 BY ATTORNEY TRIPP:

14 Q. So you're going to provide a little

15 more detail on the infrastructure on the lots?

16 A. Correct. So as I mentioned the number

17 of parking spaces on each site, and I will go

18 through them again briefly, in each case the number

19 of parking spaces, proposed car parking spaces.

20 Actually exceeds the minimum required by ordinance.

21 And there was some questions raised in

22 the professionals' letters. In the case of, say,

23 Building 1, we're proposing 326-car parking spaces

24 whereby ordinance there would be a minimum of 111.

25 This is similar ratios are true for all three

Page 41

1 buildings. We're proposing a grand total of a

2 little over 1,000 spaces whereby ordinance based on

3 this program we require in the 400s.

4 I want to make clear that this is a

5 speculative warehouse project at this point.

6 Tenants have not been identified for the sites. In

7 fact, we're very likely to initiate construction on

8 these buildings without having tenants. Of course,

9 if we find them tomorrow we would love to sign them

10 up, but the reality is, is that there's uncertainty

11 about delivery dates on the buildings themselves and

12 knowing when a tenant can get in doesn't really

13 happen until they see the buildings go vertical.

14 We are trying to maintain a

15 flexibility. You will see we have got three similar

16 buildings, but they all have slightly different

17 designs. In that same case we're trying to maintain

18 flexibility towards a variety -- a wide variety of

19 tenants, tenant demands particularly for buildings

20 of this size and of this configuration have the

21 potential to have a little higher head count than

22 maybe some of your larger warehouse building that

23 might be a million square feet, might be a cross

24 dock, might be more truck centric. There's some

25 potential for users of these buildings to be -- just

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

<p style="text-align: right;">Page 42</p> <p>1 have a higher head count within the building. 2 So again it's our desire, speaking on 3 behalf of the applicant, to maintain flexibility in 4 the design. And we think that one of the critical 5 parts of ensuring that we have an ample supply of 6 parking, not just by ordinance, I think your 7 ordinance numbers are good for minimums, but we 8 don't want to halt those minimums and sort of lose 9 some potential tenants along the way, who will be 10 otherwise desirous of being in this location.</p>	<p style="text-align: right;">Page 44</p> <p>1 have an independent operation. These are all, of 2 course, the same use so it's not like you have the 3 benefit of sharing, like you might have for 4 residential and the office that could -- you know, 5 office people are there during the day, when the 6 residents are there at night. 7 These kind of uses and this kind of 8 configuration each building is going to have its own 9 security protocols, it's going to have its own 10 access protocols. There really is not an 11 opportunity to particularly share for each. And</p>
<p>12 and this is true for the car parking and trailer 13 parking -- 14 Q. Kevin, let me ask you one question. 15 A. Sure. 16 Q. You are providing this additional 17 parking but we're well within the impervious 18 coverage? 19 A. Correct. 20 Q. For all the lots, correct? 21 A. That's true. Each lot individually 22 and the development as a whole, there's an 85 23 percent maximum impervious coverage limit by the 24 redevelopment plan. Each one of these lots is in 25 the middle seventies in terms of percentage. So we</p>	<p>12 again, given where we are in terms of compliance and 13 as Steve mentioned the compliance relative to 14 impervious coverage, the savings we would realize by 15 trying to share, frankly, would only complicate 16 operations. It's not practical for a development of 17 this type, particularly a multi-building 18 configuration like we have it. 19 We do have one instance in Building 1, 20 we've got a section here on the western end, the 21 southwestern area. We have -- this is the only 22 place on the site where we would have what we would 23 call dead-end parking. There's parking where you 24 can go in but there's no way to exit. 25 We have designed that --</p>
<p style="text-align: right;">Page 43</p> <p>1 have got quite a gap to that standard. And I think 2 even if you took -- well even within Road A we would 3 be somewhere in the seventies for impervious 4 coverage. 5 So it's not a matter of trying to 6 squeeze every last piece of pavement out of this, 7 it's really trying to make sure that these buildings 8 remain functional. 9 As I was starting to say with the car 10 parking it accommodates shift changes. You know, 11 these buildings are often multi-shift operations and 12 there is some staggers, there might be some overlap 13 of shifts where you may have 300 people in the 14 building but, you know, for an hour or 45 minutes 15 maybe you have 450 people in the parking lot. 16 So making sure that there's no overflow 17 of the parking that happens on public roads. It's 18 certainly true for trucks, we want to make sure that 19 these buildings can accommodate all of the users 20 that have requirements. So again, that's a driving 21 force in terms of the program of these buildings. 22 Each building's parking is also 23 designed to really operate independently. We know 24 the redevelopment plan talks about the concept of 25 shared parking, but each one of these buildings will</p>	<p style="text-align: right;">Page 45</p> <p>1 UNIDENTIFIED SPEAKER: We can't see. 2 THE WITNESS: This area. 3 We have designed it that way that, the 4 site is constrained in that location a little bit. 5 There is -- this parking will be oriented towards 6 vertically towards the finish floor of the building, 7 which is four feet higher than where the truck port 8 is, given the loading docks that are going to be 9 around the south side of the building. 10 So there is a substantial grade change 11 between them. And furthermore, we wanted to, again, 12 reinforce the opportunity to separate the car 13 traffic from the truck traffic. So there's physical 14 limitations and also we didn't think necessarily the 15 layout would benefit from connecting into this truck 16 driveway. What we have discussed with Mr. Fowler 17 was we could identify maybe spaces at the end, 18 stripe them out to provide vehicles an opportunity 19 to turn around more safely. So that while we 20 provided a little bit of a turn around in the area, 21 we could give them space to turn into and 22 essentially R-turn out. So we could certainly lose 23 a space or two there and we'll still be compliant 24 and we'll facilitate that turnaround maneuver that 25 would happen in that limited area.</p>



IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 46

1 Q. Now, Kevin, in terms of location of  
2 parking spaces, the redevelopment plan doesn't have  
3 any limitation on location of parking spaces,  
4 correct?  
5 A. Correct.  
6 Q. But the underlying ordinance does talk  
7 about a minimum of five feet to the property lines  
8 and also as a provision, that there shouldn't be  
9 parking within the front yard, the required front  
10 yard. And I think, as part of the design standards,  
11 CME noted that as a waiver.  
12 Can you briefly address why we're  
13 proposing parking within the front yard area?  
14 A. I can. So in each case we have  
15 designed the building to have parking at a distinct  
16 front of the building, all oriented toward Road A.  
17 The parking itself does lie within the front yard  
18 setback, the building setback. So while the  
19 buildings comply, the parking is actually in.  
20 We have done this to try to  
21 create -- for a couple of different reasons. We  
22 believe it's the appropriate place. Again  
23 separation of cars and trucks, as I mentioned  
24 before.  
25 The offices in the fronts of these

Page 47

1 buildings will be oriented towards proposed Road A.  
2 We want to make sure that we maximize the  
3 opportunity for visibility of those offices and for  
4 the proximity of those people working in the offices  
5 and in the building that have easy access into the  
6 building, which again, allows for -- requires the  
7 parking then be in the front yard.  
8 We also as, while we are in violation  
9 technically of that standard, we have left 30 feet  
10 between the right-of-way line along Road A and the  
11 parking lot line. We've got, as you can see  
12 substantial vegetation within that area. We are  
13 complying with the street trees as required per the  
14 redevelopment plan and the underlying ordinance. We  
15 also have additional plantings set for screening.  
16 So we have a really robust streetscape here. And  
17 that's what we're trying to create, this is more  
18 like an office park frontage than it would be an  
19 industrial area, and that is what we tried to  
20 create, really beautify an enhanced area. And,  
21 frankly, we don't think with the appropriate  
22 screening and the way these buildings will be  
23 treated, as the architect will testify in a few  
24 minutes, is that, you know, this is really going to  
25 be -- this is going to look like an office park. I

Page 48

1 mean we're really trying to dress up the front doors  
2 of these buildings. And with the buildings  
3 themselves oriented in this way with that parking  
4 width reinforces that.  
5 So in terms of the sidewalks we do have  
6 also there's a technical waiver that we have  
7 relative to the provision of sidewalks. As I  
8 mentioned before we are proposing sidewalks along  
9 the length of proposed Road A. We have sidewalks  
10 within the parking areas in every location where  
11 parking is adjacent to a building. And we do have  
12 connections between that Road A, the sidewalk and  
13 the parking that's in -- and the sidewalks that are  
14 at each building, each building has those  
15 connections between the regional sidewalk along Road  
16 A and the building frontage.  
17 Where we do not have sidewalk and where  
18 this waiver is required, is essentially on the outer  
19 edge of the parking. And that is true for all  
20 buildings. So in the case of Building 1 we don't  
21 have parking on the north side of the parking spaces  
22 really because anyone who is parking on that north  
23 side parking wants to come to the office, wants to  
24 enter the building on the south side.  
25 You know, we just feel that those

Page 49

1 parking spaces where that sidewalk will really never  
2 be used, this is another notch that we have got the  
3 opportunity for more green space in those areas.  
4 And we would be building a sidewalk, it would be  
5 lonely, frankly. It would never be used. We think  
6 the site and the design are more enhanced by just  
7 adding more green space in those areas of the  
8 sidewalk around the parking lots.  
9 Q. Have you considered the need for  
10 electrical vehicle charging?  
11 A. We have. We don't have them  
12 identified on the plan as of right now but we are  
13 prepared to make each one of these buildings and  
14 each one of these sites to be essentially EV ready.  
15 We will put in conduit that accommodates the certain  
16 number of chargers.  
17 Really the demand for those chargers  
18 are very tenant dependent. I think we are committed  
19 to doing it as a baseline, but in terms of specified  
20 number we would want the opportunity to talk about  
21 that with individual tenants. But we certainly all  
22 recognize that electrical vehicles are coming and  
23 they're here to stay and every building is going to  
24 need to accommodate them.  
25 Q. And the conduits will be in place, you

Page 50

1 can add the stations as needed?  
 2 A. Correct.  
 3 Q. Thank you.  
 4 A. One of the other obligations under the  
 5 redevelopment plan is to ensure that this site has  
 6 connectivity to public transit. The applicant has  
 7 engaged New Jersey Transit to evaluate the ability  
 8 to get either a transit stop located here, a new  
 9 stop, or to have an existing stop relocated here.  
 10 The response from transit has been that  
 11 they're unwilling to do that as a matter of policy  
 12 on speculative basis. That once the building gets  
 13 closer, construction starts, and they can recognize  
 14 what the demands of this project may be. They'll  
 15 undertake that study and will make a recommendation.  
 16 Ultimately that may be a new transit stop here.  
 17 The applicant's committed to fulfill  
 18 their obligations under the redevelopment plan with  
 19 New Jersey Transit. It's just at this point it's a  
 20 little bit of unfinished business because we have to  
 21 wait for transit to conduct their own study.  
 22 But this plan if it were to  
 23 accommodate, we believe, it would be somewhere near  
 24 the intersection of Road A and Cheesequake Avenue.  
 25 For example, we would only be able to do that, we're

Page 51

1 committed to make pedestrian connections to those  
 2 areas, wherever that transit stop may end up.  
 3 Q. And moving to stormwater management, I  
 4 know that you've made several submissions, had  
 5 several levels of review from CME.  
 6 Do you want to just very briefly  
 7 review, you know, generally how the stormwater  
 8 management is going to work?  
 9 A. I think that the most critical part to  
 10 identify here is that this plan has not only been  
 11 reviewed by CME, but it's also been reviewed and  
 12 approved by the NJDEP as part of the site -- the  
 13 design has already obtained a wetlands permit for  
 14 some disturbances and also flood hazard area and  
 15 individual permits so the state has already reviewed  
 16 and approved this design.  
 17 Just briefly we have a design that is  
 18 comprised of five different basins. There are three  
 19 wet ponds identified in this dark blue color, one on  
 20 building -- by the Building 1 lot; one by Building  
 21 2; the fourth one, what is called Pond 4 is the  
 22 third wet pond, over here east of Building 3. We  
 23 had an extended detention basin and a dry extended  
 24 detention basin west of Building 3 and an  
 25 underground detention basin in the trailer storage

Page 52

1 area north of Building 3.  
 2 So in the cases of Ponds 1 and 2 they  
 3 do discharge, as in the existing condition, towards  
 4 Selover's Brook. Ponds 3, 4 and 5 also really  
 5 discharge towards the Pond Creek tributary. They  
 6 comport with the requirements of the NJDEP standards  
 7 for peak flow attenuation and water quality.  
 8 The site is actually exempt from  
 9 providing groundwater recharge due to the underlying  
 10 groundwater contamination. But again, the site  
 11 conforms in every way in this design and we have  
 12 been going through, as Steve mentioned, with CME to  
 13 get some of the details even further refined on  
 14 that.  
 15 Q. And there is a technical waiver of the  
 16 ordinance that requires that you design all the  
 17 pipes one size up from what is actually required?  
 18 A. Right.  
 19 Q. And can you address why we're seeking  
 20 to just stay at the level of what's warranted as  
 21 opposed to going up one additional size?  
 22 A. I can. And that's likely a limited  
 23 condition for only a portion of the site.  
 24 So the site's storm sewer system has  
 25 been designed generally for the 25-year storm. Any

Page 53

1 pipes that convey outfalls from the basin were  
 2 designed for the 100-year storm. And, in fact, we  
 3 have evaluated the entire system to convey the  
 4 100-year storm to ensure that there's no runoff  
 5 which could essentially escape the site by some  
 6 overland relief. All of the contributing drainage  
 7 area that goes to these ponds has been evaluated for  
 8 the 100-year storm.  
 9 As you mentioned, Steve, the ordinance  
 10 requires us to upsize pipes from whatever is there,  
 11 so the baseline design is to one standard size.  
 12 That is done to accommodate for the potential over  
 13 time a loss of capacity that may be due to  
 14 accumulated sediment in the system and things like  
 15 that.  
 16 We are seeking a waiver for any of the  
 17 pipe sizes that are not over 24 inches. So the ones  
 18 that are 15, 18 and 24, we will comply with that.  
 19 For anything that is over 24 it becomes a practical  
 20 limitation about how big the pipes can be, it  
 21 creates conflicts with other crossing -- other  
 22 crossing utilities, and in some places would create  
 23 cover problems and other things. It just becomes  
 24 impractical for the larger pipes that would be, say,  
 25 30 or 36 inches, in some cases 48 inches to up size

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 54

1 works as well.  
2 So again, it's a limited condition. I  
3 think we have met the overall intent of the  
4 ordinance and the spirit of the ordinance, if not  
5 meeting it exact.  
6 Q. I would like you to briefly review the  
7 utilities.  
8 A. So this site will be, of course,  
9 provided with new utilities for water, sewer, gas,  
10 electric, telecom.  
11 It's important to note that as part of  
12 the redevelopment plan there are obligations for  
13 this project in Section 1 to extend the water main.  
14 Today the existing water main on Cheesequake Road  
15 down by the A.H. Harris building, we will be  
16 extending that north up to our site and through the  
17 length of Road A. And also all three buildings will  
18 be connected off that extended service.  
19 As a secondary requirement what we are  
20 going to do, so that this is not just an extension  
21 of a dead-end system, that's a 16-inch line that we  
22 are extending on Cheesequake Road as specified by  
23 the redevelopment plan. We are also making a more  
24 limited eight-inch connection to Minisink Avenue so  
25 that this is a loop system when we minimize the

Page 55

1 dead-end link. But again, those are all public  
2 water mains that will be dedicated ultimately to the  
3 Borough.  
4 And again, traveling within the public  
5 rights-of-way in Road A and in the case of where it  
6 goes onto the Building 3 lot, we will dedicate an  
7 easement for maintenance of that line to the Borough  
8 as well.  
9 For the sanitary sewer we are -- there  
10 is an existing interceptor line that runs just north  
11 of the site and flow comes from essentially in the  
12 direction of the Dupont facility towards South  
13 River. We did a study of the capacity of that line  
14 and found that the 20,000 or so gallons per day of  
15 sewer demand that's generated by these three  
16 buildings is -- there's far excess capacity  
17 available within that existing line. We actually  
18 metered that existing line for a period of several  
19 weeks, evaluated it from a capacity standpoint and  
20 there were multiples of this project available  
21 within that line. So there's no capacity shortfall  
22 in that case.  
23 As I mentioned it's a little over  
24 nearly 21,000 gallons a day sewer demand for this  
25 project. The water is a little over 22,000 gallons

Page 56

1 per day demand. In both cases we will need DEP  
2 permits for those extensions.  
3 And in terms of gas, electric and  
4 telecom, I think those will be extended  
5 conventionally. I think it is important to note,  
6 however, there is a gas main that runs from South  
7 Minisink into the plant. We are coordinating with  
8 PSE&G and the Ashland folks to ensure that that gets  
9 relocated in a manner that ensures that the plant  
10 stays up and running and would also provide an  
11 extension opportunity for -- to serve the three  
12 buildings.  
13 Q. Moving along to landscaping.  
14 A. So as you can see from this exhibit  
15 the site is proposed to be very liberally  
16 landscaped. We are meeting the plan's obligations  
17 relative to street trees along the proposed roadways  
18 50-foot on center.  
19 We have got additional requirements for  
20 buffer areas, parking areas and things like that  
21 which we are meeting. The plan complies with those  
22 requirements. We have some over 950 trees proposed  
23 as part of this site and thousands of shrubs.  
24 What is important, of course, the  
25 Borough also has the tree replacement obligations.

Page 57

1 So much of this site today is wooded and will be  
2 cleared as part of the development of this site.  
3 And, in fact, the applicant has an obligation to  
4 replace 7,171 trees as part of this and we'll be  
5 making a payment to the Borough's Tree Bank Fund to  
6 fulfill that obligation.  
7 Q. Briefly cover the lighting just to  
8 explain what we're proposing in terms of building  
9 mounted and pole-mounted lighting.  
10 A. So we are proposing pole-mounted and  
11 building-mounted lights. The pole-mounted lights  
12 are LEDs that are set at 35-foot mounting heights.  
13 That's in compliance with the redevelopment plan.  
14 The building-mounted lights are 25-foot, mounted  
15 height is typical. There will be the roadway -- the  
16 roadway lighting along proposed Road A will be  
17 utilizing the JCP&L standard.  
18 So again we're fully compliant with  
19 that, with the exception of one area. It has to do  
20 with the light that we have at the southernmost area  
21 of this common access road that happens to be on Lot  
22 2 but also provides the access drive to the plant,  
23 to the existing Ashland plant.  
24 So while the ordinance requires a  
25 maximum of .5 foot-candles at any property line,

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

<p style="text-align: right;">Page 58</p> <p>1 we'll actually exceed that, we'll be .7. But again, 2 it's in an area that's a pretty critical area for 3 safety, we want to make sure it's adequately lit. 4 And we feel like with the case with the good limits 5 that we have. There is a formal subdivision line 6 there, but in the way that the buildings are 7 configured and the site access is going to be 8 configured, it's essentially almost like a 9 continuous on-site intersection. We want to make 10 sure it's consistently lit and we don't want to try 11 to create a dark spot between our property and their 12 property.</p>	<p style="text-align: right;">Page 60</p> <p>1 serviced by a private hauler. There will be no 2 obligation for the Borough's system to pick them up. 3 So it's all going to be a private situation that we 4 manage and oftentimes they get, you know, daily 5 pickups. 6 Q. In terms of signage, the free-standing 7 and the facade signs are all designed to comply with 8 the redevelopment plan requirements? 9 A. They are. Each building is proposed 10 to have one free-standing monument sign placed at a 11 driveway. The ordinance or the redevelopment plan 12 allows 100 square feet. We have actually shown up 13 to 100 square feet.</p>
<p>13 Q. So it's internal to the Hercules site? 14 A. It is. 15 Q. And has no impact on any adjoining 16 properties, correct? 17 A. None whatsoever. 18 Q. Thank you. 19 Now briefly I know there's some 20 questions about solid waste management and how 21 that's going to be handled? 22 A. I think that each building is provided 23 with an external trash enclosure. There's one for 24 each building. That's an obligation that SARA 25 imposed or identified that they wanted to see. We</p>	<p>12 The design detail that is actually 13 submitted as part of the plan as per the design by 14 KSS Architect actually has a 56-foot sign face. 15 That's well within compliance. And again it's a 16 free-standing sign oriented towards a driveway 17 that's in front of each building. 18 Similarly there is a tenant monument 19 sign -- I'm sorry, a tenant facade sign that will be 20 one per building, 100 square feet each. Again, 21 complies with the redevelopment plan. Put at 22 prominent corners over where the primary entry will 23 be. 24 25</p>
<p style="text-align: right;">Page 59</p> <p>1 added it at that time. 2 Each enclosure is a fully enclosed -- 3 three-sided enclosed with masonry. That masonry 4 enclosure is screened with vegetation as well. 5 They're relatively small on the site exhibit. 6 They're all located on the backside of the building 7 adjacent to truck ports. I'm pointing to all three. 8 So they're appropriately located. 9 One of the things that we have 10 identified and it's consistent for buildings of this 11 type and of this size, it's that generally these 12 buildings don't actually generate a lot of waste, 13 particularly garbage. What is sort of an open 14 question is how much recycling cardboard will be 15 generated. Based off of -- we have some pretty 16 generous-size trash enclosures, although they're 17 small on the plan, 23-foot wide. There's multiple 18 bins that could be fit within the enclosure. 19 So we think it's adequate based on a 20 speculative basis, but until a tenant is identified 21 we have to evaluate those needs for if they, in 22 fact, have additional burden for additional 23 recyclables. But certainly for the garbage waste 24 stream we feel they're more than adequate. 25 Each one of these buildings will be</p>	<p style="text-align: right;">Page 61</p> <p>1 Q. Now in terms of outside agency 2 approvals, I know you went through DEP. What else 3 do we need and where are we in the process? 4 A. So, of course, the project requires 5 Middlesex County Planning Board approval for both 6 the site plan and the subdivision. That application 7 is pending. 8 The Borough, of course, does their own 9 soil erosion and settlement control review so that's 10 being done as part of this site plan application. 11 We will ultimately, after we get that soil erosion 12 settlement control approval from the Borough, have 13 to seek a NJSPSY's permit from the state for 14 construction activity in stormwater discharges. 15 As I mentioned before we have water and 16 sewer main extensions that are required by the DEP 17 as part of that for the sewer. Middlesex County 18 will have to provide endorsement on that 19 application. 20 We have already obtained our wetlands 21 and flood hazard area permits for this site. 22 Q. I think you got them all. 23 A. And they're sort of perfunctory 24 Borough approvals for soil movement and tree 25 replacement or tree removal as we talked about.</p>

Page 62

1 Q. So what I want you to do now is, and I  
2 know you alluded to earlier, the intersection  
3 improvements at the intersection of the new proposed  
4 road and Cheesequake Road.  
5 (Exhibit A-6, Intersection geometry  
6 exhibit, is marked.)  
7 THE WITNESS: So I put up Exhibit A-6,  
8 Intersection Geometry Exhibit, prepared by Langan,  
9 dated July 21st. This is -- we have a side-by-side  
10 condition. What is shown on the left is the  
11 internal roadway geometry that was reflected on the  
12 prior Exhibit A-4. What is shown on the right hand  
13 is what the final intersection geometry will be once  
14 the Section 3 roadway gets built and there's a full  
15 extension out to Hartle Street. There is two  
16 components to this, so let me highlight on the  
17 interim condition first.  
18 As I mentioned before Road A will end  
19 up in essentially what is a stop-controlled  
20 T-intersection at Cheesequake. One of the other  
21 obligations we have as part of Section 1 is also to  
22 modify the existing Cheesequake-Minisink  
23 intersection, which for northbound travelers on  
24 Cheesequake they actually have a stop. And what the  
25 redevelopment plan contemplates is that that stop

Page 63

1 movement will be removed, will have to essentially  
2 soften the curve of the roadway but will be a  
3 continuous through-movement; we would eliminate that  
4 stop sign. That will be done as part of Section 1.  
5 We are evaluating the scope of the  
6 improvements. We're actually working with Dupont  
7 because it appears that there may need to be some  
8 sort of right-of-way dedication or right-of-way  
9 easement that needs to be acquired as part of that,  
10 so we're working with Dupont folks to solve that  
11 issue. But we understand that those improvements  
12 are, in fact, an obligation of this application  
13 under Section 1.  
14 What is highlighted on Section 3 I just  
15 really wanted to show that that same intersection is  
16 going to remain without further changes as part of  
17 the Section 3 improvements.  
18 So in the final intersection geometry,  
19 we have actually submitted plans for the board's  
20 review and for review by professionals, of what the  
21 entire Cheesequake frontage would be in this  
22 intersection design. So they have been already  
23 submitted as part of this application. This is just  
24 not a speculative nature. This design has been  
25 reviewed. This is consistent, this intersection

Page 64

1 configuration was also discussed with SARA at that  
2 time and, again, it's recognized that this is the  
3 design that is the Borough's preference for the  
4 ultimate arrangement for this intersection.  
5 So what will happen is vehicles  
6 traveling north on Cheesequake will be directed into  
7 what will be Road A as a continuous movement. There  
8 will be no stops there.  
9 What will happen is this is the way  
10 we're going to effectuate ensuring that trucks  
11 leaving this development, not only Section 1 but  
12 also Section 3, cannot turn left and head north  
13 towards Minisink Avenue and Washington Road as there  
14 will be a no truck turns, so basically no left turn  
15 for trucks; only passenger cars will be able to make  
16 that turn.  
17 We have a channelized light for those  
18 vehicles who are continuing on Cheesequake Road and  
19 don't have to make this sort of right-angle  
20 intersection. So what we have again is a  
21 configuration that is oriented to ensure that this  
22 connection, this Washington Road Bypass, makes a  
23 more efficient connection to Cheesequake Avenue and  
24 prevents the unwanted truck trips going north and  
25 between Washington Avenue and what this proposed

Page 65

1 Road A would be.  
2 So again, this is the configuration.  
3 It's fully designed. It will be to me the board's  
4 action, if they were to approve our application,  
5 really cements this alignment and this obligation as  
6 well, but this will not be constructed essentially  
7 until there's a road connected through to Hartle  
8 Street. Until there's a way for this to not be a  
9 dead-end, it will remain in this configuration of a  
10 common T-intersection and Cheesequake Road will  
11 follow its current alignment.  
12 ATTORNEY TRIPP: I don't have any  
13 questions of the witness at this point.  
14 MEMBER D'ADDIO: Mr. Chairman?  
15 CHAIRMAN DAVIS: Yes, Mike.  
16 MEMBER D'ADDIO: I just would like to  
17 have Jay address the issue of the waiver of the  
18 pipes.  
19 BOARD ENGINEER: Mr. Chairman, as Mr.  
20 Tripp indicated, this application has been discussed  
21 back and forth between the applicant's office and my  
22 office for months. The waivers that he's asking for  
23 we have no objection. We've reviewed that with him.  
24 Typically the actual waivers was all pipe sizes and  
25 after discussion they agreed that they would request

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 66</p> <p>1 a waiver just on the larger sizes. And the board          2 has approved that type of waiver in the past on          3 other applications.          4 Same thing with the some of the other          5 waivers, the front yard setback, parking, waivers          6 for sidewalk around a building. So the waivers          7 being requested are consistent with other waivers          8 that have been approved by the board and we have no          9 problems with that.          10 MEMBER D'ADDIO: Thank you.          11 CHAIRMAN DAVIS: Does the board have          12 any questions?          13 BOARD ENGINEER: Mr. Chairman, just          14 one other comment, if the applicant's engineer there          15 were other technical comments in our report, just          16 get on the record that I believe you are going to          17 take care of those; if the board acts favorably, all          18 the other outstanding items, with the exception of          19 the waivers, you will be able to resolve.          20 THE WITNESS: That's correct. And          21 that's true of any comments in your letter and also          22 Mr. Fowler's letter.          23 CHAIRMAN DAVIS: Thank you.          24 ATTORNEY TRIPP: I'm going to call the          25 architect now and go over just a little bit about</p>	<p style="text-align: right;">Page 68</p> <p>1 CHAIRMAN DAVIS: Motion to accept?          2 COUNCILWOMAN MAHER: I'll second.          3 BOARD SECRETARY: All in favor?          4 MEMBERS IN UNISON: Aye.          5 BOARD SECRETARY: Opposed?          6          7 E X A M I N A T I O N          8          9 BY ATTORNEY TRIPP:          10 Q. Okay. Ed, can you discuss what you          11 just marked as Exhibit A-7?          12 A. Yeah, I will.          13 (Exhibit A-7, Perspective View, is          14 marked.)          15 THE WITNESS: And this is a          16 perspective view of, actually, as you come into the          17 site right off of Cheesequake. So it really gives          18 you an indication about the building and what it          19 appears like.          20 I do have regular elevations to show          21 you, as well, but this is probably the most -- the          22 thing that you'll see as a person who enters the          23 site. I think Kevin said earlier that this is          24 designed to the aesthetics of an office park. That          25 was the direction that we were given.</p>
<p style="text-align: right;">Page 67</p> <p>1 the architecture so you can see what these buildings          2 will look like.          3 ATTORNEY ALFIERI: If you would please          4 state your name for the record and spell it?          5 ED KLIMEK: Certainly. My name is          6 Edmund, E-D-M-U-N-D, Klimek, K-L-I-M-E-K. I'm a          7 partner at KSS Architects.          8 ATTORNEY ALFIERI: Do you swear or          9 affirm to tell the truth, the whole truth and          10 nothing but the truth?          11 ED KLIMEK: I do.          12 ATTORNEY ALFIERI: Thank you. Could          13 you please provide your qualifications for the          14 Board?          15 ED KLIMEK: Certainly. Architect.          16 Registered in the state of New Jersey, have been          17 registered for the last 30 years. I've appeared to          18 many planning boards throughout the state, and we          19 are known for expertise in the design of industrial          20 architecture.          21 I also have a -- sorry -- Bachelor's of          22 Architecture from the University of Detroit,          23 graduated in 1986.          24 ATTORNEY ALFIERI: Does the Board          25 accept his credentials? We need a motion.</p>	<p style="text-align: right;">Page 69</p> <p>1 So first, let me -- before I get into          2 really how the architecture works, I'll give you          3 some of the -- the real basics. So the first thing          4 is, is that these buildings are being designed in          5 conformance with the New Jersey Uniform Construction          6 Code. They're being designed in full compliance          7 with the Americans with Disabilities Act.          8 Primary materials that are being used          9 on the building are concrete panels, exposed steel          10 and curtain wall glass.          11 So really what the architecture was          12 about, again, was to take on a much higher quality          13 than I think what many people see in warehouses          14 throughout the state. That's been consistent with          15 our work with Trammell Crow throughout.          16 What we really try to do with these          17 buildings is to try to give you an idea of quality,          18 an idea of scale and how -- and consistency. So          19 what are you seeing? Rather than simple entrances,          20 we've made them dramatic. We've done things like          21 peeled back the concrete panels, so that you can          22 begin to see an exposed steel structure. We have          23 large curtain walls, glass that really highlight the          24 entrances to all of the buildings.          25 And this is the language that's being</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

Page 70

1 used consistently on all the buildings. So all the  
2 major entrances look pretty much like this. They  
3 set back; they're filled with glass; they used  
4 exposed steel; they use painted concrete. And yet  
5 the intention here is to really create areas of  
6 focus.

7                   So this is Building 1 that you're going  
8 to see here. You see the other buildings out in the  
9 distance that use the exact same language. Also you  
10 begin to see that we use color to break down the  
11 scale. So as it happens along Road A, and again all  
12 the trucks are behind the building, we break it up,  
13 so that there -- that you see different areas of  
14 color. We use first, a very -- a punch out at the  
15 front entrance itself. You see these bold areas of  
16 colors and exposed steel. And in the long extent we  
17 toned down the color and add in other palettes that  
18 also break it down in terms of scale.

19                   And then again, this is used on all  
20 buildings and on both sides. What we have here is a  
21 consistent use of a high caliber of architecture and  
22 design as it's used in this park to give a sense of  
23 consistency and cohesion to the overall park.

24                   So all the buildings are designed  
25 exactly the same way. I'll show you a brief

Page 71

1 elevation that describes that.

2                   So again, these are the quartagonal  
3 elevations which you see here at the top of the  
4 page, it's called Road A.

5                   ATTORNEY ALFIERI: So you think you  
6 can you identify the --

7                   THE WITNESS: Sure. This is A-8 and it  
8 is Overall Elevations Building 1. So in this  
9 building --

10                   ATTORNEY ALFIERI: A-8, what date is  
11 it?

12                   THE WITNESS: Pardon me? The date is  
13 7/21/21.

14                   ATTORNEY ALFIERI: Thank you.  
15 (Exhibit A-8, Overall Elevations  
16 Building 1, is marked.)

17                   THE WITNESS: So again, Building 1  
18 North is the facade that faces Road A, the public  
19 side of it, here, now you see a building entrance,  
20 as I showed you in perspective. Large expanse of  
21 glass. Large expanse of glass here on the other  
22 side that forms the other entrance. Again, these  
23 are really highlighted so they become the areas of  
24 focus.

25                   And then the main facade itself, muted

Page 72

1 in terms of its color, but then we introduce panels  
2 that also have glass. Clear stories in them to  
3 provide daylight to the inside, but also to just  
4 break down the scale of the architecture itself.  
5 We've also introduced larger areas of glass into  
6 what are really the occupied spaces within the  
7 warehouse in the -- right by the dock space.

8                   So all the buildings are designed  
9 exactly the same way.

10                   ATTORNEY TRIPP: I don't have anything  
11 else from the architect. If you have any questions.  
12                   CHAIRMAN DAVIS: Questions from the  
13 Board?

14                   MEMBER PATEL: I do. How tall are  
15 these buildings?

16                   THE WITNESS: They're 55 feet from the  
17 finished floor to the top of the roof. And that's  
18 very consistent with the type of use.

19                   BOARD ENGINEER: Any green building  
20 elements to the buildings?

21                   THE WITNESS: Sure, at this time we're  
22 not designing it to LEED standards. However, there  
23 are things that we do incorporate in them, for  
24 example, the daylight components that we bring in.  
25 So for example, the daylighting that we're providing

Page 73

1 for what they call lay down space, it really works  
2 to illuminate that entire space. We also begin to  
3 see them in the back here, though they're not seen,  
4 the purpose is to bring daylight into the space.

5 One of the most effective things that you can do in  
6 a distribution center, it actually offsets the  
7 lighting. Many times the tenants will bring in  
8 daylight-controlled fixtures, taking into account  
9 the daylight.

10                   So as a developer, we want to try to  
11 bring in as much daylight as possible. The most  
12 important impact we can have.

13                   BOARD PLANNER: How about the large  
14 flat roofs, any consideration for solar panels on  
15 the roofs in the future?

16                   THE WITNESS: No. And at this stage, we  
17 don't have them designed for solar panels. We have  
18 it installed and the user -- the end-users have come  
19 in and do that later.

20                   BOARD PLANNER: But the roof design  
21 would not in any way prohibit solar panels from  
22 being added?

23                   THE WITNESS: At this point they're not  
24 designed to deal with the additional loading that's  
25 associated with them, but no, otherwise there's

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 74</p> <p>1 no -- nothing that would prohibit them, that's                  2 correct.                  3 BOARD PLANNER: Thank you.                  4 CHAIRMAN DAVIS: Mr. Tripp?                  5 ATTORNEY TRIPP: Okay, Alan.                  6 ATTORNEY ALFIERI: If you could please                  7 state and spell your name for the record.                  8 ALAN LOTHIAN: Alan Lothian, A-L-A-N,                  9 L-O-T-H-I-A-N.                  10 ATTORNEY ALFIERI: Do you swear or                  11 affirm to tell the truth, the whole truth and                  12 nothing but the truth?                  13 ALAN LOTHIAN: I do.                  14 ATTORNEY ALFIERI: Can you please                  15 provide your qualifications for the Board?                  16 ALAN LOTHIAN: I have a Bachelor's of                  17 Science in civil engineering from Rutgers, Master's                  18 of Science in transportation from NJIT. I'm a                  19 licensed professional engineer in the state of New                  20 Jersey. And I have testified before dozens of                  21 boards throughout the state.                  22 ATTORNEY TRIPP: And can you tell us                  23 just how long have you been practicing in the field                  24 of traffic engineering?                  25 ALAN LOTHIAN: Over 23 years.</p>	<p style="text-align: right;">Page 76</p> <p>1 in the traffic impact study.                  2 We've conservatively estimated the trip                  3 generation based on standard traffic engineering                  4 practices using Land Use Code 150, which is very                  5 much standard warehousing in the Trip Generation                  6 Manual put out by the Institute of Transportation                  7 Engineers. And based on that, the trip generation                  8 for the weekday morning peak hour and weekday                  9 evening peak hour really equates to one additional                  10 vehicle per minute in any given direction both on                  11 Bordertown and Washington. And it equates to                  12 approximately one additional truck trip every three                  13 to four minutes on average in any one direction                  14 along Bordertown, based on the circulation patterns                  15 that Mr. Webb has identified.                  16 We looked at the morning peak hour,                  17 which was 7:15 to 8:15 a.m., and the                  18 afternoon/evening peak hour, which was 4:30 to                  19 5:30 p.m. The counts we -- that we conducted were                  20 in November of 2019, pre-pandemic, when schools were                  21 in session. We did not take a credit for the                  22 existing industrial -- the former industrial                  23 development. We looked at just the proposed                  24 warehouses on the surrounding road network as --                  25 essentially as green. And what we found when we</p>
<p style="text-align: right;">Page 75</p> <p>1 ATTORNEY TRIPP: Thank you.                  2 MEMBER D'ADDIO: Mr. Chairman, I make a                  3 motion that we accept his credentials.                  4 CHAIRMAN DAVIS: Thank you, Mike. Do                  5 I have a second?                  6 COUNCILWOMAN MAHER: I second.                  7 BOARD SECRETARY: All in favor?                  8 MEMBERS IN UNISON: Aye.                  9 BOARD SECRETARY: Opposed?                  10 CHAIRMAN DAVIS: Thank you.                  11                  12 E X A M I N A T I O N                  13                  14 BY ATTORNEY TRIPP:                  15 Q. Alan, you prepared the traffic impact                  16 study that was submitted as part of this                  17 application?                  18 A. Yes, I did.                  19 Q. And can you just briefly summarize what                  20 you did and what your findings were as reflected in                  21 that report?                  22 A. I am not going to reiterate some of                  23 the things that Mr. Webb has already identified with                  24 respect to access, with respect to the size of the                  25 building, but I will go through some of the details</p>	<p style="text-align: right;">Page 77</p> <p>1 distributed the traffic on the surrounding roadway                  2 network, that with minor signal timing adjustments                  3 at the intersections of Bordertown Avenue and                  4 Cheesequake Road and Washington Road and Minisink                  5 Ave and a few -- a few physical improvements down at                  6 the intersection of Bordertown Ave and Cheesequake                  7 Road that the -- that the intersections will operate                  8 with no significant impact. And the recommended                  9 physical improvements are really to facilitate the                  10 additional truck-turning movements down at the                  11 intersection of Bordertown and Cheesequake Road.                  12 The off-site improvements are under the                  13 jurisdiction of Middlesex County, and they are                  14 currently under review. And we're working with them                  15 to determine what they will require for the ultimate                  16 build-out of those improvements. The idea is that                  17 we are providing an efficient access for the                  18 proposed industrial development and surrounding                  19 roadway network and the site itself. And the access                  20 and the internal components have been designed to                  21 accommodate all the design vehicles, including                  22 passengers cars, trucks, emergency vehicles and                  23 really, we're -- we're just working within what was                  24 proposed and approved as part of the redevelopment                  25 plan.</p>



IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

Page 78

1 CHAIRMAN DAVIS: Does the board have  
2 any questions?  
3 MEMBER D'ADDIO: Yeah, Mr. Chairman.  
4 I'm sorry, I forgot. What was your name?  
5 THE WITNESS: Alan Lothian.  
6 MEMBER D'ADDIO: Alan, this  
7 information that you're referring to, when was that  
8 published?  
9 THE WITNESS: Which information?  
10 MEMBER D'ADDIO: You said you're  
11 referring to information, like standard  
12 information --  
13 ATTORNEY TRIPP: Oh, the ITE  
14 information?  
15 MEMBER ALLEGRE: Edition 10, ITE?  
16 THE WITNESS: Yeah, ITE Version 10 --  
17 10th Edition.  
18 MEMBER D'ADDIO: Published when?  
19 THE WITNESS: Published, I believe,  
20 2017 -- 2017.  
21 MEMBER D'ADDIO: Do you know if that's  
22 before electronic logging devices were required by  
23 truck companies?  
24 THE WITNESS: I do not.  
25 MEMBER D'ADDIO: And what's the range

Page 79

1 of error in your -- in your estimations?  
2 THE WITNESS: Well, the trip generation  
3 that we conducted is on the higher end. We use the  
4 higher rates for the Land Use Code for the -- and we  
5 apply that to the street peak hours. I mean,  
6 it's -- it's based on a wide variety of -- the rate  
7 is based on a wide variety of warehouse uses.  
8 It's an understood standard throughout the --  
9 throughout the industry.  
10 BY ATTORNEY TRIPP:  
11 Q. Would you say your numbers were  
12 conservative -- on the conservative side, assuming  
13 higher than they might be?  
14 A. They're conservative, based on this  
15 particular land use, yes.  
16 MEMBER D'ADDIO: The reason I'm asking  
17 is I am the vice-president of a trucking and  
18 warehouse company, and when we go out to get a  
19 warehouse and when we start to lease space, there's  
20 no way we can tell how much traffic is going to be  
21 generated without knowing who the tenant is or  
22 whether it's going to be used for storage or  
23 cross-docking or anything like that.  
24 I just don't know how you can come up  
25 with an accurate number or close to an accurate

Page 80

1 number without knowing who your tenant is. And  
2 that's why I'm asking for the range of error could  
3 be based on what the tenants could be.  
4 THE WITNESS: So we're looking at what  
5 typically occurs during the street peak hours, and  
6 there's a wide -- you're right, there is wide  
7 variety between different warehouse users, but what  
8 this land use looks at is that wide -- so there's  
9 some flexibility.  
10 It's plus or minus say -- say ten  
11 percent. But if, you know, if there is a more  
12 intensive user, a more intensive tenant that comes  
13 to the site, then likely we would have to come back  
14 before the Board, if there's a significant --  
15 BY ATTORNEY TRIPP:  
16 Q. Not necessarily, but you would -- the  
17 design is designed to accommodate the use that's  
18 proposed, correct?  
19 A. Yes, it's designed to accommodate a  
20 wide variety of warehouse users.  
21 MEMBER D'ADDIO: Your attorney is  
22 correct, you wouldn't have to come back to the  
23 Board.  
24 THE WITNESS: Apologies.  
25 COUNCILWOMAN MAHER: Can you give us

Page 81

1 some examples of who the possible applicants may be  
2 for the warehouse?  
3 ATTORNEY TRIPP: I think I would defer  
4 to -- I would defer to the representative from the  
5 applicant for that because he's the person who's  
6 been talking to prospective tenants and knows the  
7 market. So I can have him sworn in next, and he can  
8 explain.  
9 MEMBER D'ADDIO: One more question.  
10 The peak hours that you're referring to, where did  
11 that come from?  
12 From what I understand or from what I  
13 see in the business that I'm in, you can't have all  
14 the trucks coming in at once. You can't have all  
15 trucks leaving at once. I mean, they're staggered  
16 as they come in so -- in my particular warehouse, a  
17 few hundred thousand square feet, I can't have ten  
18 trucks come in within 30 minutes and get work done.  
19 And then there's the law, especially  
20 with the new hours of servicemen as amended by the  
21 federal government. You know, truck drivers are now  
22 limited to the amount of hours they can work. So  
23 you can't have truck drivers sitting around idling,  
24 waiting to get loaded or unloaded because if they  
25 run out of hours, they have to shut off, and they're

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

Page 82

1 done for the day.  
 2 And that's the reason why I asked how  
 3 old this publication is, if it's before the  
 4 federally mandated hours of service went into  
 5 effect.  
 6 THE WITNESS: All right. So again,  
 7 what we looked at was conservative numbers,  
 8 especially with the trucking numbers. We looked at  
 9 a conservative amount.  
 10 So we looked at 20 percent of the  
 11 overall trip generation during the street peak hours  
 12 as truck trips. Really, what happens is there is a  
 13 wide, you know, the activity occurs all throughout  
 14 the day. There's interaction between the trucks,  
 15 the shift changes throughout the day.  
 16 What we looked at was the street peak  
 17 hours. So we went out there and did counts on the  
 18 roadways during the a.m. and p.m. street peak hours,  
 19 when the volume on the roadways is the highest, and  
 20 then we applied the trip generation for the facility  
 21 on top of those street peak hours.  
 22 BY ATTORNEY TRIPP:  
 23 Q. So when you talk about peak, you're  
 24 talking about the existing peak on the surrounding  
 25 streets?

Page 83

1 A. Yes. The peak commuter hours on the  
 2 roadways themselves.  
 3 Q. And then using the ITE numbers you're  
 4 estimating what traffic would be added to that,  
 5 correct?  
 6 A. What traffic as a result of --  
 7 MEMBER D'ADDIO: You're not the expert  
 8 here. Let your expert answer the question, all  
 9 right? And let's not -- let's not lead him.  
 10 You're counting cars; is that what the  
 11 peak is that you're trying --  
 12 THE WITNESS: Yes, we conducted --  
 13 conducted counts in November of 2019 to identify the  
 14 weekday morning a.m. and p.m. peak hours.  
 15 MEMBER D'ADDIO: Of cars -- of trucks  
 16 or traffic?  
 17 THE WITNESS: All vehicles.  
 18 MEMBER D'ADDIO: Well, not necessarily  
 19 all trucks?  
 20 THE WITNESS: No. We counted cars,  
 21 trucks, and --  
 22 MEMBER D'ADDIO: So that's all  
 23 traffic?  
 24 THE WITNESS: Yes.  
 25 MEMBER D'ADDIO: That's all I have.

Page 84

1 Thank you.  
 2 MEMBER GIANNIS: I have a question.  
 3 Earlier, you mentioned about the simple  
 4 modifications that needed to be done on Minisink and  
 5 Washington. Do you want to elaborate on what those  
 6 modifications might look like?  
 7 THE WITNESS: So at Minisink and  
 8 Washington we're only looking at a shift of two  
 9 seconds of time from -- from one phase to another.  
 10 I think what you're referring to is the intersection  
 11 of Bordentown and Cheesequake. And that is  
 12 extending the left turn lanes, pulling some of the  
 13 stop bars back, and some minimal widening on the  
 14 Cheesequake Road, the eastbound Cheesequake  
 15 approach, to facilitate those truck movements that  
 16 we anticipate.  
 17 MEMBER PATEL: I have a question.  
 18 When you go through what kind of tenants would  
 19 occupy these buildings, can you let us know what  
 20 kind of traffic would be generated by those tenants?  
 21 Can we discuss that?  
 22 THE WITNESS: Again, what we base our  
 23 analysis off of is the general estimate based on a  
 24 whole bunch of different type of warehouse uses.  
 25 And again, that's the standard that's used in all

Page 85

1 the traffic engineering, not for any one specific  
 2 tenant.  
 3 So what -- what we're showing in our  
 4 traffic impact study is generally what is  
 5 anticipated to occur during street peak hours.  
 6 CHAIRMAN DAVIS: Not knowing who the  
 7 tenant is going to be --  
 8 THE WITNESS: Yes.  
 9 CHAIRMAN DAVIS: -- it's very  
 10 difficult.  
 11 THE WITNESS: Because it's speculative  
 12 in nature.  
 13 MEMBER ALLEGRE: I have a question on  
 14 the increase in traffic that you see for the trucks  
 15 especially coming in the area, was designing  
 16 required to analyze any of the surrounding roadways  
 17 to see if there would be any future maintenance  
 18 issues with the additional truck traffic, additional  
 19 weight on these roadways?  
 20 THE WITNESS: We evaluate -- we  
 21 evaluated the stretch of Cheesequake and, you know,  
 22 there's no noticeable deterioration, as of now.  
 23 MEMBER ALLEGRE: Could we get a  
 24 projection of what we think might be the service  
 25 life for these roads when you increase the truck

Page 86

1 traffic?  
2 THE WITNESS: I do not have that  
3 answer.  
4 CHAIRMAN DAVIS: Anybody else have  
5 anything?  
6 ATTORNEY TRIPP: I don't have anything  
7 further with this witness at this point.  
8 CHAIRMAN DAVIS: Next witness, please.  
9 ATTORNEY ALFIERI: Please state and  
10 spell your name for the record, please.  
11 ANDREW MELE: Good evening. My name is  
12 Andrew Mele, M, like Michael, E-L-E. I'm managing  
13 director with the Trammell Crow Company.  
14  
15 E X A M I N A T I O N  
16  
17 BY ATTORNEY TRIPP:  
18 Q. And the applicant is a Trammell Crow  
19 Company, correct?  
20 A. That's correct, yes.  
21 Q. And you have been involved in this  
22 project since the beginning?  
23 A. I have, yes.  
24 Q. And your responsibilities on this  
25 particular project, just so the Board understands?

Page 87

1 A. Sure. On this particular project, I  
2 could say that I have oversight over all aspects,  
3 that would be the -- the ultimate design and  
4 leadership of this whole team that you've met  
5 tonight, as well as ultimately the financing and  
6 construction and leasing and marketing of the  
7 project once we have constructed it.  
8 Q. And there were questions about the type  
9 of tenants that you anticipate. Can you --  
10 obviously, the buildings are -- you don't have  
11 tenants currently, but you have an idea as to what  
12 type of tenants you're looking for and that might be  
13 likely to -- to come to the site?  
14 A. Sure. Well, I'll back up just a  
15 second. I recognize that these -- this is the  
16 question -- this is question that we experience  
17 every time we pursue a new project, and it very much  
18 is a chicken-and-the-egg situation, is that we can't  
19 really attract tenants until we have an approved  
20 site because tenants aren't interested with the  
21 uncertainty of an unapproved site. But most boards  
22 have concerns not knowing who's ultimately going to  
23 occupy the building.  
24 So in situations like this one, what we  
25 have done at Trammell Crow Company, we design these

Page 88

1 buildings to attract specific kinds of tenants, and  
2 those tenants tend to be those that are name brands,  
3 Fortune 50 companies that you have heard of. And  
4 the design of these would not necessarily  
5 be -- would not necessarily attract  
6 high-velocity-freight types of users, and that's  
7 very much by design.  
8 You know, when people think of large  
9 warehouses, many drive up and down the New Jersey  
10 Turnpike and see those monstrous million square-foot  
11 buildings off to the left and right occupied by --  
12 by all sorts of companies, loading on both sides,  
13 hundreds of dock doors in either direction that you  
14 can see going up and down the building, that's not  
15 what this is.  
16 While the total project is lengthy,  
17 it's in three buildings. Each building might be  
18 divided and have multiple tenants in it. And you  
19 have loading on one side of the building. So the  
20 throughput on a single side of the building is just  
21 not what we see in a -- in a cross-dock type of  
22 facility that you see in other places.  
23 And then as we've talked about earlier,  
24 the finishes are geared towards higher finish  
25 tenants, and that's why we also baked in more car

Page 89

1 parking. It's because we're trying to attract  
2 tenants -- you know, we've thrown around the  
3 warehouse distribution label on these, but we really  
4 think -- we really, internally call these, flexible  
5 industrial buildings. There will clearly be a  
6 warehouse component to them, but -- we probably  
7 should have done this before -- we have light  
8 manufacturing; we have assembly; we have cleaning  
9 rooms; we have condition space; we have -- we have  
10 office space, sometimes 20-, 30,000 square feet of  
11 office space.  
12 We did a project very much like this  
13 one in Piscataway, New Jersey a few years back and  
14 it was two buildings, a 300 and 200, and the feature  
15 building, the building up front was about  
16 300,000 square feet, and we leased it to a company  
17 called SHI. I don't know if anyone is familiar with  
18 them? One of the largest privately owned MBE  
19 businesses in the country. And what they did in  
20 that space is fully air-conditioned and they're a  
21 reseller of computers, so if anybody works at a  
22 large company and they buy 200 computers for  
23 employees, those computers go from Dell and then go  
24 to the SHI facility, and in that facility they  
25 configure -- individuals in there are configuring

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 90	Page 92
<p>1 all 200 computers, putting in the right company 2 software, the right company screen savers, you know, 3 tailoring computers for their employees. And then 4 those -- and then those laptops sit in there for a 5 day or two, and then they go out to the end user. 6       So those are the kinds of uses that we 7 see in these buildings. You know, again, and the 8 other part we were talking about, well, is it going 9 to be a lot of traffic -- a tenant that generates a 10 lot of traffic, a tenant that generates a little bit 11 of traffic? If we were building a 12 one-million-square-foot building you, obviously, run 13 the risk that you lease it to the one hot -- the one 14 tenant that's got a lot of traffic. When it's three 15 buildings and potentially six tenants, possibly, you 16 know, between three and six tenants, let's say, you 17 know, we tend to pick the averages that work out. 18 And the averages that our traffic engineer talked 19 about tends to be what happens; you have some that 20 have a little higher ratios, some that are going to 21 be a little bit lower, but you're going to fall in 22 that -- in that range. 23       So I don't want to get too far into the 24 technical parts of traffic. I'm certainly not an 25 engineer, but Trammell Crow Company has built about</p>	<p>1 What I would say is that, you know, we've pursued 2 LEED buildings in the past. I think, you know, this 3 makes the paper people not happy, maybe not so 4 excited to hear this, but the LEED has -- has in 5 some ways become a little bit of a 6 certificate-chasing type of thing, you know, adding 7 up points and -- and going for just the 8 certification as opposed to real sustainable 9 efforts, which in our view really comes down to the 10 tenant because they're operating the building. 11       We're certainly using recycled material 12 as best we can, local material as much as we can, 13 but when we talk about solar panels, you know, the 14 tenant has to decide whether they want that on their 15 building. And we have leased multiple buildings to 16 some of these e-commerce companies that you might 17 know, and they've added -- and we've, together, 18 added solar panels, hydrogen fueling stations; we've 19 talked about electrical chargers. 20       So all of that is -- is completely on 21 the table, and we will pivot to it. It's just a 22 question of who the tenant is and what they want in 23 the building. 24       BOARD PLANNER: Mr. Chairman, along 25 the same lines as the question by Demetrios.</p>
Page 91	Page 93
<p>1 20 million square feet of these types of buildings 2 in the last decade, and we have seen a lot of 3 tenants, and we've leased a lot of that space, and 4 we're familiar with how it kind of goes on these 5 sort of efforts. 6       MEMBER GIANNIS: I have a question. 7 Regarding the type of tenants that you are looking 8 to attract here and whatnot -- 9       THE STENOGRAPHER: I'm sorry, I'm just 10 having trouble hearing you. Can you speak a little 11 louder? 12       MEMBER GIANNIS: Referring to the type 13 of tenants that you're looking to attract here, a 14 lot of Fortune 50 companies have sustainability and 15 environmental policies. You would think that they 16 would be interested in occupying space that is LEED 17 compliant and has opportunity for renewable energy. 18       THE WITNESS: Right. 19       MEMBER GIANNIS: Have you considered 20 maybe rethinking your design and doing LEED 21 Certification and allowing the building to 22 accommodate the load for solar panels and other 23 renewable energy opportunities? 24       THE WITNESS: Well, I wouldn't -- you 25 know, I wouldn't say that we're not considering it.</p>	<p>1       I understand that you wouldn't provide 2 solar panels unless the tenant wanted them, but if 3 the roof itself isn't constructed to handle the load 4 of the solar panels, then how can they provide them 5 if they wanted them? 6       So I think in today's day the new 7 buildings would be constructed with the ability to 8 handle the loads of solar panels either flat roofs 9 like that that block the snow loads that we have, 10 that you would add that extra span of support that 11 you can put solar panels on the building. 12       How do you do it after the fact, I 13 guess, is the question, if there was a request to 14 handle -- 15       THE WITNESS: Yeah, I mean, I would 16 rely on the engineer, but we have, in fact, beefed 17 up our roofs on more than one occasion to 18 accommodate solar panels after the fact. 19       So if, you know, we're basically just 20 adding steel to the joists and -- but it's -- it's 21 done, you know, in the process of the solar panel 22 installation. 23       ATTORNEY TRIPP: I would like to have 24 Mr. Klimek address that as well, just in terms of 25 the impactability of what you're proposing.</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 94

1 ED KLIMEK: Sure. They're very  
2 adaptable roofs to accommodate the loads that would  
3 be required for solar panels, and we have done it  
4 quite often.  
5 A couple of things first is, because of  
6 the way we have designed the roofs, we often take in  
7 a lot of extra loading to deal with. For example,  
8 additional -- additional inch requirement, things  
9 like uplift and things like that, and when you look  
10 at that and you add the additional load for  
11 photovoltaics, and we design it so that it offsets  
12 that. So it doesn't preclude it all.  
13 And moreover, and we've done this as  
14 well, when we need to reinforce a structure because  
15 of the type of structure we're putting here, it's a  
16 relatively straightforward means by which to  
17 reinforce the steel.  
18 So there's nothing that we're doing  
19 that's precluding the use of photovoltaics, it  
20 just -- it doesn't make sense to bake it in yet  
21 until we know the requirements of the tenant.  
22 I'm actually the author of how to do  
23 LEED for distribution centers and worked with the  
24 UBC Council doing it. We do a lot -- part of our  
25 base design is a lot of things you see already baked

Page 95

1 into the building. Like I've talked about daylight,  
2 the amount of recycled material, as an example, are  
3 already baked into it. We don't necessarily obtain  
4 the LEED rating until we work with the tenant that  
5 leads to the most effective results at the end of  
6 the day.  
7 So nothing that we're doing here will  
8 preclude that at all.  
9 BOARD PLANNER: Thank you. And then  
10 just circling back to the chargers for the electric  
11 vehicles. You know, even if -- I know you said you  
12 were running -- conduit would be available, but if  
13 there's conduit in the ground, the tenant doesn't  
14 necessarily know it's there, it's not something  
15 people see.  
16 Even if one percent of the cars today  
17 on the road are electric vehicles, if you provided  
18 one percent of all your auto parking spaces for  
19 recharging stations, it would be three spaces per  
20 building, and it's available, and then they know  
21 it's there. And they can always add to it later on.  
22 It's not, you know -- again, it's a pretty -- pretty  
23 light load to carry.  
24 THE WITNESS: Yeah, and we're  
25 certainly not against it for sure, and we -- we

Page 96

1 could do it. Again, when we're doing buildings on a  
2 shell basis we want to be as flexible as we can.  
3 And yeah, they're not going to see the conduit, but  
4 whenever we start talking to the tenant about  
5 leasing the building, we have extensive  
6 conversations about what we're going to be doing to  
7 the building, how much office we're going to be  
8 putting in the buildings, where the bathrooms go,  
9 what -- what's happening.  
10 So that would be a part of any  
11 discussion, but in terms of it -- putting some in on  
12 a speculative basis, I mean, we're certainly not  
13 against that, at all.  
14 BOARD PLANNER: Again, one percent is  
15 like three spaces per --  
16 THE WITNESS: Yeah.  
17 BOARD PLANNER: -- building, and at  
18 least it's a start. And if they're there and  
19 they're popular, maybe they would add.  
20 Thank you.  
21 MEMBER GIANNIS: Just to be clear on  
22 what you're saying -- your plan is to retrofit the  
23 building; I know you didn't use that word, but  
24 you're retrofitting, depending on the requirements  
25 of the tenant?

Page 97

1 THE WITNESS: You mean, on the  
2 interior of the building?  
3 MEMBER GIANNIS: Correct.  
4 THE WITNESS: Yeah, I mean, I guess  
5 that's one way to say it is retrofitting. We're  
6 finishing the building.  
7 When we deliver the building it's  
8 basically four walls and a roof, and then  
9 when -- and we've got plumbing lines running under  
10 the slabs inside, we've got wall ones above. And so  
11 once we have a tenant and they say, we're going to  
12 need 20,000 square feet of office in this building,  
13 and we want it here. So now we -- now we design --  
14 Ed's group will design what that office is going to  
15 look at -- look like, and yeah, we go about saw  
16 cutting in the slab and plugging into that sewer  
17 line and bringing the water in. And so, you know,  
18 retrofit is a way to say it or finishing it out,  
19 yeah.  
20 And I do want to point out another  
21 thing that is unique for this project for us, is  
22 that we've -- we've negotiated a project labor  
23 agreement with the Middlesex Building and Trade  
24 Council, and so this project is going to be  
25 100 percent union, which is unique for a private

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

<p style="text-align: right;">Page 98</p> <p>1 project. And we're really excited about working 2 with the Middlesex trades on this project as well. 3 MEMBER GIANNIS: One final question. 4 Can you give us, if you're permitted to, an idea of 5 the tenants that you have been able to attract using 6 the type of facilities that were similar to what 7 we're proposing here. 8 THE WITNESS: Yeah, well, the one 9 that's most similar is the one I described in 10 Piscataway, New Jersey which was SHI, which is a 11 computer company.</p>	<p style="text-align: right;">Page 100</p> <p>1 something on the record, as I didn't want to 2 misspeak until I knew this for sure, but we did 3 up-size the structure to accommodate photovoltaics, 4 so it's already there. 5 THE WITNESS: Thank you, Ed. I 6 thought we did, and I didn't want to say anything 7 wrong. 8 CHAIRMAN DAVIS: All the parking and 9 stuff that you have for cars, that list there, you 10 can always put a canopy up and do solar if you 11 wanted to, or the tenant wanted to do it that way</p>
<p>12 The second company -- there was two 13 buildings and three tenants. SHI was the lead. A 14 company called Dawn Foods, which supplies Panera 15 Bread Company with all the baking supplies that they 16 use in their daily work. 17 And then the third company as a 18 subsidiary to Dun &amp; Bradstreet, and all they do in 19 there is print utility bills. So three cars a day 20 and three trucks a week, I mean -- so that's a good 21 example. So that company shares the building with 22 Dawn Foods. Dawn Foods' trucks are out in the 23 morning. We talked about peak hours. They're out 24 early because they're going to Panera, and their 25 neighbor next door virtually no trucks. So that's</p>	<p>12 too. 13 THE WITNESS: Yes, we have seen that. 14 We haven't done one of these. 15 New Jersey is a, you know, a state that 16 is -- has got some of the best incentives. Again, 17 where we've typically fallen down in the past is 18 that at the end of the day the tenant has to agree 19 to -- to use that power, and it's just really tough 20 in this stage to make that 25-year commitment 21 without knowing who your tenant is going to be and 22 whether that's a nonstarter for them or not. But 23 all great ideas. 24 MEMBER ALLEGRE: Is any of the project 25 budget allotted to any MWB vendors or</p>
<p style="text-align: right;">Page 99</p> <p>1 kind of what we see in these buildings. 2 And then, I guess, the other closest 3 building would be a 400,000-square-foot building 4 that we do -- we built in East Windsor, New Jersey. 5 And we leased that 100 percent to LG. And it's all 6 washers and dryers that come from the port. And 7 that's not a super-fast-moving product, as you 8 imagine, not a ton of washers and dryers sold every 9 day. So very little traffic at all on that 10 facility. But again, that's the way that one worked 11 out. 12 MEMBER GIANNIS: Sorry, one last one. 13 THE WITNESS: Yeah. 14 MEMBER GIANNIS: Any experience with 15 collocation clients, mission critical? 16 THE WITNESS: I'm sorry? 17 MEMBER GIANNIS: Any experience with 18 collocation clients, mission critical? 19 THE WITNESS: No, not actually signing 20 a lease. We will talk to those folks from time to 21 time, but we have not actually done a lease in that 22 way. 23 ATTORNEY TRIPP: I think Mr. Klimek 24 wanted to -- 25 ED KLIMEK: I just wanted to correct</p>	<p style="text-align: right;">Page 101</p> <p>1 subcontractors? 2 THE WITNESS: Well, we're not there 3 yet, and that will be part of the -- of the project 4 labor agreement and the work that we're doing with 5 the Middlesex Building Trades Council, but 6 we're -- we're not to that point yet. After 7 approvals is when we start working on the -- on, you 8 know, that sort of thing. 9 MEMBER PATEL: I have a question. If 10 early on you decide to go with an office, would this 11 ever become a multilevel building? 12 THE WITNESS: It would almost 13 certainly not be a -- well, let me -- just a couple 14 configurations that could occur. An office -- the 15 entire building being a multilevel office will 16 almost certainly not happen. 17 MEMBER PATEL: Yeah? 18 THE WITNESS: Yeah. You might have a, 19 say, a 10,000-square-foot footprint that's two 20 levels, so it's 20,000 square feet of office on two 21 levels inside a 300,000-square-foot building, let's 22 say. That's one possibility. 23 And then another possibility is that 24 there are, you know, some distribution types of uses 25 that use mezzanines inside the space. Usually,</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 102

1 again, not typically across the entire building but  
2 in certain portions. And those mezzanines tend to  
3 be mechanized and, you know, conveyering and not  
4 having, you know, people on all those levels  
5 necessarily.

6 COUNCILWOMAN MAHER: How many jobs do  
7 you guys estimate it will create?

8 THE WITNESS: Another tough one. And  
9 again, it really depends on the tenant, but what  
10 would be typical, I think here, and as we've been  
11 thinking about it, 500 jobs, we're talking now  
12 permanent jobs, not the construction jobs, but 500  
13 seems to be about a good estimate.

14 Again, I would say that some tenants  
15 that ratio would be higher, some it's going to be  
16 lower, but I think that's a good middle of the  
17 fairway, that on buildings like this, you know --  
18 the parking, one of the reasons that we would  
19 be -- did the parking the way we did is we want to  
20 attract companies with higher employee counts, and  
21 not every community feels the same way. We look at  
22 it as every -- every parking spot is a job and a  
23 person's livelihood. Some places they're like, no,  
24 we don't care about the jobs; it's too much traffic.  
25 But we just want to have the flex, and we wanted the

Page 103

1 opportunity to -- to, you know, attract companies  
2 with higher job counts, which also, you know, tend  
3 to -- it's not one-to-one, but generally speaking,  
4 the higher the employee count, oftentimes the lower  
5 the truck traffic. It usually works in that way.

6 Not always, but if there's more  
7 employees then there's more office space, there's  
8 more assembly space. It's not high-velocity  
9 distribution.

10 MEMBER ALLEGRE: How long do you think  
11 construction would take on the building?

12 THE WITNESS: We are estimating that,  
13 you know, if all went according to plan or hope --  
14 or how we hope, we would break ground in the  
15 springtime, and this would take a while because of  
16 the nature of the site and what's -- what's on there  
17 now, and the sensitive nature of it. So I would  
18 anticipate an 18-month schedule and, you know,  
19 adding six months from now, so let's say you're  
20 talking about two years for fully complete  
21 buildings.

22 MEMBER ALLEGRE: With recent building  
23 material and trucking shortages, is there any  
24 foreseeable issues right now?

25 THE WITNESS: I mean, shortages no,

Page 104

1 pricing has been -- has been a bear. So we're  
2 holding our breath.

3 I mean, we've baked in the runoff in  
4 costs that have occurred over the past three or four  
5 months. You know, if there's additional heavy-duty  
6 costs, that obviously will hurt, but we're committed  
7 to the project. It's not going to stop us.

8 In terms of shortages, we  
9 haven't -- we've got right now seven projects under  
10 construction in Pennsylvania, New Jersey, and New  
11 York, and we have had delays, but not to the point  
12 of having to suspend projects or -- or whatever.

13 Just, you know, you thought you were getting it in  
14 in May and you're getting it in July kind of thing.

15 So it does hurt on costs because now  
16 you've got some trades that aren't there when they  
17 anticipate being there because the product is not  
18 there, but overall it's manageable.

19 CHAIRMAN DAVIS: Anyone else have any  
20 questions? Thank you.

21 THE WITNESS: Thank you. Thank you,  
22 everybody.

23 ATTORNEY TRIPP: I'm going to call on  
24 our planner here just to briefly address the  
25 statutory criteria for the relief we're seeking.

Page 105

1 KEENAN HUGHES: Good evening.

2 ATTORNEY ALFIERI: Good evening.  
3 Please state your name and spell your name for the  
4 record.

5 KEENAN HUGHES: It's Keenan Hughes,  
6 H-U-G-H-E-S.

7 ATTORNEY ALFIERI: Do you swear or  
8 affirm to tell the truth, the whole truth and  
9 nothing but the truth?

10 KEENAN HUGHES: Yes, I do.

11 ATTORNEY ALFIERI: Can you please  
12 provide your qualifications for the Board?

13 KEENAN HUGHES: Yes. I am a licensed  
14 planner in the state of New Jersey. I'm a member of  
15 the American Institute of Certified Planners.

16 I'm a principal of Phillips Preiss,  
17 which is a planning firm based in Hoboken. I work  
18 with municipalities and private clients throughout  
19 New Jersey on planning and zoning matters --

20 MEMBER D'ADDIO: Mr. Chairman, I make a  
21 recommendation and a motion that we accept his  
22 credentials.

23 CHAIRMAN DAVIS: Would anyone like to  
24 make a second?

25 MEMBER MAHER: Second.

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 106</p> <p>1 CHAIRMAN DAVIS: All in favor?                  2 BOARD MEMBERS IN UNISON: Aye.                  3 CHAIRMAN DAVIS: Opposed?                  4 ATTORNEY ALFIERI: Thank you.                  5                  6 EXAMINATION                  7                  8 BY ATTORNEY TRIPP:                  9 Q. Keenan, can you tell me what -- why                  10 what we asked you to do?                  11 A. You asked me, as a planner, to                  12 evaluate the relief that we're seeking in accordance                  13 with the statutory criteria in the Municipal Land                  14 Use Law.                  15 Q. And I would direct your attention first                  16 to the lot depth that the engineer explained.                  17 A. Yes. So Mr. Webb provided a very                  18 thorough description of this situation, which I                  19 believe would be justified on a C(2) basis.                  20 And so the purpose of the subdivision                  21 is, of course, to create development lots that                  22 further the purpose of the redevelopment plan. This                  23 lot depth variance just relates to what Mr. Webb                  24 described, and I agree, is really just a paper lot,                  25 a paper condition. It's a remainder lot, which is</p>	<p style="text-align: right;">Page 108</p> <p>1 land development ordinance, not from the                  2 redevelopment plan itself.                  3 The first of those is the parking                  4 within the front yard setback. Again, this is not                  5 specifically required in the redevelopment plan.                  6 It's a very common condition, in my experience, for                  7 warehouse buildings to particularly have some office                  8 component within the front portion of the building.                  9 Very difficult to completely get the parking out of                  10 the front yard. And that's, of course, the                  11 condition that we're proposing here for each of the                  12 three warehouse buildings.                  13 The redevelopment plan itself has no                  14 parking setback requirements. The literal                  15 enforcement of this, of course, is impracticable and                  16 the waiver that we're requesting is reasonable and                  17 within the purpose and intent of the redevelopment                  18 plan. Again, it doesn't require it. SARA has                  19 approved this site plan, this specific layout for                  20 each of the buildings. And again, as Mr. Webb                  21 described, the purpose of the layout of the parking                  22 areas, in particular, is to facilitate the                  23 separation of car and truck traffic. So that's                  24 really the intent of that design. And also this is                  25 not a development on an existing road. It's a</p>
<p style="text-align: right;">Page 107</p> <p>1 adjacent to the three proposed development lots.                  2 It's also owned by Hercules. And any further                  3 development that would involve that particular lot                  4 would require some reconfiguration of it.                  5 So it's really both paper in nature,                  6 but also a temporary condition in terms of any                  7 future redevelopment of the property itself. It's                  8 also, in my opinion, a de minimis deviation because                  9 the depth is about 97 percent of what's required.                  10 And so in my opinion, granting this                  11 relief would further the purposes of the                  12 redevelopment plan as much as it's integral to                  13 creating the three development lots that would                  14 facilitate this proposed project in the entirety of                  15 Section 1, in a manner that's fully conforming with                  16 the requirements of the redevelopment plan.                  17 And there's really no detrimental                  18 impacts here. Again, the deviation is minimal; it                  19 only exists on paper, and essentially, a temporary                  20 condition. So the benefits substantially outweigh                  21 any detriments, and therefore, this variance can                  22 satisfy the C(2) criteria.                  23 And then there was several design                  24 waivers that were also being requested. Now each of                  25 these are actually from standards in the underlying</p>	<p style="text-align: right;">Page 109</p> <p>1 redevelopment project on a new road that will be                  2 built in accordance with the redevelopment plan.                  3 And this simply allows the front door                  4 of each new building to be located along that new                  5 road adjacent to where, typically, employees would                  6 be parking. And then, finally, as Mr. Webb pointed                  7 out, 30 feet of green space between the parking lots                  8 and this new road, which allows more than enough                  9 room to provide landscaping along the road frontage.                  10 So I think that's clearly a waiver                  11 that's within the intent of the land development                  12 ordinance, and certainly within the intent of the                  13 redevelopment plan.                  14 And there are a few others. As it                  15 relates to lighting, as Mr. Webb pointed out, this                  16 is in exceedance of the maximum of 0.5 foot-candles                  17 at the property lines. If you'll recall, this is a                  18 very limited area, which is adjacent to the private                  19 road between Buildings 1 and 2 that connects up to                  20 the existing Hercules plant. So no impacts to any                  21 of the adjoining properties.                  22 The third waiver was for the storm                  23 water pipe size. Again this is, as Mr. Webb put it,                  24 a limited condition. It's just a portion of the                  25 site. It only is applicable to the pipes over 24</p>



Page 110

1 inch in diameter, and there's practical difficulties  
2 related to complying with that specific standard.  
3 Again, which is something that's been thoroughly  
4 reviewed by the Borough, is my understanding.  
5           And then finally, the land development  
6 ordinance requirement that sidewalks need to be  
7 provided in all areas where pedestrian traffic may  
8 occur. This design meets that intent. It's only  
9 those areas around the parking lots where it simply  
10 doesn't make sense to have a sidewalk. One parks  
11 their car; they turn around; they go immediately  
12 into the building.  
13           The important point is we have  
14 pedestrian connectivity and sidewalks in areas where  
15 people will actually use them, surrounding the  
16 perimeters of each of the warehouse buildings and  
17 connecting up to the new road. So that is also a  
18 waiver that, in my opinion, meets the intent of both  
19 the redevelopment plan and the land development  
20 ordinance.  
21           So with that, Mr. Tripp, unless you  
22 have anything further --  
23           Q. I don't.  
24           A. -- that concludes my direct testimony.  
25           CHAIRMAN DAVIS: Any questions, Mike?

Page 111

1           Anybody from the Board? Thank you.  
2           ATTORNEY TRIPP: I don't have anything  
3 further. That would conclude our direct case.  
4 Obviously, if there are questions from the public or  
5 the board has additional questions, we --  
6           BOARD PLANNER: Mr. Chairman?  
7           CHAIRMAN DAVIS: Mr. Fowler.  
8           BOARD PLANNER: I wasn't sure how you  
9 were going to handle, you know, our reports; if you  
10 were going to go through any of the items or just  
11 assume that anything I recommended in my comment  
12 section, that you are agreeing to provide through  
13 revised plans or reporting to the town?  
14           ATTORNEY TRIPP: Kevin, do you want to  
15 come back up? I believe that's the case. There  
16 were a few things we did address.  
17           BOARD PLANNER: Yes, you did address.  
18           ATTORNEY TRIPP: Can I just take a  
19 look? You asked us to take a look, for example, at  
20 the dead-end condition. We, did that and I think  
21 that was addressed.  
22           But anything that, Kevin, that we  
23 didn't specifically address in testimony we will be  
24 able to address?  
25           KEVIN WEBB: That's correct.

Page 112

1           BOARD PLANNER: Then there's no need  
2 to go through it then, it answered my question.  
3 Thank you.  
4           Thank you, Mr. Chairman.  
5           CHAIRMAN DAVIS: All right. I'll  
6 entertain a motion to open to the public?  
7           MEMBER D'ADDIO: So moved.  
8           THE WITNESS: Second?  
9           COUNCILWOMAN MAHER: So moved.  
10           BOARD SECRETARY: All in favor?  
11           MEMBERS IN UNISON: Aye.  
12           BOARD SECRETARY: Opposed?  
13           First resident is Jim Robinson.  
14           JIM ROBINSON: Mr. Chairman, I have a  
15 question first.  
16           CHAIRMAN DAVIS: Mr. Robinson, we have  
17 a microphone that we'd like to --  
18           JIM ROBINSON: Let me ask my question  
19 first.  
20           CHAIRMAN DAVIS: We have a microphone  
21 to capture everything.  
22           JIM ROBINSON: Actually -- Jim  
23 Robinson, 11 Borelle Square in Parlin.  
24           Actually, Lieutenant Green signed in  
25 before I did. He just signed in the second space

Page 113

1 and I signed on top. So as a courtesy you might  
2 want to let him speak first because he was actually  
3 the first sitting here but --  
4           ATTORNEY ALFIERI: It's up to you.  
5           JIM ROBINSON: I would defer to  
6 Lieutenant Green.  
7           But my question -- my question, while  
8 he's coming up, is this: I have questions of the  
9 applicants because there were five witnesses and as  
10 Mr. D'Addio pointed out, Mr. Tripp even started to  
11 testify before he was stopped, and I have questions  
12 or comments for the board.  
13           So will all those be done at the same  
14 time?  
15           CHAIRMAN DAVIS: Well, do you want to  
16 go now?  
17           JIM ROBINSON: No, no. I'm asking you,  
18 if I have questions for the applicants and then  
19 questions and comments for the board, would that be  
20 done at the same time or at separate times?  
21           MEMBER D'ADDIO: You can do it all at  
22 the same time.  
23           CHAIRMAN DAVIS: Sure.  
24           JIM ROBINSON: It's your meeting.  
25           CHAIRMAN DAVIS: You can do it right

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

Page 114

1 now.

2 JIM ROBINSON: I'll let Mr. Green go

3 and then I will go. Thank you.

4 CHAIRMAN DAVIS: The amount of people

5 that have signed up with questions and concerns, we

6 will keep it to a three-minute, so everybody has --

7 RON GREEN: I'm going to have to talk

8 more than three minutes. I'm going to have to talk

9 more than three minutes. How about five minutes?

10 CHAIRMAN DAVIS: All right. We'll

11 give you five minutes; how is that?

12 RON GREEN: My name is Ron Green. I

13 live at 57 Nickel Avenue, Sayreville, New Jersey.

14 A few people here might know me. I

15 have been on this planning board. I served on this

16 planning board for eight years. I moved over to the

17 zoning board and I served on the zoning board here

18 in Sayreville for eight years and I was the

19 Chairman.

20 I'm not anti-warehouse. But I do have

21 a few issues that I think I need to address with

22 you. One of them is the traffic study that we had.

23 I had been a police officer for 35 years before

24 retiring. I worked in the traffic safety bureau and

25 I held the rank of lieutenant as a shift commander

Page 115

1 from 1984 to 2005. So I'm experienced with these

2 police operations in traffic and working within the

3 Borough.

4 I just want to give you a little

5 history on this. When I started in the police

6 department in 1969, Hercules and Dupont was a

7 full-production plant. And our police department,

8 between 4:15 and 5:15, 5 days a week, manned traffic

9 posts, traffic lights at Minisink and Washington

10 Road, at Main Street and Washington Road, which is

11 also called Miller's Corner, and also at Jernee Mill

12 Road and Washington Road.

13 And the reason we did that every day

14 was because of the traffic, the traffic from

15 Hercules and Dupont. There were approximately 8- to

16 900 cars that traveled that -- those roads and we

17 had to get them out.

18 Around 1997, Dupont and Hercules, the

19 production in the plants started to cease and

20 eventually we stopped the traffic post that we had.

21 There was even a booth on Washington Road and

22 Minisink Avenue and there was a booth at Miller's

23 Corner and the Borough took those away. There was

24 no problems. We had 31,000 people living in

25 Sayreville at that time.

Page 116

1 Now let's fast-forward to today. Today

2 we have approximately 43,000 residents living in

3 Sayreville. And why are we here tonight? We have

4 an application for three warehouses, 165 loading

5 docks, 270 trailer parking spots and 1,000 cars.

6 Their traffic study that was talked

7 about earlier, I dispute that. Does the planning

8 board, did they commission someone to do a traffic

9 study for the Borough of Sayreville? Can someone

10 answer that for me?

11 Has the planning board had a traffic

12 study, an independent traffic study?

13 BOARD ENGINEER: Mr. Chairman, our

14 office has traffic engineers on staff and we have

15 reviewed this report as submitted on behalf of the

16 board.

17 RON GREEN: Well, I'm making the

18 suggestion that the planning board hire an

19 independent traffic study. Not from CME, but an

20 independent.

21 Now I know CMA -- CME and they're very

22 good. I've worked with Mr. Cornell and everyone

23 else. That's not the point. CME had the

24 presentation with the mayor and council and also

25 with SARA. An independent, so you people can get

Page 117

1 the facts because there is some disputes on this

2 traffic study. They're saying minor tweaking of

3 traffic lights. I'm sorry, it doesn't work.

4 I also wanted to know, did -- did the

5 planning board send this application to the Chief of

6 Police for his recommendations and for him to look

7 at it and come back to the planning board and give

8 you what his thoughts are?

9 We're talking major traffic here. Has

10 anyone done that?

11 Do you have any police reports of the

12 incidents and accidents that took place on the S

13 turn on Bordentown Avenue? The testimony here today

14 is that a lot of the trucks are going to be exiting

15 that way.

16 CHAIRMAN DAVIS: Five minutes.

17 RON GREEN: I think before a decision

18 could be made here, that maybe the planning board

19 should have all the facts, get that traffic study,

20 get the chief's recommendations on what he thinks.

21 Let's talk about widening the roads because if -- if

22 they don't do it, taxpayers are going to do it and

23 who's the taxpayers? You, me, them. Let's be fair

24 about this.

25 I know my five minutes are just about

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 118

1 up here.  
2 CHAIRMAN DAVIS: That's okay.  
3 RON GREEN: Is the planning board  
4 aware that a few weeks ago a tractor-trailer struck  
5 the traffic light on Bordentown Avenue and  
6 Cheesequake Road and tied up traffic there? Caused  
7 a big mess.  
8 Now we're talking hundreds of trailers,  
9 and the applicant talks about making the road bigger  
10 on Cheesequake Road to let these trucks out. It's  
11 going to be a problem. QuickChek owns that  
12 property. And they have an application in to put a  
13 gas station there. Has that been talked about?  
14 Is the board aware, and I read the  
15 reports from the applicant, on a traffic study where  
16 the trucks will be able to go across Cheesequake,  
17 across Bordentown into Old Bridge. Are you aware  
18 that Old Bridge has an ordinance that bans trucks?  
19 Therefore, what's going to happen is the trucks that  
20 leave and go down Cheesequake Road, they're going to  
21 have to make the right or the left turn onto  
22 Bordentown Avenue. They're not going to be able to  
23 get out. Old Bridge was smart enough to have an  
24 ordinance banning trucks a long, long time ago.  
25 You're also talking about 1,000 cars.

Page 119

1 When these roads get backed up, where  
2 do you think these cars are going to go? Kendall  
3 Drive, Pinetree Drive, Creamer Drive, Jensen Road,  
4 Green Valley. That's the way they're going to get  
5 out.  
6 I'm asking, think about this. This is  
7 much deeper than what it appears to be. There's  
8 more issues here.  
9 And lastly, I think that the residents  
10 of Sayreville deserve a little bit more here. Like  
11 I say, I'm not against warehouses, but I am against  
12 it in its present form. We have to think about the  
13 people who live here, the noise, the air, the  
14 quality of life. So I ask, please, just consider  
15 this entire application. It's not as cut and dry  
16 as -- as they're making it to be. There is a lot  
17 more implications than is -- than they're presenting  
18 here.  
19 Thank you very much for your time.  
20 CHAIRMAN DAVIS: Thank you.  
21 BOARD SECRETARY: Jim Robinson.  
22 JIM ROBINSON: Thank you, Mr.  
23 Chairman, members of the board, Mr. Tripp. Jim  
24 Robinson, 11 Borelle Square in Parlin.  
25 I very much appreciate the

Page 120

1 architecture, that building trades will be involved,  
2 that jobs will be created. Maybe Mr. Mele will tell  
3 us what those jobs will pay.  
4 I do have some questions because, as  
5 Mr. Green pointed out, a lot of questions weren't  
6 asked and -- and they have to be asked. And I'm a  
7 little concerned about the fact that the  
8 improvements will take place at Section 3. And what  
9 uses are allowed in Section 3? They are different  
10 than these uses, Mr. Tripp said.  
11 Mr. Tripp, do you know?  
12 ATTORNEY TRIPP: Yes.  
13 JIM ROBINSON: I would -- I would hope  
14 this is not going to count towards my time because  
15 he's answering my question.  
16 ATTORNEY TRIPP: The redevelopment  
17 plan, Section 3 has -- hold on a second, in Sections  
18 2 and 3 we have got power plants, energy centers,  
19 utilities, all uses permitted in Section 1, except  
20 warehouse use, which is a conditional use.  
21 RON GREEN: Okay.  
22 ATTORNEY TRIPP: And it's a  
23 conditional use up to 750,000 square feet if the  
24 blue and green roadway is connected, which means  
25 that the connection to Hartle has to be made.

Page 121

1 JIM ROBINSON: Okay. So the  
2 warehouses are before you now and you're not  
3 requiring the road be extended. And all of these  
4 other uses are not going to require that road  
5 because they're not going to have the kind of  
6 traffic.  
7 That's not a question, Mr. Tripp.  
8 ATTORNEY TRIPP: No, that's not --  
9 that's totally incorrect.  
10 JIM ROBINSON: That's not a question,  
11 Mr. Tripp, okay.  
12 ATTORNEY TRIPP: Yes. Well, that's  
13 totally incorrect.  
14 JIM ROBINSON: I have an issue with  
15 that, with keeping the improvements until Section 3,  
16 including the improvements at Cheesequake Road which  
17 ought to be done immediately.  
18 Do we know what the status of the  
19 Section 3 is? Is there an application? Is  
20 there -- have they appeared before a board? Have  
21 they spent any --  
22 Any official -- anything official on  
23 Section 3 yet?  
24 ATTORNEY TRIPP: Nothing at this  
25 point.

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

Page 122	Page 124
<p>1 JIM ROBINSON: Nothing, okay.</p> <p>2 ATTORNEY TRIPP: But as -- but you're</p> <p>3 asking me a question and I'm going to point</p> <p>4 something out.</p> <p>5 JIM ROBINSON: But you said nothing at</p> <p>6 this point.</p> <p>7 ATTORNEY TRIPP: Well, but I want to</p> <p>8 correct something that you indicated on the record</p> <p>9 that was incorrect, which is that the redevelopment</p> <p>10 plan specifically provides that "for all uses, other</p> <p>11 than warehouse, the roadway section should be</p> <p>12 completed contemporaneously with development."</p> <p>13 So you doing the other --</p> <p>14 JIM ROBINSON: Well, contemporaneous</p> <p>15 with development of --</p> <p>16 ATTORNEY TRIPP: Of Section 3.</p> <p>17 JIM ROBINSON: -- of Section 3.</p> <p>18 ATTORNEY TRIPP: Right.</p> <p>19 JIM ROBINSON: Which could be, for all</p> <p>20 we know, in 2050.</p> <p>21 So we're going to be having a million</p> <p>22 square feet of warehousing in two years, and maybe,</p> <p>23 if we're lucky, in 2050, we'll have the continuation</p> <p>24 of that road.</p> <p>25 ATTORNEY TRIPP: Well, that's the</p>	<p>1 trees that are taken down.</p> <p>2 I noticed you had five experts here and</p> <p>3 they were all very good. I appreciate them very</p> <p>4 much. I did not hear an environmental expert.</p> <p>5 You're taking down -- you're going to</p> <p>6 have 75 percent impervious coverage. That is going</p> <p>7 to create a lot of runoff, a lot of water in the</p> <p>8 area. And you're taking down 7,000 trees and one of</p> <p>9 the things that trees do is take care of water</p> <p>10 issues. You had nobody testify to what the impact</p> <p>11 on the surrounding properties is going to be with</p> <p>12 respect to water, or air, as a result of the</p> <p>13 75 percent impervious coverage, the parking lot and</p> <p>14 the warehouses, and 7,000 trees going away. And I</p> <p>15 think the board should ask for that.</p> <p>16 And Mr. Green brought up something</p> <p>17 about the board's traffic expert. You know, when I</p> <p>18 was chairman of the planning board many, many years</p> <p>19 ago -- I'm very old -- we put in an escrow fee</p> <p>20 ordinance. And the purpose of that escrow fee</p> <p>21 ordinance was so that the board could hire, at the</p> <p>22 applicant's expense, experts to counter their</p> <p>23 experts.</p> <p>24 So, for instance, when an -- when</p> <p>25 somebody came before the board and they had a</p>
Page 123	Page 125
<p>1 redevelopment plan.</p> <p>2 JIM ROBINSON: That's -- that's my --</p> <p>3 ATTORNEY TRIPP: That's the</p> <p>4 redevelopment plan.</p> <p>5 JIM ROBINSON: That's my concern.</p> <p>6 ATTORNEY TRIPP: That's the</p> <p>7 redevelopment plan.</p> <p>8 JIM ROBINSON: Please, this is the</p> <p>9 public portion. I'm asking the question.</p> <p>10 CHAIRMAN DAVIS: You have to let him</p> <p>11 answer.</p> <p>12 ATTORNEY TRIPP: You're asking me</p> <p>13 questions, too.</p> <p>14 JIM ROBINSON: He answered my</p> <p>15 question. I'm going to ask another question.</p> <p>16 The 7,024 trees that are being taken</p> <p>17 down, is that only in connection with Section 1 or</p> <p>18 for the entire project?</p> <p>19 ATTORNEY TRIPP: The project before</p> <p>20 the board is Section 1.</p> <p>21 JIM ROBINSON: So those 7,000 trees</p> <p>22 that are coming down are all connected to this</p> <p>23 initial project?</p> <p>24 ATTORNEY TRIPP: That's correct.</p> <p>25 JIM ROBINSON: So there will be more</p>	<p>1 traffic expert, the board had a traffic expert, not</p> <p>2 CME. I like CME, but with all due respect, they're</p> <p>3 the engineer for the Borough, for SARA and for the</p> <p>4 planning board. Of course they're going to like</p> <p>5 this project. They helped develop -- they helped</p> <p>6 develop the ordinance that brought in this project.</p> <p>7 Mr. Green said there should be</p> <p>8 somebody independent and I agree. \$160,000 were</p> <p>9 posted in escrow fees and those escrow fees are so</p> <p>10 that the board can hire their own professionals to</p> <p>11 counter the expertise of these excellent witnesses</p> <p>12 here to give a different perspective to protect the</p> <p>13 people of Sayreville.</p> <p>14 And I would respectfully suggest that</p> <p>15 before -- before you vote on this, you hire your own</p> <p>16 experts to talk about traffic, to talk about sound,</p> <p>17 to talk about the environment, to talk about the</p> <p>18 water runoff implications to the surrounding areas.</p> <p>19 I would suggest respectfully that.</p> <p>20 My questions on solar panels were</p> <p>21 asked.</p> <p>22 I'm going to wait. I don't want to</p> <p>23 take up my time.</p> <p>24 I'm curious about the name, Arsenal</p> <p>25 Trade Center. You know, we had one Arsenal in</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 126

1 Sayreville, the Gillespie Shell Loading Plant that  
2 expired in 1918, 100 people were killed, 300  
3 buildings were demolished. Sayreville's experience  
4 with arsenals hasn't been great, but I don't want to  
5 take time on that.  
6 We don't know who the tenant is so I'm  
7 not so sure, as Mr. D'Addio pointed out, I'm not so  
8 sure how the traffic engineer could tell us where  
9 these people are going to go, where they are coming  
10 from, if they're coming from north or south or  
11 they're -- they're going to turn left or right.  
12 Also, I did not mention, we know that  
13 DDT was manufactured here. We know that  
14 nitrocellulose was manufactured here. We certainly  
15 should have the environmental expert for that.  
16 I'm going to get into the Washington  
17 Road Bypass, but could I ask that the first Exhibit  
18 be put up? You might have referred to it as A-1. I  
19 don't know if the board referred to it as A-1.  
20 JIM ROBINSON: I would like that there  
21 and I would like to note, and maybe I'll ask your  
22 engineer -- I didn't scale it, I only used a pen --  
23 but the I guess it would be the southwest corner of  
24 your property, of the Hercules property --  
25 KEVIN WEBB: What about it?

Page 127

1 JIM ROBINSON: -- how far is it from  
2 Bordertown Avenue? Approximately. You don't have  
3 to scale it.  
4 KEVIN WEBB: You're talking here?  
5 JIM ROBINSON: Yes.  
6 KEVIN WEBB: Referring to A-1, from  
7 Bordertown Avenue?  
8 JIM ROBINSON: Yes.  
9 KEVIN WEBB: And this is one inch  
10 equals 500. Maybe it's 2,000 feet.  
11 JIM ROBINSON: 2,000 feet. That's  
12 exactly what I scaled it with -- with my pen, and  
13 I'm not an engineer.  
14 And I raised this because it is  
15 possible to build these warehouses, to employ these  
16 people, to give jobs to the Middlesex County  
17 building trade and run the road through internally,  
18 through Hercules property, over to that point, which  
19 is, as you said, 2,000 feet from Bordertown Avenue.  
20 You would bypass Bordertown Avenue.  
21 You would bypass Washington Road. You would bypass  
22 the S curve on Bordertown Avenue, which is very  
23 dangerous. You would bypass the S-curve on -- or  
24 the two S-curves on Jernee Mill Road, which Hartle  
25 Road is before. So that's why I raised that

Page 128

1 question.  
2 I do have some questions for your  
3 traffic expert. Is it Mr. Lothian, Alan?  
4 ALAN LOTHIAN: Lothian, yes.  
5 JIM ROBINSON: I'm sorry?  
6 ALAN LOTHIAN: Lothian, yes.  
7 JIM ROBINSON: Lothian, okay. I  
8 appreciated your presentation very much, but I do  
9 have some questions on it.  
10 There's some drawings in the back, some  
11 renderings. They're very beautiful. They're very  
12 nice. I appreciate that. There were no copies of  
13 the traffic study for the public to take a look at.  
14 You can download it, and I downloaded it.  
15 Your ATRs which are the Automatic  
16 Traffic Reports, they -- and they're out there to  
17 examine traffic conditions. They were out,  
18 according to your report from November 11th to  
19 November 19th, 2019, right?  
20 ALAN LOTHIAN: Yes.  
21 JIM ROBINSON: Okay. The ordinance  
22 specifically requires that counts not be done on  
23 holidays. And November 11th, as we all know, as  
24 proud veterans know, is a holiday.  
25 So your counts have to -- have to be

Page 129

1 off by 12 to 15 percent. So I'm not sure if -- how  
2 that affects the validity of your report.  
3 ALAN LOTHIAN: The actual traffic  
4 count was done on Thursday, November 14th.  
5 JIM ROBINSON: One day? Your traffic  
6 count was one day?  
7 ALAN LOTHIAN: The ATRs are laid out  
8 over seven days. They collect seven days.  
9 JIM ROBINSON: But the traffic count  
10 was one day, not a week? Well, is that typical?  
11 ALAN LOTHIAN: Yes.  
12 JIM ROBINSON: That's typical? Not by  
13 my experience, but you're the traffic expert. Okay.  
14 Our ordinance and I think it is -- it  
15 would be land use section, so it would be Section 26  
16 -- Jay, help me -- 64, probably talks about the  
17 Traffic Impact Statement. Requires that you also  
18 report on accidents in the area. Lieutenant Green  
19 raised that. You didn't report on the accidents in  
20 the area on that very well done report.  
21 And I would say this, if we're going to  
22 take a true picture whether the ordinance requires  
23 -- because the ordinance also says that the board  
24 can ask you to provide any other information that  
25 they deem necessary. And that used to be routine.

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

<p style="text-align: right;">Page 130</p> <p>1 When I chaired the planning board, that would be 2 routine. The ordinance was the starting point. And 3 then board members would say, well, based on their 4 knowledge, based on their knowledge of the area, 5 based on their knowledge that there's some dangerous 6 S-curves there, we want you to provide some other 7 information. 8 So I would ask that the board ask the 9 applicant to provide that information to get those 10 accident reports around the S-curve because that's 11 very important. It's very dangerous for cars around</p>	<p style="text-align: right;">Page 132</p> <p>1 because it's part of the ordinance. 2 ATTORNEY TRIPP: Obviously, if we get 3 questions from the Board and it goes through 4 Mr. Cornell and there are additional questions that 5 are raised, we would address those questions. 6 JIM ROBINSON: Okay, thank you. 7 So I would ask the board, then, to ask 8 that question. I have another question. I'm going 9 to try and be brief here, but these are important. 10 Are there, when you did your study, 11 did you notice if there are sidewalks on Cheesequake</p>
<p>12 the S-curve. I'm not, you know, we can imagine 13 what -- with the tractor-trailers going through 14 there. 15 Also, I didn't see the level of service 16 on the adjacent roadways. And I think the ordinance 17 calls for the level of service on the adjacent 18 roadways, which would be Bordentown Avenue and 19 Washington Road. So I think that the board, in 20 protecting the residents of the town and so that 21 they can vote on this with full knowledge of the 22 facts, should request that. And, of course, I hope 23 you will hire your own professional to review the 24 answers that they are giving. 25 Now, if -- I happen to have it here in</p>	<p>12 Road? 13 ALAN LOTHIAN: There are not. 14 JIM ROBINSON: Are there sidewalks on 15 Bordentown Avenue? 16 ALAN LOTHIAN: That, I'm not sure. 17 JIM ROBINSON: Okay. Do you think 18 that's important? 19 When you did your study, did your 20 review indicate how many students walk to and from 21 school and Burke's Park and Kennedy Park along 22 Washington Road and Minisink Avenue and Cheesequake 23 Road and Bordentown Avenue? 24 ALAN LOTHIAN: No. 25 JIM ROBINSON: Did you take into</p>
<p style="text-align: right;">Page 131</p> <p>1 the ordinance. The ordinance also says you must 2 provide any other information requested by the 3 appropriate board required to make an informed 4 assessment of potential traffic impacts. Wow, I got 5 that pretty close. 6 If that is done, if the board requests 7 that, would you do that? It's pursuant to the 8 ordinance. 9 ATTORNEY TRIPP: Well, we've analyzed 10 -- we have analyzed the traffic, we submitted the 11 report. It was reviewed by CME. 12 JIM ROBINSON: I understand that. 13 ATTORNEY TRIPP: The other point -- 14 the other point that I would like to make here 15 is -- 16 JIM ROBINSON: I understand that. CME 17 is the engineer. These people are the lay people 18 who are the sworn board members. And if they 19 request additional information, based on their own 20 understanding, several of them live in the area and 21 they have a great understanding of this. Several of 22 them drive Bordentown Avenue and Jernee Mill Road 23 and they have a great understanding of this. 24 If the board requests it, well, if the 25 board requests it, I think you have to comply</p>	<p style="text-align: right;">Page 133</p> <p>1 account the two firehouses, the two first-aid 2 squads, eight schools and childcare centers, 3 including one for those students with disabilities 4 within two miles of this mega-warehouse site? Did 5 you take that into account? 6 ALAN LOTHIAN: We took into account 7 the traffic operations at the adjacent intersections 8 that would be impacted by 100 trips or more. 9 JIM ROBINSON: Okay. When you did 10 your study, were you aware that a 11 1.8-million-square-foot warehouse was approved on 12 Main Street in Sayreville not too far from this 13 site? 14 Are you aware of that? 15 ALAN LOTHIAN: No. 16 JIM ROBINSON: And if you were aware 17 of that, might it change your conclusions? 18 ALAN LOTHIAN: Not particularly at 19 this location. 20 JIM ROBINSON: No? You don't think we 21 might have to change the timing of the lights from 22 two seconds to four seconds? 23 And on those lights, for instance, 24 those lights are on Bordentown Avenue which is a 25 county road.</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 134

1 Now, can the Borough change the timing  
2 on those lights on a county road?  
3 And just so that you know, the Borough  
4 Council -- and Councilwoman Maher can attest to this  
5 -- at their last meeting they asked for a resolution  
6 objecting to a redevelopment project in Old Bridge  
7 that's more than six miles away. Jake Brown Road  
8 and the other side that fronts on Route 9, they're  
9 objecting to that because of the excessive traffic  
10 it will add to Bordentown Avenue.  
11 Now, do you think that's a wise thing  
12 for them to do or is that not within your area?  
13 ATTORNEY TRIPP: I don't -- I don't  
14 think -- that's so far beyond what this traffic  
15 engineer --  
16 JIM ROBINSON: All right. Well, let  
17 me ask this then, do you know about that project  
18 which the governing body says is going to put  
19 excessive traffic on Bordentown Avenue?  
20 ALAN LOTHIAN: I'm not aware.  
21 JIM ROBINSON: Okay. If you were  
22 aware of that and it's -- it's important enough.  
23 It's significant enough for the council to pass a  
24 resolution objecting to it. If you were aware of  
25 that, would that change your conclusions?

Page 135

1 ALAN LOTHIAN: Not necessarily.  
2 JIM ROBINSON: I'm sorry?  
3 ALAN LOTHIAN: Not necessarily.  
4 JIM ROBINSON: Not necessarily? So  
5 over 2 million square foot --  
6 CHAIRMAN DAVIS: I think we should  
7 give somebody else an opportunity to speak.  
8 JIM ROBINSON: Okay, certainly.  
9 CHAIRMAN DAVIS: I appreciate, though,  
10 all your comments and everything will be taken into  
11 consideration. Thank you.  
12 JIM ROBINSON: Okay. And I'm going to  
13 come back at the end. I'm willing to stay.  
14 CHAIRMAN DAVIS: Sure. If we have  
15 time, absolutely, sure.  
16 ALAN LOTHIAN: Thank you very much.  
17 BOARD SECRETARY: Ken Olchaskey.  
18 KEN OLCHASKEY: My name is Ken  
19 Olchaskey, 108 North Edward Street in Sayreville.  
20 I was born and raised in town. And  
21 when I was young the signs coming into town were,  
22 Welcome to Sayreville, Home of Nationally Known  
23 Industry.  
24 Take you back a little bit on a trip.  
25 I'm going to try not to be real long. But there was

Page 136

1 two Dupont plants. One on Washington Road. It was  
2 the Fabrics & Finishes plant. And one on  
3 Cheesequake Road. There was the Hercules plant in  
4 question here. There was National Lead, the other  
5 end of Sayreville. And there was Owens Illinois,  
6 which they referred to as the glass plant. Didn't  
7 last real long. It was followed by Sunshine Biscuit  
8 later.  
9 And the one thing that most people  
10 probably aren't aware, in addition to the Borough  
11 coffers being filled with money from all those  
12 industries, another big addition to the coffer came  
13 from Jersey Central Power & Light on River Road.  
14 Jersey Central, since we've hosted it, it was part  
15 of the state gross receipts tax, and Sayreville got  
16 a ton of money from Jersey Central.  
17 So I would think that the governing  
18 body in those days -- and I knew who they were  
19 because I came to the governing body meetings, the  
20 council meetings, when I was in high school. And  
21 they all smiled. They all looked happy. And I  
22 think we know why; I think one of their biggest  
23 problems probably was, how in the world do we spend  
24 all of this money.  
25 So that is -- that is the background of

Page 137

1 where I come from. I have been raised on ratables  
2 in Sayreville. I know them. I like them. You  
3 would be hard-pressed to find anybody in this town  
4 to come to the microphone and be more happy about  
5 ratables than Sayreville -- than me, excuse me.  
6 And I think -- I want to commend  
7 the mayor and council, the SARA, our planning board,  
8 on trying to find more ratables for us. It's a  
9 tough job. We have been shortchanged just through  
10 circumstances. We don't have outlets to get the  
11 traffic to the major highways to -- to New Jersey  
12 Turnpike, the Interstate, 287, et cetera. Other  
13 than the NL site which I certainly don't want to get  
14 into up here today.  
15 So it's a difficult job. I know you  
16 have got a tough job to do. And the questions that  
17 I have when it comes to where we're at here, what  
18 I -- what I question -- and let me give you a  
19 little -- a little of my background because I think  
20 it's pertinent here. I was a manager of the eastern  
21 distribution center for a major international  
22 company. Furthermore, I was the vice-president  
23 which was the chief officer for a professional  
24 society, a very first class one, called Apex, The  
25 American Production Inventory Control Society. I

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

<p style="text-align: right;">Page 138</p> <p>1 was the vice-president of the Raritan Valley 2 Chapter.</p> <p>3           So I have been around the block. 4 Members of the -- of Apex were top companies, like 5 we talked about here with Trammell Crow. By the 6 way, my corporate did business with Trammell Crow. 7 I did somewhat indirectly, so I know them for a long 8 time, and they have always been known as a very 9 first-class company. And that's -- that's a plus 10 for what we're talking about. But that's a little 11 bit of my background.</p> <p>12           When you come to warehousing, back in 13 the -- I ran -- I ran our company in the '60s, '70s 14 and '80s. My nearest boss was in Denver, Colorado. 15 But our companies -- and this was a pattern with 16 most major companies of the day; they had warehouses 17 in Portland, Dallas, LA, Kansas City, Chicago, 18 Atlanta, Cleveland, Cincinnati area, and the New 19 York area, which was mine in New Brunswick, New 20 Jersey.</p> <p>21           How and why did that change? So we had 22 about eight warehouses. We called them distribution 23 centers. How and why did that change? It changed 24 when UPS, Next Day Air, and FedEx came in. They 25 found that they no longer, most companies could get</p>	<p style="text-align: right;">Page 140</p> <p>1 kind of tenant we're going to have in these 2 buildings, the tenant means all the world.</p> <p>3           If we're going to go to -- we're going 4 to have an Amazon-type tenant and they don't have 5 any -- they're almost like -- like Mike, who just 6 left, like his trucking company. They want the 7 floor cleared at night and they have -- they'll be 8 bringing stuff in the next day. So it's a quick 9 in-and-out; it's not the 60-day supply. So the 10 tenant means everything.</p> <p>11           And when -- when you are talking 12 about -- when you're talking about facilities like 13 this on a road, I happen to think I have been 14 around -- I worked for Dupont. Dupont -- let me 15 tell you something about Dupont. Dupont in the '70s 16 and '80s and '60s was a very first-class company. 17 It was one of the premier companies in the U.S. And 18 their slogan, one of them was, I think, "Better 19 things and better living through chemistry." They 20 were an admired company.</p> <p>21           Dupont, Dupont owned -- DuPont was the 22 largest shareholder in General Motors. And the 23 Justice Department fought them saying that was the 24 restraint of trade. Of course today the Justice 25 Department doesn't do anything; they let everybody</p>
<p style="text-align: right;">Page 139</p> <p>1 away, they could go for those -- from those seven or 2 eight facilities down to perhaps three or four.</p> <p>3           What did that mean? Obviously a lot 4 of savings. It meant savings and overhead of the 5 facility, but it also meant savings to inventory. 6 So that was the next route that was taken, in 7 probably, starting in the early '80s.</p> <p>8           I had a company specifically in what we 9 did, but a lot of emergency items, we were the 10 world's largest maker of belts and -- and hose, 11 rubber belts and hose. So it was very prone to 12 emergency products. When your furnace broke down in 13 the winter, in those days you needed it. Not sure 14 today for, but you needed a belt. When your air 15 conditioner broke down in the summer, it was the 16 same case. Naturally you went to somebody, you 17 called somebody that would fix it. They probably 18 didn't have that in stock. They went to the 19 distributor, our distributor. If they didn't have 20 it, we were the backup.</p> <p>21           So the inventory -- the inventory was 22 generally about a 60-day supply. That was an 23 inventory of a manufacturer. That was a backup 24 inventory. Now a lot of that has changed today 25 and -- and when we talk about what kind of -- what</p>	<p style="text-align: right;">Page 141</p> <p>1 grow to the world, to the moon. But in those days 2 they fought them for several years. And a 1957 3 Supreme Court ruling made DuPont divest their shares 4 of General Motors.</p> <p>5           But I worked for Dupont in the summers 6 when I was in college, et cetera. And a first-class 7 company. They -- products that they had, they did a 8 lot of, not only trucking, but there was a lot of 9 train, in-and-out with train. They -- they used 10 that train. And I am -- I'm sure Hercules probably 11 did the same thing.</p> <p>12           So when it came to traffic, yeah, I -- 13 I back up what -- what Mr. Green said when he was up 14 here. But I can go a little further back than -- 15 than he can and tell you that in 1955 there were -- 16 there were cops at the lights at those three 17 intersections he talked about. I know I was 18 involved in it numerous times and not old enough to 19 drive, but with my family at Minisink, there would 20 be somebody there at 11 o'clock at night controlling 21 that light. And they were at those other two areas 22 too.</p> <p>23           So my issue is -- I love ratables. I 24 admire what -- what you people have done. It's 25 nobody's fault. Everybody knows the song</p>



IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 142

1 Margaritaville where it says, "Somebody claims  
2 there's a woman to blame, but I know it's nobody's  
3 fault." It's nobody's fault what has happened to  
4 Sayreville. That's the way it is. We're just on  
5 the short end of not having the transportation.  
6 I'm worried about Minisink Avenue. I'm  
7 worried about Cheesequake Road. I ride on those  
8 areas regularly and I have done so all my life. To  
9 think that we could have a potential of 50 -- 50  
10 trucks, 50 tractors and trailers an hour during peak  
11 hours? That, to me, is quite a joke to think they  
12 could handle it. And when they're backed up on  
13 Cheesequake, they're backed up on Cheesequake.  
14 Where are the cars going to be? The cars that  
15 travel there now and the cars that are coming in  
16 with this development.  
17 They're not going to be in back of  
18 tractor-trailers. I can tell you that. I speak  
19 from experience.  
20 I commuted from Sayreville to New  
21 Brunswick for 30 years and when you got to East --  
22 East Brunswick, you know where the cars were? They  
23 were all over the side streets. They were all over  
24 when you went down Tices Lane, that large housing  
25 development on the -- on the northerly side and

Page 143

1 bounded by the -- by the easterly side of Ryders  
2 Lane, that had nothing but traffic going through  
3 there.  
4 So I can see -- I can absolutely see  
5 Kendall Park, all of Laurel Park, Creamer Drive,  
6 Jensen, Reid Street, they will have traffic all over  
7 them if there's not something done about it.  
8 It's fine if we -- if we get into -- to  
9 some of the tenants that he talked about that are  
10 smaller and -- and don't use the full extent of the  
11 facility or, you know, they -- they have some kind  
12 of a --  
13 CHAIRMAN DAVIS: Mr. Olchaskey, can we  
14 let, you know, somebody else --  
15 KEN OLCHASKEY: I'm going to -- I'll  
16 be finished in a minute.  
17 If they -- if they let and have smaller  
18 tenants or people that don't have a lot of traffic,  
19 et cetera, that could work out. But I'm very, very  
20 concerned about the traffic.  
21 I have one final question. I want to  
22 talk about it, I guess that's to the traffic  
23 gentleman, about the inbound trucks.  
24 How many, during peak hours, how many  
25 inbound trucks would we have scheduled between the

Page 144

1 peak morning and the peak afternoon?  
2 I looked and see it's something like  
3 43; can you confirm that?  
4 ALAN LOTHIAN: We analyzed for 31  
5 entering trucks during the morning peak hour and 12  
6 entering trucks --  
7 KEN OLCHASKEY: Right. So 43 trucks.  
8 Could those trucks -- we have no control of this, as  
9 I understand, on the route for the trucks entering  
10 the facility; is that correct?  
11 ALAN LOTHIAN: We have no direct  
12 control?  
13 KEN OLCHASKEY: My question is, could  
14 those trucks conceivably be on Washington Road  
15 and -- and going down Minisink; is that -- that a  
16 possibility?  
17 ALAN LOTHIAN: We don't anticipate it,  
18 but a portion could be on Washington.  
19 KEN OLCHASKEY: I'm sorry, I didn't  
20 hear it?  
21 ALAN LOTHIAN: We don't anticipate  
22 that, but a portion could be on Washington.  
23 KEN OLCHASKEY: Yeah. You don't  
24 anticipate, but it could happen, yeah. Okay, thank  
25 you very much.

Page 145

1 CHAIRMAN DAVIS: Thank you.  
2 BOARD SECRETARY: Ruth Ann Mahoney.  
3 ATTORNEY TRIPP: She needs a couple of  
4 minutes to charge.  
5 (A brief pause is taken.)  
6 CHAIRMAN DAVIS: Go ahead.  
7 RUTH ANN MAHONEY: Good evening. Ruth  
8 Ann Mahoney, 2 Gerard Place in Parlin. I do not  
9 have the credentials or the -- 2 Gerard Place, Ruth  
10 Ann Mahoney.  
11 I don't have the knowledge or the  
12 credentials of the last three gentlemen. But I'm  
13 here as a resident and a concerned citizen. Excuse  
14 my voice.  
15 The traffic, nobody has mentioned the  
16 school buses during your peak hour. I think peak  
17 hour should be peak hours because peak -- we all  
18 know in Sayreville, there's more than one peak hour  
19 in the morning and the afternoon.  
20 I do -- I'm a school aide on the school  
21 bus. We now have a tremendous amount of traffic in  
22 the mornings and the afternoons with the school  
23 buses. It's unsafe, the amount of traffic that is  
24 there now. I can't imagine what will happen in the  
25 two years from now.

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 146</p> <p>1 You have children walking to school,                  2 crossing Washington Road to go to the high school                  3 and the middle school. You also have two elementary                  4 schools on Washington Road. Those children are                  5 bussed generally.</p> <p>6 The trucks right now for the summer                  7 camp, as an example, I come home and I cross Ernston                  8 -- I come towards North Ernston, I cross Washington.                  9 Between 12:30 and 1:00 o'clock in the afternoon, and                  10 it's not peak hours, there's between three to five                  11 trucks before I can come out of School Drive to turn                  12 onto Ernston. They either go straight onto North                  13 Ernston, or they make a right or left onto                  14 Washington. And they're tractor-trailers and box                  15 trucks.</p> <p>16 Now you're going to have more of that,                  17 as predicted, with the warehousing. I understand                  18 the warehousing makes jobs. I get -- I get all of                  19 that, and the building, so forth. But I'm looking                  20 at the safety of our children and our residents.</p> <p>21 These gentlemen make the warehousing                  22 and so forth sound like a marvelous idea. A great                  23 idea. It's going to be beautiful. Until you get on                  24 to the streets of Sayreville which are two-lane                  25 roads. They're not four lane roads.</p>	<p style="text-align: right;">Page 148</p> <p>1 is going to happen? Where are they going to go?                  2 Where are we going to go? Through -- I come from                  3 East Brunswick. I can attest to what Mister -- the                  4 gentlemen ahead said; our roads in the neighborhoods                  5 were horrendous. Why do you think I came here?                  6 I am talking about leaving here now                  7 because why be here? It's going from the frying pan                  8 to the fire. I have been here 17 years.                  9 There's a park. Is it Burke's Park, by                  10 the S-curve? What is going to happen to Burke's                  11 Park? Because they're talking about removing the                  12 stop sign in that area. Nobody has mentioned what                  13 is going to happen to Burke's Park.                  14 All right, wait a minute. I just have                  15 my little list. Like I said, I'm just a layperson                  16 here.                  17 And the idling of the trucks; are they                  18 three-minute idles as the buses are only allowed to                  19 idle for three minutes? Because that's a state law,                  20 I believe. Do the trucks -- are they allowed longer                  21 than three minutes? Because they're -- they're                  22 within housing districts. And the buses can only                  23 idle three minutes because of their pollution. And                  24 the DEP comes and checks on them or the Department                  25 of Environmental Protection. They have come to the</p>
<p style="text-align: right;">Page 147</p> <p>1 I lived in East Brunswick. I used to                  2 travel Cranbury Road. Have you been down Cranbury                  3 Road lately? That's what's going to happen here,                  4 you can't move.</p> <p>5 Also nobody has mentioned taxes. You                  6 have mentioned ratables. Is it going to be a PILOT?                  7 Which is almost a waste of money; they get to pay a                  8 little bit every year for 20 or 30 years. They                  9 don't pay their true taxes, as my knowledge goes.</p> <p>10 Also, it was brought up about the                  11 resolution the council wants to pass for Old Bridge.                  12 Do we look hypocritical? We are asking Old Bridge                  13 not to send us more trucks and traffic up Bordentown                  14 and we're saying we're going to put more? It                  15 doesn't make sense.</p> <p>16 The infrastructure to the roads, to the                  17 water, to the sewers, can we really handle it?                  18 They're going to have new infrastructure, but it's                  19 going to go into our old infrastructure. And we're                  20 still on two-lane roads with almost 2 million other                  21 square feet of warehousing on Main Street.</p> <p>22 Traffic, you're talking Route 9, the                  23 Turnpike. What about Route 35, getting to Route 35?                  24 It's down Washington Road or Bordentown.</p> <p>25 The employee traffic, 1,000 cars. What</p>	<p style="text-align: right;">Page 149</p> <p>1 high school and checked that we're not idling.                  2 And lighting, how -- I mean, they                  3 talked about lighting, but if they're large lights,                  4 are they going to reflect onto the neighborhoods                  5 that are in that area?                  6 And you also have a school on                  7 Cheesequake Road for special needs children. So                  8 with all that, I'm looking at some other things as                  9 safety. And I really, really hope you all take that                  10 into consideration because you also have children                  11 walking to school, not only the school buses.                  12 Let me tell you, ride on that school                  13 bus for a week or two weeks and see how many times                  14 you almost get hit by a truck because they don't --                  15 they don't want you anywhere near them.                  16 Thank you.                  17 BOARD SECRETARY: Walter W, 20 Reid                  18 Street.                  19 WALTER WLODARCZYK: Good evening.                  20 Walter Wlodarczyk, 20 Reid Street, Sayreville, New                  21 Jersey.                  22 Ladies and gentlemen, the last time I                  23 was here, I was sitting in one of those chairs,                  24 20 years ago or so. I can't even remember how long.                  25 But tonight is the first time I saw this</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

Page 150

1 application, okay. And I've lived in this area for  
2 all my life. I live on Reid Street which is just  
3 two streets off of Minisink.  
4 Now as far as traffic goes, I'm not  
5 going to get into details. Mr. Green, Robinson,  
6 everybody else talked about it. I agree with this  
7 independent study. Very important that the board do  
8 that. Okay?  
9 When Hercules and Dupont were in full  
10 operation, okay? Hercules had about 2,500 people  
11 working there. They had two exits; one out on  
12 Jernee Mill Road; one up on Minisink Avenue and out  
13 Cheesequake. And Dupont, one on Washington, one on  
14 Cheesequake. Well, when peak hour hit, I  
15 remember -- and this was every day and no trucks --  
16 cars were backed up from the light at Minisink  
17 Avenue all the way down to the railroad bridge and  
18 almost into the plant entrance. Now, if you can  
19 picture that. I have seen this and we have  
20 experienced it.  
21 Today, where will they go if they're  
22 backed up now? They're not going to sit on Minisink  
23 Avenue. Okay? You know where they're going to go;  
24 they're going to go right up Creamer, up Jensen,  
25 down Reid Street to get on Washington Road.

Page 151

1 They're going to take all those  
2 collector streets and they're going to go there.  
3 All right? So, please, you need to all consider  
4 this.  
5 Now as far as these three warehouses,  
6 conceptually I have no issues. Conceptually. But  
7 why are they going to be built all at once? We  
8 don't phase anything in this community anymore? We  
9 can't build one and then see how it impacts the area  
10 and then adjust as we go into the future years?  
11 Maybe have to build Hartle on a prorated basis,  
12 okay, in advance if it impacts our roadways? We  
13 could do that.  
14 That would be a good recommendation.  
15 Why not? The developer would have a conceptual  
16 approval, okay. But he goes one warehouse, okay,  
17 and then after a year or two we see how it impacts  
18 and do a traffic study and then we go to the next  
19 phase and then the third phase.  
20 Would the board be willing to consider  
21 something like that? Think about it; the developer  
22 gets what he wants, but he's not going to get it all  
23 at once, and the community can live with this, okay,  
24 and gradually see how it works.  
25 I don't think you have a problem with

Page 152

1 that, Jay, but I'm going to let the board decide  
2 that.  
3 And as far as these roads, Hartle Way,  
4 you know, paralleling Washington Road, that was one  
5 of our ideas years ago, okay, to alleviate traffic  
6 on Washington Road because we know darn well the  
7 trucks and so forth are going to come from South  
8 River, they're going to come off the Turnpike, come  
9 down Washington Road and try to get down to  
10 Minisink, okay? That's why we put that Hartle Way  
11 in there on our Master Plan, X amount of years ago  
12 and I am glad it's part of this plan, but it's a  
13 long-range plan, okay.  
14 Before, when we had developers come in  
15 with large projects, multi-housing projects and so  
16 forth, we had a thing called prorated  
17 infrastructure. Right, Jay? Where we put sewers  
18 in, okay. But a developer had to put sewers in, and  
19 roadways, and put water lines in. And as new  
20 developments came into place, like on this project  
21 as they expanded, okay, they would pay their  
22 prorated share towards that project -- towards that  
23 infrastructure, and then the original developer  
24 would get his money and then everybody would share  
25 the costs.

Page 153

1 Because who's going to pay for that  
2 extension 20 years from now? I guess I'm going to  
3 ask you, Jay; who do you think is going to pay for  
4 that? You guys did the study on this thing.  
5 BOARD ENGINEER: Mr. Chairman, the  
6 redevelopment plan is very specific to that, that  
7 adjacent property develops, they're responsible for  
8 traffic of the roadway.  
9 WALTER WLODARCZYK: So, in other  
10 words, each developer pays his chunk as -- as he  
11 develops through the site for the roadway, for the  
12 connector road to Hartle?  
13 BOARD ENGINEER: It's a little more  
14 specific than that depending on the use. If there's  
15 additional warehouse use, that road has to be  
16 connected before you can get any additional  
17 warehouse approval beyond this first phase.  
18 WALTER WLODARCZYK: Okay. And what  
19 I'm asking is, why can't we do what we have done in  
20 the past, make the developer pay for the roadway,  
21 and as new development comes in, before they can  
22 develop they have to pay, you know, to reimburse the  
23 cost of the original developer's costs?  
24 We could do that. We have done it in  
25 the past. So that's another interesting concept

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

Page 154	Page 156
<p>1 that the board should consider.</p> <p>2 Now, one final thing, and I'm not going</p> <p>3 to drag this out, is the phasing is very important.</p> <p>4 Building Number 3 -- I don't know if you can put</p> <p>5 the Exhibit A-4 up for us please?</p> <p>6 I know the developer is looking to make</p> <p>7 this project very aesthetically pleasing, you drive</p> <p>8 in all the offices face each other, all the car</p> <p>9 parking is on the internal Road A, but where are all</p> <p>10 the tractor-trailers parked on Building 3? They</p> <p>11 back up to our park. Okay, which needs some --</p> <p>12 needs some work in there, but eventually it's some</p> <p>13 day going to develop that park back to something</p> <p>14 beautiful.</p> <p>15 So all these tractor-trailers and</p> <p>16 everything are backed up to the residences on</p> <p>17 Creamer, and as you come down Minisink Avenue, what</p> <p>18 do you see? What is the first thing you see when</p> <p>19 you come down Minisink Avenue? Tractor-trailers</p> <p>20 everywhere. You don't see office buildings. You</p> <p>21 want to see the office buildings, you have to go</p> <p>22 down the road inside the facility, inside the</p> <p>23 warehouses. Okay?</p> <p>24 Why can't that be flipped to put the</p> <p>25 truck parking on the inside? So when people in our</p>	<p>1 And you've got people over there on -- on Creamer,</p> <p>2 they're going to see all this and there's a lot of</p> <p>3 people that use this route.</p> <p>4 So we want to make things -- Mr.</p> <p>5 Chairman, I think that's all I have.</p> <p>6 CHAIRMAN DAVIS: Okay, thank you.</p> <p>7 WALTER WLODARCZYK: The phasing and</p> <p>8 that -- rotating that building. I think that's very</p> <p>9 important that we flip that building around.</p> <p>10 CHAIRMAN DAVIS: Thank you, sir.</p> <p>11 WALTER WLODARCZYK: Okay. Thank you</p> <p>12 very much.</p> <p>13 BOARD SECRETARY: Evelyn Smith?</p> <p>14 ATTORNEY TRIPP: Excuse me. I would</p> <p>15 like my engineer to address that because there's a</p> <p>16 reason, there's an answer to what was just suggested</p> <p>17 which I -- I am not interrupting. We're trying to</p> <p>18 let people go, but there is a response to the -- the</p> <p>19 last section about where the tractor-trailers are.</p> <p>20 KEVIN WEBB: The redevelopment plan</p> <p>21 actually prohibits putting tractor-trailers in the</p> <p>22 front yard. So the only place it really can go</p> <p>23 would be the opposite to that, to the rear.</p> <p>24 That trailer area, that truck row, is</p> <p>25 actually elevated quite a bit so there's actually a</p>
Page 155	Page 157
<p>1 community come down Minisink Avenue and along</p> <p>2 Cheesecake, what do they see? They see a beautiful</p> <p>3 office building. They don't see tractor-trailers.</p> <p>4 They don't hear noise up there at the residences.</p> <p>5 Okay? Even if you turned the building or made it</p> <p>6 smaller, just shift it a little bit so you have a</p> <p>7 nice, beautiful facade.</p> <p>8 What did we do down to Dupont? You go</p> <p>9 down to DuPont -- Jay remembers this, he was here.</p> <p>10 When Dupont put their warehouse in, we asked them to</p> <p>11 make it look nice. And it looks nice. They got</p> <p>12 tree plantings in. You know where they have their</p> <p>13 tractor-trailers? In the rear. You don't see them.</p> <p>14 So that I would expect the board to,</p> <p>15 please, look at that, work with these developers,</p> <p>16 this developer and see what we can do about getting</p> <p>17 those tractor-trailers on the internal part of the</p> <p>18 site.</p> <p>19 If you all remember, Hercules was</p> <p>20 always secluded. You didn't see anything when you</p> <p>21 came down -- down the street. There was all woods</p> <p>22 all around.</p> <p>23 Here, you come down Minisink Avenue,</p> <p>24 all you're going to see is a whole row of 200</p> <p>25 tractor-trailers and lighting and trucks running.</p>	<p>1 significant retaining wall that will be visible as</p> <p>2 per motorists coming down Minisink Avenue towards</p> <p>3 Cheesecake, that intersection. Actually, you're</p> <p>4 looking at retaining walls and landscaping, not</p> <p>5 necessarily into the truck lot.</p> <p>6 COUNCILWOMAN MAHER: Is there fencing</p> <p>7 around the property?</p> <p>8 KEVIN WEBB: There's not fencing</p> <p>9 proposed. Plantings. And, again, like a</p> <p>10 20-foot-high retaining wall. So, you're, you know,</p> <p>11 you're -- you're going to be looking at it, at the</p> <p>12 landscaped front of the retaining wall.</p> <p>13 WALTER WLODARCZYK: Excuse me. They</p> <p>14 want the aesthetics on their internal roadway. They</p> <p>15 don't want to provide the aesthetics to the</p> <p>16 community. That's why they're saying that.</p> <p>17 There is no reason that building can't</p> <p>18 be flipped around. No reason at all. And no</p> <p>19 landscaping is going to cover that.</p> <p>20 And with the noise next to the park,</p> <p>21 okay, it's -- it's not a good plan. And I'm</p> <p>22 surprised no one saw that and -- and is pushing for</p> <p>23 this.</p> <p>24 I think it's very important for the</p> <p>25 community that we come down Minisink Avenue, if you</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 158

1 want to see an office building, you see an office  
2 building. You don't see 200 trailers.  
3 And I don't care about a wall. A wall  
4 is not going to do anything. And who wants to look  
5 at a wall?  
6 Thank you.  
7 EVELYN SMITH: Hi. Evelyn Smith, 124  
8 Kendall Drive. I have lived here for almost  
9 60 years, okay. I have lived on Kendall Drive for  
10 almost 60 years. We bought the house from my  
11 parents and I still live there.  
12 When the railroad bridge on Ernston  
13 Road was being replaced, it was almost two years of  
14 every car in the entire town and so on coming down  
15 Kendall Drive. There were times -- now, my house is  
16 right on the corner of Kendall and Pinetree. If you  
17 go up Kendall and you don't make a right and you  
18 don't make a left, you will go into my living room.  
19 Don't do that -- and I could not get out of my  
20 driveway because the cars were all backed up from  
21 Cheesequake Road past my house because everyone was  
22 cutting through there.  
23 And trust me, it will happen again. It  
24 will be worse because given the numbers that they  
25 have, 170 docks, which comes to about seven new

Page 159

1 trucks an hour if I say they're all going to be  
2 spread out for over 24 hours. They're not, of  
3 course. They're going to be at peak hours. And so  
4 there's -- they're going to be there. Cheesequake  
5 Road is going to be backed up all the way to Dupont,  
6 okay, and it's going to take forever.  
7 And two seconds is not enough to make a  
8 left-hand turn or a right-hand turn with a  
9 tractor-trailer. My brother drives a truck. He  
10 would probably tell you the exact same thing, okay.  
11 Then you're talking 1,027 parking  
12 spaces. That comes to 342 cars per shift, okay?  
13 And again, they're not going to be going down the  
14 major roads. They're going to go through the  
15 developments, especially Kendall Drive. Kendall is  
16 the biggest cut-through in the town, I think.  
17 And we have no sidewalks. Okay? Our  
18 children -- I don't have children, little ones  
19 anymore, they're all grown. But there are a lot of  
20 children who I have seen moving into my neighborhood  
21 because most of the original tenants, they have  
22 grown old and moved or died, unfortunately. And  
23 they're bringing in more little ones once again.  
24 I don't even like crossing Kendall  
25 Drive to get to my neighbor across the street

Page 160

1 because I have to wait until cars give me, you know,  
2 a little bit amount of time to get through to the  
3 other side of the road. Okay? It is a traffic  
4 nightmare.  
5 I implore you to please get an  
6 independent traffic study. Okay? Putting that  
7 little strip down on the road and taking the reading  
8 from one day is ludicrous. That's, you know...  
9 Now as far as the -- I figured out that  
10 each way, if only, not even half of the cars come  
11 through Laurel Park, that's 150 cars going through  
12 Laurel Park each way, three times a day. Okay?  
13 This is -- this is not the town I grew  
14 up in. It used to be very -- very suburban. It has  
15 gotten a little too big as far as I'm concerned.  
16 And I'm not against warehouses. And  
17 I'm not against ratables. Okay? But why do we have  
18 to wait until, God only knows, to have the road  
19 extended through to Jernee Mill Road so that the  
20 traffic, especially the trucks, will go out that way  
21 in order to get to Route 18 and the Turnpike? And  
22 there's -- there's absolutely no reason why we have  
23 to wait until Section 3, which, you know, like I  
24 said, God only knows when that's going to go in, if  
25 it ever will. You know, there's -- there's no

Page 161

1 reason not to have that road built all the way  
2 through to alleviate the traffic on Cheesequake.  
3 It's not going to alleviate most of  
4 the -- the car traffic, but it will alleviate the  
5 truck traffic which, you know, and -- and then the  
6 intersection of Cheesequake and Bordentown Avenue,  
7 okay, in order to really be able to have  
8 tractor-trailers making a left or a right there, you  
9 would have to take part of QuickChek's parking lot  
10 and part of the little strip mall that is their  
11 parking lot in order to -- you know, because a  
12 tractor-trailer doesn't turn like a car. They have  
13 to go out and around in order to -- and so they're  
14 going to be stopping all the traffic on -- on  
15 Bordentown. And they just...  
16 CHAIRMAN DAVIS: We understand. We  
17 got your point.  
18 EVELYN SMITH: Yeah. There was one  
19 more thing. Oh, the trees.  
20 Okay, coming back to what you were  
21 saying before, looking at this -- which is the thing  
22 that is up there now, okay -- the trees seem to stop  
23 just before it turns into Minisink. There are no  
24 trees behind the bays and the parking for the  
25 trucks. So they will be completely exposed because

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 162</p> <p>1 you are taking down all of the trees in that area                  2 and not putting any more up. So when you're coming                  3 down you're going to just see a whole lot of                  4 tractor-trailers parked there. Okay?                  5 CHAIRMAN DAVIS: All right, thank you.                  6 EVELYN SMITH: Are the trees that are                  7 going to be replaced for the 7,000 that are coming                  8 out, are they going to be saplings or are they going                  9 to be fully grown trees?                  10 I worked on the job site of Exxon in                  11 Clinton. They brought in 30-foot trees to line                  12 their streets.                  13 ATTORNEY ALFIERI: I believe the                  14 applicant already testified to this.                  15 ATTORNEY TRIPP: It's a contribution.                  16 Because you're -- you're clearing so much area you                  17 can't -- you can't fit the trees. So we're planting                  18 trees and we're also making a contribution, which is                  19 what your ordinance contemplates in these                  20 circumstances.                  21 So there's going to be a substantial                  22 contribution to the tree fund that is required by                  23 the ordinance.                  24 ATTORNEY ALFIERI: Thank you.                  25 EVELYN SMITH: Well, I don't have a</p>	<p style="text-align: right;">Page 164</p> <p>1 you're taking away their habitat. Maybe you guys                  2 don't care about animals, but I do.                  3 CHAIRMAN DAVIS: Thank you.                  4 EVELYN SMITH: Oh, one more thing.                  5 You mentioned manufacturing as a possibility. What                  6 kind of manufacturing?                  7 I mean, because it could be hazardous                  8 waste. And if they just hire the person and put                  9 them in there, how are you going to know? Are you                  10 approving every single tenant?                  11 MEMBER D'ADDIO: That's not going to                  12 happen.                  13 EVELYN SMITH: Okay. That's my                  14 concern.                  15 ATTORNEY ALFIERI: That would go for                  16 another department. It wouldn't be the planning                  17 board. It would go to the zoning office,                  18 construction for -- for CO or something along those                  19 lines. They would have to comply with whatever                  20 regulations of the other departments in the town.                  21 EVELYN SMITH: Okay.                  22 CHAIRMAN DAVIS: Thank you.                  23 ATTORNEY TRIPP: Any use would have to                  24 comply with the ordinance. And the ordinance is                  25 very specific as to what's permitted.</p>
<p style="text-align: right;">Page 163</p> <p>1 problem with, you know, that yes, you're going to                  2 give money towards the Shade Tree Commission and --                  3 and all. I want to know the trees that you are                  4 going to put in, what size are they going to be; are                  5 they going to be my height or are they going to be                  6 30-foot fully grown trees which will hide the entire                  7 place?                  8 KEVIN WEBB: Per ordinance they're                  9 required to a be minimum of three-inch caliper at                  10 the time of planting. So they will not be 30-foot                  11 trees, but they will be conforming with the                  12 ordinance.                  13 EVELYN SMITH: Okay, so 100 years from                  14 now, we might actually not see the entire warehouse                  15 area because it takes that long for a tree to grow.                  16 I know. I love trees. I have lots of them on my                  17 property.                  18 That is -- that is ludicrous. They                  19 should be at least -- all right, maybe not 30, but                  20 20-foot high.                  21 CHAIRMAN DAVIS: Point taken. We need                  22 to move on with --                  23 EVELYN SMITH: Okay. Also, what's                  24 going to happen to the deer?                  25 That whole area is loaded with deer and</p>	<p style="text-align: right;">Page 165</p> <p>1 EVELYN SMITH: Okay. So just the two                  2 things -- well, three things, the traffic, number                  3 one. Number 2, the road getting through to Jernee                  4 Mill. It's absolutely urgent. And --                  5 CHAIRMAN DAVIS: The deer.                  6 EVELYN SMITH: No, no, it wasn't -- it                  7 wasn't the deer.                  8 CHAIRMAN DAVIS: The trees.                  9 EVELYN SMITH: The trees, yes, to make                  10 sure that --                  11 ATTORNEY ALFIERI: We have, I believe,                  12 a number of additional residents that may want to                  13 speak tonight.                  14 EVELYN SMITH: Okay.                  15 ATTORNEY ALFIERI: And we do have a                  16 time frame that we are going to cut this off. So I                  17 would like to give as much time to all of the                  18 residents remaining, so they have their opportunity                  19 to speak to the board.                  20 EVELYN SMITH: Okay. My other                  21 questions were answered by previous --                  22 ATTORNEY ALFIERI: And again, I                  23 believe a lot of the questions so far have been                  24 surrounding the traffic. So if you have something                  25 other -- something different to add, other than just</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 166

1 traffic, it would be appreciated.

2 EVELYN SMITH: Will there be a traffic  
3 light at the entrance to Road A where the people are  
4 going to be -- and the trucks are going to be coming  
5 in and out and people are going to try and drive on  
6 Cheesequake Road?

7 How are they going to get out?

8 ATTORNEY ALFIERI: The applicant will  
9 answer that.

10 KEVIN WEBB: There will not be.

11 ATTORNEY ALFIERI: And again, just to  
12 reiterate, there are a number of residents that  
13 would like to also speak so if you do have --

14 BOARD SECRETARY: Rachel Barreiro?

15 ATTORNEY ALFIERI: And again, if there  
16 is a question to be made, if you have something  
17 about traffic, we understand. Please limit it to a  
18 brief explanation because we have heard it several  
19 times and I want to give as much time to every  
20 resident here that has spent hours waiting.

21 RACHEL BARREIRO: I thought I had two  
22 minutes. My name is Rachel Barreiro. I live on  
23 Zaleski Drive. I thought I had two minutes to talk  
24 so I will try to be quick. But I did write it down  
25 so I didn't forget anything.

Page 167

1 So my name is Rachel Barreiro. I live  
2 on Zaleski Drive, within 200 feet of your subject  
3 area. I am here today to say that I object to the  
4 proposed warehouses to be built behind my home.

5 It's Sayreville's duty to deny the  
6 application as it will not help our community, it  
7 will hinder it. Business parks are not on two-way  
8 roads, they are on highways.

9 I have lived in Sayreville my whole  
10 life. I have lived here in the '90s and clearly  
11 remember the traffic at 4:00 p.m. daily when  
12 Hercules let out for the day. My mom would have to  
13 leave the house a half hour ahead of time to go  
14 .7 miles to my dance class. It was impossible to  
15 make a left on Minisink at that time.

16 Sayreville has to consider that the  
17 developer is underestimating the traffic on our  
18 streets. I mean, come on, they are proposing spaces  
19 for 435 tractor-trailers, 1,000-car parking spots,  
20 and daily garbage pickup.

21 Who is going to pay for the wear and  
22 tear of our roads? My taxes have gone up steadily  
23 over the past ten years since I have owned my home.  
24 How much taxes will the warehouses be responsible  
25 for? Will they even be paying taxes? I feel they

Page 168

1 should.

2 The way I see it, there will be a lot  
3 more wear and tear on our roads with 50-plus  
4 18-wheelers on our streets. Who will pay for the  
5 extra police needed to -- to police the traffic, the  
6 downed poles and the accidents as a result of the  
7 extra traffic? It should not be the residents of  
8 Sayreville.

9 In just the past two weeks, we have had  
10 a downed traffic pole on Bordentown as a result of  
11 an 18-wheeler and a motor vehicle accident or  
12 rear-end, I believe it was.

13 And this is only Phase 1. What are the  
14 other phases? As seen today, under Block 43, Lot 51  
15 plan it says, "To be the subject of a separate  
16 application." I'm curious what those other  
17 applications are.

18 What are the peak hours that you are  
19 referencing the traffic? It is during school hours  
20 when my four children will be walking to the middle  
21 and high school. Who will be paying for the extra  
22 crossing guards and expansion of Minisink to fit the  
23 1,000 cars who will be avoiding the trucks? You  
24 said yourself that the object is to separate the  
25 cars and the trucks. It is only a matter of time

Page 169

1 before a child gets hit with all the extra traffic.

2 I can only imagine how much pollution  
3 will happen to my property as a result of millions  
4 of square feet of space being covered by asphalt and  
5 building. Sayreville needs to protect my property  
6 from the 1,000-vehicle oil leakage and property  
7 runoff. How will I know that my garden is safe to  
8 plant vegetables in for my children to eat?  
9 Sayreville has the duty to keep us safe.

10 What will be stored in these  
11 warehouses? As a community, it is our  
12 responsibility to keep everyone safe. Instituting a  
13 law that the warehouses -- that the warehouses can  
14 and cannot store is vital.

15 The town needs to institute laws about  
16 light pollution. When I bought my house, I bought  
17 it with the understanding that my backyard is dark.  
18 My backyard should not be lit all night long.

19 I know that Sayreville has noise  
20 ordinances. Will this apply to the warehouses as  
21 well? How many of the 18-wheelers that will be --  
22 how about the 18-wheelers that will be driving the  
23 road? Will Sayreville be instituting noise  
24 ordinances for the property? I hope so because if  
25 the law is good for the residential community, it

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 170</p> <p>1 should apply to all.</p> <p>2 I suggest the wall should be up to help</p> <p>3 our community sleep at night. This will help</p> <p>4 diminish noise and light pollution.</p> <p>5 Speaking of the noise and light</p> <p>6 pollution, we plan to cut down 7,000 trees. There</p> <p>7 are many benefits to trees. Trees improve air</p> <p>8 quality and reduce carbon monoxide. They also</p> <p>9 filter fine particles, making the air cleaner to</p> <p>10 breathe. They drink groundwater to prevent flooding</p> <p>11 and they improve water quality and enrich the soil</p> <p>12 with -- soil with nutrients. They prevent soil</p> <p>13 erosion, prevent noise pollution, and they can lead</p> <p>14 to decreased stress levels and cardiovascular</p> <p>15 problems. They prevent global warming. Trees are</p> <p>16 homes to the thousands of animals, provide shade,</p> <p>17 home, hide your million-plus-square-footage</p> <p>18 warehouse, tractor-trailer and cars. They add to</p> <p>19 the beauty of my background and property value.</p> <p>20 If they are killing 7,000 trees,</p> <p>21 Sayreville needs to demand that they replace all of</p> <p>22 them which I know they have said that they --</p> <p>23 they're giving you some sort of fund, but in my</p> <p>24 experience you are -- we have all these extra</p> <p>25 housings that we now have to build. Where are we</p>	<p style="text-align: right;">Page 172</p> <p>1 and I live on Zaleski Drive, 36 Zaleski Drive.</p> <p>2 I have been a resident in Sayreville</p> <p>3 for my entire life. You know, we used to go</p> <p>4 swimming over here in Ducks Nest. I don't know if</p> <p>5 you know, it's Baily Pond now. Also Hercules Pond,</p> <p>6 I had swimming lessons when I was a kid. I met my</p> <p>7 wife at Bailey Pond. So I have been -- I have been</p> <p>8 in town a long time.</p> <p>9 And it's been years since Hercules</p> <p>10 closed its doors added fences. Water over the</p> <p>11 years, I frequently walk through the woods through</p> <p>12 Zaleski Drive.</p> <p>13 My daughter, who you just spoke to,</p> <p>14 talked about that we observe -- we observe deer,</p> <p>15 turkeys, coyotes, foxes, even beaver. You probably</p> <p>16 didn't know we had those in Sayreville. And the</p> <p>17 bear which we now have signs about that.</p> <p>18 Has there been an environmental impact</p> <p>19 study on -- has it evaluated these things to see</p> <p>20 what happens to them?</p> <p>21 ATTORNEY TRIPP: An environmental</p> <p>22 impact study was required and was submitted as part</p> <p>23 of the application.</p> <p>24 RANDY BRAUN: And what did it say</p> <p>25 about those things?</p>
<p style="text-align: right;">Page 171</p> <p>1 going to find the property to plant all of these</p> <p>2 7,000 trees that they will be knocking down?</p> <p>3 Finally, please consider the wildlife</p> <p>4 that they are killing and destroying their homes.</p> <p>5 It has gone -- I have gone for walks behind my house</p> <p>6 and I have seen beaver, turkeys, deer, fox, owls,</p> <p>7 snakes, turtles, just to name a few. What will they</p> <p>8 be doing for them?</p> <p>9 I bought my house because I love this</p> <p>10 town and the refuge behind my home. You're taking</p> <p>11 away the beauty of not only my backyard, but the</p> <p>12 thousands of animals that I share it with. Please</p> <p>13 consider this in your decision and say no to the</p> <p>14 warehouse proposal.</p> <p>15 CHAIRMAN DAVIS: Thank you.</p> <p>16 ATTORNEY ALPIERI: Thank you for your</p> <p>17 time.</p> <p>18 BOARD SECRETARY: Randy and Edie</p> <p>19 Braun, Zaleski Drive.</p> <p>20 RANDY BRAUN: All right, I'm going to</p> <p>21 be real short here, I think. I just cut out a lot</p> <p>22 of the things that people already talked about.</p> <p>23 ATTORNEY ALPIERI: If you can speak</p> <p>24 up, please?</p> <p>25 RANDY BRAUN: My name is Randy Braun</p>	<p style="text-align: right;">Page 173</p> <p>1 KEVIN WEBB: I mean, I don't recall</p> <p>2 specifically how they address that. I mean, there</p> <p>3 are impacts that have been described as part of the</p> <p>4 redevelopment plan process obviously. So to the</p> <p>5 extent that there will be redevelopment on the</p> <p>6 property, there will be impacts to some of those</p> <p>7 habitats you described.</p> <p>8 RANDY BRAUN: What is the impact</p> <p>9 without the trees?</p> <p>10 KEVIN WEBB: Again, without</p> <p>11 redevelopment -- without removing trees, there can</p> <p>12 be no redevelopment.</p> <p>13 RANDY BRAUN: Did you write the</p> <p>14 environmental impact statement?</p> <p>15 KEVIN WEBB: I did not write it, no.</p> <p>16 RANDY BRAUN: Did someone here help</p> <p>17 you write an impact statement?</p> <p>18 ATTORNEY TRIPP: Someone from your</p> <p>19 firm?</p> <p>20 KEVIN WEBB: Someone from my firm did,</p> <p>21 yes.</p> <p>22 RANDY BRAUN: And you don't know the</p> <p>23 answer?</p> <p>24 KEVIN WEBB: I do. I am trying to</p> <p>25 answer your questions. I don't know it specifically</p>



IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 174

1 to be able to restate it verbatim, so.  
2 THE STENOGRAPHER: I'm sorry, I'm just  
3 having trouble hearing you.  
4 RANDY BRAUN: Was a threatened or  
5 endangered species survey done?  
6 KEVIN WEBB: Threatened and endangered  
7 species are identified as part of the DEP reviews.  
8 And, in fact, there were none found to be -- no  
9 expanded wetlands buffers, no enhanced riparian  
10 zones associated with the stream corridor. So there  
11 are no impacts with threatened or endangered species  
12 habitats here on the site.  
13 RANDY BRAUN: So there's none.  
14 Has a study been done of the -- has a  
15 study been done of the runoff that occurs off your  
16 property and is put in the pond you have?  
17 KEVIN WEBB: An extensive study, yes.  
18 RANDY BRAUN: What are you going to --  
19 how are you going to treat that --  
20 THE STENOGRAPHER: I'm sorry --  
21 RANDY BRAUN: What form of treatment  
22 are you going to use on that waste material?  
23 KEVIN WEBB: We have a series of storm  
24 water basins that provide water quality and  
25 discharge in accordance to the DEP regulations.

Page 175

1 RANDY BRAUN: Do you have oil and  
2 water separators on there?  
3 KEVIN WEBB: We do not.  
4 RANDY BRAUN: And one of the main  
5 contaminants you get off of paved surfaces this  
6 large is what?  
7 Oil; is it not?  
8 KEVIN WEBB: Again, our plans have  
9 fully complied with the DEP regulations and  
10 Sayreville's own ordinances regarding stormwater  
11 management and --  
12 RANDY BRAUN: Just because it's  
13 compliant doesn't mean they're not going to have no  
14 pollution.  
15 Has anybody evaluated all the  
16 pollutions that come off of their trucks in the area  
17 and have they set up air pollution monitors?  
18 KEVIN WEBB: We have not.  
19 RANDY BRAUN: On the application that  
20 you -- that you, a very small application you  
21 provided in February of 2021, you talked about  
22 impervious surfaces.  
23 I look here, you have three buildings  
24 you're talking about. A percent of the lot covered  
25 by buildings, and the first one is 35.6 percent.

Page 176

1 The percent of the lot covered by pavement is  
2 76.2 percent. Add those two together it comes out  
3 to 111.8 percent of the property.  
4 KEVIN WEBB: Buildings are also  
5 impervious coverage.  
6 RANDY BRAUN: It specifically mentions  
7 pavement.  
8 KEVIN WEBB: Pavement, including all  
9 impervious surfaces, including rooftops --  
10 ATTORNEY TRIPP: The smaller number is  
11 the building and the larger number is the building  
12 and all pavement.  
13 RANDY BRAUN: Well, that's not what it  
14 says in your application, sir, so...  
15 It just leads me to think a lot of  
16 things have done -- been done by them incomplete. I  
17 do not believe an operation of this magnitude should  
18 be in such an urban area of Sayreville anyway.  
19 We're not a rural area.  
20 It just leads me to believe that it  
21 should be in a very rural area where you don't have  
22 all these citizens that are going to be so close to  
23 all these buildings, that we're going to have  
24 traffic that's going to be endangering our -- our  
25 children.

Page 177

1 I leave it at that.  
2 CHAIRMAN DAVIS: Thank you.  
3 ATTORNEY ALFIERI: Thank you for your  
4 time.  
5 BOARD SECRETARY: Robert K, 6 Steiner.  
6 ATTORNEY ALFIERI: And I know we have  
7 been very liberal with the time, but it's 11 o'clock  
8 at night so we're going to -- we're going to  
9 actually implement the two minutes here.  
10 ROBERT KELLETT: Robert Kellett.  
11 Steiner Court, Sayreville. K-E-L-L-E-T-T.  
12 Mr. Chairman, I would like to recommend  
13 that the builder build the road before putting any  
14 warehouses up. That would eliminate a lot of  
15 traffic, a lot of poles being taken down and a lot  
16 of bridges not being hit.  
17 Another question, the toxins in  
18 Hercules should be remediated first before any  
19 building goes up. Clean the area up. Clean the  
20 dirt up.  
21 And another question, has the railroad  
22 been contacted about South Minisink? The bridge is  
23 only two-inch clearance with tractor-trailers along  
24 there. Has anything been done about that? Has the  
25 railroad been contacted?

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 178</p> <p>1 Because they're thinking about going                  2 off Washington Road down South Minisink, the                  3 railroad bridge is 13'8". The trucks are 13'6".                  4 CHAIRMAN DAVIS: To the best of my                  5 knowledge, the railroad wasn't notified.                  6 ATTORNEY ALFIERI: There's no                  7 requirement to notify the -- the railroad by this                  8 applicant --                  9 ROBERT KELLETT: So if they do hit the                  10 bridge, then we're all in trouble?                  11 ATTORNEY ALFIERI: -- unless they're                  12 within 200 feet. But I'm not sure if the applicant                  13 had testimony or anything in their expert reports                  14 with regards to that.                  15 ROBERT KELLETT: So the railroad                  16 wasn't contacted about tractors going up and down                  17 that bridge?                  18 KEVIN WEBB: No. I mean, we                  19 acknowledge the -- the clearance limitation that is                  20 there, which is why we're not prescribing our trucks                  21 to utilize that portion of the roadway.                  22 ROBERT KELLETT: Then my                  23 recommendation would be to build the -- the road out                  24 the back first before you do any building in there,                  25 any warehouses.</p>	<p style="text-align: right;">Page 180</p> <p>1 ATTORNEY TRIPP: Section 1?                  2 ATTORNEY ALFIERI: -- Section 1 is                  3 what's here tonight, and then there's Section 2 and                  4 Section 3. And the redevelopment plan governs how                  5 the roadways will be developed.                  6 ROBERT KELLETT: So you wouldn't think                  7 it would be smart to put the road in first and then                  8 do the building?                  9 ATTORNEY ALFIERI: The board does not                  10 have the jurisdiction to do that.                  11 ROBERT KELLETT: Who does?                  12 ATTORNEY ALFIERI: It is the                  13 redevelopment ordinance that was put in place that                  14 governs --                  15 ROBERT KELLETT: Who put that --                  16 ATTORNEY ALFIERI: The mayor and                  17 council.                  18 ROBERT KELLETT: So they did it                  19 backwards?                  20 ATTORNEY ALFIERI: They went through                  21 an entire process --                  22 ROBERT KELLETT: But, in other words --                  23 THE STENOGRAPHER: You're cutting each                  24 other off.                  25 ROBERT KELLETT: So, in other words,</p>
<p style="text-align: right;">Page 179</p> <p>1 KEVIN WEBB: It's not addressed in the                  2 redevelopment.                  3 ROBERT KELLETT: It seems like you want                  4 to build these two warehouses first and later on,                  5 down the road...                  6 The recommendation that I'm making,                  7 build the road first. That will eliminate a lot of --                  8 ATTORNEY ALFIERI: So just to clarify,                  9 the redevelopment plan was approved by the council                  10 and part of the redevelopment plan was the steps and                  11 the --                  12 ROBERT KELLETT: But it doesn't seem                  13 like nobody is taking into consideration how these                  14 tractor-trailers are going to make the turns left                  15 and right.                  16 ATTORNEY ALFIERI: And what I'm saying                  17 is the redevelopment plan dictates the process in                  18 which the sites are going to be developed. The                  19 roadway is part of that redevelopment plan and how                  20 it's going to be developed over time.                  21 ROBERT KELLETT: Will that be done at                  22 the beginning?                  23 ATTORNEY ALFIERI: The redevelopment                  24 plan stipulates that, I guess, Phase 1 which is -- I                  25 don't want to call it Phase 1 --</p>	<p style="text-align: right;">Page 181</p> <p>1 you're doing it backwards; you do all the                  2 preliminaries first before you put the buildings up                  3 and --                  4 ATTORNEY ALFIERI: Again, the                  5 redevelopment plan was submitted for -- I'm not sure                  6 exactly when it was submitted, 2018, I think?                  7 ATTORNEY TRIPP: 2018.                  8 ATTORNEY ALFIERI: 2018. And it has                  9 been in effect and this is the first section of                  10 that.                  11 ROBERT KELLETT: Maybe they should go                  12 back to the drawing board and look at that better.                  13 ATTORNEY ALFIERI: Appreciate that,                  14 but that's not for this board to decide.                  15 BOARD SECRETARY: Steven Levenson.                  16 ROBERT KELLETT: Okay, Thank you.                  17 ATTORNEY ALFIERI: Thank you.                  18 STEVEN LEVENSON: Steven Levenson.                  19 L-E-V-E-N-S-O-N. 5 Telegraph Lane, Sayreville, New                  20 Jersey. I will be quick.                  21 I would recommend that you hire an                  22 independent traffic -- do an independent traffic                  23 study. And when you hire the person to do an                  24 independent traffic study, have them do the traffic                  25 study including all the other development that is</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 182

1 going on in this town; Raritan, the warehouses on  
2 Main Street.  
3 Traffic sucks in this town already and  
4 we have a lot of development that is coming in that  
5 is only going to make it worse. They're one of a  
6 handful I can probably think of -- up off -- up off  
7 the top of my head.  
8 And he did his study on his property.  
9 Let's do a study on all the properties combined and  
10 really see how this town is going to be traffic-wise  
11 in ten years from now. And let's try and plan it so  
12 ten years from now we're not at the -- a standstill  
13 that we're -- we're approaching rather quickly.  
14 If you go down Washington Road any time  
15 in the morning trying to drop kids off at school,  
16 you know what I'm talking about. And with Raritan,  
17 with his property, with the Main Street warehouses,  
18 it's only going to get worse. It's not going to get  
19 any better unless we add more roads.  
20 I understand that this road is going to  
21 come later with Section 3, but we need to do new  
22 roads now, not later.  
23 And thank you for your time.  
24 ATTORNEY ALFIERI: Thank you.  
25 BOARD SECRETARY: Robert Egan?

Page 183

1 ROBERT EGAN: You can cancel me. Jim  
2 Robinson brought up the fact with the road to  
3 Bordentown.  
4 BOARD SECRETARY: Pat Bodak?  
5 CHAIRMAN DAVIS: Mr. Bodak?  
6 BOARD SECRETARY: No, it's a woman.  
7 B-O-D-A-K. 8 Cheyenne Drive. No? Okay.  
8 I can't read the name, but 31 Birch  
9 Terrace.  
10 ANTON RANASINGHE: That's me.  
11 Thanks, council, for giving me the  
12 opportunity to be here tonight. My name is Anton,  
13 Ranasinge, 31 Birch.  
14 Everybody stressed about the safety.  
15 Like was said, we have one road, Bordentown and  
16 Cheesequake and Minisink. These three are the three  
17 arteries feeding this operation. So as long as we  
18 don't expand it or do anything or build skyways,  
19 period, skyways to the expressways, this is not  
20 going to work. This shouldn't have been -- this  
21 should have been a nonstarter, but it has gotten  
22 this far.  
23 There is other things which people did  
24 not discuss which is the water runoff. As we have  
25 seen after the re-pavement of Ernston Road, we see

Page 184

1 flooding at both sides. The reason is now it's  
2 raining, like, three months rain comes in two hours.  
3 That is the reality.  
4 So the water runoff, we don't know  
5 what's going to happen for the next few years. As  
6 you have seen Germany or other countries, the same  
7 thing, it's coming down that hard. These people  
8 cannot analyze. Nobody could analyze, period. So  
9 we don't know what's going to happen. Cutting down  
10 7,000 trees is not going to cut it.  
11 So we need to think about it. We are  
12 here because of the quality of life. We don't want  
13 trucks. Not that we are against trucks, but trucks  
14 are not needed here anymore. We already have  
15 trucks.  
16 I live on 31 Birch Terrace. I used to  
17 go to south side where -- where Manheim exists,  
18 which is -- Manheim is the largest trader of cars.  
19 I know how traffic patterns are there. There are  
20 about 1,000 employees there. Every time they go out  
21 it creates a problem. They have breaks at certain  
22 times they come out. So traffic is constant.  
23 Traffic is constant because they have different  
24 times to break.  
25 So when you have so many people, 500

Page 185

1 people working, they're going to come out to all the  
2 streets. So this is a constant thing. As long as  
3 you have narrow street, this is not going to work  
4 out. So what we need to do is have a skyway just  
5 like the Raritan, there's no other way. This  
6 shouldn't have come this far, period. I don't know  
7 how this came this far.  
8 Actually, we should think of having a  
9 different project in this place. That's all I got  
10 to say. I'm here because of that.  
11 I'm traveling to the south side. Now  
12 it takes about 30 minutes for me to get to the  
13 Turnpike south. Twenty-two years ago when I moved  
14 here, it was 15 minutes.  
15 And like somebody mentioned, there's a  
16 narrow bridge which we cross over to the other side  
17 of East Brunswick when you go on Bordentown, that is  
18 very narrow. So truckers are going to use that. So  
19 how are you going to handle this?  
20 Because everybody is talking about  
21 roads, but the reason is we have to connect  
22 ourselves to 9, Turnpike, 34 or whatever, 35 and the  
23 18. I take those roads every day and I know the  
24 time. 20 years it has added two and a half times.  
25 So it take about half an hour for me to get to East

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
, on 08/04/2021

<p style="text-align: right;">Page 186</p> <p>1 Brunswick now at a busy time. 2                   And also -- also the trucks are very 3 dangerously approaching from Route 9 near the 4 Santander Bank. I will post for everybody to see 5 videos, because I'm a producer. So I'm going to 6 post videos all over and tell people how the trucks 7 are moving. 8                   ATTORNEY ALFIERI: Okay, thank you. 9                   ANTON RANASINGHE: Thank you for the 10 time, sir. 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25</p>	<p style="text-align: right;">Page 188</p> <p>1 Road and Cheesequake Road, the path that they have 2 coming out of there, when you make a right you have 3 to go into oncoming traffic. And you have a turn 4 lane and regular lane. Fifty-three feet with a -- 5 with a sleeper, and it's over 75 feet. He has to 6 swing way out wide to make the turn to go west on 7 Bordertown Avenue. 8                   There is a light there. There is 9 always going to be cars. They're going to have to 10 back up so he can make his turn. That's that way. 11                   You go the other way, you have to swing 12 wide. The cars that are going west at that light 13 have to back up because the trailer's going to go 14 over their lane. Okay? 15                   Now, go to Ernston Road and Bordertown. 16 Oh, we can make a right and go to Route 9; going -- 17 going to take every pole down. Unless he turns into 18 oncoming traffic and has to back up all the cars so 19 he can make his turn. 20                   And I think everybody here has been at 21 a part where the truck had to do that. I don't 22 think anybody said no. You always have to back up to 23 give the truck room to swing around. 24                   And here is the bad one, if you're 25 going straight down Bordertown Avenue and you went</p>
<p style="text-align: right;">Page 187</p> <p>1                   ATTORNEY ALFIERI: Thank you. We have 2 no more persons. 3                   CHAIRMAN DAVIS: Can I have a motion 4 to close to the public. 5                   BOB DUFFY: Mr. Chairman? Mr. 6 Chairman, I didn't sign the paper. Can I say 7 something? 8                   JIM ROBINSON: You couldn't sign up if 9 you came in late. 10                   ATTORNEY ALFIERI: Come on up. You 11 will have two minutes. 12                   BOB DUFFY: I'll be brief. 13                   ATTORNEY ALFIERI: Okay, thank you. 14                   BOB DUFFY: I know everybody has to go 15 to work tomorrow. 16                   CHAIRMAN DAVIS: Clarify, we did not 17 close the public portion, so go ahead. 18                   BOB DUFFY: Thank you, Chairman. Bob 19 Duffy, 111 Merritt Avenue, Sayreville. 20                   I don't have the credentials that these 21 gentlemen have, but I drove an 18-wheeler for 22 32 years. I have been in town with the 23 tractor-trailer. I have been to Dupont, Hercules, 24 every -- all of them. 25                   I'm telling you now that Cheesequake</p>	<p style="text-align: right;">Page 189</p> <p>1 onto Route 9 North, you can't swing around and stay 2 in the right lane. You have to go out to the center 3 lane because your trailer will hit the embankment. 4 On Route 9. I don't care what time of the day it 5 is, they're going down there 65 miles an hour. He 6 sits there for 20 minutes, the trailer, cars back 7 up, go underneath the bridge, down Bordertown 8 Avenue. That ain't no quality of life for the 9 people of Sayreville. 10                   Thank you very much. 11                   CHAIRMAN DAVIS: Thank you. 12                   ATTORNEY ALFIERI: Thank you for your 13 comment. 14                   CHAIRMAN DAVIS: I'll entertain a 15 motion. 16                   MEMBER D'ADDIO: I make a motion to 17 close the public portion. 18                   JIM ROBINSON: Mr. Chairman? 19                   CHAIRMAN DAVIS: Can I have a second? 20                   JIM ROBINSON: Mr. Chairman, you told 21 me that I could come back. 22                   CHAIRMAN DAVIS: If we had time I said 23 you could come back. Everybody had to speak. 24                   JIM ROBINSON: Mr. Chairman, I have 25 something to say.</p>

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 190

1 MEMBER ALLEGRE: Second.  
2 BOARD SECRETARY: All in favor?  
3 BOARD MEMBERS IN UNISON: Aye.  
4 BOARD SECRETARY: Opposed?  
5 CHAIRMAN DAVIS: Anybody from the  
6 Board have anything to say on this?  
7 MEMBER D'ADDIO: Yeah, I do, Mr.  
8 Chairman.  
9 A couple of things have been brought up  
10 that I kind of like. Somebody brought up no idling  
11 on the site. And if the board's favorable tonight,  
12 I'd like to have a condition of approval that there  
13 be no truck idling on the site, if the applicant is  
14 acceptable to that.  
15 ATTORNEY TRIPP: Yes.  
16 MEMBER D'ADDIO: Okay. And one thing  
17 Mr. Robinson brought up that I kind of liked; he  
18 mentioned that there's only 2,000 feet between your  
19 building and the exit onto Bordentown --  
20 JIM ROBINSON: That is exactly what I  
21 would like to speak to.  
22 MEMBER D'ADDIO: Well, I'm speaking to  
23 it now. Thank you, Jim.  
24 Is it possible to put the road in on  
25 your own property until this is done?

Page 191

1 KEVIN WEBB: That's actually -- that  
2 roadway connection is contemplated in a future  
3 section of the redevelopment plan.  
4 MEMBER D'ADDIO: Well, if it was a  
5 condition of approval, would you have an objection  
6 to doing it now? I mean, it's your -- it's on your  
7 property.  
8 KEVIN WEBB: It's outside of Section  
9 1.  
10 ATTORNEY TRIPP: It goes through  
11 Section 2. It's not part of this section at all.  
12 MEMBER D'ADDIO: Is it your property?  
13 ATTORNEY TRIPP: No, it's not.  
14 KEVIN WEBB: It's the Hercules  
15 property, but it's part of the redevelopment  
16 project.  
17 ATTORNEY TRIPP: It's not part of the  
18 property the applicant has under control at all.  
19 MEMBER D'ADDIO: Then how would you be  
20 able to do it in the future if it's not your  
21 property?  
22 KEVIN WEBB: The applicant who comes  
23 forward for that section will be responsible.  
24 ATTORNEY TRIPP: That's what the  
25 redevelopment plan contemplates, section by section.

Page 192

1 MEMBER D'ADDIO: Well, I guess, it's a  
2 question for my Attorney; Can we make that a  
3 condition of approval at this point?  
4 ATTORNEY ALFIERI: We cannot require  
5 them to provide road improvements to a site that  
6 they don't have any ownership in. So the board has  
7 no jurisdiction to require that type of condition  
8 for a site that is not owned and controlled by the  
9 applicant.  
10 MEMBER D'ADDIO: Well, how about we  
11 make it a condition of approval that they request it  
12 from Hercules, even if it's a construction access  
13 road?  
14 JIM ROBINSON: Why bother?  
15 ATTORNEY TRIPP: The problem is  
16 it's -- the redevelopment plan specifically  
17 contemplates Section 1. We have a Redevelopment  
18 Agreement that obligates us to do the section --  
19 MEMBER D'ADDIO: Yes, I'm well aware  
20 of the redevelopment plan. I helped write it.  
21 ATTORNEY TRIPP: I understand that.  
22 -- but that road is a significantly longer road and  
23 doesn't have anything to do with this particular  
24 section at this point.  
25 UNIDENTIFIED SPEAKER: We don't care

Page 193

1 about that.  
2 MEMBER D'ADDIO: I would like to get  
3 Mr. Cornell's point on this.  
4 BOARD ENGINEER: Mr. Chairman, the  
5 problem with that alternate road that you're  
6 referring to, I think that there's not a set  
7 alignment for that road. It's contemplated that as  
8 the future sections of Hercules property develop,  
9 that road will be aligned to go through and fit in  
10 that redevelopment. If you just arbitrarily build a  
11 road without a plan as to where it's going to go,  
12 that is going to create a problem in the future.  
13 That's why it's not specific.  
14 In connection with Hartle Street you're  
15 basically connecting Road A to Hartle Street.  
16 That's a little easier, but the problem is you'd  
17 have environmental constraints with wetlands and  
18 there's other things that are in the way of  
19 construction of that roadway.  
20 That's why the redevelopment plan ties  
21 submitting permit applications with the permit  
22 applications. So the redevelopment plan does  
23 address the future construction of Hartle Street and  
24 allows you to start getting permits while this is  
25 being developed rather than waiting to get permits

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

Page 194

1 when your future place of redevelopment comes about.  
 2           ANDREW MELE: Can I comment on this?  
 3           CHAIRMAN DAVIS: Yeah, please.  
 4           ANDREW MELE: I think it's worth  
 5 noting that -- that the extension, the Hartle Street  
 6 extension, we are in the process of designing and --  
 7 and working on approvals for that. We're not  
 8 waiting around.  
 9           And as Mr. Cornell said, it's -- it's  
 10 environmentally sensitive. The route is tricky.  
 11 The approvals will take, you know, probably another  
 12 year to get fully approved which in the -- in the  
 13 timeline that we're talking about here is not bad,  
 14 because in a year the first section won't be  
 15 finished. But it's our goal to have the -- the  
 16 Hartle Street extension approved within the next  
 17 year. And then we plan to roll right into Section 3  
 18 at that time.  
 19           So it is part of the plan, but we  
 20 started this whole process with the idea that we're  
 21 coming in for Section 1, following the guidelines of  
 22 the redevelopment plan, and then we would be moving  
 23 into Section 3.  
 24           MEMBER D'ADDIO: But where is your  
 25 construction access going to be right now? Is there

Page 195

1 any way to get construction access off of Bordertown  
 2 into this site?  
 3           ANDREW MELE: Off of Bordertown? No.  
 4           COUNCILWOMAN MAHER: Jay, do you  
 5 agree?  
 6           BOARD ENGINEER: The problem is the  
 7 property that they're developing only has access on  
 8 Cheesequake Road. So their construction access will  
 9 be Bordertown Avenue to Cheesequake Road to get to  
 10 the site.  
 11           UNIDENTIFIED SPEAKER: Oh, great.  
 12           ANDREW MELE: I think it's also worth  
 13 noting, we talked a lot about the -- the Bordertown,  
 14 Cheesequake Road intersection. That improvement is  
 15 part of Section 1. We are doing major expansion and  
 16 enlargement with that. It's all going to be  
 17 driven -- it's county approval. So we're with the  
 18 county and trying to hammer that out. But it will  
 19 almost certainly be new traffic signals, wider lanes  
 20 and moving the, you know, some of the -- of the  
 21 infrastructure that's by the QuickChek now.  
 22           That's all happening as part of Section  
 23 1. That's not a Section 3. We're doing that now.  
 24           BOARD ENGINEER: Mr. Chairman, that is  
 25 correct. I've had conversation with Middlesex

Page 196

1 County because we also have concerns about the  
 2 existing configuration of that intersection.  
 3           It was stated by the public that the  
 4 property has to be acquired. That's not accurate.  
 5 The property has already been dedicated to the  
 6 county. And 20 feet of the -- along Bordertown  
 7 Avenue, both the QuickChek and the adjacent shopping  
 8 center, ten feet either side on Cheesequake Road was  
 9 dedicated to the Borough.  
 10           So there's significant room that has  
 11 already been dedicated to the county to allow for  
 12 intersection improvements. And the county has taken  
 13 the position that they will want to see those  
 14 approvals done in conjunction with this application.  
 15 And that intersection is under their jurisdiction,  
 16 not under us.  
 17           MEMBER D'ADDIO: The public portion is  
 18 closed.  
 19           JIM ROBINSON: Mr. Chairman, you let  
 20 the applicant speak after the public portion was  
 21 closed. You should reopen it because you let the  
 22 applicant speak and the public could not comment on  
 23 that testimony. So you should --  
 24           CHAIRMAN DAVIS: Make a motion to open  
 25 to the public?

Page 197

1           MEMBER D'ADDIO: So moved.  
 2           CHAIRMAN DAVIS: Can I have a second?  
 3           MEMBER ALLEGRE: Second.  
 4           MEMBER D'ADDIO: All in favor?  
 5           BOARD MEMBERS IN UNISON: Aye.  
 6           MEMBER D'ADDIO: Opposed?  
 7           CHAIRMAN DAVIS: Anyone from the  
 8 public wish to speak?  
 9           JIM ROBINSON: Yes, I would like to  
 10 speak.  
 11           CHAIRMAN DAVIS: Remind you of the  
 12 two-minute limit, please.  
 13           JIM ROBINSON: Jim Robinson.  
 14           CHAIRMAN DAVIS: Two minutes.  
 15           JIM ROBINSON: 11 Borelle Square.  
 16           CHAIRMAN DAVIS: 11 Borelle?  
 17           JIM ROBINSON: Borelle Square in  
 18 Parlin.  
 19           I want you to know I'm not  
 20 anti-warehouse and these people aren't  
 21 anti-warehouse. I was the chairman of the planning  
 22 board when all the warehouses on the Main Street  
 23 extension were built. And we built the Main Street  
 24 extension for those warehouses. So that's not the  
 25 issue. The issue is traffic and traffic mitigation.

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
on 08/04/2021

Page 198

1 Now, the thing that I mentioned that  
2 Mr. D'Addio picked up on, those internal roads are  
3 there. That's how I knew about them. They're there  
4 already. Hercules uses them. Hercules employees  
5 use them. They should be investigated.  
6 Now you can be heroes. You can bring  
7 jobs. You can bring ratables. I don't know if  
8 there's a PILOT involved or not, nobody is saying --  
9 -- well, the engineer said there would be a PILOT.  
10 You can be a hero if you do this right.  
11 If you do what the escrow ordinance  
12 allows you to do, hire your own consultants,  
13 independent consultants to advise you on traffic, to  
14 advise you on the environment, because there are a  
15 lot of environmental concerns here. We didn't hear  
16 anything about the environment on a site that we  
17 know is contaminated.  
18 You can be a hero, collectively. You  
19 can be heroes if you do this right.  
20 On the way in Mr. D'Addio said this was  
21 going to be voted on tonight. There is no need to  
22 do that because you want to do it tonight. Do it  
23 the right way. Put the protections in there, put  
24 the conditions in there so that we don't add  
25 traffic.

Page 199

1 The Master Plan calls for a road to  
2 Cheesequake Road. The re-examination of the Master  
3 Plan says that you shouldn't do anything to burden  
4 the infrastructure. And the MLUL says the same  
5 thing.  
6 And Mr. D'Addio has asked me a few  
7 times to please say this is a permitted use. It is  
8 a permitted use if they comply with the conditions,  
9 that means the Master Plan, the Master Plan  
10 re-examination, and the state statute.  
11 So you can't say A equals B equals C if  
12 B doesn't equal C. So if they don't comply with the  
13 road, which is in the Master Plan, they're not  
14 complying. They are then not permitted.  
15 And when you hang your hat on, oh, oh,  
16 we have to do it, the redevelopment study said we  
17 must. Mr. D'Addio just said he helped write the  
18 redevelopment study --  
19 MEMBER D'ADDIO: Plan.  
20 JIM ROBINSON: -- redevelopment plan.  
21 So I hope you're not taking -- I don't mean this --  
22 you're a friend of mine, Mike -- I hope you're not  
23 taking pride in the fact that you wrote a plan that  
24 says we can put in a million square feet of  
25 warehouse and we don't have to put a road for them

Page 200

1 to go for, God knows how many years, five, 10, 15,  
2 20 years --  
3 MEMBER D'ADDIO: It came before SARA.  
4 JIM ROBINSON: -- we don't know that.  
5 MEMBER D'ADDIO: SARA has approved  
6 this.  
7 JIM ROBINSON: Let me ask one final  
8 question. Is manufacturing permitted in that zone?  
9 ATTORNEY TRIPP: Yes.  
10 MEMBER D'ADDIO: It is?  
11 CHAIRMAN DAVIS: I'll entertain a  
12 motion to close to the public.  
13 MEMBER D'ADDIO: So moved.  
14 JIM ROBINSON: Oh, thank you, Mr.  
15 Chairman. Thank you for your courtesy.  
16 CHAIRMAN DAVIS: Thank you.  
17 BOARD SECRETARY: Second?  
18 MEMBER ALLEGRE: Second.  
19 BOARD SECRETARY: All in favor?  
20 BOARD MEMBERS IN UNISON: Aye.  
21 BOARD SECRETARY: Opposed?  
22 ATTORNEY ALPIERI: Do you have  
23 something to add?  
24 ATTORNEY TRIPP: Well, I wanted to  
25 respond to one thing, the suggestion that this isn't

Page 201

1 permitted is completely erroneous.  
2 We could talk all we want about the  
3 Master Plan, which everyone knows is a blueprint.  
4 What we have is an actual redevelopment plan with  
5 actual requirements and we're completely in  
6 compliance with that redevelopment plan. There is  
7 not a single aspect of the development of those  
8 three -- the three development lots that deviates  
9 from that plan in any way, shape or form. And SARA  
10 has reviewed it on two occasions and made that  
11 determination. And there are obligations to do  
12 infrastructure and we're doing it. We're meeting  
13 every obligation that is in the redevelopment plan.  
14 And in terms of off-site traffic -- Mr.  
15 Robinson was the chair of the planning board and he  
16 knows what the law is -- the law is that -- that the  
17 board cannot consider off-site traffic conditions  
18 when you're dealing with a permitted use with no  
19 variances that relate to that use whatsoever.  
20 If you are doing something that is  
21 permitted, and something that is specifically  
22 tailored to meet every aspect of the redevelopment  
23 plan, the -- the issues of off-site traffic -- I  
24 understand why people are concerned about it, but  
25 it's -- it's not, again, it's beyond the ability of

IN THE MATTER OF PARLIN SECTION 1 URBAN RENEWAL, LLC  
 , on 08/04/2021

<p style="text-align: right;">Page 202</p> <p>1 this board to deal with those issues in connection                  2 with this application.                  3 UNIDENTIFIED SPEAKER: What about the                  4 quality of life in Sayreville?                  5 MEMBER D'ADDIO: Mr. Chairman?                  6 UNIDENTIFIED SPEAKER: Just money in                  7 your pocket. What do you care?                  8 CHAIRMAN DAVIS: Any discussions from                  9 the Board on this application?                  10 UNIDENTIFIED SPEAKER: What about the                  11 road that used to --                  12 MEMBER D'ADDIO: Public portion is                  13 closed. It's closed. You're closed.                  14 Mr. Chairman, I would like to make a                  15 motion that the application be approved with the                  16 stipulation -- with the stipulation that no idling                  17 be done on the premises, and that they continue with                  18 their due diligence to get the roads complete and                  19 their applications in before the warehouses are                  20 complete, to the best of their ability.                  21 BOARD SECRETARY: Is there a second?                  22 MEMBER GIANNRIS: I'll second it.                  23 BOARD SECRETARY: Roll-call?                  24 CHAIRMAN DAVIS: Roll-call, please.                  25 BOARD SECRETARY: Mr. D'Addio?</p>	<p style="text-align: right;">Page 204</p> <p>1 CERTIFICATE OF OFFICER                  2                  3 I, ANGELA C. BUONANTUONO, a Certified Court                  4 Reporter, Registered Professional Reporter and Notary                  5 Public of the State of New Jersey, certify that the                  6 foregoing is a true and accurate transcript of the                  7 proceeding as reported stenographically by me.                  8 I DO FURTHER CERTIFY that I am neither a                  9 relative, nor employee, nor attorney, nor counsel to                  10 any of the parties to this action; and that I am                  11 neither a relative, nor employee of any such attorney                  12 or counsel; and that I am not financially interested                  13 in the action.                  14                  15                  16                  17                  18                  19                  20                  21                  22                  23 <i>Angela C. Buonantuono</i>                  24 _____                  25 ANGELA C. BUONANTUONO, CCR, RPR, CLR                  CCR License No. 30XI00233100</p>
<p style="text-align: right;">Page 203</p> <p>1 MEMBER D'ADDIO: Yes.                  2 BOARD SECRETARY: Mr. Allegre?                  3 MEMBER ALLEGRE: Yes.                  4 BOARD SECRETARY: Mr. Giannris?                  5 MEMBER GIANNRIS: Yes.                  6 BOARD SECRETARY: Councilwoman Maher?                  7 COUNCILWOMAN MAHER: No. With the                  8 comment I would like to see an independent traffic                  9 study.                  10 BOARD SECRETARY: Ms. Ochengé?                  11 MEMBER OCHENGE: Yes.                  12 BOARD SECRETARY: Ms. Patel?                  13 MEMBER PATEL: Yes.                  14 BOARD SECRETARY: Ms. Pawlowski?                  15 MEMBER PAWLOWSKI: Yes.                  16 BOARD SECRETARY: And Chairman Davis?                  17 CHAIRMAN DAVIS: Yes.                  18 BOARD SECRETARY: Application                  19 approved.                  20 ATTORNEY ALFIERI: Thank you for                  21 everybody's time.                  22                  23 (Application concluded at 11:30 p.m.)                  24                  25</p>	



	<b>\$</b>	<b>11</b> 3:13 112:23 119:24 141:20 177:7 197:15,16	<b>18.32-acre</b> 25:4
		<b>111</b> 3:24 40:24 187:19	<b>181</b> 3:22
	<b>\$160,000</b> 125:8	<b>111.8</b> 176:3	<b>183</b> 3:23
		<b>112</b> 3:13	<b>187</b> 3:24
	<b>0</b>	<b>114</b> 3:14	<b>1918</b> 126:2
	<b>0.5</b> 109:16	<b>11:30</b> 203:23	<b>1955</b> 141:15
	<b>07095</b> 2:5	<b>11th</b> 128:18,23	<b>1957</b> 141:2
	<b>08872</b> 1:11	<b>12</b> 32:14 129:1 144:5	<b>1969</b> 115:6
		<b>124</b> 3:18 158:7	<b>1984</b> 115:1
	<b>1</b>	<b>126</b> 36:7	<b>1986</b> 67:23
	<b>1</b> 1:5,6,7 4:6,7,15 6:25 7:2,3,4,20 8:21 9:8,10,20 14:5,19 16:11,12, 16,23,25 17:2,3,5,24 18:7,10,11, 20 20:8 21:12,18 23:24 24:1,5,7, 10,16,17,18 25:1,13 26:8 27:19 28:15 30:2 32:11,24 33:10,25 34:4,19,23 36:11 38:8,23 40:23 44:19 48:20 51:20 52:2 54:13 62:21 63:4,13 64:11 70:7 71:8,16, 17 107:15 109:19 120:19 123:17, 20 168:13 179:24,25 180:1,2 191:9 192:17 194:21 195:15,23	<b>12:30</b> 146:9	<b>1997</b> 12:20 115:18
	<b>1,000</b> 41:2 116:5 118:25 147:25 168:23 184:20	<b>13</b> 3:3 4:3	<b>19th</b> 128:19
	<b>1,000-car</b> 167:19	<b>13'6"</b> 178:3	<b>1:00</b> 146:9
	<b>1,000-vehicle</b> 169:6	<b>13'8"</b> 178:3	
	<b>1,027</b> 159:11	<b>135</b> 3:15	<b>2</b>
	<b>1,077,000</b> 9:17	<b>14-foot</b> 32:13	<b>2</b> 3:16 16:21 20:8,10 25:1,5 26:6,8 33:8,10 34:19 35:20 36:12 51:21 52:2 57:22 109:19 120:18 135:5 145:8,9 147:20 165:3 180:3 191:11
	<b>1,077,776</b> 31:5	<b>145</b> 3:16	<b>2,000</b> 127:10,11,19 190:18
	<b>1.1</b> 31:9	<b>149</b> 3:17	<b>2,500</b> 150:10
	<b>1.2</b> 9:13 31:11	<b>14th</b> 129:4	<b>20</b> 3:17 82:10 91:1 147:8 149:17, 20,24 153:2 185:24 189:6 196:6 200:2
	<b>1.8-million-square-foot</b> 133:11	<b>15</b> 29:14 53:18 129:1 185:14 200:1	<b>20,000</b> 55:14 97:12 101:20
	<b>10</b> 78:15,16 200:1	<b>150</b> 76:4 160:11	<b>20-</b> 89:10
	<b>10,000-square-foot</b> 101:19	<b>1500</b> 16:17	<b>20-foot</b> 163:20
	<b>100</b> 35:22 60:12,13,22 97:25 99:5 126:2 133:8 163:13	<b>158</b> 3:18	<b>20-foot-high</b> 157:10
	<b>100-foot</b> 29:21	<b>16-inch</b> 54:21	<b>200</b> 16:5,10,13 89:14,22 90:1 155:24 158:2 167:2 178:12
	<b>100-year</b> 53:2,4,8	<b>165</b> 116:4	<b>2005</b> 115:1
	<b>106</b> 3:7	<b>166</b> 3:19	<b>2017</b> 8:8 14:22 78:20
	<b>108</b> 3:15 135:19	<b>167</b> 1:10	<b>2018</b> 8:9 14:24 181:6,7,8
	<b>10th</b> 78:17	<b>17</b> 4:6 148:8	<b>2019</b> 76:20 83:13 128:19
		<b>170</b> 158:25	<b>2020</b> 11:11 17:6,14 19:2
		<b>171</b> 3:20	<b>2021</b> 1:12 4:9,11,13 5:3 7:9 13:20 24:2 30:22 38:5 175:21
		<b>177</b> 3:21	<b>2050</b> 122:20,23
		<b>18</b> 39:21,23 53:18 160:21 185:23	
		<b>18-month</b> 103:18	
		<b>18-wheeler</b> 168:11 187:21	
		<b>18-wheelers</b> 168:4 169:21,22	

<b>21</b> 13:20 24:2	<b>30XI00233100</b> 204:25	<b>4:30</b> 76:18
<b>21,000</b> 55:24	<b>31</b> 3:23 144:4 183:8,13 184:16	<b>4th</b> 38:5
<b>21st</b> 4:9,13 30:22 62:9	<b>31,000</b> 115:24	
<b>22,000</b> 55:25	<b>31.69</b> 25:7	<b>5</b>
<b>23</b> 4:7 74:25	<b>32</b> 36:9 187:22	<b>5</b> 3:22 52:4 57:25 115:8 181:19
<b>23-foot</b> 59:17	<b>326</b> 34:5	<b>50</b> 14:6,14 17:16 26:23 30:9 35:22 88:3 91:14 142:9,10
<b>23.12</b> 25:5	<b>326-car</b> 40:23	<b>50-foot</b> 56:18
<b>24</b> 53:17,18,19 109:25 159:2	<b>34</b> 185:22	<b>50-plus</b> 168:3
<b>24-foot</b> 36:17	<b>341,833</b> 35:21	<b>500</b> 102:11,12 127:10 184:25
<b>249</b> 25:2,5	<b>342</b> 159:12	<b>51</b> 3:19 30:1 168:14
<b>25</b> 12:23	<b>35</b> 39:11,19 114:23 147:23 185:22	<b>53</b> 34:6
<b>25-foot</b> 57:14	<b>35-foot</b> 57:12	<b>55</b> 72:16
<b>25-year</b> 52:25 100:20	<b>35.6</b> 175:25	<b>56-foot</b> 60:16
<b>250</b> 25:1,4 26:5	<b>36</b> 3:20 53:25 172:1	<b>57</b> 3:14 114:13
<b>251</b> 24:24 25:4 26:11	<b>37</b> 4:10	<b>5:15</b> 115:8
<b>26</b> 129:15	<b>382-car</b> 35:21	<b>5:30</b> 76:19
<b>26th</b> 7:9	<b>387</b> 10:15 27:13,14	
<b>270</b> 116:5		<b>6</b>
<b>284,341</b> 34:4	<b>4</b>	
<b>287</b> 137:12	<b>4</b> 1:12 4:11 5:3 51:21 52:4	<b>6</b> 3:21 177:5
<b>299-car</b> 36:6	<b>40</b> 1:5 7:2 24:16	<b>60</b> 29:12 158:9,10
	<b>40-foot-wide</b> 32:12	<b>60-day</b> 139:22 140:9
<b>3</b>	<b>400</b> 10:15 27:13	<b>60-foot</b> 25:21 27:3 32:3
<b>3</b> 8:25 9:1 25:2,6 27:20,21 28:7,8, 18 32:9,17 33:3,6 34:20 36:4,14 37:3 51:22,24 52:1,4 55:6 62:14 63:14,17 64:12 120:8,9,17,18 121:15,19,23 122:16,17 154:4,10 160:23 180:4 182:21 194:17,23 195:23	<b>400,000-square-foot</b> 99:3	<b>60-yard</b> 29:9
<b>3's</b> 25:6	<b>400s</b> 41:3	<b>600</b> 7:25 14:18
<b>30</b> 4:8 47:9 53:25 67:17 81:18 109:7 142:21 147:8 163:19 185:12	<b>43</b> 1:6 7:2 24:17,24 25:1,2 144:3,7 168:14	<b>600-acre</b> 17:4
<b>30,000</b> 89:10	<b>43,000</b> 116:2	<b>60s</b> 138:13 140:16
<b>30-foot</b> 29:20 36:13 162:11 163:6,10	<b>435</b> 167:19	<b>62</b> 4:12
<b>300</b> 43:13 89:14 126:2	<b>44</b> 1:6 7:3 24:17 26:23	<b>64</b> 129:16
<b>300,000</b> 89:16	<b>45</b> 1:7 7:3 24:17 29:25 43:14	<b>65</b> 189:5
<b>300,000-square-foot</b> 101:21	<b>450</b> 43:15	<b>67</b> 36:7
	<b>451,602</b> 36:6	<b>68</b> 3:4 4:14
	<b>46</b> 34:7	<b>7</b>
	<b>48</b> 53:25	<b>7</b> 58:1 167:14
	<b>4:00</b> 167:11	<b>7,000</b> 123:21 124:8,14 162:7 170:6,20 171:2 184:10
	<b>4:15</b> 115:8	

7,024 123:16

7,171 57:4

7-21-21 4:5

7/21/21 4:16 71:13

70s 138:13 140:15

71 4:15

732 636-8000 2:5

75 3:5 29:13 124:6,13 188:5

750 16:14

750,000 120:23

76.2 176:2

77 14:20

77-acre 10:2

78 17:4 24:18,19

7:15 76:17

7:30 1:12

---

8

---

8 183:7

8- 115:15

80s 138:14 139:7 140:16

83.04 1:7 7:4 24:18

85 42:22

86 3:6

8:15 76:17

---

9

---

9 39:17,18 134:8 147:22 185:22  
186:3 188:16 189:1,4

9-by-18 36:20

9/route 39:11

90 2:4

900 2:4 115:16

90s 167:10

950 56:22

97 107:9

---

A

---

A-1 4:3 13:17,19,21 38:3 126:18,  
19 127:6

A-2 4:6 16:22 17:1

A-3 4:7 23:21,23,25 24:25

A-4 4:8 30:18,20 40:12 62:12  
154:5

A-5 4:10 37:24,25 38:3

A-6 4:12 62:5,7

A-7 4:14 68:11,13

A-8 4:15 71:7,10,15

A-L-A-N 74:8

A.H. 54:15

a.m. 76:17 82:18 83:14

ability 50:7 93:7 201:25 202:20

absent 30:2

absolutely 135:15 143:4 160:22  
165:4

accept 12:25 67:25 68:1 75:3  
105:21

acceptable 190:14

access 17:22 18:4 25:9 26:6,7,8,  
10,13 30:13,16 33:9,11,17 34:13  
35:9 36:8,10,17 37:5,20 44:10  
47:5 57:21,22 58:7 75:24 77:17,  
19 192:12 194:25 195:1,7,8

accessory 29:5,20

accident 130:10 168:11

accidents 117:12 129:18,19  
168:6

accommodate 32:15 43:19  
49:24 50:23 53:12 77:21 80:17,19  
91:22 93:18 94:2 100:3

accommodated 18:3,4 32:10

accommodates 43:10 49:15

accordance 106:12 109:2  
174:25

account 73:8 133:1,5,6

accumulated 53:14

accurate 79:25 196:4 204:6

acknowledge 178:19

acquired 63:9 196:4

acres 7:25 14:18,20 17:4 24:18,  
19 25:5,7

Act 22:6 69:7

action 20:5,8,14 21:18 23:7 24:9  
65:4 204:10,13

active 8:5 15:4

activities 8:1 21:3

activity 15:11,12 61:14 82:13

acts 66:17

actual 65:24 129:3 201:4,5

adaptable 94:2

add 50:1 70:17 93:10 94:10 95:21  
96:19 134:10 165:25 170:18  
176:2 182:19 198:24 200:23

added 59:1 73:22 83:4 92:17,18  
172:10 185:24

adding 49:7 92:6 93:20 103:19

addition 136:10,12

additional 42:16 47:15 52:21  
56:19 59:22 73:24 76:9,12 77:10  
85:18 94:8,10 104:5 111:5 131:19  
132:4 153:15,16 165:12

additionally 7:8

address 3:12 11:5 12:4 14:6  
46:12 52:19 65:17 93:24 104:24  
111:16,17,23,24 114:21 132:5  
156:15 173:2 193:23

addressed 111:21 179:1

adequate 59:19,24

adequately 58:3

adjacent 15:13,18,24 27:8,19  
28:12 29:4 30:4 48:11 59:7 107:1  
109:5,18 130:16,17 133:7 153:7  
196:7

adjoining 58:15 109:21

adjust 151:10

adjustments 77:2

administrative 22:7

admire 141:24

<b>admired</b> 140:20	74:6,10,14 86:9 105:2,7,11 106:4	<b>anticipate</b> 84:16 87:9 103:18
<b>adopted</b> 8:9 11:22 14:24 17:6,12	113:4 162:13,24 164:15 165:11, 15,22 166:8,11,15 171:16,23	104:17 144:17,21,24
<b>adoption</b> 17:14	177:3,6 178:6,11 179:8,16,23	<b>anticipated</b> 33:16 85:5
<b>advance</b> 151:12	180:2,9,12,16,20 181:4,8,13,17	<b>anticipating</b> 40:2
<b>advertised</b> 5:4	182:24 186:8 187:1,10,13 189:12	<b>Anton</b> 3:23 183:10,12 186:9
<b>advise</b> 198:13,14	192:4 200:22 203:20	<b>anymore</b> 151:8 159:19 184:14
<b>aerial</b> 16:24	<b>aligned</b> 193:9	<b>Apex</b> 137:24 138:4
<b>aesthetically</b> 154:7	<b>alignment</b> 65:5,11 193:7	<b>Apologies</b> 80:24
<b>aesthetics</b> 68:24 157:14,15	<b>Allegre</b> 1:16 5:12,13 78:15	<b>apologize</b> 7:12
<b>affect</b> 10:23 37:21	85:13,23 100:24 103:10,22 190:1	<b>appeared</b> 67:17 121:20
<b>affected</b> 28:5,14 29:17,23	197:3 200:18 203:2,3	<b>appears</b> 63:7 68:19 119:7
<b>affects</b> 21:12 129:2	<b>alleviate</b> 152:5 161:2,3,4	<b>applicable</b> 109:25
<b>affirm</b> 12:13 67:9 74:11 105:8	<b>allowed</b> 120:9 148:18,20	<b>applicant</b> 2:1 7:16,18 20:19 42:3
<b>afternoon</b> 144:1 145:19 146:9	<b>allowing</b> 9:13 91:21	50:6 57:3 81:5 86:18 118:9,15
<b>afternoon/evening</b> 76:18	<b>alluded</b> 62:2	130:9 162:14 166:8 178:8,12
<b>afternoons</b> 145:22	<b>alternate</b> 193:5	190:13 191:18,22 192:9 196:20, 22
<b>agency</b> 7:22 61:1	<b>alternative</b> 37:5	<b>applicant's</b> 9:23 50:17 65:21
<b>agenda</b> 6:20	<b>altogether</b> 28:9	66:14 124:22
<b>agree</b> 100:18 106:24 125:8 150:6	<b>Amazon-type</b> 140:4	<b>applicants</b> 81:1 113:9,18
195:5	<b>amended</b> 14:25 17:14 81:20	<b>application</b> 7:8 9:7 11:8 14:23
<b>agreed</b> 65:25	<b>amendments</b> 17:5	17:10 19:2 24:15 33:14,19 61:6, 10,19 63:12,23 65:4,20 75:17
<b>agreeing</b> 111:12	<b>American</b> 105:15 137:25	116:4 117:5 118:12 119:15
<b>agreement</b> 7:21 9:9,22 19:11	<b>Americans</b> 69:7	121:19 150:1 167:6 168:16
22:10 23:1 97:23 101:4 192:18	<b>amount</b> 15:19 81:22 82:9 95:2	172:23 175:19,20 176:14 196:14
<b>ahead</b> 145:6 148:4 167:13	114:4 145:21,23 152:11 160:2	202:2,9,15 203:18,23
187:17	<b>ample</b> 42:5	<b>applications</b> 66:3 168:17
<b>AIA</b> 3:4	<b>analysis</b> 84:23	193:21,22 202:19
<b>aide</b> 145:20	<b>analyze</b> 85:16 184:8	<b>applied</b> 82:20
<b>air</b> 119:13 124:12 138:24 139:14	<b>analyzed</b> 131:9,10 144:4	<b>apply</b> 79:5 169:20 170:1
170:7,9 175:17	<b>ancillary</b> 9:16 31:6	<b>appreciated</b> 128:8 166:1
<b>air-conditioned</b> 89:20	<b>Andrew</b> 3:6 86:11,12 194:2,4	<b>approach</b> 84:15
<b>aisles</b> 36:18	195:3,12	<b>approaching</b> 182:13 186:3
<b>Alan</b> 3:5 74:5,8,13,16,25 75:15	<b>ANGELA</b> 1:14 204:3,24	<b>appropriately</b> 26:21 59:8
78:5,6 128:3,4,6,20 129:3,7,11	<b>animals</b> 164:2 170:16 171:12	<b>approval</b> 10:1 61:5,12 151:16
132:13,16,24 133:6,15,18 134:20	<b>Ann</b> 3:16 145:2,7,8,10	153:17 190:12 191:5 192:3,11
135:1,3,16 144:4,11,17,21	<b>answering</b> 120:15	195:17
<b>albeit</b> 18:5	<b>answers</b> 130:24	<b>approvals</b> 61:2,24 101:7 194:7, 11 196:14
<b>ALEXIS</b> 1:18 5:25	<b>anti-warehouse</b> 114:20 197:20, 21	<b>approve</b> 20:7 65:4
<b>Alfieri</b> 1:21 6:6,7 7:5 12:8,12,16		<b>approved</b> 6:18 19:2 20:4 21:17
14:1 67:3,8,12,24 71:5,10,14		31:15 51:12,16 66:2,8 77:24

87:19 108:19 133:11 179:9 194:12,16 200:5 202:15 203:19	<b>assurances</b> 23:3	<b>Aye</b> 13:4 68:4 75:8 106:2 112:11 190:3 197:5 200:20
<b>approving</b> 164:10	<b>Atlanta</b> 138:18	
<b>approximately</b> 14:18 76:12 115:15 116:2 127:2	<b>ATRS</b> 128:15 129:7	<hr/> <b>B</b> <hr/>
<b>arbitrarily</b> 193:10	<b>attention</b> 106:15	<b>B-O-D-A-K</b> 183:7
<b>architect</b> 12:3 47:23 60:16 66:25 67:15 72:11	<b>attenuate</b> 22:1	<b>bachelor</b> 12:21
<b>Architects</b> 67:7	<b>attenuation</b> 21:24 52:7	<b>Bachelor's</b> 67:21 74:16
<b>architecture</b> 67:1,20,22 69:2,11 70:21 72:4 120:1	<b>attest</b> 134:4 148:3	<b>back</b> 11:11,19 37:22 40:11 65:21 69:21 70:3 73:3 80:13,22 84:13 87:14 89:13 95:10 111:15 117:7 128:10 135:13,24 138:12 141:13, 14 142:17 154:11,13 161:20 178:24 181:12 188:10,13,18,22 189:6,21,23
<b>area</b> 8:7 14:4,17,18,21 15:4 16:7, 11,16 18:11,16,17 19:1 24:4,7 38:7,9 44:21 45:2,20,25 46:13 47:12,19,20 51:14 52:1 53:7 57:19,20 58:2 61:21 85:15 109:18 124:8 129:18,20 130:4 131:20 134:12 138:18,19 148:12 149:5 150:1 151:9 156:24 162:1,16 163:15,25 167:3 175:16 176:18, 19,21 177:19	<b>attorney</b> 1:21 6:7 7:5,11 12:8,12, 16 13:8 14:1 40:13 65:12 66:24 67:3,8,12,24 68:9 71:5,10,14 72:10 74:5,6,10,14,22 75:1,14 78:13 79:10 80:15,21 81:3 82:22 86:6,9,17 93:23 99:23 104:23 105:2,7,11 106:4,8 111:2,14,18 113:4 120:12,16,22 121:8,12,24 122:2,7,16,18,25 123:3,6,12,19, 24 131:9,13 132:2 134:13 145:3 156:14 162:13,15,24 164:15,23 165:11,15,22 166:8,11,15 171:16, 23 172:21 173:18 176:10 177:3,6 178:6,11 179:8,16,23 180:1,2,9, 12,16,20 181:4,7,8,13,17 182:24 186:8 187:1,10,13 189:12 190:15 191:10,13,17,24 192:2,4,15,21 200:9,22,24 203:20 204:9,11	<b>backed</b> 119:1 142:12,13 150:16, 22 154:16 158:20 159:5
<b>areas</b> 15:3,12 18:10 21:7,13 26:21 31:6 37:12,13 39:19 40:5 48:10 49:3,7 51:2 56:20 70:5,13, 15 71:23 72:5 108:22 110:7,9,14 125:18 141:21 142:8	<b>attract</b> 87:19 88:1,5 89:1 91:8,13 98:5 102:20 103:1	<b>background</b> 26:1 136:25 137:19 138:11 170:19
<b>arrangement</b> 64:4	<b>August</b> 1:12 4:11 5:3 38:5	<b>backside</b> 59:6
<b>arrows</b> 38:19	<b>author</b> 94:22	<b>backup</b> 139:20,23
<b>arsenal</b> 1:5 4:3 6:25 13:17,21 125:24,25	<b>auto</b> 95:18	<b>backwards</b> 180:19 181:1
<b>arsenals</b> 126:4	<b>Automatic</b> 128:15	<b>backyard</b> 169:17,18 171:11
<b>arteries</b> 183:17	<b>Ave</b> 77:5,6	<b>bad</b> 188:24 194:13
<b>Ashland</b> 8:3 15:5,6 17:20 33:12, 13 56:8 57:23	<b>Avenue</b> 1:8 3:14,24 7:2 14:7,14 15:14 16:1 17:16 39:4,15,23 40:1 50:24 54:24 64:13,23,25 77:3 114:13 115:22 117:13 118:5,22 127:2,7,19,20,22 130:18 131:22 132:15,22,23 133:24 134:10,19 142:6 150:12,17,23 154:17,19 155:1,23 157:2,25 161:6 187:19 188:7,25 189:8 195:9 196:7	<b>Bailey</b> 5:14 172:7
<b>Ashton</b> 26:12	<b>average</b> 76:13	<b>Baily</b> 172:5
<b>aspect</b> 201:7,22	<b>averages</b> 90:17,18	<b>bake</b> 94:20
<b>aspects</b> 20:2 87:2	<b>avoiding</b> 168:23	<b>baked</b> 88:25 94:25 95:3 104:3
<b>asphalt</b> 169:4	<b>aware</b> 118:4,14,17 133:10,14,16 134:20,22,24 136:10 192:19	<b>baking</b> 98:15
<b>assembly</b> 89:8 103:8		<b>Bank</b> 57:5 186:4
<b>assessment</b> 131:4		<b>banning</b> 118:24
<b>assessor's</b> 16:6		<b>bans</b> 118:18
<b>assume</b> 111:11		<b>Barreiro</b> 3:19 166:14,21,22 167:1
<b>assuming</b> 79:12		<b>bars</b> 84:13
		<b>base</b> 84:22 94:25
		<b>based</b> 16:6 38:24 41:2 59:15,19 76:3,7,14 79:6,7,14 80:3 84:23 105:17 130:3,4,5 131:19
		<b>baseline</b> 49:19 53:11
		<b>basically</b> 28:11 64:14 93:19 97:8 193:15

<b>basics</b> 69:3	168:14	<b>Borough</b> 1:1,9 5:2 14:4 15:18 29:4 55:3,7 56:25 61:8,12,24 110:4 115:3,23 116:9 125:3 134:1,3 136:10 196:9
<b>basin</b> 51:23,24,25 53:1	<b>blowup</b> 4:6 16:21 17:1	<b>Borough's</b> 57:5 60:2 64:3
<b>basins</b> 51:18 174:24	<b>blue</b> 8:24 51:19 120:24	<b>boss</b> 138:14
<b>basis</b> 50:12 59:20 96:2,12 106:19 151:11	<b>blueprint</b> 201:3	<b>bother</b> 192:14
<b>bathrooms</b> 96:8	<b>board</b> 1:1,15,21,22 5:2,6,10,12, 14,17,20,22,24 6:1,4,5,6,8,9,10, 16,19,21,24 7:7 12:17 13:3,4 14:8 61:5 65:19 66:1,8,11,13,17 67:14, 24 68:3,5 72:13,19 73:13,20 74:3, 15 75:7,9 78:1 80:14,23 86:25 92:24 95:9 96:14,17 105:12 106:2 111:1,5,6,8,17 112:1,10,12 113:12,19 114:15,16,17 116:8,11, 13,16,18 117:5,7,18 118:3,14 119:21,23 121:20 123:20 124:15, 18,21,25 125:1,4,10 126:19 129:23 130:1,3,8,19 131:3,6,18, 24,25 132:3,7 135:17 137:7 145:2 149:17 150:7 151:20 152:1 153:5, 13 154:1 155:14 156:13 164:17 165:19 166:14 171:18 177:5 180:9 181:12,14,15 182:25 183:4, 6 190:2,3,4,6 192:6 193:4 195:6, 24 197:5,22 200:17,19,20,21 201:15,17 202:1,9,21,23,25 203:2,4,6,10,12,14,16,18	<b>bounded</b> 143:1
<b>baths</b> 161:24	<b>board's</b> 19:13 63:19 65:3 124:17 190:11	<b>box</b> 146:14
<b>bear</b> 104:1 172:17	<b>boards</b> 14:9 67:18 74:21 87:21	<b>Bradstreet</b> 98:18
<b>beautiful</b> 128:11 146:23 154:14 155:2,7	<b>Bob</b> 3:24 187:5,12,14,18	<b>brands</b> 88:2
<b>beautify</b> 47:20	<b>Bodak</b> 183:4,5	<b>Braun</b> 3:20 171:19,20,25 172:24 173:8,13,16,22 174:4,13,18,21 175:1,4,12,19 176:6,13
<b>beauty</b> 170:19 171:11	<b>body</b> 134:18 136:18,19	<b>Bread</b> 98:15
<b>beaver</b> 171:6 172:15	<b>boiler</b> 29:6,20	<b>break</b> 70:10,12,18 72:4 103:14 184:24
<b>beefed</b> 93:16	<b>bold</b> 70:15	<b>breaks</b> 184:21
<b>begin</b> 69:22 70:10 73:2	<b>booth</b> 115:21,22	<b>breath</b> 104:2
<b>beginning</b> 86:22 179:22	<b>Bordentown</b> 16:1 39:6,9,14,18, 23 40:1 76:11,14 77:3,6,11 84:11 117:13 118:5,17,22 127:2,7,19, 20,22 130:18 131:22 132:15,23 133:24 134:10,19 147:13,24 161:6,15 168:10 183:3,15 185:17 188:7,15,25 189:7 190:19 195:1, 3,9,13 196:6	<b>breathe</b> 170:10
<b>behalf</b> 7:15 23:2 42:3 116:15	<b>Borelle</b> 3:13 112:23 119:24 197:15,16,17	<b>bridge</b> 118:17,18,23 134:6 147:11,12 150:17 158:12 177:22 178:3,10,17 185:16 189:7
<b>belt</b> 139:14	<b>boring</b> 34:2	<b>bridges</b> 177:16
<b>belts</b> 139:10,11	<b>born</b> 135:20	<b>briefly</b> 12:4 16:3 40:18 46:12 51:6,17 54:6 57:7 58:19 75:19 104:24
<b>benefit</b> 19:13 26:3 44:3 45:15		<b>bring</b> 37:19 72:24 73:4,7,11 198:6,7
<b>benefits</b> 107:20 170:7		<b>bringing</b> 97:17 140:8 159:23
<b>Beth</b> 1:22 5:4,8		<b>broke</b> 139:12,15
<b>big</b> 53:20 118:7 136:12 160:15		<b>Brook</b> 52:4
<b>bigger</b> 118:9		<b>brother</b> 159:9
<b>biggest</b> 36:5 136:22 159:16		<b>brought</b> 124:16 125:6 147:10 162:11 183:2 190:9,10,17
<b>bills</b> 98:19		<b>Brown</b> 134:7
<b>bins</b> 59:18		<b>Brunswick</b> 138:19 142:21,22 147:1 148:3 185:17 186:1
<b>biphenyls</b> 20:12		<b>Bucknell</b> 12:22
<b>Birch</b> 3:23 183:8,13 184:16		
<b>Biscuit</b> 136:7		
<b>bit</b> 12:7 32:7 33:4 37:19 38:3,8 45:4,20 50:20 66:25 90:10,21 92:5 119:10 135:24 138:11 147:8 155:6 156:25 160:2		
<b>black</b> 24:4 38:6		
<b>blame</b> 142:2		
<b>bleeds</b> 18:19		
<b>block</b> 1:5,6,7 7:2,3 24:16,17,18, 24 25:1,2 26:23 29:25 93:9 138:3		

**budget allotted** 100:25

**buffer** 56:20

**buffers** 174:9

**build** 127:15 151:9,11 170:25  
177:13 178:23 179:4,7 183:18  
193:10

**build-out** 77:16

**builder** 177:13

**building** 4:15 9:25 15:8 19:19  
21:4 22:12,18 23:5 24:25 25:1,2,  
5,6 26:6,8,14 29:10,20 31:7 33:8,  
25 34:4,8,20,23 35:7,20 36:4,11,  
12,14,15 37:3 40:23 41:22 42:1  
43:14 44:8,19 45:6,9 46:15,16,18  
47:5,6 48:11,14,16,20,24 49:4,23  
50:12 51:20,22,24 52:1 54:15  
55:6 57:8 58:22,24 59:6 60:9,19,  
22 66:6 68:18 69:9 70:7,12 71:8,  
9,16,17,19 72:19 75:25 87:23  
88:14,17,19,20 89:15 90:11,12  
91:21 92:10,15,23 93:11 95:1,20  
96:5,7,17,23 97:2,6,7,12,23 98:21  
99:3 101:5,11,15,21 102:1  
103:11,22 108:8 109:4 110:12  
120:1 127:17 146:19 154:4,10  
155:3,5 156:8,9 157:17 158:1,2  
169:5 176:11 177:19 178:24  
180:8 190:19

**building's** 43:22

**building-mounted** 57:11,14

**buildings** 8:2 15:10 22:14,23  
29:1 30:24 31:4 33:10 34:18,19,  
24 35:8,19 36:1,5 37:16 41:1,8,  
11,13,16,19,25 43:7,11,19,21,25  
46:19 47:1,22 48:2,20 49:13  
54:17 55:16 56:12 58:6 59:10,12,  
25 67:1 69:4,17,24 70:1,8,20,24  
72:8,15,20 84:19 87:10 88:1,11,  
17 89:5,14 90:7,15 91:1 92:2,15  
93:7 96:1,8 98:13 99:1 102:17  
103:21 108:7,12,20 109:19  
110:16 126:3 140:2 154:20,21  
175:23,25 176:4,23 181:2

**built** 33:3 62:14 90:25 99:4 109:2  
151:7 161:1 167:4 197:23

**bunch** 84:24

**BUONANTUONO** 1:14 204:3,24

**burden** 59:22 199:3

**bureau** 114:24

**Burke's** 132:21 148:9,10,13

**bus** 145:21 149:13

**buses** 145:16,23 148:18,22  
149:11

**business** 50:20 81:13 138:6  
167:7

**businesses** 89:19

**bussed** 146:5

**busy** 186:1

**buy** 89:22

**bypass** 25:11 27:24 31:25 64:22  
126:17 127:20,21,23

---

**C**

---

**C(2)** 106:19 107:22

**C.C.R.** 1:14

**caliber** 70:21

**caliper** 163:9

**call** 5:1 26:4 44:23 66:24 73:1  
89:4 104:23 179:25

**called** 13:17 51:21 71:4 89:17  
98:14 115:11 137:24 138:22  
139:17 152:16

**calls** 130:17 199:1

**camp** 146:7

**cancel** 183:1

**canopy** 100:10

**cap** 20:22 22:15,17

**capacity** 53:13 55:13,16,19,21

**capture** 112:21

**car** 17:24 34:5,9 36:16,17,19  
40:19 42:12 43:9 45:12 88:25  
108:23 110:11 154:8 158:14  
161:4,12

**carbon** 170:8

**cardboard** 59:14

**cardiovascular** 170:14

**care** 66:17 102:24 124:9 158:3  
164:2 189:4 192:25 202:7

**carries** 36:11

**carry** 95:23

**cars** 34:12,15 36:24 37:1 46:23  
64:15 77:22 83:10,15,20 95:16  
98:19 100:9 115:16 116:5 118:25  
119:2 130:11 142:14,15,22  
147:25 150:16 158:20 159:12  
160:1,10,11 168:23,25 170:18  
184:18 188:9,12,18 189:6

**cartway** 32:12

**case** 10:23 22:8 23:6,9 34:8,17  
35:23 36:8 37:5 40:18,22 41:17  
46:14 48:20 55:5,22 58:4 111:3,  
15 139:16

**cases** 37:7 52:2 53:25 56:1

**Caused** 118:6

**CCR** 204:24,25

**cease** 115:19

**ceased** 8:2

**cements** 65:5

**center** 1:5 2:4 4:3 7:1 13:17,21  
32:14 56:18 73:6 125:25 137:21  
189:2 196:8

**centers** 94:23 120:18 133:2  
138:23

**Central** 136:13,14,16

**centric** 41:24

**certificate-chasing** 92:6

**Certificates** 21:4

**certification** 91:21 92:8

**Certified** 105:15 204:3

**certify** 204:5,8

**cetera** 31:1 35:11 137:12 141:6  
143:19

**chair** 201:15

**chaired** 130:1

**chairman** 1:15 5:1,6,8 6:1,3,14,  
17,20,22 7:5,10 40:9 65:14,15,19  
66:11,13,23 68:1 72:12 74:4 75:2,  
4,10 78:1,3 85:6,9 86:4,8 92:24  
100:8 104:19 105:20,23 106:1,3  
110:25 111:6,7 112:4,5,14,16,20  
113:15,23,25 114:4,10,19 116:13  
117:16 118:2 119:20,23 123:10

<p>124:18 135:6,9,14 143:13 145:1,6                  153:5 156:5,6,10 161:16 162:5                  163:21 164:3,22 165:5,8 171:15                  177:2,12 178:4 183:5 187:3,5,6,                  16,18 189:11,14,18,19,20,22,24                  190:5,8 193:4 194:3 195:24                  196:19,24 197:2,7,11,14,16,21                  200:11,15,16 202:5,8,14,24                  203:16,17</p> <p><b>chairs</b> 149:23</p> <p><b>CHAMBERS</b> 1:10</p> <p><b>change</b> 45:10 133:17,21 134:1,                  25 138:21,23</p> <p><b>changed</b> 138:23 139:24</p> <p><b>channelized</b> 64:17</p> <p><b>Chapter</b> 138:2</p> <p><b>charge</b> 145:4</p> <p><b>chargers</b> 49:16,17 92:19 95:10</p> <p><b>charging</b> 49:10</p> <p><b>checked</b> 149:1</p> <p><b>checks</b> 148:24</p> <p><b>Cheesequake</b> 1:8 7:1 8:18,21                  14:15 15:14,16,17 17:19,21 25:16                  30:7 32:6 33:5 36:10 39:1,6,9,22                  50:24 54:14,22 62:4,20,24 63:21                  64:6,18,23 65:10 68:17 77:4,6,11                  84:11,14 85:21 118:6,10,16,20                  121:16 132:11,22 136:3 142:7,13                  149:7 150:13,14 155:2 157:3                  158:21 159:4 161:2,6 166:6                  183:16 187:25 188:1 195:8,9,14                  196:8 199:2</p> <p><b>Cheesequake-minisink</b> 62:22</p> <p><b>chemical</b> 8:1</p> <p><b>chemicals</b> 15:6</p> <p><b>chemistry</b> 140:19</p> <p><b>Cheyenne</b> 183:7</p> <p><b>Chicago</b> 138:17</p> <p><b>chicken-and-the-egg</b> 87:18</p> <p><b>chief</b> 117:5 137:23</p> <p><b>chief's</b> 117:20</p> <p><b>child</b> 169:1</p> <p><b>childcare</b> 133:2</p>	<p><b>children</b> 146:1,4,20 149:7,10                  159:18,20 168:20 169:8 176:25</p> <p><b>chunk</b> 153:10</p> <p><b>Cincinnati</b> 138:18</p> <p><b>circling</b> 95:10</p> <p><b>circulation</b> 37:14,18 76:14</p> <p><b>circumstances</b> 137:10 162:20</p> <p><b>citizen</b> 145:13</p> <p><b>citizens</b> 176:22</p> <p><b>City</b> 138:17</p> <p><b>civil</b> 12:22,23 74:17</p> <p><b>claims</b> 142:1</p> <p><b>clarify</b> 179:8 187:16</p> <p><b>class</b> 137:24 167:14</p> <p><b>Clean</b> 177:19</p> <p><b>cleaned</b> 20:9</p> <p><b>cleaner</b> 170:9</p> <p><b>cleaning</b> 89:8</p> <p><b>cleanup</b> 20:17,18</p> <p><b>clear</b> 19:15 41:4 72:2 96:21</p> <p><b>clearance</b> 177:23 178:19</p> <p><b>cleared</b> 57:2 140:7</p> <p><b>clearing</b> 162:16</p> <p><b>Cleveland</b> 138:18</p> <p><b>clients</b> 99:15,18 105:18</p> <p><b>Clinton</b> 162:11</p> <p><b>close</b> 22:8 23:6 79:25 131:5                  176:22 187:4,17 189:17 200:12</p> <p><b>closed</b> 172:10 196:18,21 202:13</p> <p><b>closer</b> 37:22 50:13</p> <p><b>closest</b> 16:13 99:2</p> <p><b>closing</b> 20:19</p> <p><b>closure</b> 22:4 23:8</p> <p><b>CLR</b> 204:24</p> <p><b>CMA</b> 116:21</p> <p><b>CME</b> 11:1,12,20 46:11 51:5,11                  52:12 116:19,21,23 125:2 131:11,                  16</p>	<p><b>Code</b> 69:6 76:4 79:4</p> <p><b>coffer</b> 136:12</p> <p><b>coffers</b> 136:11</p> <p><b>cohesion</b> 70:23</p> <p><b>collect</b> 129:8</p> <p><b>collectively</b> 198:18</p> <p><b>collector</b> 151:2</p> <p><b>college</b> 141:6</p> <p><b>collocation</b> 99:15,18</p> <p><b>color</b> 51:19 70:10,14,17 72:1</p> <p><b>Colorado</b> 138:14</p> <p><b>colored</b> 30:22</p> <p><b>colors</b> 70:16</p> <p><b>combined</b> 182:9</p> <p><b>commander</b> 114:25</p> <p><b>commend</b> 137:6</p> <p><b>comment</b> 3:11 66:14 111:11                  189:13 194:2 196:22 203:8</p> <p><b>comments</b> 66:15,21 113:12,19                  135:10</p> <p><b>commercial</b> 21:8</p> <p><b>commission</b> 116:8 163:2</p> <p><b>commitment</b> 100:20</p> <p><b>committed</b> 49:18 50:17 51:1                  104:6</p> <p><b>common</b> 26:7 27:9 29:22 33:9                  34:24 57:21 65:10 108:6</p> <p><b>Communication</b> 6:20</p> <p><b>community</b> 102:21 151:8,23                  155:1 157:16,25 167:6 169:11,25                  170:3</p> <p><b>commuted</b> 142:20</p> <p><b>commuter</b> 83:1</p> <p><b>companies</b> 78:23 88:3,12 91:14                  92:16 102:20 103:1 138:4,15,16,                  25 140:17</p> <p><b>company</b> 79:18 86:13,19 87:25                  89:16,22 90:1,2,25 98:11,12,14,                  15,17,21 137:22 138:9,13 139:8                  140:6,16,20 141:7</p>
--	---	---



<b>complete</b> 7:8 103:20 202:18,20	<b>conditional</b> 120:20,23	<b>consideration</b> 73:14 135:11 149:10 179:13
<b>completed</b> 32:9 122:12	<b>conditioner</b> 139:15	<b>considered</b> 49:9 91:19
<b>completely</b> 92:20 108:9 161:25 201:1,5	<b>conditions</b> 4:3,6 13:18,22 16:22 17:2 28:19 128:17 198:24 199:8 201:17	<b>consistency</b> 11:14,21 69:18 70:23
<b>completion</b> 23:9	<b>conduct</b> 50:21	<b>consistent</b> 11:23 17:13 38:7 59:10 63:25 66:7 69:14 70:21 72:18
<b>compliance</b> 5:5 44:12,13 57:13 60:17 69:6 201:6	<b>conducted</b> 76:19 79:3 83:12,13	<b>consistently</b> 58:10 70:1
<b>compliant</b> 27:15 31:14 45:23 57:18 91:17 175:13	<b>conduit</b> 49:15 95:12,13 96:3	<b>constant</b> 184:22,23 185:2
<b>complicate</b> 44:15	<b>conduits</b> 49:25	<b>constrained</b> 45:4
<b>complied</b> 175:9	<b>configuration</b> 30:1 31:13 32:4,5 33:16,24 37:14 41:20 44:8,18 64:1,21 65:2,9 196:2	<b>constraints</b> 18:14 193:17
<b>complies</b> 31:10,19 36:20 56:21 60:23	<b>configurations</b> 101:14	<b>construct</b> 8:23 9:23
<b>comply</b> 10:9 36:1 46:19 53:18 60:7 131:25 164:19,24 199:8,12	<b>configure</b> 89:25	<b>constructed</b> 8:15 22:18 65:6 87:7 93:3,7
<b>complying</b> 47:13 110:2 199:14	<b>configured</b> 58:7,8	<b>construction</b> 22:14,17,22 41:7 50:13 61:14 69:5 87:6 102:12 103:11 104:10 164:18 192:12 193:19,23 194:25 195:1,8
<b>component</b> 89:6 108:8	<b>configuring</b> 89:25	<b>consultants</b> 198:12,13
<b>components</b> 62:16 72:24 77:20	<b>confirm</b> 144:3	<b>contacted</b> 177:22,25 178:16
<b>comport</b> 17:8 52:6	<b>conflict</b> 6:12	<b>contaminants</b> 175:5
<b>comprised</b> 51:18	<b>conflicts</b> 34:15 53:21	<b>contaminated</b> 20:11 198:17
<b>computer</b> 98:11	<b>conform</b> 26:15	<b>contamination</b> 19:6,7 20:10 21:17,21 22:2 52:10
<b>computers</b> 89:21,22,23 90:1,3	<b>conformance</b> 36:18 37:15 69:5	<b>contemplated</b> 9:19 32:8 191:2 193:7
<b>conceivably</b> 144:14	<b>conforming</b> 24:21 25:3 107:15 163:11	<b>contemplates</b> 8:17 9:4 62:25 162:19 191:25 192:17
<b>concept</b> 11:12 43:24 153:25	<b>conforms</b> 52:11	<b>contemporaneous</b> 122:14
<b>conceptual</b> 151:15	<b>conjunction</b> 196:14	<b>contemporaneously</b> 122:12
<b>conceptually</b> 151:6	<b>connect</b> 8:17 27:25 38:21 39:24 185:21	<b>context</b> 7:18 14:4 15:13 37:18 38:10
<b>concern</b> 123:5 164:14	<b>connected</b> 54:18 65:7 120:24 123:22 153:16	<b>continuation</b> 122:23
<b>concerned</b> 120:7 143:20 145:13 160:15 201:24	<b>connecting</b> 45:15 110:17 193:15	<b>continue</b> 22:23 39:17 202:17
<b>concerns</b> 87:22 114:5 196:1 198:15	<b>connection</b> 25:16 27:23 31:24 37:4 54:24 64:22,23 120:25 123:17 191:2 193:14 202:1	<b>continuing</b> 64:18
<b>conclude</b> 111:3	<b>connections</b> 30:3 48:12,15 51:1	<b>continuous</b> 58:9 63:3 64:7
<b>concluded</b> 203:23	<b>connectivity</b> 33:2 50:6 110:14	<b>contract</b> 7:18
<b>concludes</b> 110:24	<b>connector</b> 153:12	<b>contributing</b> 53:6
<b>conclusions</b> 133:17 134:25	<b>connects</b> 109:19	<b>contribution</b> 162:15,18,22
<b>concrete</b> 69:9,21 70:4	<b>conservative</b> 79:12,14 82:7,9	<b>control</b> 61:9,12 137:25 144:8,12
<b>condition</b> 10:17 27:10,17 28:4,9, 11,16 30:11,14,15 32:23 52:3,23 54:2 62:10,17 89:9 106:25 107:6, 20 108:6,11 109:24 111:20 190:12 191:5 192:3,7,11	<b>conservatively</b> 76:2	
	<b>considerably</b> 16:12	

191:18	<b>countries</b> 184:6	<b>cul-de-sac</b> 32:16,18
<b>controlled</b> 192:8	<b>country</b> 89:19	<b>curious</b> 125:24 168:16
<b>controlling</b> 141:20	<b>counts</b> 76:19 82:17 83:13 102:20 103:2 128:22,25	<b>current</b> 30:14 65:11
<b>conventionally</b> 56:5	<b>county</b> 61:5,17 77:13 127:16 133:25 134:2 195:17,18 196:1,6, 11,12	<b>curtain</b> 69:10,23
<b>conversation</b> 195:25	<b>couple</b> 46:21 94:5 101:13 145:3 190:9	<b>curve</b> 63:2 127:22
<b>conversations</b> 96:6	<b>Court</b> 3:21 141:3 177:11 204:3	<b>customary</b> 35:6
<b>convey</b> 53:1,3	<b>courtesy</b> 113:1 200:15	<b>cut</b> 119:15 165:16 170:6 171:21 184:10
<b>conveying</b> 102:3	<b>cover</b> 53:23 57:7 157:19	<b>cut-through</b> 159:16
<b>coordinated</b> 33:22	<b>coverage</b> 42:18,23 43:4 44:14 124:6,13 176:5	<b>cuts</b> 32:17
<b>coordinating</b> 56:7	<b>covered</b> 169:4 175:24 176:1	<b>cutting</b> 97:16 158:22 180:23 184:9
<b>copies</b> 128:12	<b>covers</b> 7:24 8:11	<b>D</b>
<b>cops</b> 141:16	<b>coyotes</b> 172:15	<b>D'ADDIO</b> 1:16 5:10,11 12:24 65:14,16 66:10 75:2 78:3,6,10,18, 21,25 79:16 80:21 81:9 83:7,15, 18,22,25 105:20 112:7 113:10,21 126:7 164:11 189:16 190:7,16,22 191:4,12,19 192:1,10,19 193:2 194:24 196:17 197:1,4,6 198:2,20 199:6,17,19 200:3,5,10,13 202:5, 12,25 203:1
<b>Cornell</b> 1:21 6:4 116:22 132:4 194:9	<b>Cranbury</b> 147:2	<b>daily</b> 60:4 98:16 167:11,20
<b>Cornell's</b> 193:3	<b>Creamer</b> 119:3 143:5 150:24 154:17 156:1	<b>Dallas</b> 138:17
<b>corner</b> 14:10 17:19 18:22 115:11, 23 126:23 158:16	<b>create</b> 23:15,16 24:7 25:14 46:21 47:17,20 53:22 58:11 70:5 102:7 106:21 124:7 193:12	<b>dance</b> 167:14
<b>corners</b> 60:24	<b>created</b> 28:20,22 120:2	<b>dangerous</b> 127:23 130:5,11
<b>corporate</b> 138:6	<b>creates</b> 53:21 184:21	<b>dangerously</b> 186:3
<b>correct</b> 19:16,20 23:17 26:16 28:12,22 29:16 40:16 42:19,20 46:4,5 50:2 58:16 66:20 74:2 80:18,22 83:5 86:19,20 97:3 99:25 111:25 122:8 123:24 144:10 195:25	<b>creating</b> 23:20 24:6,9 29:17 107:13	<b>DANTE</b> 1:21
<b>corridor</b> 18:17 174:10	<b>credentials</b> 12:25 67:25 75:3 105:22 145:9,12 187:20	<b>dark</b> 51:19 58:11 169:17
<b>cost</b> 153:23	<b>credit</b> 76:21	<b>darn</b> 152:6
<b>costs</b> 104:4,6,15 152:25 153:23	<b>Creek</b> 18:18 52:5	<b>date</b> 1:12 13:19 38:5 71:10,12
<b>council</b> 1:10 94:24 97:24 101:5 116:24 134:4,23 136:20 137:7 147:11 179:9 180:17 183:11	<b>criteria</b> 20:13 104:25 106:13 107:22	<b>dated</b> 4:5,9,11,13,16 13:20 24:2 30:21 62:9
<b>COUNCILPERSON</b> 5:19 13:1	<b>critical</b> 31:21 42:4 51:9 58:2 99:15,18	<b>dates</b> 41:11
<b>Councilwoman</b> 1:17 5:18 68:2 75:6 80:25 102:6 112:9 134:4 157:6 195:4 203:6,7	<b>cross</b> 41:23 146:7,8 185:16	<b>daughter</b> 172:13
<b>counsel</b> 2:1 204:9,12	<b>cross-dock</b> 88:21	<b>Davis</b> 1:15 5:1,8 6:2,3,14,17,20, 22 7:10 40:9 65:15 66:11,23 68:1 72:12 74:4 75:4,10 78:1 85:6,9 86:4,8 100:8 104:19 105:23 106:1,3 110:25 111:7 112:5,16,20 113:15,23,25 114:4,10 117:16 118:2 119:20 123:10 135:6,9,14
<b>count</b> 41:21 42:1 103:4 120:14 129:4,6,9	<b>cross-docking</b> 79:23	
<b>counted</b> 83:20	<b>crossing</b> 53:21,22 146:2 159:24 168:22	
<b>counter</b> 124:22 125:11	<b>Crow</b> 69:15 86:13,18 87:25 90:25 138:5,6	
<b>counting</b> 83:10		

143:13 145:1,6 156:6,10 161:16  
162:5 163:21 164:3,22 165:5,8  
171:15 177:2 178:4 183:5 187:3,  
16 189:11,14,19,22 190:5 194:3  
196:24 197:2,7,11,14,16 200:11,  
16 202:8,24 203:16,17

**Dawn** 98:14,22

**day** 20:25 44:5 55:14,24 56:1  
82:1,14,15 90:5 93:6 95:6 98:19  
99:9 100:18 115:13 129:5,6,10  
138:16,24 140:8 150:15 154:13  
160:8,12 167:12 185:23 189:4

**daylight** 72:3,24 73:4,9,11 95:1

**daylight-controlled** 73:8

**daylighting** 72:25

**days** 115:8 129:8 136:18 139:13  
141:1

**DDT** 126:13

**de** 107:8

**dead-end** 32:23 44:23 54:21  
55:1 65:9 111:20

**deal** 73:24 94:7 202:1

**dealing** 201:18

**decade** 91:2

**decades** 17:18

**decide** 92:14 101:10 152:1  
181:14

**decision** 117:17 171:13

**decreased** 170:14

**dedicate** 55:6

**dedicated** 25:22 36:14 55:2  
196:5,9,11

**dedication** 63:8

**deed** 21:6 22:16

**deem** 129:25

**deemed** 8:7

**deeper** 119:7

**deer** 163:24,25 165:5,7 171:6  
172:14

**defer** 81:3,4 113:5

**defines** 26:25

**degree** 12:21

**delays** 104:11

**deliver** 97:7

**delivery** 41:11

**Dell** 89:23

**demand** 49:17 55:15,24 56:1  
170:21

**demands** 41:19 50:14

**Demetrios** 1:17 92:25

**demolished** 15:10 126:3

**Denver** 138:14

**deny** 167:5

**DEP** 18:23 20:4,6 23:7 56:1 61:2,  
16 148:24 174:7,25 175:9

**department** 115:6,7 140:23,25  
148:24 164:16

**departments** 164:20

**dependent** 49:18

**depending** 96:24 153:14

**depends** 102:9

**depth** 10:14 26:24,25 27:13 28:4  
30:8 106:16,23 107:9

**describe** 38:22

**describes** 71:1

**description** 4:2 106:18

**deserve** 119:10

**design** 33:18 34:16 42:4 46:10  
49:6 51:13,16,17 52:11,16 53:11  
60:14,15 63:22,24 64:3 67:19  
70:22 73:20 77:21 80:17 87:3,25  
88:4,7 91:20 94:11,25 97:13,14  
107:23 108:24 110:8

**designated** 7:19 11:10 14:21

**designation** 9:9

**designed** 32:9 34:8 43:23 44:25  
45:3 46:15 52:25 53:2 60:7 65:3  
68:24 69:4,6 70:24 72:8 73:17,24  
77:20 80:17,19 94:6

**designing** 72:22 85:15 194:6

**designs** 41:17

**desirable** 40:7

**desire** 39:21 42:2

**desirous** 42:10

**desk** 11:8

**destination** 39:13

**destinations** 39:24

**destroying** 171:4

**detail** 10:7 16:24 20:25 33:4  
34:24 40:15 60:14

**detailed** 11:17

**details** 15:1 37:22 52:13 75:25  
150:5

**detention** 51:23,24,25

**deterioration** 85:22

**determination** 201:11

**determine** 77:15

**determined** 10:13

**determining** 11:22

**detrimental** 107:17

**detriments** 107:21

**Detroit** 67:22

**develop** 125:5,6 153:22 154:13  
193:8

**developed** 10:18 179:18,20  
180:5 193:25

**developer** 9:6 25:13 73:10  
151:15,21 152:18,23 153:10,20  
154:6 155:16 167:17

**developer's** 153:23

**developers** 152:14 155:15

**developing** 195:7

**development** 9:4,16 10:3,11,16,  
24 11:1,16 18:3,4 23:15 24:9,20  
25:8 26:15,17 31:3,13,22 42:22  
44:16 57:2 64:11 76:23 77:18  
106:21 107:1,3,13 108:1,25  
109:11 110:5,19 122:12,15  
142:16,25 153:21 181:25 182:4  
201:7,8

**developments** 152:20 159:15

**develops** 153:7,11

**deviates** 201:8

<b>deviation</b> 10:20,21 107:8,18	<b>divided</b> 88:18	<b>Ducks</b> 172:4
<b>devices</b> 78:22	<b>divides</b> 8:11	<b>due</b> 6:12 31:17 52:9 53:13 125:2 202:18
<b>diameter</b> 110:1	<b>dock</b> 41:24 72:7 88:13	<b>Duffy</b> 3:24 187:5,12,14,18,19
<b>dictates</b> 179:17	<b>docks</b> 34:6 35:2,22,25 36:3,7 45:8 116:5 158:25	<b>Dun</b> 98:18
<b>died</b> 159:22	<b>document</b> 20:6	<b>Dupont</b> 15:15,16 55:12 63:6,10 115:6,15,18 136:1 140:14,15,21 141:3,5 150:9,13 155:8,9,10 159:5 187:23
<b>difficult</b> 85:10 108:9 137:15	<b>door</b> 32:1 35:3 98:25 109:3	<b>duty</b> 167:5 169:9
<b>difficulties</b> 110:1	<b>doors</b> 35:5,6,7,16 48:1 88:13 172:10	<hr/> <b>E</b> <hr/>
<b>diligence</b> 202:18	<b>downed</b> 168:6,10	<b>e-commerce</b> 92:16
<b>dimensional</b> 26:15	<b>download</b> 128:14	<b>E-D-M-U-N-D</b> 67:6
<b>dimensioned</b> 26:22	<b>downloaded</b> 128:14	<b>E-L-E</b> 86:12
<b>diminish</b> 170:4	<b>dozens</b> 74:20	<b>earlier</b> 62:2 68:23 84:3 88:23 116:7
<b>direct</b> 36:10,16 106:15 110:24 111:3 144:11	<b>drag</b> 154:3	<b>early</b> 98:24 101:10 139:7
<b>directed</b> 64:6	<b>drainage</b> 53:6	<b>easement</b> 26:6,10 55:7 63:9
<b>direction</b> 32:14 55:12 68:25 76:10,13 88:13	<b>dramatic</b> 69:20	<b>easier</b> 193:16
<b>directly</b> 27:19 39:17	<b>drawing</b> 181:12	<b>east</b> 14:16 15:25 39:10 51:22 99:4 142:21,22 147:1 148:3 185:17,25
<b>director</b> 86:13	<b>drawings</b> 128:10	<b>eastbound</b> 84:14
<b>dirt</b> 177:20	<b>dress</b> 48:1	<b>easterly</b> 143:1
<b>disabilities</b> 69:7 133:3	<b>drink</b> 170:10	<b>eastern</b> 15:15 25:10,15 27:24 137:20
<b>discharge</b> 52:3,5 174:25	<b>drive</b> 2:4 3:18,19,20 16:9,14,16 36:18 57:22 88:9 119:3 131:22 141:19 143:5 146:11 154:7 158:8,9,15 159:15,25 166:5,23 167:2 171:19 172:1,12 183:7	<b>easternmost</b> 25:17
<b>discharges</b> 61:14	<b>drive-in</b> 35:3,5,6,16	<b>easy</b> 47:5
<b>discuss</b> 68:10 84:21 183:24	<b>driven</b> 195:17	<b>eat</b> 169:8
<b>discussed</b> 45:16 64:1 65:20	<b>driver</b> 34:16	<b>Economic</b> 7:22
<b>discussion</b> 65:25 96:11	<b>drivers</b> 81:21,23	<b>Ed</b> 67:5,11,15 68:10 94:1 99:25 100:5
<b>discussions</b> 202:8	<b>drives</b> 159:9	<b>Ed's</b> 97:14
<b>dispute</b> 116:7	<b>driveway</b> 17:17,21 18:1 33:8 45:16 60:11,18 158:20	<b>edge</b> 48:19
<b>disputes</b> 117:1	<b>driveways</b> 33:10 36:9,15,16,18, 25 37:1	<b>Edie</b> 171:18
<b>distance</b> 16:12 27:1,5 70:9	<b>driving</b> 43:20 169:22	<b>Edition</b> 78:15,17
<b>distinct</b> 46:15	<b>drop</b> 182:15	<b>Edmund</b> 3:4 67:6
<b>distributed</b> 77:1	<b>drove</b> 187:21	<b>EDNA</b> 1:19
<b>distribution</b> 9:11 73:6 89:3 94:23 101:24 103:9 137:21 138:22	<b>dry</b> 51:23 119:15	<b>Edward</b> 3:15 135:19
<b>distributor</b> 139:19	<b>dryers</b> 99:6,8	
<b>districts</b> 148:22		
<b>disturbances</b> 51:14		
<b>divest</b> 141:3		

<b>effect</b> 7:21 82:5 181:9	<b>enforcement</b> 108:15	<b>Ernston</b> 39:17 40:6 146:7,8,12, 13 158:12 183:25 188:15
<b>effective</b> 73:5 95:5	<b>engaged</b> 50:7	<b>erosion</b> 61:9,11 170:13
<b>effectuate</b> 64:10	<b>engineer</b> 1:21 6:5 10:6 11:5 12:1,3,19 13:9 65:19 66:13,14 72:19 74:19 90:18,25 93:16 106:16 116:13 125:3 126:8,22 127:13 131:17 134:15 153:5,13 156:15 193:4 195:6,24 198:9	<b>erroneous</b> 201:1
<b>efficient</b> 64:23 77:17	<b>engineering</b> 4:4,9,11,13 12:22, 23 74:17,24 76:3 85:1	<b>error</b> 79:1 80:2
<b>efforts</b> 91:5 92:9	<b>engineers</b> 76:7 116:14	<b>escape</b> 53:5
<b>Egan</b> 182:25 183:1	<b>enhanced</b> 47:20 49:6 174:9	<b>escrow</b> 124:19,20 125:9 198:11
<b>eight-inch</b> 54:24	<b>enlargement</b> 195:16	<b>ESQUIRE</b> 1:21 2:3
<b>elaborate</b> 84:5	<b>enrich</b> 170:11	<b>essentially</b> 19:18 21:24 23:9 24:7,12 25:10 27:9 38:25 45:22 48:18 49:14 53:5 55:11 58:8 62:19 63:1 65:6 76:25 107:19
<b>electric</b> 54:10 56:3 95:10,17	<b>ensure</b> 36:23 50:5 53:4 56:8 64:21	<b>estimate</b> 84:23 102:7,13
<b>electrical</b> 49:10,22 92:19	<b>ensures</b> 56:9	<b>estimated</b> 76:2
<b>electronic</b> 78:22	<b>ensuring</b> 42:5 64:10	<b>estimating</b> 83:4 103:12
<b>element</b> 31:22	<b>enter</b> 48:24	<b>estimations</b> 79:1
<b>elementary</b> 146:3	<b>entering</b> 144:5,6,9	<b>EV</b> 49:14
<b>elements</b> 72:20	<b>enters</b> 68:22	<b>evaluate</b> 50:7 59:21 85:20 106:12
<b>elevated</b> 156:25	<b>entertain</b> 112:6 189:14 200:11	<b>evaluated</b> 53:3,7 55:19 85:21 172:19 175:15
<b>elevation</b> 71:1	<b>entire</b> 7:24 16:7,10 53:3 63:21 73:2 101:15 102:1 119:15 123:18 158:14 163:6,14 172:3 180:21	<b>evaluating</b> 63:5
<b>elevations</b> 4:15 68:20 71:3,8,15	<b>entirety</b> 107:14	<b>Evelyn</b> 3:18 156:13 158:7 161:18 162:6,25 163:13,23 164:4,13,21 165:1,6,9,14,20 166:2
<b>eliminate</b> 28:9 34:14 63:3 177:14 179:7	<b>entrance</b> 17:23 26:2 70:15 71:19,22 150:18 166:3	<b>evening</b> 6:16,21 7:11 13:13 76:9 86:11 105:1,2 145:7 149:19
<b>embankment</b> 189:3	<b>entrances</b> 69:19,24 70:2	<b>eventually</b> 20:17 31:24 115:20 154:12
<b>emergency</b> 32:20 37:5,6,11 77:22 139:9,12	<b>entry</b> 60:24	<b>everybody's</b> 203:21
<b>employ</b> 127:15	<b>environment</b> 125:17 198:14,16	<b>exact</b> 17:12 54:5 70:9 159:10
<b>employee</b> 102:20 103:4 147:25 204:9,11	<b>environmental</b> 4:4,9,11,13 8:6 91:15 124:4 126:15 148:25 172:18,21 173:14 193:17 198:15	<b>examine</b> 128:17
<b>employees</b> 17:17 89:23 90:3 103:7 109:5 184:20 198:4	<b>environmentally</b> 194:10	<b>examples</b> 81:1
<b>enclosed</b> 59:2,3	<b>envision</b> 28:2	<b>exceed</b> 58:1
<b>enclosure</b> 58:23 59:2,4,18	<b>equal</b> 199:12	<b>exceedance</b> 109:16
<b>enclosures</b> 59:16	<b>equals</b> 127:10 199:11	<b>exceeds</b> 40:20
<b>end</b> 15:15,22 20:24 27:24 32:16 35:1 36:13 44:20 45:17 51:2 62:18 79:3 90:5 95:5 100:18 135:13 136:5 142:5	<b>equates</b> 76:9,11	<b>excellent</b> 125:11
<b>end-users</b> 73:18	<b>equipment</b> 35:9	<b>exception</b> 10:12 22:13 26:22 57:19 66:18
<b>endangered</b> 174:5,6,11	<b>eradicated</b> 28:6,17	<b>excess</b> 55:16
<b>endangering</b> 176:24		
<b>endorsement</b> 61:18		
<b>energy</b> 15:21,22 91:17,23 120:18		

<b>excessive</b> 134:9,19	<b>explicit</b> 34:11	<b>familiar</b> 89:17 91:4
<b>excited</b> 92:4 98:1	<b>explicitly</b> 19:10	<b>family</b> 141:19
<b>excuse</b> 25:5 40:9 137:5 145:13 156:14 157:13	<b>exposed</b> 69:9,22 70:4,16 161:25	<b>farther</b> 17:21
<b>exempt</b> 52:8	<b>expressways</b> 183:19	<b>fast-forward</b> 116:1
<b>exhibit</b> 4:2,10,12 13:17,20,21 14:3 16:21 17:1 18:2 21:1 23:21, 23 24:3 30:18,20 32:6 37:20,22, 23,25 38:4,19 40:11 56:14 59:5 62:5,6,7,8,12 68:11,13 71:15 126:17 154:5	<b>extend</b> 54:13	<b>fault</b> 141:25 142:3
<b>exhibits</b> 4:18 13:12	<b>extended</b> 51:23 54:18 56:4 121:3 160:19	<b>favor</b> 13:3 68:3 75:7 106:1 112:10 190:2 197:4 200:19
<b>exist</b> 28:25 30:13	<b>extending</b> 54:16,22 84:12	<b>favorable</b> 190:11
<b>existing</b> 4:3,6 13:18,22 16:22,24 17:1 24:12,15 26:1 27:6 28:24 29:1,15 30:1,5 50:9 52:3 54:14 55:10,17,18 57:23 62:22 76:22 82:24 108:25 109:20 196:2	<b>extension</b> 27:22 40:7 54:20 56:11 62:15 153:2 194:5,6,16 197:23,24	<b>favorably</b> 66:17
<b>exists</b> 28:11 30:11 107:19 184:17	<b>extensions</b> 56:2 61:16	<b>FCL's</b> 15:22
<b>exit</b> 37:1 44:24 190:19	<b>extensive</b> 96:5 174:17	<b>feature</b> 89:14
<b>exiting</b> 38:13,14,18,20 40:3 117:14	<b>extent</b> 20:19 34:10 70:16 143:10 173:5	<b>February</b> 175:21
<b>exits</b> 150:11	<b>external</b> 29:10 58:23	<b>federal</b> 81:21
<b>expand</b> 183:18	<b>extra</b> 93:10 94:7 168:5,7,21 169:1 170:24	<b>federally</b> 82:4
<b>expanded</b> 152:21 174:9	<b>Exxon</b> 162:10	<b>Fedex</b> 138:24
<b>expanse</b> 71:20,21	<b>F</b>	<b>fee</b> 124:19,20
<b>expansion</b> 168:22 195:15	<b>Fabrics</b> 136:2	<b>feeding</b> 183:17
<b>expect</b> 40:1 155:14	<b>facade</b> 60:7,21 71:18,25 155:7	<b>feel</b> 48:25 58:4 59:24 167:25
<b>expense</b> 9:23 124:22	<b>face</b> 60:16 154:8	<b>feels</b> 102:21
<b>experience</b> 87:16 99:14,17 108:6 126:3 129:13 142:19 170:24	<b>faces</b> 71:18	<b>fees</b> 125:9
<b>experienced</b> 115:1 150:20	<b>facilitate</b> 45:24 77:9 84:15 107:14 108:22	<b>feet</b> 9:14,17 10:15 16:5,10,13,14, 17 27:13 29:12,13,14 31:5,9,11 32:14 34:5 35:21 36:6,9 41:23 45:7 46:7 47:9 60:12,13,22 72:16 81:17 89:10,16 91:1 97:12 101:20 109:7 120:23 122:22 127:10,11, 19 147:21 167:2 169:4 178:12 188:4,5 190:18 196:6,8 199:24
<b>expert</b> 83:7,8 124:4,17 125:1 126:15 128:3 129:13 178:13	<b>facilities</b> 15:8 35:9 98:6 139:2 140:12	<b>fences</b> 172:10
<b>expertise</b> 67:19 125:11	<b>facility</b> 8:4 15:6 37:20 55:12 82:20 88:22 89:24 99:10 139:5 143:11 144:10 154:22	<b>fencing</b> 157:6,8
<b>experts</b> 124:2,22,23 125:16	<b>fact</b> 22:1,23 25:11 28:4 30:12 38:21 41:7 53:2 57:3 59:22 63:12 93:12,16,18 120:7 174:8 183:2 199:23	<b>field</b> 74:23
<b>expired</b> 126:2	<b>facts</b> 117:1,19 130:22	<b>Fifty-three</b> 188:4
<b>explain</b> 57:8 81:8	<b>fair</b> 117:23	<b>figured</b> 160:9
<b>explained</b> 106:16	<b>fairway</b> 102:17	<b>file</b> 22:7
<b>explanation</b> 166:18	<b>fall</b> 18:11 90:21	<b>filed</b> 23:8 33:14
	<b>fallen</b> 100:17	<b>filing</b> 21:3,4
		<b>filled</b> 70:3 136:11
		<b>filter</b> 170:9
		<b>final</b> 62:13 63:18 98:3 143:21 154:2 200:7

<b>finally</b> 109:6 110:5 171:3	<b>foot-candles</b> 57:25 109:16	<b>fully</b> 24:20 25:3 26:15 57:18 59:2 65:3 89:20 103:20 107:15 162:9 163:6 175:9 194:12
<b>financially</b> 204:12	<b>footprint</b> 101:19	<b>functional</b> 37:16 43:8
<b>financing</b> 87:5	<b>force</b> 43:21	<b>fund</b> 57:5 162:22 170:23
<b>find</b> 39:13 41:9 137:3,8 171:1	<b>foregoing</b> 204:6	<b>furnace</b> 139:12
<b>findings</b> 75:20	<b>foreseeable</b> 103:24	<b>future</b> 18:2 21:8 27:20,23 28:2,6 32:7,10 73:15 85:17 107:7 151:10 191:2,20 193:8,12,23 194:1
<b>fine</b> 143:8 170:9	<b>forever</b> 159:6	
<b>finish</b> 9:1 40:10 45:6 88:24	<b>forget</b> 166:25	
<b>finished</b> 72:17 143:16 194:15	<b>forgot</b> 78:4	
<b>finishes</b> 88:24 136:2	<b>forklifts</b> 35:10,13	
<b>finishing</b> 97:6,18	<b>form</b> 119:12 174:21 201:9	
<b>fire</b> 148:8	<b>formal</b> 16:4 58:5	
<b>firehouses</b> 133:1	<b>forms</b> 71:22	
<b>firm</b> 7:14 105:17 173:19,20	<b>Fortune</b> 88:3 91:14	
<b>first-aid</b> 133:1	<b>forward</b> 28:18 191:23	
<b>first-class</b> 138:9 140:16 141:6	<b>fought</b> 140:23 141:2	
<b>fit</b> 11:15 59:18 162:17 168:22 193:9	<b>found</b> 55:14 76:25 138:25 174:8	
<b>fix</b> 139:17	<b>fourth</b> 51:21	
<b>fixtures</b> 73:8	<b>Fowler</b> 1:22 6:8 45:16 111:7	
<b>flat</b> 73:14 93:8	<b>Fowler's</b> 35:4 66:22	
<b>flex</b> 102:25	<b>fox</b> 171:6	
<b>flexibility</b> 41:15,18 42:3 80:9	<b>foxes</b> 172:15	
<b>flexible</b> 89:4 96:2	<b>frame</b> 165:16	
<b>flip</b> 156:9	<b>frankly</b> 32:21 44:15 47:21 49:5	
<b>flipped</b> 154:24 157:18	<b>free-standing</b> 60:6,10,18	
<b>flood</b> 18:15,18 19:1 51:14 61:21	<b>frequently</b> 172:11	
<b>flooding</b> 170:10 184:1	<b>friend</b> 199:22	
<b>floor</b> 45:6 72:17 140:7	<b>front</b> 27:1,3 32:1 46:9,13,16,17 47:7 48:1 60:19 66:5 70:15 89:15 108:4,8,10 109:3 156:22 157:12	
<b>flow</b> 52:7 55:11	<b>frontage</b> 14:16 30:7,9,16 47:18 48:16 63:21 109:9	
<b>focus</b> 36:22 70:6 71:24	<b>fronts</b> 46:25 134:8	
<b>focused</b> 16:24	<b>frying</b> 148:7	
<b>folks</b> 16:4,8 33:23 56:8 63:10 99:20	<b>fueling</b> 92:18	
<b>follow</b> 65:11	<b>fulfill</b> 50:17 57:6	
<b>Foods</b> 98:14,22	<b>full</b> 24:4 62:14 69:6 130:21 143:10 150:9	
<b>Foods'</b> 98:22	<b>full-production</b> 115:7	
<b>foot</b> 135:5		
		<b>G</b>
		<b>gallons</b> 55:14,24,25
		<b>gap</b> 43:1
		<b>garage</b> 17:24
		<b>garbage</b> 59:13,23 167:20
		<b>garden</b> 169:7
		<b>gas</b> 54:9 56:3,6 118:13
		<b>geared</b> 88:24
		<b>general</b> 14:11 20:16 84:23 140:22 141:4
		<b>generally</b> 11:15 14:8 51:7 52:25 59:11 85:4 103:3 139:22 146:5
		<b>generate</b> 59:12
		<b>generated</b> 55:15 59:15 79:21 84:20
		<b>generates</b> 90:9,10
		<b>generation</b> 76:3,5,7 79:2 82:11, 20
		<b>generous-size</b> 59:16
		<b>gentleman</b> 143:23
		<b>gentlemen</b> 145:12 146:21 148:4 149:22 187:21
		<b>geometry</b> 4:12 62:5,8,11,13 63:18
		<b>Gerald</b> 3:16
		<b>Gerard</b> 145:8,9
		<b>Germany</b> 184:6
		<b>get all</b> 146:18
		<b>GIANNIS</b> 84:2 91:6,12,19 96:21 97:3 98:3 99:12,14,17

<p><b>Giannris</b> 1:17 5:15,16 202:22 203:4,5</p> <p><b>Gillespie</b> 126:1</p> <p><b>give</b> 10:7 11:12 19:8,13 45:21 69:2,17 70:22 80:25 98:4 114:11 115:4 117:7 125:12 127:16 135:7 137:18 160:1 163:2 165:17 166:19 188:23</p> <p><b>giving</b> 130:24 170:23 183:11</p> <p><b>glad</b> 152:12</p>	<p><b>group</b> 97:14</p> <p><b>grow</b> 141:1 163:15</p> <p><b>grown</b> 159:19,22 162:9 163:6</p> <p><b>guards</b> 168:22</p> <p><b>guess</b> 93:13 97:4 99:2 126:23 143:22 153:2 179:24 192:1</p> <p><b>guidelines</b> 194:21</p> <p><b>guys</b> 102:7 153:4 164:1</p>	<p><b>hazard</b> 18:15,19 19:1 51:14 61:21</p> <p><b>hazardous</b> 164:7</p> <p><b>head</b> 39:3 41:21 42:1 64:12 182:7</p> <p><b>heading</b> 39:12</p> <p><b>health</b> 23:4</p> <p><b>hear</b> 92:4 124:4 144:20 155:4 198:15</p> <p><b>heard</b> 88:3 166:18</p>
<p><b>glass</b> 69:10,23 70:3 71:21 72:2,5 136:6</p> <p><b>global</b> 170:15</p> <p><b>goal</b> 194:15</p> <p><b>God</b> 160:18,24 200:1</p> <p><b>Goldman</b> 2:3 7:15</p> <p><b>good</b> 7:11 42:7 58:4 86:11 98:20 102:13,16 105:1,2 116:22 124:3 145:7 149:19 151:14 157:21 169:25</p> <p><b>governing</b> 134:18 136:17,19</p> <p><b>government</b> 81:21</p> <p><b>governs</b> 180:4,14</p> <p><b>grade</b> 45:10</p> <p><b>gradually</b> 151:24</p> <p><b>graduated</b> 67:23</p> <p><b>grand</b> 31:4 41:1</p> <p><b>granting</b> 107:10</p> <p><b>great</b> 100:23 126:4 131:21,23 146:22 195:11</p> <p><b>greatest</b> 34:10</p> <p><b>green</b> 3:14 8:24 15:3 38:11 49:3, 7 72:19 76:25 109:7 112:24 113:6 114:2,7,12 116:17 117:17 118:3 119:4 120:5,21,24 124:16 125:7 129:18 141:13 150:5</p> <p><b>grew</b> 160:13</p> <p><b>gross</b> 31:5 34:4 36:6 136:15</p> <p><b>ground</b> 95:13 103:14</p> <p><b>groundwater</b> 19:7,25 21:10,11, 14,15,16,21 22:1,20 23:4 52:9,10 170:10</p>	<p><b>H</b></p>	<p><b>hearing</b> 91:10 174:3</p> <p><b>heavy-duty</b> 104:5</p> <p><b>height</b> 57:15 163:5</p> <p><b>heights</b> 57:12</p> <p><b>held</b> 1:9 114:25</p> <p><b>helped</b> 125:5 192:20 199:17</p> <p><b>helpful</b> 14:1</p> <p><b>Hercules</b> 4:3 7:24 10:2,5 13:18, 22 14:17 19:16,22 21:22 22:6 23:3,17 26:1 27:7,9,11,12 28:13 29:8,16,23 33:23 58:13 107:2 109:20 115:6,15,18 126:24 127:18 136:3 141:10 150:9,10 155:19 167:12 172:5,9 177:18 187:23 191:14 192:12 193:8 198:4</p> <p><b>hero</b> 198:10,18</p> <p><b>heroes</b> 198:6,19</p> <p><b>hide</b> 163:6 170:17</p> <p><b>high</b> 70:21 136:20 146:2 149:1 163:20 168:21</p> <p><b>high-velocity</b> 103:8</p> <p><b>high-velocity-freight</b> 88:6</p> <p><b>higher</b> 41:21 42:1 45:7 69:12 79:3,4,13 88:24 90:20 102:15,20 103:2,4</p> <p><b>highest</b> 82:19</p> <p><b>highlight</b> 26:18 62:16 69:23</p> <p><b>highlighted</b> 14:19 24:5,10 38:11 63:14 71:23</p> <p><b>highways</b> 137:11 167:8</p> <p><b>HINA</b> 1:18</p>
<p><b>H-U-G-H-E-S</b> 105:6</p> <p><b>habitat</b> 164:1</p> <p><b>habitats</b> 173:7 174:12</p> <p><b>half</b> 160:10 167:13 185:24,25</p> <p><b>halt</b> 42:8</p> <p><b>hammer</b> 195:18</p> <p><b>hand</b> 62:12</p> <p><b>handful</b> 182:6</p> <p><b>handle</b> 93:3,8,14 111:9 142:12 147:17 185:19</p> <p><b>handled</b> 58:21</p> <p><b>hang</b> 199:15</p> <p><b>happen</b> 21:2,3 22:21 33:5 41:13 45:25 64:5,9 101:16 118:19 130:25 140:13 144:24 145:24 147:3 148:1,10,13 158:23 163:24 164:12 169:3 184:5,9</p> <p><b>happened</b> 142:3</p> <p><b>happening</b> 96:9 195:22</p> <p><b>happy</b> 92:3 136:21 137:4</p> <p><b>hard</b> 34:25 184:7</p> <p><b>hard-pressed</b> 137:3</p> <p><b>harder</b> 18:16</p> <p><b>Harris</b> 54:15</p> <p><b>Hartle</b> 8:18 9:2 15:24 25:16 27:25 62:15 65:7 120:25 127:24 151:11 152:3,10 153:12 193:14,15,23 194:5,16</p> <p><b>hat</b> 199:15</p> <p><b>hauler</b> 60:1</p>		



<b>hinder</b> 167:7		
<b>hire</b> 116:18 124:21 125:10,15 130:23 164:8 181:21,23 198:12		
<b>historic</b> 17:17 20:12		
<b>historical</b> 19:5		
<b>history</b> 115:5		
<b>hit</b> 149:14 150:14 169:1 177:16 178:9 189:3		
<b>Hoboken</b> 105:17		
<b>hold</b> 120:17		
<b>holding</b> 104:2		
<b>holiday</b> 128:24		
<b>holidays</b> 128:23		
<b>home</b> 135:22 146:7 167:4,23 170:17 171:10		
<b>homes</b> 170:16 171:4		
<b>hope</b> 103:13,14 120:13 130:22 149:9 169:24 199:21,22		
<b>horrendous</b> 148:5		
<b>hose</b> 139:10,11		
<b>hosted</b> 136:14		
<b>hot</b> 90:13		
<b>hour</b> 43:14 76:8,9,16,18 142:10 144:5 145:16,17,18 150:14 159:1 167:13 185:25 189:5		
<b>hours</b> 79:5 80:5 81:10,20,22,25 82:4,11,17,18,21 83:1,14 85:5 98:23 142:11 143:24 145:17 146:10 159:2,3 166:20 168:18,19 184:2		
<b>house</b> 24:25 25:1,2 29:6,20 158:10,15,21 167:13 169:16 171:5,9		
<b>housing</b> 142:24 148:22		
<b>housing</b> 170:25		
<b>Hughes</b> 3:7 105:1,5,10,13		
<b>hundred</b> 81:17		
<b>hundreds</b> 88:13 118:8		
<b>hurt</b> 104:6,15		
<b>hydrogen</b> 92:18		
<b>hypocritical</b> 147:12		
	<b>I</b>	
		<b>improvement</b> 195:14
		<b>improvements</b> 9:6 30:24 32:8, 11 33:5,15 62:3 63:6,11,17 77:5, 9,12,16 120:8 121:15,16 192:5 196:12
<b>idea</b> 69:17,18 77:16 87:11 98:4 146:22,23 194:20		<b>in-and-out</b> 140:9 141:9
<b>ideas</b> 100:23 152:5		<b>in-bound</b> 38:15
<b>identified</b> 14:13 15:24 24:14,20 25:12 27:20 28:23 37:10 41:6 49:12 51:19 58:25 59:10,20 75:23 76:15 174:7		<b>inbound</b> 143:23,25
<b>identify</b> 14:5 28:23 45:17 51:10 71:6 83:13		<b>incentives</b> 100:16
<b>idle</b> 148:19,23		<b>inch</b> 94:8 110:1 127:9
<b>idles</b> 148:18		<b>inches</b> 53:17,25
<b>idling</b> 81:23 148:17 149:1 190:10,13 202:16		<b>incidents</b> 117:12
<b>Illinois</b> 136:5		<b>include</b> 10:4
<b>illuminate</b> 73:2		<b>included</b> 9:20 31:6
<b>imagine</b> 99:8 130:12 145:24 169:2		<b>including</b> 9:11 37:11 77:21 121:16 133:3 176:8,9 181:25
<b>immediately</b> 15:18,19 17:23 110:11 121:17		<b>inclusive</b> 31:5
<b>impact</b> 58:15 73:12 75:15 76:1 77:8 85:4 124:10 129:17 172:18, 22 173:8,14,17		<b>incomplete</b> 176:16
<b>impacted</b> 21:7 133:8		<b>incorporate</b> 72:23
<b>impactibility</b> 93:25		<b>incorrect</b> 121:9,13 122:9
<b>impacts</b> 21:11 107:18 109:20 131:4 151:9,12,17 173:3,6 174:11		<b>increase</b> 85:14,25
<b>impervious</b> 42:17,23 43:3 44:14 124:6,13 175:22 176:5,9		<b>independent</b> 44:1 116:12,19,20, 25 125:8 150:7 160:6 181:22,24 198:13 203:8
<b>implement</b> 177:9		<b>independently</b> 43:23
<b>implications</b> 119:17 125:18		<b>indication</b> 68:18
<b>implore</b> 160:5		<b>indirectly</b> 138:7
<b>important</b> 27:18 54:11 56:5,24 73:12 110:13 130:11 132:9,18 134:22 150:7 154:3 156:9 157:24		<b>individual</b> 49:21 51:15
<b>imposed</b> 58:25		<b>individually</b> 42:21
<b>impossible</b> 167:14		<b>individuals</b> 89:25
<b>impracticable</b> 108:15		<b>industrial</b> 7:25 19:5 21:9 22:4,5 47:19 67:19 76:22 77:18 89:5
<b>impractical</b> 53:24		<b>industries</b> 136:12
<b>improve</b> 170:7,11		<b>industry</b> 79:9 135:23
		<b>information</b> 17:9 78:7,9,11,12, 14 129:24 130:7,9 131:2,19
		<b>informed</b> 131:3
		<b>infrastructure</b> 8:14 9:5,6,24 40:15 147:16,18,19 152:17,23 195:21 199:4 201:12

<b>initial</b> 123:23	<b>introduced</b> 72:5	<b>jobs</b> 102:6,11,12,24 120:2,3 127:16 146:18 198:7
<b>initiate</b> 41:7	<b>introduction</b> 19:4	<b>joists</b> 93:20
<b>inside</b> 35:15 72:3 97:10 101:21, 25 154:22,25	<b>inventory</b> 137:25 139:5,21,23,24	<b>joke</b> 142:11
<b>installation</b> 93:22	<b>investigated</b> 198:5	<b>JR</b> 1:16
<b>installed</b> 73:18	<b>involve</b> 107:3	<b>July</b> 4:9,13 13:20 24:2 30:22 62:9 104:14
<b>instance</b> 36:10 37:2 44:19 124:24 133:23	<b>involved</b> 86:21 120:1 141:18 198:8	<b>jurisdiction</b> 7:7 77:13 180:10 192:7 196:15
<b>institute</b> 76:6 105:15 169:15	<b>ISRA</b> 22:5,8	
<b>instituting</b> 169:12,23	<b>issuance</b> 22:12 23:7	<b>Justice</b> 140:23,24
<b>integral</b> 107:12	<b>issue</b> 23:5 30:9 63:11 65:17 121:14 141:23 197:25	<b>justified</b> 106:19
<b>intend</b> 39:2	<b>issued</b> 11:21 22:16,19	
<b>intended</b> 38:17	<b>issues</b> 85:18 103:24 114:21 119:8 124:10 151:6 201:23 202:1	<b>K</b>
<b>intensity</b> 11:4	<b>ITE</b> 78:13,15,16 83:3	<b>K-E-L-L-E-T-T</b> 177:11
<b>intensive</b> 80:12	<b>items</b> 66:18 111:10 139:9	<b>K-L-I-M-E-K</b> 67:6
<b>intent</b> 54:3 108:17,24 109:11,12 110:8,18	<b>J</b>	<b>K-TURN</b> 45:22
<b>intention</b> 70:5		<b>Kansas</b> 138:17
<b>interaction</b> 82:14	<b>Jake</b> 134:7	<b>Keenan</b> 3:7 105:1,5,10,13 106:9
<b>interceptor</b> 55:10	<b>JAMES</b> 1:16	<b>keeping</b> 121:15
<b>Interchange</b> 39:11	<b>Jay</b> 1:21 65:17 129:16 152:1,17 153:3 155:9 195:4	<b>Kellett</b> 3:21 177:10 178:9,15,22 179:3,12,21 180:6,11,15,18,22,25 181:11,16
<b>interested</b> 87:20 91:16 204:12	<b>JCP&amp;L</b> 57:17	<b>Ken</b> 3:15 135:17,18 143:15 144:7,13,19,23
<b>interesting</b> 153:25	<b>Jensen</b> 119:3 143:6 150:24	<b>Kendall</b> 3:18 119:2 143:5 158:8, 9,15,16,17 159:15,24
<b>interim</b> 32:4 62:17	<b>Jernee</b> 15:25 115:11 127:24 131:22 150:12 160:19 165:3	<b>Kennedy</b> 132:21
<b>interior</b> 97:2	<b>Jersey</b> 1:1,11 2:5 12:20 50:7,19 67:16 69:5 74:20 88:9 89:13 98:10 99:4 100:15 104:10 105:14, 19 114:13 136:13,14,16 137:11 138:20 149:21 181:20 204:5	<b>Kevin</b> 3:3 12:1,10,15,18 13:2 42:14 46:1 68:23 111:14,22,25 126:25 127:4,6,9 156:20 157:8 163:8 166:10 173:1,10,15,20,24 174:6,17,23 175:3,8,18 176:4,8 178:18 179:1 191:1,8,14,22
<b>internal</b> 11:4 27:7 28:13 29:6,22 30:15 35:10,17 58:13 62:11 77:20 154:9 155:17 157:14 198:2	<b>Jim</b> 3:13 112:13,14,18,22 113:5, 17,24 114:2 119:21,22,23 120:13 121:1,10,14 122:1,5,14,17,19 123:2,5,8,14,21,25 126:20 127:1, 5,8,11 128:5,7,21 129:5,9,12 131:12,16 132:6,14,17,25 133:9, 16,20 134:16,21 135:2,4,8,12 183:1 187:8 189:18,20,24 190:20, 23 192:14 196:19 197:9,13,15,17 199:20 200:4,7,14	<b>kid</b> 172:6
<b>internally</b> 89:4 127:17		<b>kids</b> 182:15
<b>international</b> 137:21	<b>job</b> 102:22 103:2 137:9,15,16 162:10	<b>killed</b> 126:2
<b>interrupting</b> 156:17		<b>killing</b> 170:20 171:4
<b>intersection</b> 4:12 11:5 32:5 39:9 50:24 58:9 62:2,3,5,8,13,23 63:15,18,22,25 64:4,20 77:6,11 84:10 157:3 161:6 195:14 196:2, 12,15		<b>kind</b> 25:25 44:7 84:18,20 91:4 99:1 104:14 121:5 139:25 140:1 143:11 164:6 190:10,17
<b>intersections</b> 77:3,7 133:7 141:17		<b>kinds</b> 88:1 90:6
<b>Interstate</b> 137:12		
<b>introduce</b> 72:1		

**Klimek** 3:4 67:5,6,11,15 93:24  
94:1 99:23,25

**knew** 100:2 136:18 198:3

**knocking** 171:2

**knowing** 41:12 79:21 80:1 85:6  
87:22 100:21

**knowledge** 130:4,5,21 145:11  
147:9 178:5

**KSS** 60:16 67:7

---

**L**

---

**L-E-V-E-N-S-O-N** 181:19

**L-O-T-H-I-A-N** 74:9

**LA** 138:17

**label** 89:3

**labor** 97:22 101:4

**lack** 26:4

**ladder** 37:11

**Ladies** 149:22

**laid** 129:7

**land** 10:5 11:1 15:4 27:11 76:4  
79:4,15 80:8 106:13 108:1 109:11  
110:5,19 129:15

**landlocked** 30:1,3

**landscaped** 56:16 157:12

**landscaping** 31:1 56:13 109:9  
157:4,19

**lane** 3:22 32:14 142:24 143:2  
146:25 181:19 188:4,14 189:2,3

**lanes** 32:13 84:12 195:19

**Langan** 4:4,8,10,13 13:20 23:22  
24:1 30:21 38:4 62:8

**language** 69:25 70:9

**laptops** 90:4

**large** 69:23 71:20,21 73:13 88:8  
89:22 142:24 149:3 152:15 175:6

**large-scale** 7:25

**larger** 10:2 21:11 41:22 53:24  
66:1 72:5 176:11

**largest** 89:18 139:10 140:22  
184:18

**lastly** 119:9

**late** 187:9

**Laurel** 143:5 160:11,12

**law** 7:14 81:19 106:14 148:19  
169:13,25 201:16

**laws** 169:15

**lay** 73:1 131:17

**layout** 36:22 37:13 45:15 108:19,  
21

**layperson** 148:15

**lead** 83:9 98:13 136:4 170:13

**leadership** 87:4

**leads** 95:5 176:15,20

**leakage** 169:6

**lease** 79:19 90:13 99:20,21

**leased** 89:16 91:3 92:15 99:5

**leasing** 87:6 96:5

**leave** 38:23 118:20 167:13 177:1

**leaving** 39:5 40:8 64:11 81:15  
148:6

**LEDS** 57:12

**LEED** 72:22 91:16,20 92:2,4  
94:23 95:4

**left** 24:12 39:3,10,15 47:9 62:10  
64:12,14 84:12 88:11 118:21  
126:11 140:6 146:13 158:18  
161:8 167:15 179:14

**left-hand** 32:15 159:8

**leg** 25:10,15

**length** 48:9 54:17

**lengthy** 88:16

**lessons** 172:6

**letter** 35:4 66:21,22

**letters** 23:2 40:22

**level** 52:20 130:15,17

**levels** 22:2 51:5 101:20,21 102:4  
170:14

**Levenson** 3:22 181:15,18

**LG** 99:5

**liberal** 177:7

**liberally** 56:15

**License** 204:25

**licensed** 12:19 74:19 105:13

**lie** 46:17

**lieutenant** 112:24 113:6 114:25  
129:18

**life** 85:25 119:14 142:8 150:2  
167:10 172:3 184:12 189:8 202:4

**light** 57:20 64:17 89:7 95:23  
118:5 136:13 141:21 150:16  
166:3 169:16 170:4,5 188:8,12

**lighting** 11:4 57:7,9,16 73:7  
109:15 149:2,3 155:25

**lights** 57:11,14 115:9 117:3  
133:21,23,24 134:2 141:16 149:3

**limit** 31:10 42:23 166:17 197:12

**limitation** 46:3 53:20 178:19

**limitations** 45:14

**limited** 15:11 35:24 45:25 52:22  
54:2,24 81:22 109:18,24

**limiting** 21:7

**limits** 8:21 9:18 19:1 22:22 58:4

**lines** 29:17 46:7 92:25 97:9  
109:17 152:19 164:19

**link** 27:22 55:1

**list** 16:7 100:9 148:15

**lit** 58:3,10 169:18

**literal** 108:14

**littler** 7:12

**live** 114:13 119:13 131:20 150:2  
151:23 158:11 166:22 167:1  
172:1 184:16

**lived** 147:1 150:1 158:8,9 167:9,  
10

**livelihood** 102:23

**living** 115:24 116:2 140:19  
158:18

**load** 91:22 93:3 94:10 95:23

**loaded** 81:24 163:25

**loading** 34:6 35:2,22 36:3,7 45:8

<p>73:24 88:12,19 94:7 116:4 126:1</p> <p><b>loads</b> 93:8,9 94:2</p> <p><b>local</b> 92:12</p> <p><b>located</b> 27:25 34:6 50:8 59:6,8 109:4</p> <p><b>location</b> 11:2 18:24 26:24 29:19 36:24 42:10 45:4 46:1,3 48:10 133:19</p> <p><b>logging</b> 78:22</p> <p><b>LOI</b> 18:25</p> <p><b>lonely</b> 49:5</p> <p><b>long</b> 70:16 74:23 103:10 118:24 135:25 136:7 138:7 149:24 163:15 169:18 172:8 183:17 185:2</p> <p><b>long-range</b> 152:13</p> <p><b>longer</b> 138:25 148:20 192:22</p> <p><b>looked</b> 76:16,23 82:7,8,10,16 136:21 144:2</p> <p><b>loop</b> 54:25</p> <p><b>lose</b> 42:8 45:22</p> <p><b>loss</b> 53:13</p> <p><b>lot</b> 1:5,6,7 7:2,3,4 9:24 10:14,16 24:16,17,18,24 25:1,2,4,5,6 26:5, 6,21,23,24,25 27:12 28:4,14 29:6, 17 30:1,6,8,9 33:8,25 34:2 39:11 42:21 43:15 47:11 51:20 55:6 57:21 59:12 90:9,10,14 91:2,3,14 94:7,24,25 106:16,23,24,25 107:3 117:14 119:16 120:5 124:7,13 139:3,9,24 141:8 143:18 156:2 157:5 159:19 161:9,11 162:3 165:23 168:2,14 171:21 175:24 176:1,15 177:14,15 179:7 182:4 195:13 198:15</p> <p><b>lot's</b> 22:12</p> <p><b>Lothian</b> 3:5 74:8,13,16,25 78:5 128:3,4,6,7,20 129:3,7,11 132:13, 16,24 133:6,15,18 134:20 135:1, 3,16 144:4,11,17,21</p> <p><b>lots</b> 9:16 10:4,11,13 23:15,16,20 24:9,11,13,15,20,23 25:8 26:11, 14,15,17,19,20 28:20 30:6,25 36:17 40:15 42:20,24 49:8 106:21 107:1,13 109:7 110:9 163:16 201:8</p>	<p><b>louder</b> 91:11</p> <p><b>love</b> 41:9 141:23 163:16 171:9</p> <p><b>low</b> 21:12</p> <p><b>lower</b> 15:5 35:21 90:21 102:16 103:4</p> <p><b>LSRP</b> 23:2</p> <p><b>lucky</b> 122:23</p> <p><b>ludicrous</b> 160:8 163:18</p> <hr/> <p style="text-align: center;"><b>M</b></p> <hr/> <p><b>Macagnone</b> 5:17 6:12</p> <p><b>made</b> 17:7 51:4 69:20 117:18 120:25 141:3 155:5 166:16 201:10</p> <p><b>MAGNANI</b> 1:22</p> <p><b>magnitude</b> 176:17</p> <p><b>Maher</b> 1:17 5:18,19 13:1 68:2 75:6 80:25 102:6 105:25 112:9 134:4 157:6 195:4 203:6,7</p> <p><b>Mahoney</b> 3:16 145:2,7,8,10</p> <p><b>main</b> 1:10 40:5,6 54:13,14 56:6 61:16 71:25 115:10 133:12 147:21 175:4 182:2,17 197:22,23</p> <p><b>mains</b> 55:2</p> <p><b>maintain</b> 41:14,17 42:3</p> <p><b>maintaining</b> 37:4</p> <p><b>maintenance</b> 35:9,15 55:7 85:17</p> <p><b>major</b> 70:2 117:9 137:11,21 138:16 159:14 195:15</p> <p><b>majority</b> 15:2 39:8</p> <p><b>make</b> 11:14 12:24 19:19 24:15 32:19 39:15 41:4 42:11 43:7,18 47:2 49:13 50:15 51:1 58:3,9 64:15,19 75:2 94:20 100:20 105:20,24 110:10 118:21 131:3, 14 146:13,21 147:15 153:20 154:6 155:11 156:4 158:17,18 159:7 165:9 167:15 179:14 182:5 188:2,6,10,16,19 189:16 192:2,11 196:24 202:14</p> <p><b>maker</b> 139:10</p> <p><b>makes</b> 64:22 92:3 146:18</p>	<p><b>making</b> 30:12 43:16 54:23 57:5 116:17 118:9 119:16 161:8 162:18 170:9 179:6</p> <p><b>mall</b> 161:10</p> <p><b>manage</b> 60:4</p> <p><b>manageable</b> 104:18</p> <p><b>management</b> 31:1 51:3,8 58:20 175:11</p> <p><b>manager</b> 137:20</p> <p><b>managing</b> 86:12</p> <p><b>mandated</b> 82:4</p> <p><b>maneuver</b> 45:24</p> <p><b>Manheim</b> 184:17,18</p> <p><b>manned</b> 115:8</p> <p><b>manner</b> 56:9 107:15</p> <p><b>Manual</b> 76:6</p> <p><b>manufactured</b> 126:13,14</p> <p><b>manufacturer</b> 139:23</p> <p><b>manufacturing</b> 8:1 89:8 164:5,6 200:8</p> <p><b>map</b> 8:19,20 10:22</p> <p><b>March</b> 11:11</p> <p><b>Margaritaville</b> 142:1</p> <p><b>mark</b> 13:16,19</p> <p><b>marked</b> 13:23 17:2 23:24 30:19 38:1 62:6 68:11,14 71:16</p> <p><b>market</b> 81:7</p> <p><b>marketing</b> 87:6</p> <p><b>marvelous</b> 146:22</p> <p><b>masonry</b> 59:3</p> <p><b>masonry</b> 59:3</p> <p><b>Master</b> 25:10 152:11 199:1,2,9, 13 201:3</p> <p><b>Master's</b> 74:17</p> <p><b>match</b> 17:12 33:15</p> <p><b>matching</b> 35:7</p> <p><b>material</b> 92:11,12 95:2 103:23 174:22</p> <p><b>materials</b> 20:22 21:20,22,25 69:8</p>
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**matter** 1:4 7:7 19:12 43:5 50:11 168:25  
**matters** 105:19  
**maximize** 47:2  
**maximum** 9:13 42:23 57:25 109:16  
**mayor** 116:24 137:7 180:16  
**MBE** 89:18  
**meaning** 28:10 35:13  
**means** 94:16 120:24 140:2,10 199:9  
**meant** 139:4,5  
**mechanism** 35:12  
**mechanized** 102:3  
**meet** 201:22  
**meeting** 5:3,4 54:5 56:16,21 113:24 134:5 201:12  
**meetings** 5:5 136:19,20  
**meets** 37:15 110:8,18  
**mega-warehouse** 133:4  
**Mele** 3:6 86:11,12 120:2 194:2,4 195:3,12  
**member** 5:11,13,16,21,23 12:24 65:14,16 66:10 72:14 75:2 78:3,6, 10,15,18,21,25 79:16 80:21 81:9 83:7,15,18,22,25 84:2,17 85:13, 23 91:6,12,19 96:21 97:3 98:3 99:12,14,17 100:24 101:9,17 103:10,22 105:14,20,25 112:7 113:21 164:11 189:16 190:1,7,16, 22 191:4,12,19 192:1,10,19 193:2 194:24 196:17 197:1,3,4,6 199:19 200:3,5,10,13,18 202:5,12,22 203:1,3,5,11,13,15  
**members** 1:15 13:4 68:4 75:8 106:2 112:11 119:23 130:3 131:18 138:4 190:3 197:5 200:20  
**memorialization** 6:14  
**mention** 16:3 19:10 126:12  
**mentioned** 11:2 14:21 15:14 17:3 19:3,24 24:6 25:3,25 27:16 28:12 31:12,20 33:7 36:22 40:16 44:13 46:23 48:8 52:12 53:9 55:23 61:15 62:18 84:3 145:15 147:5,6 148:12 164:5 185:15 190:18 198:1  
**mentions** 176:6  
**Merritt** 3:24 187:19  
**mess** 118:7  
**met** 54:3 87:4 172:6  
**metals** 21:14  
**metered** 55:18  
**mezzanines** 101:25 102:2  
**Michael** 1:16,22 86:12  
**MICHELE** 1:17  
**microphone** 112:17,20 137:4  
**middle** 38:23 42:25 102:16 146:3 168:20  
**Middlesex** 61:5,17 77:13 97:23 98:2 101:5 127:16 195:25  
**Mike** 65:15 75:4 110:25 140:5 199:22  
**miles** 133:4 134:7 167:14 189:5  
**Mill** 15:25 115:11 127:24 131:22 150:12 160:19 165:4  
**Miller's** 115:11,22  
**million** 9:13 31:9,11 41:23 88:10 91:1 122:21 135:5 147:20 199:24  
**million-plus-square-footage** 170:17  
**millions** 169:3  
**mine** 138:19 199:22  
**minimal** 84:13 107:18  
**minimis** 107:8  
**minimize** 54:25  
**minimum** 40:20,24 46:7 163:9  
**minimums** 42:7,8  
**Minisink** 1:8 7:2 14:7,14 15:14 17:16,20 39:4 54:24 56:7 64:13 77:4 84:4,7 115:9,22 132:22 141:19 142:6 144:15 150:3,12,16, 22 152:10 154:17,19 155:1,23 157:2,25 161:23 167:15 168:22 177:22 178:2 183:16  
**minor** 31:16 77:2 117:2  
**minus** 80:10  
**minute** 76:10 143:16 148:14  
**minutes** 6:17 43:14 47:24 76:13 81:18 114:8,9,11 117:16,25 145:4 148:19,21,23 166:22,23 177:9 185:12,14 187:11 189:6 197:14  
**missing** 27:22  
**mission** 99:15,18  
**misspeak** 100:2  
**Mister** 148:3  
**mitigation** 197:25  
**mix** 9:10  
**MLUL** 199:4  
**modifications** 84:4,6  
**modify** 62:22  
**mom** 167:12  
**money** 36:2 136:11,16,24 147:7 152:24 163:2 202:6  
**monitored** 21:23  
**monitors** 175:17  
**monoxide** 170:8  
**monstrous** 88:10  
**month** 11:9  
**months** 65:22 103:19 104:5 184:2  
**monument** 60:10,20  
**moon** 141:1  
**morning** 76:8,16 83:14 98:23 144:1,5 145:19 182:15  
**mornings** 145:22  
**motion** 12:24 67:25 68:1 75:3 105:21 112:6 187:3 189:15,16 196:24 200:12 202:15  
**motor** 35:14 168:11  
**motorists** 157:2  
**Motors** 140:22 141:4  
**mounted** 57:9,14  
**mounting** 57:12  
**move** 22:9 23:11 30:17 37:23 147:4 163:22  
**moved** 112:7,9 114:16 159:22

185:13 197:1 200:13	<b>Nickel</b> 3:14 114:13	<b>numbers</b> 34:2 42:7 79:11 82:7,8 83:3 158:24
<b>movement</b> 39:7 61:24 63:1 64:7	<b>night</b> 44:6 140:7 141:20 169:18 170:3 177:8	<b>numerous</b> 141:18
<b>movements</b> 37:8,10 38:12,15,17 77:10 84:15	<b>nightmare</b> 160:4	<b>nutrients</b> 170:12
<b>moving</b> 40:11 51:3 56:13 159:20 186:7 194:22 195:20	<b>nitrocellulose</b> 126:14	
<b>multi-building</b> 44:17	<b>NJDEP</b> 18:15 51:12 52:6	<b>O</b>
<b>multi-housing</b> 152:15	<b>NJIT</b> 74:18	<b>Oak</b> 15:22
<b>multi-shift</b> 43:11	<b>NJSPSY's</b> 61:13	<b>object</b> 167:3 168:24
	<b>NL</b> 137:13	<b>objecting</b> 134:6,9,24
<b>multilevel</b> 101:11,15	<b>nobody's</b> 141:25 142:2,3	<b>objection</b> 65:23 191:5
<b>multiple</b> 59:17 88:18 92:15	<b>noise</b> 119:13 155:4 157:20 169:19,23 170:4,5,13	<b>obligated</b> 9:7,22 25:17
<b>multiples</b> 55:20	<b>non-conformities</b> 28:25	<b>obligates</b> 192:18
<b>Municipal</b> 106:13	<b>non-residential</b> 21:8	<b>obligation</b> 8:22,25 23:6 25:13 33:21 57:3,6 58:24 60:2 63:12 65:5 201:13
<b>municipalities</b> 105:18	<b>nonstarter</b> 100:22 183:21	<b>obligations</b> 19:9,18 22:5,7,25 33:13 50:4,18 54:12 56:16,25 62:21 201:11
<b>muted</b> 71:25	<b>north</b> 3:15 14:7,11 15:16 16:1 18:20 34:21 36:4 39:4,19 40:1,6 48:21,22 52:1 54:16 55:10 64:6, 12,24 71:18 126:10 135:19 146:8, 12 189:1	<b>observe</b> 172:14
<b>MWB</b> 100:25		<b>obtain</b> 95:3
<b>N</b>	<b>northbound</b> 39:12 62:23	<b>obtained</b> 51:13 61:20
<b>narrow</b> 185:3,16,18	<b>northerly</b> 142:25	<b>occasion</b> 93:17
<b>National</b> 136:4	<b>northwestern</b> 18:12,21	<b>occasions</b> 201:10
<b>Nationally</b> 135:22	<b>Notary</b> 204:4	<b>Occupancy</b> 21:5
<b>natural</b> 21:23	<b>notch</b> 49:2	<b>occupants</b> 23:5
<b>naturally</b> 21:14 22:1 139:16	<b>note</b> 54:11 56:5 126:21	<b>occupied</b> 22:24 72:6 88:11
<b>nature</b> 63:24 85:12 103:16,17 107:5	<b>noted</b> 46:11	<b>occupy</b> 84:19 87:23
<b>nearest</b> 138:14	<b>notice</b> 6:13 7:6 16:5,6,9,19 21:7 22:16 132:11	<b>occupying</b> 91:16
<b>necessarily</b> 16:11 45:14 80:16 83:18 88:4,5 95:3,14 102:5 135:1, 3,4 157:5	<b>noticeable</b> 85:22	<b>occur</b> 85:5 101:14 110:8
<b>needed</b> 50:1 84:4 139:13,14 168:5 184:14	<b>noticed</b> 16:15 124:2	<b>occurred</b> 104:4
<b>negotiated</b> 97:22	<b>notified</b> 178:5	<b>occurring</b> 21:14
<b>neighbor</b> 98:25 159:25	<b>notify</b> 178:7	<b>occurs</b> 28:7,10 80:5 82:13 174:15
<b>neighborhood</b> 159:20	<b>noting</b> 194:5 195:13	<b>Ochenge</b> 1:19 5:20,21 203:10,11
<b>neighborhoods</b> 148:4 149:4	<b>November</b> 76:20 83:13 128:18, 19,23 129:4	<b>off-site</b> 77:12 201:14,17,23
<b>Nest</b> 172:4	<b>number</b> 20:10 35:20,23,25 36:2 40:16,18 49:16,20 79:25 80:1 154:4 165:2,3,12 166:12 176:10, 11	<b>office</b> 31:6,8 44:4,5 47:18,25 48:23 65:21,22 68:24 89:10,11 96:7 97:12,14 101:10,14,15,20 103:7 108:7 116:14 154:20,21 155:3 158:1 164:17
<b>network</b> 37:21 38:10,21 76:24 77:2,19		
<b>nice</b> 128:12 155:7,11		

<b>officer</b> 114:23 137:23	162:19,23 163:8,12 164:24 180:13 198:11	<b>palettes</b> 70:17
<b>offices</b> 9:16 17:25 46:25 47:3,4 154:8	<b>ordinances</b> 169:20,24 175:10	<b>pan</b> 148:7
<b>official</b> 121:22	<b>oriented</b> 45:5 46:16 47:1 48:3 60:18 64:21	<b>panel</b> 93:21
<b>officially</b> 17:11	<b>orients</b> 32:2	<b>panels</b> 69:9,21 72:1 73:14,17,21 91:22 92:13,18 93:2,4,8,11,18 94:3 125:20
<b>offsets</b> 73:6 94:11	<b>original</b> 152:23 153:23 159:21	<b>Panera</b> 98:14,24
<b>oftentimes</b> 60:4 103:4	<b>originality</b> 26:4	<b>paper</b> 10:21 28:11 92:3 106:24, 25 107:5,19 187:6
<b>oil</b> 169:6 170:11 175:1,7	<b>outcomes</b> 23:8	<b>paperwork</b> 22:8
<b>Olchaskey</b> 3:15 135:17,18,19 143:13,15 144:7,13,19,23	<b>outer</b> 48:18	<b>paralleling</b> 152:4
<b>on-paper</b> 27:10,17	<b>outfalls</b> 53:1	<b>parcel</b> 17:4
<b>on-site</b> 33:15 37:18 58:9	<b>outlets</b> 137:10	<b>Pardon</b> 71:12
<b>oncoming</b> 188:3,18	<b>outlined</b> 24:4	<b>parents</b> 158:11
<b>one-million-square-foot</b> 90:12	<b>outset</b> 31:3	<b>park</b> 47:18,25 68:24 70:22,23 132:21 143:5 148:9,11,13 154:11, 13 157:20 160:11,12
<b>one-to-one</b> 103:3	<b>outstanding</b> 66:18	<b>parked</b> 154:10 162:4
<b>ongoing</b> 22:20	<b>outweigh</b> 107:20	<b>parking</b> 11:3 17:24 30:25 34:5,7, 17 35:22,23,24 36:6,7,17,19 37:12,14 40:17,19,23 42:6,12,13, 17 43:10,15,17,22,25 44:23 45:5 46:2,3,9,13,15,17,19 47:7,11 48:3,10,11,13,19,21,22,23 49:1,8 56:20 66:5 89:1 95:18 100:8 102:18,19,22 108:3,9,14,21 109:6,7 110:9 116:5 124:13 154:9,25 159:11 161:9,11,24 167:19
<b>open</b> 15:19 29:4 59:13 112:6 196:24	<b>overflow</b> 43:16	<b>parks</b> 110:10 167:7
<b>opening</b> 23:14	<b>overhead</b> 139:4	<b>Parlin</b> 1:5 3:13,16,23 6:25 112:23 119:24 145:8 197:18
<b>operate</b> 43:23 77:7	<b>overland</b> 53:6	<b>part</b> 8:25 10:1 14:17 17:10 18:2, 24 19:1 21:17 22:3,8 23:16 24:8 28:7 31:15,24 32:9,11 33:3,6 37:8 46:10 51:9,12 54:11 56:23 57:2,4 60:15 61:10,17 62:21 63:4,9,16, 23 75:16 77:24 90:8 94:24 96:10 101:3 132:1 136:14 152:12 155:17 161:9,10 172:22 173:3 174:7 179:10,19 188:21 191:11, 15,17 194:19 195:15,22
<b>operating</b> 92:10	<b>overlap</b> 43:12	<b>particles</b> 170:9
<b>operation</b> 8:5 17:19 44:1 150:10 176:17 183:17	<b>oversight</b> 87:2	<b>parties</b> 204:10
<b>operations</b> 19:5 35:17 43:11 44:16 115:2 133:7	<b>overview</b> 10:8 19:9	<b>partner</b> 67:7
<b>opinion</b> 7:6 107:8,10 110:18	<b>Owens</b> 136:5	
<b>opportunities</b> 36:25 91:23	<b>owls</b> 171:6	
<b>opportunity</b> 32:21 39:16,20 44:11 45:12,18 47:3 49:3,20 56:11 91:17 103:1 135:7 165:18 183:12	<b>owned</b> 27:12 29:8,23 89:18 107:2 140:21 167:23 192:8	
<b>opposed</b> 52:21 68:5 75:9 92:8 106:3 112:12 190:4 197:6 200:21	<b>owner's</b> 16:7	
<b>opposite</b> 156:23	<b>ownership</b> 10:5 27:9 192:6	
<b>orange</b> 8:19,20 25:19,21	<b>owns</b> 14:17 15:18 118:11	
<b>order</b> 5:2 160:21 161:7,11,13		
<b>ordinance</b> 11:1 26:25 31:17 40:20,24 41:2 42:6,7 46:6 47:14 52:16 53:9 54:4 57:24 60:11 108:1 109:12 110:6,20 118:18,24 124:20,21 125:6 128:21 129:14, 22,23 130:2,16 131:1,8 132:1		

P

**P.A.** 2:3  
**P.E.** 1:21 3:3,5  
**p.m.** 1:12 76:19 82:18 83:14  
167:11 203:23  
**P.P.** 1:22 3:7  
**pads** 15:8  
**painted** 70:4

<b>parts</b> 20:1,20 42:5 90:24	189:9 197:20 201:24	<b>pipes</b> 52:17 53:1,10,20,24 65:18 109:25
<b>party</b> 19:22	<b>percent</b> 42:23 80:11 82:10 95:16, 18 96:14 97:25 99:5 107:9 124:6, 13 129:1 175:24,25 176:1,2,3	<b>Piscataway</b> 89:13 98:10
<b>pass</b> 134:23 147:11	<b>percentage</b> 42:25	<b>pivot</b> 92:21
<b>passenger</b> 64:15	<b>perfunctory</b> 61:23	<b>place</b> 3:16 18:20 26:22 44:22 46:22 49:25 117:12 120:8 145:8,9 152:20 156:22 163:7 180:13 185:9 194:1
<b>passengers</b> 77:22	<b>perimeters</b> 110:16	<b>places</b> 40:2 53:22 88:22 102:23
<b>past</b> 66:2 92:2 100:17 104:4 153:20,25 158:21 167:23 168:9	<b>period</b> 55:18 183:19 184:8 185:6	<b>plan</b> 4:7,8 7:1,20,23 8:8,10,16,19 9:3,12,19,21 10:10,18 11:12,14, 16,23 12:2 14:23,24 17:6,10,13, 15 20:7,8,15,21,25 21:18 23:23 24:22 25:11,12,20 26:5,16 27:14, 21 28:24 30:17,18,21,23 31:8,15, 18,21 35:24 36:20 37:8 42:24 43:24 46:2 47:14 49:12 50:5,18, 22 51:10 54:12,23 56:21 57:13 59:17 60:8,11,15,23 61:6,10 62:25 77:25 96:22 103:13 106:22 107:12,16 108:2,5,13,18,19 109:2,13 110:19 120:17 122:10 123:1,4,7 152:11,12,13 153:6 156:20 157:21 168:15 170:6 173:4 179:9,10,17,19,24 180:4 181:5 182:11 191:3,25 192:16,20 193:11,20,22 194:17,19,22 199:1, 3,9,13,19,20,23 201:3,4,6,9,13,23
<b>Pat</b> 183:4	<b>permanent</b> 102:12	<b>plan's</b> 31:10 56:16
<b>Patel</b> 1:18 5:22,23 72:14 84:17 101:9,17 203:12,13	<b>permit</b> 22:12,18 51:13 61:13 193:21	<b>planner</b> 1:22 6:9 10:12 12:4 73:13,20 74:3 92:24 95:9 96:14, 17 104:24 105:14 106:11 111:6,8, 17 112:1
<b>path</b> 188:1	<b>permits</b> 9:10 21:4 51:15 56:2 61:21 193:24,25	<b>Planners</b> 105:15
<b>pattern</b> 138:15	<b>permitted</b> 8:13 31:8 39:3 98:4 120:19 164:25 199:7,8,14 200:8 201:1,18,21	<b>planning</b> 1:1 5:2 61:5 67:18 105:17,19 114:15,16 116:7,11,18 117:5,7,18 118:3 124:18 125:4 130:1 137:7 164:16 197:21 201:15
<b>patterns</b> 76:14 184:19	<b>person</b> 68:22 81:5 164:8 181:23	<b>plans</b> 6:22 8:20 9:20 10:9 11:18, 22 20:3,6 36:19 38:24 63:19 111:13 175:8
<b>pause</b> 145:5	<b>person's</b> 102:23	<b>plant</b> 15:16,22,23 17:18,23,25 18:3 26:1,9,12,13 27:7 29:1 30:6 33:12 56:7,9 57:22,23 109:20 115:7 126:1 136:2,3,6 150:18 169:8 171:1
<b>paved</b> 175:5	<b>persons</b> 187:2	<b>planting</b> 162:17 163:10
<b>pavement</b> 43:6 176:1,7,8,12	<b>perspective</b> 4:14 23:7 68:13,16 71:20 125:12	<b>plantings</b> 47:15 155:12 157:9
<b>Pawlowski</b> 1:18 5:24,25 203:14, 15	<b>pertinent</b> 137:20	
<b>pay</b> 120:3 147:7,9 152:21 153:1, 3,20,22 167:21 168:4	<b>ph</b> 21:12	
<b>paying</b> 167:25 168:21	<b>phase</b> 32:23 84:9 151:8,19 153:17 168:13 179:24,25	
<b>payment</b> 57:5	<b>phases</b> 9:4,5 20:23 168:14	
<b>pays</b> 153:10	<b>phasing</b> 154:3 156:7	
<b>PCB</b> 20:10,11	<b>Phillips</b> 105:16	
<b>PCBS</b> 20:11	<b>photovoltaics</b> 94:11,19 100:3	
<b>peak</b> 52:7 76:8,9,16,18 79:5 80:5 81:10 82:11,16,18,21,23,24 83:1, 11,14 85:5 98:23 142:10 143:24 144:1,5 145:16,17,18 146:10 150:14 159:3 168:18	<b>physical</b> 45:13 77:5,9	
<b>pedestrian</b> 51:1 110:7,14	<b>pick</b> 60:2 90:17	
<b>peeled</b> 69:21	<b>picked</b> 198:2	
<b>pen</b> 126:22 127:12	<b>pickup</b> 167:20	
<b>pending</b> 61:7	<b>pickups</b> 60:5	
<b>Pennsylvania</b> 104:10	<b>picture</b> 129:22 150:19	
<b>people</b> 43:13,15 44:5 47:4 69:13 88:8 92:3 95:15 102:4 110:15 114:4,14 115:24 116:25 119:13 125:13 126:2,9 127:16 131:17 136:9 141:24 143:18 150:10 154:25 156:1,3,18 166:3,5 171:22 183:23 184:7,25 185:1 186:6	<b>piece</b> 24:12 27:12 43:6	
	<b>PILOT</b> 147:6 198:8,9	
	<b>Pinetree</b> 119:3 158:16	
	<b>pipe</b> 11:3 53:17 65:24 109:23	



<b>plants</b> 15:21 115:19 120:18 136:1	<b>possibly</b> 90:15	<b>pride</b> 199:23
<b>pleasing</b> 154:7	<b>post</b> 115:20 186:4,6	<b>primary</b> 14:15 17:22 26:8,13 33:11 36:22 60:24 69:8
<b>plugging</b> 97:16	<b>posted</b> 125:9	<b>principal</b> 105:16
<b>plumbing</b> 97:9	<b>posts</b> 115:9	<b>print</b> 98:19
<b>pocket</b> 202:7	<b>potential</b> 34:15 41:21,25 42:9 53:12 131:4 142:9	<b>prior</b> 15:7 18:25 20:12,19 22:11 62:12
<b>point</b> 32:19 41:5 50:19 65:13 73:23 86:7 97:20 101:6 104:11 110:13 116:23 121:25 122:3,6 127:18 130:2 131:13,14 161:17 163:21 192:3,24 193:3	<b>potentially</b> 90:15	<b>private</b> 33:8 36:12 60:1,3 97:25 105:18 109:18
<b>pointed</b> 109:6,15 113:10 120:5 126:7	<b>power</b> 15:22 100:19 120:18 136:13	<b>privately</b> 89:18
<b>pointing</b> 59:7	<b>practical</b> 44:16 53:19 110:1	<b>problem</b> 118:11 151:25 163:1 184:21 192:15 193:5,12,16 195:6
<b>points</b> 34:13 39:22 92:7	<b>practices</b> 76:4	<b>problems</b> 53:23 66:9 115:24 136:23 170:15
<b>pole</b> 168:10 188:17	<b>practicing</b> 12:23 74:23	<b>proceeding</b> 7:23 8:9 14:23 204:7
<b>pole-mounted</b> 57:9,10,11	<b>pre-pandemic</b> 76:20	<b>PROCEEDINGS</b> 1:3
<b>poles</b> 168:6 177:15	<b>preclude</b> 94:12 95:8	<b>process</b> 11:24 17:11 21:1 61:3 93:21 173:4 179:17 180:21 194:6, 20
<b>police</b> 114:23 115:2,5,7 117:6,11 168:5	<b>precluding</b> 94:19	<b>producer</b> 186:5
<b>policies</b> 91:15	<b>predicted</b> 146:17	<b>product</b> 99:7 104:17
<b>policy</b> 50:11	<b>preference</b> 64:3	<b>production</b> 115:19 137:25
<b>pollution</b> 148:23 169:2,16 170:4, 6,13 175:14,17	<b>Preiss</b> 105:16	<b>products</b> 139:12 141:7
<b>pollutions</b> 175:16	<b>preliminaries</b> 181:2	<b>professional</b> 12:4,19 74:19 130:23 137:23 204:4
<b>polychlorinated</b> 20:11	<b>premier</b> 140:17	<b>professionals</b> 63:20 125:10
<b>pond</b> 18:18 51:21,22 52:5 172:5, 7 174:16	<b>premises</b> 202:17	<b>professionals'</b> 40:22
<b>ponds</b> 18:9,21 51:19 52:2,4 53:7	<b>prepared</b> 4:4,8,10,12 13:20 17:10 23:22 24:1 30:21 38:4 49:13 62:8 75:15	<b>program</b> 31:3,13 41:3 43:21
<b>popular</b> 96:19	<b>prescribing</b> 178:20	<b>progress</b> 33:18
<b>port</b> 34:17 35:1 37:12 45:7 99:6	<b>presence</b> 18:23	<b>prohibit</b> 73:21 74:1
<b>portion</b> 8:4 10:2 14:20 15:5 22:13 25:14,17 37:3 52:23 108:8 109:24 123:9 144:18,22 178:21 187:17 189:17 196:17,20 202:12	<b>present</b> 1:15,20 5:16 119:12	<b>prohibits</b> 156:21
<b>portions</b> 24:16 33:2 102:2	<b>presentation</b> 40:10 116:24 128:8	<b>project</b> 13:9,10 31:12 32:1 41:5 50:14 54:13 55:20,25 61:4 86:22, 25 87:1,7,17 88:16 89:12 97:21, 22,24 98:1,2 100:24 101:3 104:7 107:14 109:1 123:18,19,23 125:5, 6 134:6,17 152:20,22 154:7 185:9 191:16
<b>Portland</b> 138:17	<b>presented</b> 37:8	<b>projection</b> 85:24
<b>ports</b> 59:7	<b>presenting</b> 119:17	<b>projects</b> 104:9,12 152:15
<b>position</b> 196:13	<b>pretty</b> 58:2 59:15 70:2 95:22 131:5	<b>prominent</b> 60:24
<b>possibility</b> 101:22,23 144:16 164:5	<b>prevailing</b> 38:11 39:7	
	<b>prevent</b> 170:10,12,13,15	
	<b>prevents</b> 64:24	
	<b>previous</b> 165:21	
	<b>previously</b> 7:25 15:23	
	<b>pricing</b> 104:1	

<b>prone</b> 139:11	71:18 111:4 112:6 123:9 128:13 187:4,17 189:17 196:3,17,20,22, 25 197:8 200:12 202:12 204:5	110:25 111:4,5 113:8,11,18,19 114:5 120:4,5 123:13 125:20 128:2,9 132:3,4,5 137:16 165:21, 23 173:25
<b>properties</b> 29:7 30:4,5 58:16 109:21 124:11 182:9	<b>publication</b> 82:3	<b>quick</b> 140:8 166:24 181:20
<b>property</b> 14:6,13,15,16 15:15,20 16:5,6,10 18:12 25:4,5 27:8 28:13 29:4,10,22 30:15 46:7 57:25 58:11,12 107:7 109:17 118:12 126:24 127:18 153:7 157:7 163:17 169:3,5,6,24 170:19 171:1 173:6 174:16 176:3 182:8,17 190:25 191:7,12,15,18,21 193:8 195:7 196:4,5	<b>published</b> 78:8,18,19	<b>Quickchek</b> 118:11 195:21 196:7
<b>proposal</b> 171:14	<b>pulled</b> 38:8	<b>Quickchek's</b> 161:9
<b>proposed</b> 10:11 23:25 25:9 27:4, 5 29:24 30:23,24,25 31:23 33:10 34:5 40:19 47:1 48:9 56:15,17,22 57:16 60:9 62:3 64:25 76:23 77:18,24 80:18 107:1,14 157:9 167:4	<b>pulling</b> 84:12	<b>quickly</b> 37:2 182:13
<b>proposing</b> 9:15 10:24 11:15 26:5 32:25 40:23 41:1 46:13 48:8 57:8,10 93:25 98:7 108:11 167:18	<b>punch</b> 70:14	<b>quorum</b> 6:10
<b>prorated</b> 151:11 152:16,22	<b>purchaser</b> 7:19	
<b>prospective</b> 81:6	<b>purpose</b> 73:4 106:20,22 108:17, 21 124:20	<b>R</b>
<b>protect</b> 125:12 169:5	<b>purposes</b> 38:18 107:11	<b>R.P.R.</b> 1:14
<b>protecting</b> 130:20	<b>pursuant</b> 131:7	<b>Rachel</b> 3:19 166:14,21,22 167:1
<b>Protection</b> 148:25	<b>pursue</b> 87:17	<b>rack</b> 35:10
<b>protections</b> 198:23	<b>pursued</b> 92:1	<b>railroad</b> 150:17 158:12 177:21, 25 178:3,5,7,15
<b>protocols</b> 44:9,10	<b>pushing</b> 157:22	<b>rain</b> 184:2
<b>proud</b> 128:24	<b>put</b> 6:11 14:3 16:18 34:3 49:15 60:23 62:7 76:6 93:11 100:10 109:23 118:12 124:19 126:18 134:18 147:14 152:10,17,18,19 154:4,24 155:10 163:4 164:8 174:16 180:7,13,15 181:2 190:24 198:23 199:24,25	<b>raining</b> 184:2
<b>provide</b> 12:17 23:3 26:7 33:2 35:8 36:25 40:14 45:18 56:10 61:18 67:13 72:3 74:15 93:1,4 105:12 109:9 111:12 129:24 130:6,9 131:2 157:15 170:16 174:24 192:5	<b>putting</b> 90:1 94:15 96:8,11 156:21 160:6 162:2 177:13	<b>raised</b> 40:21 127:14,25 129:19 132:5 135:20 137:1
<b>provided</b> 45:20 54:9 58:22 95:17 106:17 110:7 175:21	<b>Q</b>	<b>ran</b> 138:13
<b>providing</b> 25:18 42:16 52:9 72:25 77:17	<b>quadrant</b> 18:12	<b>Ranasinge</b> 183:13
<b>provision</b> 46:8 48:7	<b>qualifications</b> 12:17 67:13 74:15 105:12	<b>Ranasinghe</b> 3:23 183:10 186:9
<b>proximity</b> 47:4	<b>quality</b> 52:7 69:12,17 119:14 170:8,11 174:24 184:12 189:8 202:4	<b>Randy</b> 3:20 171:18,20,25 172:24 173:8,13,16,22 174:4,13,18,21 175:1,4,12,19 176:6,13
<b>PSE&amp;G</b> 56:8	<b>quartagonal</b> 71:2	<b>range</b> 78:25 80:2 90:22
<b>public</b> 3:11 9:21 14:2 16:4 25:9, 22 26:3 30:4,13,16 31:23 32:3 33:1 34:13,21 43:17 50:6 55:1,4	<b>question</b> 42:14 59:14 81:9 83:8 84:2,17 85:13 87:16 91:6 92:22, 25 93:13 98:3 101:9 112:2,15,18 113:7 120:15 121:7,10 122:3 123:9,15 128:1 132:8 136:4 137:18 143:21 144:13 166:16 177:17,21 192:2 200:8	<b>rank</b> 114:25
	<b>questioned</b> 35:5	<b>Raritan</b> 138:1 182:1,16 185:5
	<b>questions</b> 40:21 58:20 65:13 66:12 72:11,12 78:2 87:8 104:20	<b>ratables</b> 137:1,5,8 141:23 147:6 160:17 198:7
		<b>rate</b> 79:6
		<b>rates</b> 79:4
		<b>rating</b> 95:4
		<b>ratio</b> 102:15
		<b>ratios</b> 40:25 90:20
		<b>re-examination</b> 199:2,10
		<b>re-pavement</b> 183:25
		<b>read</b> 118:14 183:8

<b>reading</b> 160:7	<b>Red</b> 15:22	<b>reinforce</b> 45:12 94:14,17
<b>ready</b> 49:14	<b>redeveloper</b> 7:19 8:22 9:1,8 11:10	<b>reinforces</b> 48:4
<b>real</b> 69:3 92:8 135:25 136:7 171:21	<b>redevelopment</b> 7:20,21,22,23 8:8,10,16,18 9:3,9,12,19,21,22 10:10,18 11:11,14,23 14:4,18,22, 24 16:7,11 17:6,12,14 19:11 20:21,25 22:10 23:1 24:4,22 25:12 26:16 27:14,20 31:8,10,15, 18 35:24 38:7 42:24 43:24 46:2 47:14 50:5,18 54:12,23 57:13 60:8,11,23 62:25 77:24 106:22 107:7,12,16 108:2,5,13,17 109:1, 2,13 110:19 120:16 122:9 123:1, 4,7 134:6 153:6 156:20 173:4,5, 11,12 179:2,9,10,17,19,23 180:4, 13 181:5 191:3,15,25 192:16,17, 20 193:10,20,22 194:1,22 199:16, 18,20 201:4,6,13,22	<b>relate</b> 28:25 201:19
<b>reality</b> 41:10 184:3		<b>related</b> 110:2
<b>realize</b> 44:14		<b>relates</b> 20:8 106:23 109:15
<b>rear</b> 27:2 29:21 34:18 155:13 156:23		<b>relative</b> 23:5 26:24 44:13 48:7 56:17 204:9,11
<b>rear-end</b> 168:12		<b>reliant</b> 20:21
<b>reason</b> 79:16 82:2 115:13 156:16 157:17,18 160:22 161:1 184:1 185:21		<b>relief</b> 12:5 24:22 26:18 28:5,20 53:6 104:25 106:12 107:11
<b>reasonable</b> 108:16		<b>relocated</b> 18:2 26:2 50:9 56:9
<b>reasons</b> 46:21 102:18		<b>rely</b> 93:16
<b>recall</b> 109:17 173:1		<b>relying</b> 22:14
<b>receipts</b> 136:15	<b>reduce</b> 170:8	<b>remain</b> 10:5 23:16 30:2 43:8 63:16 65:9
<b>received</b> 16:4,9,19	<b>refer</b> 14:11	<b>remainder</b> 10:4,13,16 23:16 24:11 26:19,20 27:11 30:6 106:25
<b>receiving</b> 6:13	<b>reference</b> 29:25	<b>remaining</b> 165:18
<b>recent</b> 103:22	<b>referenced</b> 31:2	<b>remains</b> 15:4
<b>recharge</b> 52:9	<b>referencing</b> 168:19	<b>remarks</b> 23:14
<b>recharging</b> 95:19	<b>referred</b> 8:20 126:18,19 136:6	<b>remedial</b> 20:5,7,14 21:17,19
<b>recognize</b> 27:18 49:22 50:13 87:15	<b>referring</b> 24:25 34:25 78:7,11 81:10 84:10 91:12 127:6 193:6	<b>remediate</b> 20:7
<b>recognized</b> 64:2	<b>refined</b> 52:13	<b>remediated</b> 19:25 20:2 177:18
<b>recommend</b> 177:12 181:21	<b>refinements</b> 17:7	<b>remediation</b> 8:7 19:15,23 20:20 22:9,11,13 23:4,10
<b>recommendation</b> 50:15 105:21 151:14 178:23 179:6	<b>reflect</b> 149:4	<b>remedy</b> 21:16
<b>recommendations</b> 117:6,20	<b>reflected</b> 62:11 75:20	<b>remember</b> 149:24 150:15 155:19 167:11
<b>recommended</b> 77:8 111:11	<b>refuge</b> 171:10	<b>remembers</b> 155:9
<b>reconfiguration</b> 33:17 107:4	<b>regard</b> 36:1	<b>Remind</b> 197:11
<b>reconfigured</b> 10:19	<b>regional</b> 37:21 38:10,21 48:15	<b>remnants</b> 15:7
<b>record</b> 6:11 12:9 16:19 19:12 34:3 66:16 67:4 74:7 86:10 100:1 105:4 122:8	<b>registered</b> 67:16,17 204:4	<b>removal</b> 29:3 61:25
<b>recorded</b> 21:7	<b>regular</b> 68:20 188:4	<b>removed</b> 8:3 21:19,25 32:18 63:1
<b>Recovery</b> 22:6	<b>regularly</b> 142:8	<b>removing</b> 148:11 173:11
<b>recyclables</b> 59:23	<b>regulated</b> 9:5 18:15 39:2	<b>rendered</b> 30:18,22
<b>recycled</b> 92:11 95:2	<b>regulations</b> 164:20 174:25 175:9	<b>rendering</b> 4:8 30:21
<b>recycling</b> 59:14	<b>Reid</b> 3:17 143:6 149:17,20 150:2, 25	<b>renderings</b> 128:11
	<b>reimburse</b> 153:22	

<b>renewable</b> 91:17,23 <b>Renewal</b> 1:5 6:25 7:20 <b>reopen</b> 196:21 <b>replace</b> 57:4 170:21 <b>replaced</b> 158:13 162:7 <b>replacement</b> 56:25 61:25 <b>report</b> 11:2,21 66:15 75:21 116:15 128:18 129:2,18,19,20 131:11	<b>residents</b> 16:13 44:6 116:2 119:9 130:20 146:20 165:12,18 166:12 168:7 <b>resolution</b> 11:22 134:5,24 147:11 <b>resolutions</b> 6:15 <b>resolve</b> 66:19 <b>respect</b> 75:24 124:12 125:2 <b>respectfully</b> 125:14,19 <b>respond</b> 200:25 <b>response</b> 23:7 50:10 156:18 <b>responsibilities</b> 86:24 <b>responsibility</b> 169:12 <b>responsible</b> 19:22 153:7 167:24 191:23 <b>rest</b> 15:12 17:25 24:8 <b>restate</b> 174:1 <b>restraint</b> 140:24 <b>restricting</b> 40:3 <b>result</b> 24:11 83:6 124:12 168:6, 10 169:3 <b>results</b> 95:5 <b>retained</b> 4:18 <b>retaining</b> 157:1,4,10,12 <b>rethinking</b> 91:20 <b>retiring</b> 114:24 <b>retrofit</b> 96:22 97:18 <b>retrofitting</b> 96:24 97:5 <b>reverse</b> 38:16 <b>review</b> 10:6 31:15 51:5,7 54:6 61:9 63:20 77:14 130:23 132:20 <b>reviewed</b> 7:6 11:13,20 20:3,4 51:11,15 63:25 65:23 110:4 116:15 131:11 201:10 <b>reviews</b> 174:7 <b>revised</b> 111:13 <b>ride</b> 142:7 149:12 <b>right-angle</b> 64:19 <b>right-hand</b> 159:8	<b>right-of-way</b> 25:22 27:4 30:10 32:3 33:1 47:10 63:8 <b>rights</b> 26:11 <b>rights-of-way</b> 55:5 <b>riparian</b> 174:9 <b>risk</b> 21:20 90:13 <b>River</b> 55:13 136:13 152:8 <b>road</b> 1:8 7:1 8:13,17,19,21,23 9:5 14:15 15:15,16,17,25 17:21 25:11,12,23 26:4 27:4,5,22,23 30:7,9,16 31:23,25 32:2,5,6,12,25 33:5 34:19,22 36:4,11,12 37:21 38:10,21,23 39:1,4,6,9,22 40:4,6 43:2 46:16 47:1,10 48:9,12,15 50:24 54:14,17,22 55:5 57:16,21 62:4,18 64:7,13,18,22 65:1,7,10 70:11 71:4,18 76:24 77:4,7,11 84:14 95:17 108:25 109:1,5,8,9, 19 110:17 115:10,12,21 118:6,9, 10,20 119:3 121:3,4,16 122:24 126:17 127:17,21,24,25 130:19 131:22 132:12,22,23 133:25 134:2,7 136:1,3,13 140:13 142:7 144:14 146:2,4 147:2,3,24 149:7 150:12,25 152:4,6,9 153:12,15 154:9,22 158:13,21 159:5 160:3, 7,18,19 161:1 165:3 166:3,6 169:23 177:13 178:2,23 179:5,7 180:7 182:14,20 183:2,15,25 188:1,15 190:24 192:5,13,22 193:5,7,9,11,15 195:8,9,14 196:8 199:1,2,13,25 202:11 <b>roads</b> 43:17 85:25 115:16 117:21 119:1 146:25 147:16,20 148:4 152:3 159:14 167:8,22 168:3 182:19,22 185:21,23 198:2 202:18 <b>roadway</b> 9:21 25:9,14,20,21 26:3 27:23 28:3 32:7,10,17 33:24 36:13 57:15,16 62:11,14 63:2 77:1,19 120:24 122:11 153:8,11, 20 157:14 178:21 179:19 191:2 193:19 <b>roadways</b> 8:24 9:1 30:4,13,25 34:13 56:17 82:18,19 83:2 85:16, 19 130:16,18 151:12 152:19 180:5 <b>Robert</b> 1:15 3:21 177:5,10 178:9, 15,22 179:3,12,21 180:6,11,15, 18,22,25 181:11,16 182:25 183:1
--	---	---

**Robinson** 3:13 112:13,14,16,18,  
22,23 113:5,17,24 114:2 119:21,  
22,24 120:13 121:1,10,14 122:1,  
5,14,17,19 123:2,5,8,14,21,25  
126:20 127:1,5,8,11 128:5,7,21  
129:5,9,12 131:12,16 132:6,14,  
17,25 133:9,16,20 134:16,21  
135:2,4,8,12 150:5 183:2 187:8  
189:18,20,24 190:17,20 192:14  
196:19 197:9,13,15,17 199:20  
200:4,7,14 201:15

**robust** 47:16

**roll** 194:17

**roll-call** 5:9 202:23,24

**Ron** 3:14 114:7,12 116:17 117:17  
118:3 120:21

**roof** 72:17 73:20 93:3 97:8

**roofs** 73:14,15 93:8,17 94:2,6

**rooftops** 176:9

**room** 109:9 158:18 188:23  
196:10

**rooms** 89:9

**rotating** 156:8

**rougher** 7:12

**route** 4:10 18:5 37:25 38:3 39:11,  
13,17,18,19,21,23 134:8 139:6  
144:9 147:22,23 156:3 160:21  
186:3 188:16 189:1,4 194:10

**routes** 38:16 40:7

**routine** 129:25 130:2

**row** 155:24 156:24

**RPR** 204:24

**rubber** 139:11

**ruling** 141:3

**run** 81:25 90:12 127:17

**running** 8:20 56:10 95:12 97:9  
155:25

**runoff** 53:4 104:3 124:7 125:18  
169:7 174:15 183:24 184:4

**runs** 18:17 55:10 56:6

**rural** 176:19,21

**Rutgers** 74:17

**Ruth** 3:16 145:2,7,9

**Ryders** 143:1

## S

**S-CURVE** 127:23 130:10,12  
148:10

**S-CURVES** 127:24 130:6

**safe** 19:19 169:7,9,12

**safely** 45:19

**safety** 23:4 58:3 114:24 146:20  
149:9 183:14

**sanitary** 55:9

**Santander** 186:4

**saplings** 162:8

**SARA** 7:22 11:12,13,19,21 17:11  
19:12 22:25 31:14 58:24 64:1  
108:18 116:25 125:3 137:7 200:3,  
5 201:9

**satisfy** 107:22

**satisfying** 22:6

**savers** 90:2

**savings** 44:14 139:4,5

**Sayreville** 1:1,9,11 5:2 7:22  
114:13,18 115:25 116:3,9 119:10  
125:13 126:1 133:12 135:19,22  
136:5,15 137:2,5 142:4,20 145:18  
146:24 149:20 167:9,16 168:8  
169:5,9,19,23 170:21 172:2,16  
176:18 177:11 181:19 187:19  
189:9 202:4

**Sayreville's** 126:3 167:5 175:10

**scale** 38:9 69:18 70:11,18 72:4  
126:22 127:3

**scaled** 127:12

**schedule** 103:18

**scheduled** 143:25

**school** 132:21 136:20 145:16,20,  
22 146:1,2,3,11 149:1,6,11,12  
168:19,21 182:15

**schools** 76:20 133:2 146:4

**science** 12:21 74:17,18

**scope** 63:5

**screen** 90:2

**screened** 59:4

**screening** 47:15,22

**secluded** 155:20

**secondary** 26:7 33:9 54:19

**seconds** 84:9 133:22 159:7

**Secretary** 1:22 5:6,10,12,14,17,  
20,22,24 6:1,4,6,8,10,16,19,21,24  
13:3 68:3,5 75:7,9 112:10,12  
119:21 135:17 145:2 149:17  
156:13 166:14 171:18 177:5  
181:15 182:25 183:4,6 190:2,4  
200:17,19,21 202:21,23,25 203:2,  
4,6,10,12,14,16,18

**section** 1:5 4:6,7 6:25 7:19 8:13,  
15,21,23,25 9:1,7,8,10,20 14:5,19  
16:11,12,16,23,25 17:2,3,5,13,23  
18:7,10,11,20 21:12 23:24 24:1,5,  
7,10,16,18 25:13 27:19,20,21  
28:7,8,15,18 30:2 31:11,22 32:9,  
11,17,24 33:3,6 38:8,23 44:20  
54:13 62:14,21 63:4,13,14,17  
64:11,12 107:15 111:12 120:8,9,  
17,19 121:15,19,23 122:11,16,17  
123:17,20 129:15 156:19 160:23  
180:1,2,3,4 181:9 182:21 191:3,8,  
11,23,25 192:17,18,24 194:14,17,  
21,23 195:15,22,23

**sections** 8:12 120:17 193:8

**security** 44:9

**sediment** 53:14

**seek** 61:13

**seeking** 9:25 52:19 53:16 104:25  
106:12

**Selover's** 52:4

**send** 117:5 147:13

**sense** 70:22 94:20 110:10 147:15

**sensitive** 103:17 194:10

**separate** 20:5,14 25:24 28:8  
45:12 113:20 168:15,24

**separating** 34:9

**separation** 36:23 46:23 108:23

**separations** 34:11

**separators** 175:2

<p><b>series</b> 174:23</p> <p><b>serve</b> 20:21 22:15 33:9,11 36:9 56:11</p> <p><b>served</b> 114:15,17</p> <p><b>serves</b> 31:23,25 32:1</p> <p><b>service</b> 35:13,15 54:18 82:4 85:24 130:15,17</p> <p><b>serviced</b> 60:1</p> <p><b>servicemen</b> 81:20</p>	<p><b>shortfall</b> 55:21</p> <p><b>show</b> 18:1 21:15 38:17 63:15 68:20 70:25</p> <p><b>showed</b> 71:20</p> <p><b>showing</b> 30:23 38:14 85:3</p> <p><b>shown</b> 27:6 32:4 38:6,19 60:12 62:10,12</p> <p><b>shows</b> 24:3 32:7</p> <p><b>shrubs</b> 56:23</p>	<p><b>site</b> 4:8 6:22 7:24 8:2,4,6,11,17 10:2 11:17 12:2 14:6,21,23 15:2, 5,18 16:1,2 17:10 18:7 19:4,7 20:13 21:11,13 22:4,5,22 23:17 29:16 30:17,18,21,23 33:16,17 34:13 38:10,17,18,20,24 39:5 40:3,8,17 44:22 45:4 49:6 50:5 51:12 52:8,10,23 53:5 54:8,16 55:11 56:15,23 57:1,2 58:7,13 59:5 61:6,10,21 68:17,23 77:19 80:13 87:13,20,21 103:16 108:19 109:25 133:4,13 137:13 153:11 155:18 162:10 174:12 190:11,13 192:5,8 195:2,10 198:16</p>
<p><b>Services</b> 4:4,9,11,13</p> <p><b>serving</b> 36:11</p> <p><b>session</b> 76:21</p> <p><b>set</b> 47:15 57:12 70:3 175:17 193:6</p> <p><b>setback</b> 29:3,9,20 46:18 66:5 108:4,14</p> <p><b>setbacks</b> 28:25</p> <p><b>settlement</b> 61:9,12</p>	<p><b>shut</b> 81:25</p> <p><b>side</b> 29:9 34:6,19,20,21 35:1 36:15 45:9 48:21,23,24 71:19,22 79:12 88:19,20 134:8 142:23,25 143:1 160:3 184:17 185:11,16 196:8</p> <p><b>side-by-side</b> 62:9</p> <p><b>sides</b> 70:20 88:12 184:1</p> <p><b>sidewalk</b> 48:12,15,17 49:1,4,8 66:6 110:10</p>	<p><b>site's</b> 52:24</p> <p><b>sites</b> 41:6 49:14 179:18</p> <p><b>sits</b> 189:6</p> <p><b>sitting</b> 81:23 113:3 149:23</p> <p><b>situation</b> 60:3 87:18 106:18</p> <p><b>situations</b> 87:24</p>
<p><b>seventies</b> 42:25 43:3</p> <p><b>sewer</b> 52:24 54:9 55:9,15,24 61:16,17 97:16</p> <p><b>sewers</b> 147:17 152:17,18</p> <p><b>shade</b> 163:2 170:16</p> <p><b>shape</b> 201:9</p>	<p><b>sidewalks</b> 11:3 32:25 48:5,7,8,9, 13 110:6,14 132:11,14 159:17</p> <p><b>sign</b> 41:9 60:10,16,18,21 63:4 148:12 187:6,8</p> <p><b>signage</b> 60:6</p> <p><b>signal</b> 77:2</p> <p><b>signals</b> 195:19</p>	<p><b>size</b> 11:3 41:20 52:17,21 53:11, 25 59:11 75:24 109:23 163:4</p> <p><b>sizes</b> 53:17 65:24 66:1</p> <p><b>skyway</b> 185:4</p> <p><b>skyways</b> 183:18,19</p> <p><b>slab</b> 97:16</p> <p><b>slabs</b> 97:10</p>
<p><b>share</b> 36:25 44:11,15 152:22,24 171:12</p> <p><b>shared</b> 43:25</p> <p><b>shareholder</b> 140:22</p> <p><b>shares</b> 98:21 141:3</p> <p><b>sharing</b> 44:3</p> <p><b>shell</b> 96:2 126:1</p> <p><b>SHI</b> 89:17,24 98:10,13</p> <p><b>shift</b> 43:10 82:15 84:8 114:25 155:6 159:12</p> <p><b>shifts</b> 43:13</p> <p><b>shopping</b> 196:7</p> <p><b>short</b> 142:5 171:21</p> <p><b>shortages</b> 103:23,25 104:8</p> <p><b>shortchanged</b> 137:9</p>	<p><b>signed</b> 39:1 112:24,25 113:1 114:5</p> <p><b>significant</b> 15:19 77:8 80:14 134:23 157:1 196:10</p> <p><b>significantly</b> 192:22</p> <p><b>signing</b> 99:19</p> <p><b>signs</b> 60:7 135:21 172:17</p> <p><b>similar</b> 40:25 41:15 98:6,9</p> <p><b>similarly</b> 18:25 29:19 60:20</p> <p><b>simple</b> 69:19 84:3</p> <p><b>simply</b> 11:8 109:3 110:9</p> <p><b>single</b> 88:20 164:10 201:7</p> <p><b>sir</b> 156:10 176:14 186:10</p> <p><b>sit</b> 90:4 150:22</p>	<p><b>slated</b> 29:3</p> <p><b>sleep</b> 170:3</p> <p><b>sleeper</b> 188:5</p> <p><b>slightly</b> 41:16</p> <p><b>slogan</b> 140:18</p> <p><b>small</b> 27:3 59:5,17 175:20</p> <p><b>smaller</b> 38:9 143:10,17 155:6 176:10</p> <p><b>smart</b> 118:23 180:7</p> <p><b>smiled</b> 136:21</p> <p><b>Smith</b> 3:18 156:13 158:7 161:18 162:6,25 163:13,23 164:4,13,21 165:1,6,9,14,20 166:2</p> <p><b>snakes</b> 171:7</p> <p><b>snow</b> 93:9</p>

**society** 137:24,25  
**soften** 63:2  
**software** 90:2  
**soil** 19:6 20:8,22 22:11 61:9,11,  
24 170:12  
**soils** 19:24,25 20:2,11,16  
**solar** 73:14,17,21 91:22 92:13,18  
93:2,4,8,11,18,21 94:3 100:10  
125:20  
**sold** 99:8  
**solely** 28:11  
**solid** 58:20  
**solve** 63:10  
**song** 141:25  
**sort** 19:8 20:1 31:25 32:2 42:8  
59:13 61:23 63:8 64:19 91:5  
101:8 170:23  
**sorts** 88:12  
**sound** 125:16 146:22  
**source** 21:19,21,25  
**south** 1:8 7:2 14:7,14 15:14,19,  
21 16:1 17:16,23 34:6,19,20 35:1  
39:5,22 45:9 48:24 55:12 56:6  
126:10 152:7 177:22 178:2  
184:17 185:11,13  
**southbound** 39:1  
**southern** 17:7  
**southernmost** 57:20  
**southwest** 126:23  
**southwestern** 37:3 44:21  
**space** 15:19 29:4 45:21,23 49:3,7  
72:7 73:1,2,4 79:19 89:9,10,11,20  
91:3,16 101:25 103:7,8 109:7  
112:25 169:4  
**spaces** 34:5,7,18 35:22,23,24  
36:6,7,19 40:17,19,23 41:2 45:17  
46:2,3 48:21 49:1 72:6 95:18,19  
96:15 159:12 167:18  
**span** 93:10  
**speak** 91:10 113:2 135:7 142:18  
165:13,19 166:13 171:23 189:23  
190:21 196:20,22 197:8,10  
**SPEAKER** 45:1 192:25 195:11  
202:3,6,10  
**speaking** 42:2 103:3 170:5  
190:22  
**special** 15:6 149:7  
**species** 174:5,7,11  
**specific** 8:12 9:13 20:10,13  
21:10 85:1 88:1 108:19 110:2  
153:6,14 164:25 193:13  
**specifically** 18:8 19:21 31:20  
33:25 108:5 111:23 122:10  
128:22 139:8 173:2,25 176:6  
192:16 201:21  
**specifics** 29:8  
**speculative** 41:5 50:12 59:20  
63:24 85:11 96:12  
**spell** 12:9 67:4 74:7 86:10 105:3  
**spelled** 19:10 22:10 23:1  
**spend** 136:23  
**spent** 121:21 166:20  
**spine** 32:1  
**spirit** 54:4  
**Spitzer** 2:3 7:15  
**spoke** 172:13  
**spot** 58:11 102:22  
**spots** 116:5 167:19  
**spread** 159:2  
**springtime** 103:15  
**squads** 133:2  
**square** 3:13 9:14,17 31:5,9,11  
34:4 35:21 36:6 41:23 60:12,13,  
22 81:17 89:10,16 91:1 97:12  
101:20 112:23 119:24 120:23  
122:22 135:5 147:21 169:4  
197:15,17 199:24  
**square-foot** 88:10  
**squeeze** 43:6  
**staff** 116:14  
**stage** 73:16 100:20  
**staggered** 81:15  
**staggers** 43:12  
**standard** 43:1 47:9 53:11 57:17  
76:3,5 78:11 79:8 84:25 110:2  
**standards** 37:15 46:10 52:6  
72:22 107:25  
**standing** 13:25  
**standpoint** 55:19  
**standstill** 182:12  
**start** 11:25 13:15,16 19:17 20:18  
24:14 79:19 96:4,18 101:7 193:24  
**started** 113:10 115:5,19 194:20  
**starting** 43:9 130:2 139:7  
**starts** 50:13  
**state** 12:9,19 15:10 51:15 61:13  
67:4,16,18 69:14 74:7,19,21 86:9  
100:15 105:3,14 136:15 148:19  
199:10 204:5  
**stated** 196:3  
**statement** 129:17 173:14,17  
**station** 118:13  
**stations** 50:1 92:18 95:19  
**status** 121:18  
**statute** 199:10  
**statutory** 104:25 106:13  
**stay** 49:23 52:20 135:13 189:1  
**stays** 56:10  
**steadily** 167:22  
**steel** 69:9,22 70:4,16 93:20 94:17  
**Steiner** 3:21 177:5,11  
**STENOGRAPHER** 91:9 174:2,  
20 180:23  
**stenographically** 1:13 204:7  
**step-by-step** 21:1  
**steps** 179:10  
**Steve** 14:21 15:24 19:3 24:5 31:2  
44:13 52:12 53:9  
**Steven** 2:3 3:22 7:14 181:15,18  
**stipulates** 179:24  
**stipulation** 202:16  
**stock** 139:18

<b>stop</b> 50:8,9,16 51:2 62:24,25 63:4 84:13 104:7 148:12 161:22	85:4 114:22 116:6,9,12,19 117:2, 19 118:15 128:13 132:10,19 133:10 150:7 151:18 153:4 160:6 172:19,22 174:14,15,17 181:23, 24,25 182:8,9 199:16,18 203:9	<b>support</b> 9:25 35:17 93:10
<b>stop-controlled</b> 62:19		<b>Supreme</b> 141:3
<b>stopped</b> 113:11 115:20		<b>surfaces</b> 175:5,22 176:9
<b>stopping</b> 161:14	<b>stuff</b> 100:9 140:8	<b>surprise</b> 33:23
<b>stops</b> 64:8	<b>subcontractors</b> 101:1	<b>surprised</b> 157:22
<b>storage</b> 51:25 79:22	<b>subdivide</b> 24:7	<b>surrounding</b> 76:24 77:1,18 82:24 85:16 110:15 124:11 125:18 165:24
<b>store</b> 169:14	<b>subdividing</b> 10:3	<b>survey</b> 17:9 174:5
<b>stored</b> 169:10	<b>subdivision</b> 4:7 10:1,12 12:2 23:12,15,23 24:1,6 28:6,8,15,23, 24 29:24 30:2 31:21 58:5 61:6 106:20	<b>suspend</b> 104:12
<b>stories</b> 72:2		<b>sustainability</b> 91:14
<b>storm</b> 52:24,25 53:2,4,8 109:22 174:23	<b>subdivision/site</b> 7:1	<b>sustainable</b> 92:8
<b>stormwater</b> 11:3 31:1 51:3,7 61:14 175:10	<b>subdivisions</b> 6:23	<b>swear</b> 12:12 67:8 74:10 105:7
<b>straight</b> 32:17 146:12 188:25	<b>subject</b> 20:17 167:2 168:15	<b>swimming</b> 172:4,6
<b>straightforward</b> 94:16	<b>submissions</b> 51:4	<b>swing</b> 188:6,11,23 189:1
<b>strategy</b> 21:19	<b>submitted</b> 33:20 60:15 63:19,23 75:16 116:15 131:10 172:22 181:5,6	<b>sworn</b> 81:7 131:18
<b>stream</b> 18:17 59:24 174:10	<b>submitting</b> 11:20 193:21	<b>system</b> 35:10 52:24 53:3,14 54:21,25 60:2
<b>street</b> 1:10 3:15,17 15:24 25:16 27:25 40:5,6 47:13 56:17 62:15 65:8 79:5 80:5 82:11,16,18,21 85:5 115:10 133:12 135:19 143:6 147:21 149:18,20 150:2,25 155:21 159:25 182:2,17 185:3 193:14,15,23 194:5,16 197:22,23	<b>subsequently</b> 14:25	
<b>streets</b> 82:25 142:23 146:24 150:3 151:2 162:12 167:18 168:4 185:2	<b>subsidiary</b> 98:18	<b>T</b>
<b>streetscape</b> 47:16	<b>substantial</b> 45:10 47:12 162:21	<b>T-INTERSECTION</b> 62:20 65:10
<b>stress</b> 170:14	<b>substantially</b> 107:20	<b>table</b> 92:21
<b>stressed</b> 183:14	<b>suburban</b> 160:14	<b>tailored</b> 201:22
<b>stretch</b> 85:21	<b>sucks</b> 182:3	<b>tailoring</b> 90:3
<b>strictly</b> 9:4	<b>suggest</b> 125:14,19 170:2	<b>takes</b> 163:15 185:12
<b>strip</b> 160:7 161:10	<b>suggested</b> 156:16	<b>taking</b> 10:1 39:8 40:4 73:8 124:5, 8 160:7 162:1 164:1 171:10 179:13 199:21,23
<b>stripe</b> 45:18	<b>suggestion</b> 116:18 200:25	<b>talk</b> 12:7 37:18 46:6 49:20 82:23 92:13 99:20 114:7,8 117:21 125:16,17 139:25 143:22 166:23 201:2
<b>stripp@wilentz.com</b> 2:6	<b>Suite</b> 2:4	<b>talked</b> 30:8 61:25 88:23 90:18 92:19 95:1 98:23 116:6 118:13 138:5 141:17 143:9 149:3 150:6 171:22 172:14 175:21 195:13
<b>struck</b> 118:4	<b>sum</b> 31:9,13	<b>talking</b> 81:6 82:24 90:8 96:4 102:11 103:20 117:9 118:8,25 127:4 138:10 140:11,12 147:22 148:6,11 159:11 175:24 182:16 185:20 194:13
<b>structure</b> 29:2,5,11 69:22 94:14, 15 100:3	<b>summarize</b> 75:19	<b>talks</b> 43:24 118:9 129:16
<b>students</b> 132:20 133:3	<b>summary</b> 19:13	
<b>study</b> 50:15,21 55:13 75:16 76:1	<b>summer</b> 139:15 146:6	
	<b>summers</b> 141:5	
	<b>Sunshine</b> 5:5 136:7	
	<b>super-fast-moving</b> 99:7	
	<b>supplies</b> 98:14,15	
	<b>supply</b> 42:5 139:22 140:9	



<b>tall</b> 72:14	<b>things</b> 15:9 19:11 53:14,23 56:20 59:9 69:20 72:23 73:5 75:23 94:5, 8,9,25 111:16 124:9 140:19 149:8 156:4 165:2 171:22 172:19,25 176:16 183:23 190:9 193:18	167:3 168:14
<b>tax</b> 16:6 136:15	<b>thinking</b> 102:11 178:1	<b>today's</b> 13:19 38:4 93:6
<b>taxes</b> 147:5,9 167:22,24,25	<b>thinks</b> 117:20	<b>told</b> 189:20
<b>taxpayers</b> 117:22,23	<b>THOMAS</b> 1:19	<b>tomorrow</b> 41:9 187:15
<b>team</b> 87:4	<b>thought</b> 100:6 104:13 166:21,23	<b>ton</b> 99:8 136:16
<b>tear</b> 167:22 168:3	<b>thoughts</b> 117:8	<b>toned</b> 70:17
<b>technical</b> 10:12,14 30:14 31:16 48:6 52:15 66:15 90:24	<b>thousand</b> 81:17	<b>tonight</b> 6:24 11:24 87:5 116:3 149:25 165:13 180:3 183:12 190:11 198:21,22
<b>technically</b> 30:3 47:9	<b>thousands</b> 56:23 170:16 171:12	<b>top</b> 14:8,12 71:3 72:17 82:21 113:1 138:4 182:7
<b>telecom</b> 54:10 56:4	<b>threatened</b> 174:4,6,11	<b>total</b> 9:17 14:17 24:18,19 31:4,9, 14 41:1 88:16
<b>Telegraph</b> 3:22 181:19	<b>three-inch</b> 163:9	<b>totally</b> 121:9,13
<b>telling</b> 187:25	<b>three-minute</b> 114:6 148:18	<b>touching</b> 29:16
<b>temporarily</b> 37:23	<b>three-sided</b> 59:3	<b>tough</b> 100:19 102:8 137:9,16
<b>temporary</b> 10:17 27:17 28:16 29:2,11 32:15,23 107:6,19	<b>through-movement</b> 63:3	<b>town</b> 111:13 130:20 135:20,21 137:3 158:14 159:16 160:13 164:20 169:15 171:10 172:8 182:1,3,10 187:22
<b>ten</b> 80:10 81:17 167:23 182:11,12 196:8	<b>throughput</b> 88:20	<b>toxins</b> 177:17
<b>tenant</b> 41:12,19 49:18 59:20 60:20,21 79:21 80:1,12 85:2,7 90:9,10,14 92:10,14,22 93:2 94:21 95:4,13 96:4,25 97:11 100:11,18,21 102:9 126:6 140:1, 2,4,10 164:10	<b>thrown</b> 89:2	<b>tract</b> 4:4 13:18,23 24:8 27:7 28:1
<b>tenants</b> 41:6,8,19 42:9 49:21 73:7 80:3 81:6 84:18,20 87:9,11, 12,19,20 88:1,2,18,25 89:2 90:15, 16 91:3,7,13 98:5,13 102:14 143:9,18 159:21	<b>Thursday</b> 1:12 129:4	<b>tractor-trailer</b> 37:9 118:4 159:9 161:12 170:18 187:23
<b>tend</b> 88:2 90:17 102:2 103:2	<b>Tices</b> 142:24	<b>tractor-trailers</b> 32:20 130:13 142:18 146:14 154:10,15,19 155:3,13,17,25 156:19,21 161:8 162:4 167:19 177:23 179:14
<b>terms</b> 10:10,24 15:8 21:3,18 23:20 36:21 42:25 43:21 44:12 46:1 48:5 49:19 56:3 57:8 60:6 61:1 70:18 72:1 93:24 96:11 104:8 107:6 201:14	<b>tied</b> 118:6	<b>tractors</b> 142:10 178:16
<b>Terrace</b> 3:23 183:9 184:16	<b>ties</b> 193:20	<b>trade</b> 1:5 4:3 6:25 13:17,21 97:23 125:25 127:17 140:24
<b>testified</b> 74:20 162:14	<b>Tighe</b> 1:19 6:1	<b>trader</b> 184:18
<b>testify</b> 47:23 113:11 124:10	<b>tilted</b> 14:10	<b>trades</b> 98:2 101:5 104:16 120:1
<b>testimony</b> 10:21 110:24 111:23 117:13 178:13 196:23	<b>time</b> 1:12 21:24 22:21 28:17 53:13 59:1 64:2 72:21 84:9 87:17 99:20,21 113:14,20,22 115:25 118:24 119:19 120:14 125:23 126:5 135:15 138:8 149:22,25 160:2 163:10 165:16,17 166:19 167:13,15 168:25 171:17 172:8 177:4,7 179:20 182:14,23 184:20 185:24 186:1,10 189:4,22 194:18 203:21	<b>traffic</b> 12:3 34:9,10 40:1 45:13 74:24 75:15 76:1,3 77:1 79:20 83:4,6,16,23 84:20 85:1,4,14,18 86:1 90:9,10,11,14,18,24 99:9 102:24 103:5 108:23 110:7 114:22,24 115:2,8,9,14,20 116:6, 8,11,12,14,19 117:2,3,9,19 118:5, 6,15 121:6 124:17 125:1,16 126:8 128:3,13,16,17 129:3,5,9,13,17 131:4,10 133:7 134:9,14,19
<b>thing</b> 11:6 42:11 66:4 68:22 69:3 92:6 97:21 101:8 104:14 134:11 136:9 141:11 152:16 153:4 154:2, 18 159:10 161:19,21 164:4 184:7 185:2 190:16 198:1 199:5 200:25	<b>timeline</b> 194:13	
	<b>times</b> 35:25 36:2 73:7 113:20 141:18 149:13 158:15 160:12 166:19 184:22,24 185:24 199:7	
	<b>timing</b> 77:2 133:21 134:1	
	<b>today</b> 17:20 18:6 24:13 30:11 54:14 57:1 95:16 116:1 117:13 137:14 139:14,24 140:24 150:21	

137:11 141:12 143:2,6,18,20,22 145:15,21,23 147:13,22,25 150:4 151:18 152:5 153:8 160:3,6,20 161:2,4,5,14 165:2,24 166:1,2,17 167:11,17 168:5,7,10,19 169:1 176:24 177:15 181:22,24 182:3 184:19,22,23 188:3,18 195:19 197:25 198:13,25 201:14,17,23 203:8	<b>Tripp</b> 2:3 7:11,14 13:8 40:13 65:12,20 66:24 68:9 72:10 74:4,5, 22 75:1,14 78:13 79:10 80:15 81:3 82:22 86:6,17 93:23 99:23 104:23 106:8 110:21 111:2,14,18 113:10 119:23 120:10,11,12,16, 22 121:7,8,11,12,24 122:2,7,16, 18,25 123:3,6,12,19,24 131:9,13 132:2 134:13 145:3 156:14 162:15 164:23 172:21 173:18 176:10 180:1 181:7 190:15 191:10,13,17,24 192:15,21 200:9, 24	<b>turnaround</b> 45:24 <b>turned</b> 155:5 <b>turning</b> 37:7,10 39:10 <b>Turnpike</b> 39:13 88:10 137:12 147:23 152:8 160:21 185:13,22 <b>turns</b> 32:15 64:14 161:23 179:14 188:17 <b>turtles</b> 171:7 <b>tweaking</b> 117:2
<b>traffic-wise</b> 182:10 <b>trailer</b> 34:7,17 35:22,23 36:7 42:12 51:25 116:5 156:24 189:3,6	<b>trips</b> 64:24 82:12 133:8	<b>Twenty-two</b> 185:13 <b>two-inch</b> 177:23 <b>two-lane</b> 146:24 147:20 <b>two-minute</b> 197:12 <b>two-way</b> 167:7
<b>trailer's</b> 188:13 <b>trailers</b> 118:8 142:10 158:2 <b>train</b> 141:9,10 <b>Trammell</b> 69:15 86:13,18 87:25 90:25 138:5,6 <b>transcript</b> 1:3 204:6 <b>transfer</b> 20:18 <b>transit</b> 50:6,7,8,10,16,19,21 51:2	<b>trouble</b> 91:10 174:3 178:10 <b>truck</b> 4:10 34:10,17 35:1 36:15 37:1,12,25 38:3 41:24 45:7,13,15 59:7 64:14,24 76:12 78:23 81:21, 23 82:12 84:15 85:18,25 103:5 108:23 149:14 154:25 156:24 157:5 159:9 161:5 188:21,23 190:13 <b>truck-turning</b> 77:10 <b>truckers</b> 185:18 <b>trucking</b> 79:17 82:8 103:23 140:6 141:8 <b>trucks</b> 34:15 36:9,24 37:11 38:13,20,25 39:3,5,8,12 40:3 43:18 46:23 64:10,15 70:12 77:22 81:14,15,18 82:14 83:15,19,21 85:14 98:20,22,25 117:14 118:10, 16,18,19,24 142:10 143:23,25 144:5,6,7,8,9,14 146:6,11,15 147:13 148:17,20 150:15 152:7 155:25 159:1 160:20 161:25 166:4 168:23,25 175:16 178:3,20 184:13,15 186:2,6 <b>true</b> 14:9 23:18 35:18 36:12 40:25 42:12,21 43:18 48:19 66:21 129:22 147:9 204:6 <b>trust</b> 158:23 <b>truth</b> 12:13,14 67:9,10 74:11,12 105:8,9 <b>turkeys</b> 171:6 172:15 <b>turn</b> 14:2 32:21 38:25 39:3,5,15, 16,22 45:19,20,21 64:12,14,16 84:12 110:11 117:13 118:21 126:11 146:11 159:8 161:12 188:3,6,10,19	<b>types</b> 88:6 91:1 101:24 <b>typical</b> 57:15 102:10 129:10,12 <b>typically</b> 65:24 80:5 100:17 102:1 109:5
<b>transition</b> 18:10 <b>transportation</b> 74:18 76:6 142:5 <b>trash</b> 58:23 59:16 <b>travel</b> 142:15 147:2 <b>traveled</b> 115:16 <b>travelers</b> 62:23 <b>traveling</b> 55:4 64:6 185:11 <b>treat</b> 174:19 <b>treated</b> 47:23 <b>treatment</b> 174:21 <b>tree</b> 56:25 57:5 61:24,25 155:12 162:22 163:2,15 <b>trees</b> 47:13 56:17,22 57:4 123:16,21 124:1,8,9,14 161:19, 22,24 162:1,6,9,11,17,18 163:3,6, 11,16 165:8,9 170:6,7,15,20 171:2 173:9,11 184:10 <b>tremendous</b> 145:21 <b>tributary</b> 18:18 52:5 <b>tricky</b> 194:10 <b>trip</b> 76:2,5,7,12 79:2 82:11,20 135:24	<b>types</b> 88:6 91:1 101:24 <b>typical</b> 57:15 102:10 129:10,12 <b>typically</b> 65:24 80:5 100:17 102:1 109:5	<hr/> <b>U</b> <hr/> <b>U.S.</b> 140:17 <b>UBC</b> 94:24 <b>ultimate</b> 64:4 77:15 87:3 <b>ultimately</b> 20:24 21:6 22:9,25 25:15 33:3 50:16 55:2 61:11 87:5, 22 <b>unapproved</b> 87:21 <b>uncertainty</b> 41:10 87:21 <b>underestimating</b> 167:17 <b>undergoing</b> 8:6 <b>underground</b> 51:25 <b>underlying</b> 11:1 23:3 31:17 46:6 47:14 52:9 107:25 <b>underneath</b> 189:7 <b>understand</b> 11:7 63:11 81:12 93:1 131:12,16 144:9 146:17 161:16 166:17 182:20 192:21 201:24

**understanding** 110:4 131:20,  
21,23 169:17  
**understands** 7:17 86:25  
**understood** 79:8  
**undertake** 50:15  
**undertaken** 19:16  
**undertaking** 33:21  
**unfinished** 50:20  
**UNIDENTIFIED** 45:1 192:25  
195:11 202:3,6,10  
**Uniform** 69:5  
**union** 97:25  
**unique** 34:12 97:21,25  
**UNISON** 13:4 68:4 75:8 106:2  
112:11 190:3 197:5 200:20  
**University** 12:22 67:22  
**unloaded** 81:24  
**unsafe** 145:23  
**unwanted** 64:24  
**unwilling** 50:11  
**up-size** 100:3  
**updated** 17:9  
**uplift** 94:9  
**UPS** 138:24  
**upsized** 53:10  
**urban** 1:5 6:25 7:20 176:18  
**urgent** 165:4  
**user** 73:18 80:12 90:5  
**users** 41:25 43:19 80:7,20 88:6  
**usual** 7:12  
**utilities** 53:22 54:7,9 120:19  
**utility** 98:19  
**utilize** 35:16 178:21  
**utilizing** 57:17

**V**

**vacant** 15:3,4  
**validity** 129:2

**Valley** 119:4 138:1  
**variance** 10:14 106:23 107:21  
**variances** 201:19  
**variety** 41:18 79:6,7 80:7,20  
**vast** 15:2  
**vegetables** 169:8  
**vegetation** 47:12 59:4  
**vehicle** 49:10 76:10 168:11  
**vehicles** 32:13,20,21 35:13,14  
37:6,11 39:21 40:8 45:18 49:22  
64:5,18 77:21,22 83:17 95:11,17  
**vendors** 100:25  
**verbatim** 174:1  
**verified** 18:23,25  
**version** 30:23 78:16  
**vertical** 41:13  
**vertically** 45:6  
**veterans** 128:24  
**vice-president** 79:17 137:22  
138:1  
**videos** 186:5,6  
**view** 4:14 16:23 68:13,16 92:9  
**violates** 29:3  
**violation** 29:13,15 47:8  
**virtually** 98:25  
**visibility** 47:3  
**visible** 157:1  
**vital** 169:14  
**voice** 7:12 145:14  
**volume** 82:19  
**vote** 125:15 130:21  
**voted** 198:21

**W**

**W-E-B-B** 12:11

**wait** 50:21 125:22 148:14 160:1,  
18,23  
**waiting** 81:24 166:20 193:25  
194:8

**waiver** 46:11 48:6,18 52:15 53:16  
65:17 66:1,2 108:16 109:10,22  
110:18  
**waivers** 10:25 31:16 65:22,24  
66:5,6,7,19 107:24  
**walk** 132:20 172:11  
**walking** 146:1 149:11 168:20  
**walks** 171:5  
**wall** 69:10 97:10 157:1,10,12  
158:3,5 170:2  
**walls** 69:23 97:8 157:4  
**Walter** 3:17 149:17,19,20 153:9,  
18 156:7,11 157:13  
**wanted** 32:19 34:23 45:11 58:25  
63:15 93:2,5 99:24,25 100:11  
102:25 117:4 200:24  
**warehouse** 9:11,16 15:17 24:25  
25:6 31:4,7 35:18 41:5,22 72:7  
79:7,18,19 80:7,20 81:2,16 84:24  
89:3,6 108:7,12 110:16 120:20  
122:11 133:11 151:16 153:15,17  
155:10 163:14 170:18 171:14  
199:25  
**warehouses** 69:13 76:24 88:9  
116:4 119:11 121:2 124:14  
127:15 138:16,22 151:5 154:23  
160:16 167:4,24 169:11,13,20  
177:14 178:25 179:4 182:1,17  
197:22,24 202:19  
**warehousing** 76:5 122:22  
138:12 146:17,18,21 147:21  
**warming** 170:15  
**warranted** 52:20  
**washers** 99:6,8  
**Washington** 15:25 25:11 27:23  
31:25 39:4 40:4 64:13,22,25  
76:11 77:4 84:5,8 115:9,10,12,21  
126:16 127:21 130:19 132:22  
136:1 144:14,18,22 146:2,4,8,14  
147:24 150:13,25 152:4,6,9 178:2  
182:14  
**waste** 58:20 59:12,23 147:7  
164:8 174:22  
**water** 52:7 54:9,13,14 55:2,25  
61:15 97:17 109:23 124:7,9,12  
125:18 147:17 152:19 170:11  
172:10 174:24 175:2 183:24

184:4	<b>woods</b> 155:21 172:11	
<b>ways</b> 30:12 92:5	<b>word</b> 96:23	<hr/> <b>Z</b> <hr/>
<b>wear</b> 167:21 168:3	<b>words</b> 153:10 180:22,25	<b>Zaleski</b> 3:19,20 16:8,14,16 166:23 167:2 171:19 172:1,12
<b>Webb</b> 3:3 12:1,8,10,11,15,18 13:2,9 75:23 76:15 106:17,23 108:20 109:6,15,23 111:25 126:25 127:4,6,9 156:20 157:8 163:8 166:10 173:1,10,15,20,24 174:6,17,23 175:3,8,18 176:4,8 178:18 179:1 191:1,8,14,22	<b>work</b> 20:6,8,15 21:18 33:17,18 51:8 69:15 81:18,22 90:17 95:4 98:16 101:4 105:17 117:3 143:19 154:12 155:15 183:20 185:3 187:15	<b>zone</b> 200:8
<b>week</b> 98:20 115:8 129:10 149:13	<b>worked</b> 94:23 99:10 114:24 116:22 140:14 141:5 162:10	<b>zones</b> 174:10
<b>weekday</b> 76:8 83:14	<b>working</b> 23:2 47:4 63:6,10 77:14, 23 98:1 101:7 115:2 150:11 185:1 194:7	<b>zoning</b> 105:19 114:17 164:17
<b>weeks</b> 55:19 118:4 149:13 168:9	<b>works</b> 11:9 54:1 69:2 73:1 89:21 103:5 151:24	
<b>weight</b> 85:19	<b>world</b> 136:23 140:2 141:1	
<b>west</b> 15:23 27:19 28:1 51:24 188:6,12	<b>world's</b> 139:10	
<b>western</b> 17:8 32:16 36:13 44:20	<b>worried</b> 142:6,7	
<b>wet</b> 51:19,22	<b>worse</b> 158:24 182:5,18	
<b>wetlands</b> 18:8,9,13,23,24 51:13 61:20 174:9 193:17	<b>worth</b> 194:4 195:12	
<b>whatnot</b> 91:8	<b>Wow</b> 131:4	
<b>whatsoever</b> 29:24 58:17 201:19	<b>write</b> 166:24 173:13,15,17 192:20 199:17	
<b>white</b> 27:6	<b>wrong</b> 100:7	
<b>wide</b> 36:9,13,18 41:18 59:17 79:6,7 80:6,8,20 82:13 188:6,12	<b>wrote</b> 199:23	
<b>widening</b> 84:13 117:21	<hr/> <b>Y</b> <hr/>	
<b>wider</b> 195:19	<b>yard</b> 27:1,2,3 29:21 46:9,10,13,17 47:7 66:5 108:4,10 156:22	
<b>width</b> 48:4	<b>year</b> 11:10 147:8 151:17 194:12, 14,17	
<b>wife</b> 172:7	<b>years</b> 8:2 12:23 67:17 74:25 89:13 103:20 114:16,18,23 122:22 124:18 141:2 142:21 145:25 147:8 148:8 149:24 151:10 152:5,11 153:2 158:9,10, 13 163:13 167:23 172:9,11 182:11,12 184:5 185:13,24 187:22 200:1,2	
<b>wildlife</b> 171:3	<b>yellow</b> 14:19 24:5 38:7,19	
<b>Wilentz</b> 2:3 7:15	<b>York</b> 104:11 138:19	
<b>Windsor</b> 99:4	<b>young</b> 135:21	
<b>winter</b> 139:13		
<b>wise</b> 134:11		
<b>witnesses</b> 3:2 113:9 125:11		
<b>Wlodarczyk</b> 3:17 149:19,20 153:9,18 156:7,11 157:13		
<b>woman</b> 142:2 183:6		
<b>Woodbridge</b> 2:4,5		
<b>wooded</b> 18:17 57:1		