

## **SAYREVILLE PLANNING BOARD**

### **MINUTES OF September 18, 2024**

The meeting of the Sayreville Planning Board was called to order by Chairman Tighe and opened with salute to the flag. Board Secretary announced that 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. Allegre, Mr. Kandel, Ms. Lahrman, Mr. Muller, Mr. Shah and Chairman Tighe

Absent Members: Mr. Ellmyer and Councilman Zebrowski

Also present were: Mr. Cornell, Mr. Fowler, Mr. Sordillo, Esq, Mr. Pohlman, Esq and Mr. Fishinger, Jr.

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

### **MEMORIALIZATION OF RESOLUTION:**

**Gonzalez Minor Subdivision ~ Minor Subdivision  
1120 Bordentown Avenue, Sayreville  
Blk: 439.01, Lot 1**

**Atty: Mr. Lawrence Sachs, Esq.  
Law office of Lawrence Sachs  
8G Auer Court  
East Brunswick, NJ 08816**

**Mr. Muller made a motion to approve the resolution; Seconded by Mr. Volosin.**

**ROLL:**

**YES: Mr. Kandel, Mr. Muller, Mr. Shah, Mr. Volosin and Chairman Tighe**

**NO:**

**ABSTAIN:**

**SITE PLANS/SUBDIVISION HEARING:**

**Masjid Sadar Community Center/House of Worship**

**Preliminary & Final Major Site Plan**

**212-216 Ernston Road, Sayreville**

**Blk 444.04, Lots 23, 24, 25 & 28**

**Atty: Law Office of Lawrence B. Sachs**

**8 Auer Court, #G**

**East Brunswick, NJ 08816**

**Please refer to the attached transcription for the full testimony and public questions/comments.**

**OLD BUSINESS/NEW BUSINESS/ADMINISTRATIVE MATTERS:**

**Masjid Community Center's next meeting will be October 16th. The location will be at the same place, 423 Main Street, Sayreville starting at 7:30 p.m.**

**The next planning board meeting will be October 2nd. Mr. Cornell advised the members that this meeting will have Heyer & Gruel presenting the updated draft elements of the master plan.**

**There being no further business to discuss, Mr. Allegre made a motion to adjourn; seconded by Mr. Volosin.**

**Respectfully submitted,**

**Beth Magnani**

**Planning Board Secretary**

1                   BOROUGH OF SAYREVILLE PLANNING BOARD  
2                   COUNTY OF MIDDLESEX - STATE OF NEW JERSEY

3                   -----  
4                   REGULAR MEETING FOR:

5                   MASJID SADAR  
6                   COMMUNITY CENTER/HOUSE OF WORSHIP SITE PLAN  
7                   BLOCK 444, LOTS 23, 24, 25 & 28  
8                   216 ERNSTON ROAD, PARLIN

9                   -----  
10                   SAYREVILLE SENIOR CITIZEN CENTER  
11                   MEETING ROOM  
12                   423 MAIN STREET  
13                   SAYREVILLE, NEW JERSEY 08872

14                   -----  
15                   WEDNESDAY, SEPTEMBER 18, 2024  
16                   7:30 P.M.

17                   -----  
18                   TRANSCRIPT OF PROCEEDINGS

19                   PUBLIC HEARING  
20                   - CONTINUED -

21  
22                   AB COURT REPORTING, LLC  
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1 BOARD MEMBERS PRESENT:

2 THOMAS TICHE, CHAIRMAN  
3 JAMES ALLEGRE, JR.  
4 KEITH KANDEL  
5 JUDY LAHRMAN  
6 BARRY MULLER, VICE-CHAIRMAN  
7 NOREN SHAH  
8 DANIEL VOLOSIN  
9

10

11

12 PROFESSIONALS AND STAFF PRESENT:

13

14 JOSEPH SORDILLO, ESQUIRE, BOARD ATTORNEY  
DiFrancesco, Bateman, Kunzman, Davis, Lehrer & Flaum

15 BRENT R. POHLMAN, ESQUIRE, RLUIPA ATTORNEY  
Mandelbaum Barrett, P.C.

16

17 JAY CORNELL, P.E., BOARD ENGINEER  
CME Associates

18 MICHAEL FOWLER, P.P., AICP, BOARD PLANNER  
Michael P. Fowler Associates, LLC

19

20 JOHN JAHR, JR., P.E., PTOE, TRAFFIC ENGINEER  
Bright View Engineering

21 BETH MAGNANI, BOARD SECRETARY  
Borough of Sayreville

22

23

24 STENOGRAPHICALLY REPORTED BY:

25

ANGELA C. BUONANTUONO, CCR, RPR  
License No. 30XI00233100

1    A P P E A R A N C E S:

2

LAW OFFICES OF LAWRENCE B. SACHS

3    BY: LAWRENCE B. SACHS, ESQUIRE

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9

--Counsel for the Applicant

10

11

12

13

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15

16

ALSO PRESENT:

17

ADNAN KHAN, P.E.

EWZ Engineering

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## 1 I N D E X

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1 CHAIRMAN TIGHE: Please stand.  
 2 [Pledge of Allegiance.]  
 3 Ms. Secretary, can we have a roll  
 4 call?  
 5 SECRETARY MAGNANI: Chairman, this  
 6 meeting has been advertised pursuant to Sunshine  
 7 Law.  
 8 CHAIRMAN TIGHE: Thank you very much.  
 9 SECRETARY MAGNANI: Roll call.  
 10 Mr. Kandel?  
 11 MEMBER KANDEL: Here.  
 12 SECRETARY MAGNANI: Mr. Allegre?  
 13 MEMBER ALLEGRE: Here.  
 14 SECRETARY MAGNANI: Ms. Lahrman?  
 15 MEMBER LAHRMAN: Here.  
 16 SECRETARY MAGNANI: Mr. Muller?  
 17 VICE-CHAIRMAN MULLER: Here.  
 18 SECRETARY MAGNANI: Mr. Shah?  
 19 MEMBER SHAH: Here.  
 20 SECRETARY MAGNANI: Mr. Volosin?  
 21 MEMBER VOLOSIN: Here.  
 22 SECRETARY MAGNANI: Councilman  
 23 Zabrosky? Chairman Tighe?  
 24 CHAIRMAN TIGHE: Here.  
 25 SECRETARY MAGNANI: We have a quorum.

7

1 CHAIRMAN TIGHE: Thank you very much.  
 2 - - -  
 3 (Whereupon, the board continues with  
 4 posted agenda.)  
 5 - - -  
 6 CHAIRMAN TIGHE: Thank you very much.  
 7 Site Plan Subdivision.  
 8 Mr. Sachs, you're up.  
 9 ATTORNEY SACHS: Yes. So good  
 10 evening, Mr. Chairman, members of the board.  
 11 Lawrence Sachs, on behalf of the applicant.  
 12 This is, I think, our fourth meeting on  
 13 this, fourth or fifth meeting. We were here back in  
 14 July. And at that time, we presented to you, in  
 15 concept, a parking system for the garage that is  
 16 proposed to be constructed on this site. And we  
 17 provided some information about that; we provided a  
 18 revised architectural plan showing where this  
 19 stacking system would be located.  
 20 During the course of that hearing, it  
 21 was requested by this board and even by the  
 22 professionals, that we would provide some more  
 23 detailed information as to how the system works, how  
 24 it's manufactured, what the safety protocol is.  
 25 So this evening I have two witnesses,

8

1 Mr. Chairman. I have Mr. Sean Fitch, who is from  
 2 KLAUS, KLAUS Multiparking, Inc. And he is a -- he  
 3 will testify as to the design of this system, the  
 4 safety features, and essentially how it operates  
 5 from a mechanical standpoint.  
 6 And then, my second witness is Mr. Ping  
 7 Lieu. And he's from Metropolis Parking. They will  
 8 be the operator of this particular system.  
 9 And it should be noted to the board and  
 10 to the members of the public that the operator will  
 11 be on-site for every Friday afternoon service, for  
 12 any special events, for any other large gatherings  
 13 that might occur at this particular facility.  
 14 At the conclusion of this, Your  
 15 Honor -- Mr. Chairman, I don't have any further  
 16 witnesses this evening. However, I do anticipate  
 17 that at the next meeting, I will present to the  
 18 board Mr. Stimmel again, who is our parking --  
 19 traffic expert and parking expert. He will be  
 20 providing an updated traffic report for review by  
 21 your professionals and by the board.  
 22 And we also expect to have Mr. John  
 23 McDonough, who is our professional planner, also  
 24 testify that evening.  
 25 And, of course, I will have our

9

1 engineer and architect who have previously  
 2 testified.  
 3 CHAIRMAN TIGHE: Thank you very much.  
 4 ATTORNEY SACHS: All right? So  
 5 that's -- that's what we would like to do,  
 6 Mr. Chairman.  
 7 My first witness is Mr. Sean Fitch.  
 8 And just so you know, we have handed out the  
 9 PowerPoint presentation to you. However, we also  
 10 have it up on the screen, or we will have it up on  
 11 the screen for members of the public and also for  
 12 the board to -- to, obviously, see that as well.  
 13 So, Mr. Fitch, if you want to come up,  
 14 I'll have you come up here. And you will have to be  
 15 sworn.  
 16 Thank you.  
 17 ATTORNEY SORDILLO: Mr. Fitch, will  
 18 you please raise your right hand. Do you swear or  
 19 affirm the testimony you will give this evening will  
 20 be the truth, the whole truth, and nothing but the  
 21 truth?  
 22 SEAN FITCH: Yes.  
 23 ATTORNEY SORDILLO: Could you please  
 24 state and spell your name for the record?  
 25 SEAN FITCH: Sean Fitch, S-E-A-N,



S. Fitch

10

1 F-I-T-C-H.

2 ATTORNEY SORDILLO: Thank you.

3 - - -

E X A M I N A T I O N

4 - - -

5

6 ATTORNEY SACHS: All right, Mr. Fitch,

7 if you could just indicate to the board who you work

8 for and what your position is with that company?

9 THE WITNESS: Yes. So I work for

10 KLAUS Multiparking, so a subsidiary of KLAUS GmbH, a

11 German manufacturing company. And my position is

12 primarily business development and sales within the

13 Northeast territory.

14 ATTORNEY SACHS: Okay. And I

15 understand, Mr. Fitch, that you prepared a

16 PowerPoint presentation, which we're going to put up

17 on the screen, and I guess you have the capability

18 of changing the screen.

19 THE WITNESS: Yes, I do.

20 ATTORNEY SACHS: So if you'd like, why

21 don't you indicate to the board how this system is

22 designed, what some of the safety features are, and

23 just give a general overview of that particular

24 system.

25 ATTORNEY SORDILLO: All right,

S. Fitch

11

1 Mr. Sachs, before we get into that, I think we

2 should probably mark the PowerPoint presentation as

3 the exhibit. And I'm just trying to go through my

4 notes right now, I don't know if we left off at 6 or

5 7.

6 SECRETARY MAGNANI: This will be 7.

7 ATTORNEY SORDILLO: This will be 7,

8 okay.

9 ATTORNEY SACHS: Yes. And just so the

10 record is clear, it is a PowerPoint presentation

11 dated 9/18/24. Board Hearing. Project: Islamic

12 Center New Mosque, 216 Ernston Road, Sayreville,

13 New Jersey. Prepared by KLAUS Multiparking Parking

14 Systems.

15 - - -

16 (Exhibit A-7, PowerPoint presentation

17 titled, "9/18/24 - Board Hearing. Project:

18 Islamic Center New Mosque, 216 Ernston Road,

19 Sayreville, New Jersey, prepared by KLAUS

20 Multiparking Parking Systems, was marked for

21 Identification.)

22 - - -

23 THE WITNESS: I think for lack of

24 visibility, is it okay if I just kind of speak

25 through the slides without clicking through them,

S. Fitch

12

1 you said you're submitting it?

2 Well, it's really entirely up to you,

3 but I...

4 ATTORNEY SACHS: Maybe we can have --

5 Ping, are you able to do that?

6 PING LIEU: Sure. That's fine.

7 ATTORNEY SACHS: Actually, if it's

8 easier for you to sit over there, is that --

9 THE WITNESS: It may be. Is that okay?

10 ATTORNEY SACHS: Go ahead. Okay. Take

11 the microphone with you.

12 THE WITNESS: All right. So I'm going

13 to actually go to the -- the end of the slide deck

14 first because I think that's actually important.

15 And that's why -- sorry, I'm going to

16 flip around a little bit, but based on the, I think,

17 the topical requirements of this evening, it's

18 important that I cover a little history of the

19 company, and then I'll go into a little bit of a

20 description about these particular stacked parking

21 devices. And then, I will go to the -- last, I'll

22 go to some safety features specific to -- to this

23 device.

24 So just to give you a little history,

25 KLAUS is about 102 years old. A manufacturing

S. Fitch

13

1 company with about 60 years now in parking, with the

2 first stackers being deployed in Germany prior to

3 the Olympic Games in '64. And those are still

4 functional today, side note.

5 We have been producing and installing

6 these same devices, stackers in the U.S. since

7 around the early '90s. And as I said I work for a

8 U.S. subsidiary, in recently -- more recently in

9 2020.

10 So we have a full-time group of

11 individuals actually based here in Plainsboro in New

12 Jersey, with our CEO and a number of different

13 support staff all located here. So that's just kind

14 of beneficial, especially to a project located so

15 close by.

16 So that's a little bit of background on

17 KLAUS. Just also I will note, we have almost a

18 million spaces globally installed. So it's

19 definitely a product that's used in great numbers

20 all over the globe and hundreds of thousands here in

21 the United States.

22 Okay, Just bear with me one second.

23 I'm going to get to a little bit of a description.

24 We'll go to safety features and how the operation

25 works, like this slide, in a moment. I'm going to

S. Fitch

14

1 bounce around. My apologies.

2           So just -- and I think this is good

3 just for a good visual. This is a very simple and

4 basic tool. Now everything is fully galvanized and

5 very -- very high-quality materials. And it is

6 operated with a hydraulic lifting cylinder.

7           And the way it operates, if you see on

8 the screen there, you see that little -- you clearly

9 see a little red button kind of, and we call it, you

10 know, a little box. That is the operation switch.

11           And a valet, because these are made for

12 use with a valet only, that trained individual would

13 take a key, and each one has a key assigned to it,

14 and would use the key to turn left or right

15 depending on whether they would want to lift or

16 lower the platform. And they're visually looking at

17 the platform with the vehicle on it as they're

18 performing this function.

19           And that is really truly the extent of

20 the operational functions. It's literally an

21 up-and-down functionality. And they would, you

22 know, if they had a vehicle underneath, they would

23 move it out of the way to the aisle, and they would

24 then lower the vehicle from above and transport that

25 one also.

S. Fitch

15

1           So that's just kind of -- I thought

2 that was a good visual to very clearly see what it

3 is.

4           ATTORNEY SACHS: Mr. Fitch, do me a

5 favor. When you're referring to a particular

6 PowerPoint slide, just indicate what the label is on

7 that, just so the record is clear.

8           THE WITNESS: Absolutely.

9           ATTORNEY SACHS: So the last one, if

10 you can just go back for a second?

11           THE WITNESS: Sure. "2 High Stacker/  
12 No Pit."

13           ATTORNEY SACHS: Okay. Thank you.

14           THE WITNESS: So I think that there's

15 not that much more of the actual operation of it

16 to -- to make clear, but I think we should go into

17 kind of a little bit -- kind of, line by line, that

18 functionality.

19           And I'll try to not read all of the

20 slide for you, but it is an electrical key switch,

21 as I indicated. That's how it operates.

22           There is an emergency stop button. So

23 if for any reason that, you know, they needed to,

24 that would be just a hard stop.

25           There are also lock-outs every two

S. Fitch

16

1 inches. So if, for some reason, they let go of the

2 key or something -- you know, you have to account

3 for all scenarios -- there is a lock-out so the

4 vehicle can only descend, you know, a small distance

5 before being locked out.

6           Again, this is a hydraulic system.

7 It's controlled by a hydraulic interlock and that

8 controls the very slow descent. And it does give

9 you velocity here; we have this four inches per

10 second. And they're not -- they're not able to be

11 physically interfered with. This is only able to be

12 operated with that key switch turning on or engaging

13 the interlock.

14           CHAIRMAN: Right.

15           THE WITNESS: So that's just kind of,

16 you know, a deeper overview of the simple function.

17           And this is the two high stacker/no pit

18 valet parking system slide.

19           ATTORNEY SACHS: And that's the valet

20 parking system overview, right?

21           THE WITNESS: Correct.

22           So again, just to kind of drive this

23 function or process home, it is operated by a key

24 switch only. Operator has to be functionally

25 holding onto and operating the key switch at all

S. Fitch

17

1 times for it to function. And that's just simply

2 lowering or raising the platform.

3           Operator has to maintain visual contact

4 at all times with the platform to ensure that it's

5 operating safely. So that -- that trained

6 individual is in full control of the operation of

7 the -- the lift.

8           During operation if, you know, if they

9 were to fail -- if the operator fails to maintain

10 that electrical key switch holding it in the raised

11 or lower position, the platform would stop. And the

12 platform would either maintain its position until

13 the operator would then resume that operation.

14           And again, there is an emergency stop

15 button. Should that be required for any reason, you

16 know, just to give an example, let's say, somebody

17 had a medical issue that they were holding the key

18 in a position, but they were not physically in

19 control of it, another individual could hit the stop

20 button, right, just to give you a rare, but

21 potential scenario.

22           Ground-level vehicles are, you know,

23 must be moved prior to lowering the platform. And

24 that is, you know, in the control of the operator.

25           And again, this system interlocks. This is the

<p style="text-align: center;">S. Fitch</p> <p style="text-align: right;">18</p> <p>1 system operation continuation, "Valet Parking System 2 - 2 High Stacker/ No Pit." 3           So I think in last, just to go through 4 a little bit more of the site or of the features of 5 the CP61 stacker, just so it's clear what this 6 device is and how it operates, even though this may 7 not pertain to the topic of the evening. 8           It's a platform. Everything is hot 9 dipped galvanized, the platform, the structure. 10           There are side rails. Curbing, if you 11 will. Just a continuous platform, allows for 12 drainage of all, you know, liquids in the, you know, 13 rain, snow, or anything else. It's drained to the 14 side rails of the platform. Again, that's just for 15 keeping the vehicle below protected. And it also 16 drains to the rear. 17           So this is, you know, kind of a nice 18 picture of how that would look, you know, with the 19 hydraulic power pack, and you kind of get a better 20 view of what the installed features might look like. 21           I think -- yeah, I think this might be 22 the last slide. I'm not sure if we need additional 23 coverage, but we can go over. 24           There is no emergency generator 25 requirement. It's not required by us as a</p>	<p style="text-align: center;">S. Fitch</p> <p style="text-align: right;">20</p> <p>1           ATTORNEY SACHS: Well, you know what, 2 let's just go through them. Let's just get them on 3 the record. 4           THE WITNESS: Sure. 5           Just from the top, this is really just 6 a diagram of the parking environment. This is the 7 upper level. And this is the lower level that shows 8 you, which I think everybody might have seen this 9 already, with the CP61 laid out. 10           ATTORNEY SACHS: And that's the 11 "Garage Parking Plan." 12           By the way, that shows the 50 -- there 13 are 57 individual stacking platforms; is that 14 correct? 15           THE WITNESS: That's correct. 16           MR. SACHS: Okay. 17           THE WITNESS: Yeah, this actually gives 18 you those breakdown of numbers. There's 57 systems, 19 two parking spaces for each, so that you get your 20 total number of parked spaces within the stacker 21 system of 114. And you have a platform. We have 22 vehicle load capacity of 6,000 pounds. 23           And then in this environment, that you 24 see on the left of the --or, excuse me, on the right 25 side of the screen is all valet parking. So valet</p>
<p style="text-align: center;">S. Fitch</p> <p style="text-align: right;">19</p> <p>1 manufacturer. If there's a power outage, the 2 hydraulic lifts can be lowered manually, safely. 3 You know, if one particular unit had some kind of a 4 failure, the other ones do not malfunction. They 5 can continue to be used. So I think that might have 6 been an important point. 7           In downtime, if ever there is, it's 8 typically due to user damage or power, you know, 9 power -- longtime power outage by the utility 10 company. And user damage is highly unlikely with a 11 managed system so. 12           ATTORNEY SACHS: All right. And that 13 exhibit you're referring to is labeled "Space 14 Vario" -- 15           THE WITNESS: "CP61 - Electrical." 16           ATTORNEY SACHS: Okay. And how about 17 the slide prior to that, I don't think you indicated 18 it for the record, that is "2 High Stacker Corrosion 19 Protection and Platforms." 20           THE WITNESS: Correct. 21           ATTORNEY SACHS: Okay, Thank you. 22           THE WITNESS: Okay. Yes, I don't -- I 23 think we covered kind of the points here. We have 24 some other slides here, but they don't seem to be as 25 necessary.</p>	<p style="text-align: center;">S. Fitch</p> <p style="text-align: right;">21</p> <p>1 attendants will park and receive vehicles from that 2 system. 3           And valet attendants and garage 4 operations management will be by others, not by 5 KLAUS Multiparking. 6           ATTORNEY SACHS: All right. And that 7 exhibit is the "Project Parking" exhibit? 8           THE WITNESS: That's correct. 9           I think that's about where we started. 10           So we want to pass this a minute, and I'll just 11 quickly scroll through and highlight any other 12 slides that we didn't speak to. And I will just 13 bypass the ones that we have. 14           This is really just showing the 15 requirements for power, electrical supply for the 16 units. 17           ATTORNEY SACHS: Well why don't we 18 just quickly indicate what the power supply is 19 that's necessary. 20           THE WITNESS: So for each unit, you 21 have 25-amp fuses, and this is only when the motor 22 is running. 23           I'm not sure what information you're 24 looking for exactly. I don't know. I haven't done 25 an electrical study.</p>

S. Fitch  
22

1 ATTORNEY SACHS: Okay.  
2 THE WITNESS: I don't know the full  
3 amperages of the system.  
4 ATTORNEY SACHS: All right. But those  
5 are the -- those are the details for what is  
6 provided -- what is required for electrical  
7 capacity, okay?  
8 THE WITNESS: For each, correct?  
9 ATTORNEY SACHS: All right. And the  
10 next slide?  
11 THE WITNESS: Again more continuation  
12 of electrical performance.  
13 ATTORNEY SACHS: All right. So  
14 this -- this is labeled "Electrical," and "Register  
15 of electrical performances." So it indicates that  
16 there's -- you need, lockable master switch, supply  
17 cables, junction box, control cables, operating  
18 element.  
19 These are all electrical details,  
20 correct?  
21 THE WITNESS: That is correct.  
22 ATTORNEY SACHS: Okay.  
23 THE WITNESS: Sprinkler and water.  
24 ATTORNEY SACHS: Let's talk about  
25 this. So this is the "Fire Protection" exhibit?

S. Fitch  
23

1 THE WITNESS: Correct. And, you know,  
2 just for the record, we are not a fire protection  
3 consultant. This is -- it's dependent upon whatever  
4 the municipal requirements are.  
5 ATTORNEY SACHS: Okay.  
6 THE WITNESS: But this is showing a  
7 detail of typical -- typical, what we would call  
8 typical requirements for sprinklers. You know,  
9 allowing some space, minimum of four inches at the  
10 sides. Having at the rear sufficient space for  
11 sprinkler. You know, so allowing in those -- you  
12 see the dashed areas, allowing space for locating,  
13 potentially sprinkler heads.  
14 ATTORNEY SACHS: Okay.  
15 THE WITNESS: And again, this is --  
16 you will have a fire protection consultant that will  
17 detailing what that would look like in design.  
18 And this is just a list of some  
19 completed projects in the U.S. with this particular  
20 stacked unit. I think that's really just there to  
21 give an example of our footprint in the U.S. with  
22 that particular product.  
23 Warranties. We are, you know, making  
24 available to the purchasers one year of service  
25 including parts and labor. And we do offer extended

S. Fitch  
24

1 warranties. So that's usually up to the individual  
2 client.  
3 We do preventative maintenance. We  
4 have service teams that will come out two times a  
5 year and maintain the systems. Review systems for,  
6 you know, typical wear and tear. And do  
7 preventative services at those times, which, in the  
8 case of the stacker, it's really just lubrication,  
9 there's not much more than that.  
10 ATTORNEY SACHS: Okay. And that's  
11 contained under "Warranties / Service / Training"  
12 exhibit?  
13 THE WITNESS: That is correct, yeah.  
14 And then, of course, the system user  
15 training provided by us is given to -- in this case,  
16 would be given to Metropolis and to other  
17 stakeholders that would want to have that training  
18 experience. And we would have our personnel go  
19 through the entire system and usage with those  
20 individuals. And we provide training materials that  
21 can be used for, you know, training others later on  
22 as needed.  
23 And this is where we started.  
24 ATTORNEY SACHS: Okay, all right.  
25 And I think you've indicated your

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25

1 operations in the United States are located in  
2 Plainsboro, New Jersey?  
3 THE WITNESS: That's correct.  
4 ATTORNEY SACHS: And is that where  
5 your technical support is based out of?  
6 THE WITNESS: That's correct.  
7 ATTORNEY SACHS: Okay. Okay.  
8 Mr. Chairman, I don't have any further questions of  
9 Mr. Fitch.  
10 Certainly, if the board has any  
11 questions, he's certainly available for that.  
12 CHAIRMAN TIGHE: Let's find out.  
13 Anybody have any questions of the manufacturer's  
14 rep?  
15 MEMBER SHAH: Yes, I do.  
16 CHAIRMAN TIGHE: Go ahead.  
17 MEMBER SHAH: What is your typical  
18 clientele that gets this installed?  
19 THE WITNESS: Sorry, the question was  
20 what is your typical clientele?  
21 MEMBER SHAH: Yes.  
22 THE WITNESS: It varies, but working  
23 with a parking management company, it's very common  
24 for them to have stacked parking. And so I think  
25 that is a common customer for stacked parking is a

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1 parking management company.

2           So for this particular product that's,

3 you know, that's who we probably have the most sales

4 with. They are also sold to other types of

5 environments, but predominantly, it's a parking

6 management company.

7           MEMBER SHAH: Is that a safety record

8 that you have access to; like for all the

9 installations to date, how often were there any

10 safety violations?

11           THE WITNESS: No, I don't. I don't

12 have access to any of those. We are -- we don't

13 manage the environment, so it would be -- it would

14 be up to each individual parking management company

15 to have their own records.

16           MEMBER SHAH: Are there any sensors

17 that would prevent someone from bringing it way

18 down, a sensor that would override manual loading of

19 the bay?

20           ATTORNEY SACHS: I'm not sure I

21 understand the question.

22           THE WITNESS: Yeah...

23           MEMBER SHAH: Someone by mistake tries

24 to lower the bay, when there is a car or an

25 individual below the bay, a lot of places they have

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1 sensors, right? A sensor detects an object. It

2 would not allow you to let it go down or up.

3           Do we have that? Do they have that?

4           THE WITNESS: So this is, as I

5 explained, it's a manual control with a very close

6 proximity to the mechanism. You have to be engaged

7 in the operation. And you physically are watching

8 the lowering of the device.

9           So, no, there isn't any sensors

10 required. It's the response -- it's the

11 responsibility of the operator of the device. And,

12 again, those are trained individuals.

13           MEMBER SHAH: Okay. Thank you.

14           CHAIRMAN TIGHE: Are you going to go

15 over how long it takes for these to operate in and

16 out, or would that be parking?

17           ATTORNEY SACHS: Mr. Chairman, my next

18 witness is the operations of the parking.

19           CHAIRMAN TIGHE: Okay. I didn't want

20 him to get away without...

21           ATTORNEY SACHS: No.

22           CHAIRMAN TIGHE: Anybody else have any

23 questions for manufacturing? Go ahead.

24           ENGINEER CORNELL: Mr. Chairman, the

25 one slide you provided had an example of projects

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1 that were completed. There are nine indicated.

2 They're all in Florida. And the users are mixed

3 uses, commercial uses, condominiums.

4           Do you have examples of where this is

5 in New Jersey? And have you used those for

6 house-of-worship-type applications?

7           THE WITNESS: I don't think we have

8 any with our stackers, but there are other

9 competitor companies with similar operation that

10 have been installed that you could find all over

11 New Jersey.

12           ENGINEER CORNELL: Okay. Thank you.

13           CHAIRMAN TIGHE: Go ahead.

14           ENGINEER JAHR: I have only one

15 question. Can you give us a little understanding on

16 the service records of these units? How long they

17 stay in operation, how long -- how much they need to

18 be serviced, what happens when they -- when they

19 don't work right, and how long it takes for them to

20 get fixed?

21           THE WITNESS: So I'll go with life

22 expectancy. I think that's kind of what you were

23 getting at. It's indefinite.

24           You know, they're, you know,

25 zinc-magnesium-plated galvanization and hot-dipped

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1 galvanization. They're made for all types of salt

2 and every other type of corrosive material, so that

3 they don't rust or corrode.

4           The operation is a well over-engineered

5 hydraulic cylinder that never fails. It's never

6 working hard. So in most cases when they are

7 serviced, it's an indefinite lifespan. And that's,

8 you know, the reality of it.

9           Like I said, we have installations in

10 Munich from 1964 still operating today. So we don't

11 really know -- we know that if you don't care for

12 them, that you could shorten that potentially, but

13 we know that when they are serviced, they're

14 indefinite.

15           MEMBER ALLEGRE: Mr. Chairman, I have

16 a few questions.

17           Can we turn off your microphone? I

18 think you get a lot of feedback. And down the end

19 here. That's better.

20           ATTORNEY SACHS: Better? Okay.

21           MEMBER ALLEGRE: Maybe I'll just talk

22 loud. Does that work better?

23           What is the cycle time for the unit to

24 go up?

25           THE WITNESS: I believe it's four

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1 inches per second. I do have it on the slide deck  
2 here somewhere.

3           So in most cases, you know, you're --  
4 you're looking at 30 seconds for operation.

5           CHAIRMAN TIGHE: For it to go up?  
6           THE WITNESS: Yeah.

7           MEMBER ALLEGRE: And down?  
8           THE WITNESS: And down is roughly the  
9 same. And the only thing that ever impacts that  
10 even -- yeah, four inches per second.

11           The only thing that impacts that is  
12 cold temperatures may slow it incrementally, like 5  
13 percent slower.

14           I just, you know, want to make sure I  
15 say that because it's realistic when the hydraulic  
16 fluid is colder, it moves a little slower.

17           MEMBER ALLEGRE: So what is the  
18 temperature of the parking garage uses you  
19 recommend?

20           THE WITNESS: Well, ambient  
21 temperatures above freezing would be preferred. But  
22 it can work in subsurface temperatures, just  
23 slightly slower.

24           MEMBER ALLEGRE: This Metropolis  
25 parking system package says you're a parking

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1 operator. Are you going to be an operator at the  
2 facility?

3           THE WITNESS: No, that's...  
4           MEMBER ALLEGRE: Metropolis is?  
5           THE WITNESS: Yes.  
6           MEMBER ALLEGRE: Okay.  
7           Is KLAUS okay with when they -- the  
8 units are not managed or operated; can the public  
9 park on the bottom level?

10           THE WITNESS: As a manufacturer, I  
11 wouldn't make that decision.

12           I don't see why you couldn't. There's  
13 no reason. You know, if they don't have access to  
14 the keys, right, there's no way to operate it. So  
15 it's feasible that you could.

16           MEMBER ALLEGRE: So the public could  
17 park their own car on the bottom level?

18           THE WITNESS: If they decided to. I  
19 don't know the liability of every individual or  
20 institution, but yes.

21           MEMBER ALLEGRE: We're asking the  
22 manufacturer if they recommend it or not recommend?  
23           THE WITNESS: I wouldn't recommend it.  
24 I'm saying you could. That's not a recommendation.  
25 That's just a, is it feasible? Yes.

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1           MEMBER ALLEGRE: Feasible, yes, but --  
2           THE WITNESS: But, yeah, I can't make  
3 that recommendation. It's just if you want to use  
4 it in that way, you could.

5           MEMBER ALLEGRE: That's my questions  
6 for the operator.

7           ATTORNEY SACHS: Okay.  
8           VICE-CHAIRMAN MULLER: Mr. Chair?  
9           CHAIRMAN: Go ahead.

10           VICE-CHAIRMAN: Mr. Fitch, just to be  
11 clear, have you ever used this system or installed  
12 it in a house of worship?

13           THE WITNESS: This particular stacker,  
14 I have not, no.

15           VICE-CHAIRMAN MULLER: Have you ever  
16 installed any -- any system in a house of worship?  
17           THE WITNESS: Yes, it was a non-valet  
18 attended. Totally different scenario.

19           VICE-CHAIRMAN MULLER: Totally  
20 different?  
21           THE WITNESS: Yeah, and a different  
22 piece of machinery.

23           VICE-CHAIRMAN MULLER: In all the  
24 examples that you gave were in Florida. Is there a  
25 reason for that; is the system climate-sensitive?

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1           THE WITNESS: No. I think those were  
2 just some of the larger installations that were  
3 highlighted, yeah.

4           VICE-CHAIRMAN MULLER: Thank you.  
5           ATTORNEY SACHS: And, Mr. Chairman, I  
6 think what we can provide for you is we'll -- we'll  
7 get you a list of other, other locations that have  
8 utilized this system here in the Northeast.

9           CHAIRMAN TIGHE: Okay.  
10           ATTORNEY SACHS: All right. And  
11 Mr. Fitch, let me ask you a question.

12           Obviously, having a valet service on  
13 one of these systems is much more preferable than  
14 just having a non-attended system; is that correct?  
15           THE WITNESS: Yeah. The key is a  
16 valet-attended environment with these stackers.

17           CHAIRMAN TIGHE: In that vein of  
18 talking, on Fridays, you're going to have the  
19 valets?  
20           ATTORNEY SACHS: Yes.  
21           CHAIRMAN TIGHE: What are you going to  
22 do the rest of the week? So you're going to let  
23 people park by themselves, or you're going to have  
24 the valets then?  
25           ATTORNEY SACHS: No. I'm not sure

<p style="text-align: center;">S. Fitch</p> <p style="text-align: right;">34</p> <p>1 there's really a need for the valet when we have  2 just our other services, which we -- we testify --  3 we've provided testimony that they're not really  4 well-attended. The Friday afternoon service, we  5 know, is the biggest one.  6           But certainly, if there are 30 people  7 who were attending service on a routine Thursday  8 morning, they're either going to park in the surface  9 spots outside, or they can utilize some of those  10 spots in the garage as well.  11           But certainly, this board could  12 condition whatever you want with respect to when the  13 valet service is necessary, but I think right now,  14 the expectation is the only time it really will be  15 necessary is during the Friday service and any other  16 special events that we might have.  17           I think we've indicated for the major  18 holidays those are going to be off-site anyway so.  19           CHAIRMAN TIGHE: If they find that the  20 influx is more, you're going to change it and bring  21 in a valet then?  22           ATTORNEY SACHS: Yes.  23           CHAIRMAN TIGHE: You wouldn't mind to  24 have that part of the acceptance?  25           ATTORNEY SACHS: No objection to that,</p>	<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">36</p> <p>1 we're going to, since these are both similar we're  2 going to do both of the reports, the comments, at  3 the end.  4           So save your comments for after we see  5 the parking attendant's...  6           Don't go far.  7           ATTORNEY SORDILLO: Good evening.  8 Would you please raise your right hand. Do you  9 swear or affirm the testimony you're going to give  10 this evening is the truth, the whole truth, and  11 nothing but the truth?  12           PING LIEU: I swear.  13           ATTORNEY SORDILLO: Could you state  14 your name and spell for the record?  15           PING LIEU: Ping Lieu. First name,  16 Ping, P-I-N-G. Last name, Lieu, L-I-E-U.  17           ATTORNEY SACHS: I'm not going to use  18 the microphone. I'll talk loud, so I don't create  19 the feedback.  20           - - -  21           E X A M I N A T I O N  22           - - -  23           ATTORNEY SACHS: Okay, Mr. Lieu, if  24 you could give the board and the public the benefit  25 of your --</p>
<p style="text-align: center;">S. Fitch</p> <p style="text-align: right;">35</p> <p>1 Mr. Chairman.  2           CHAIRMAN TIGHE: Anybody else have any  3 questions?  4           VICE-CHAIRMAN MULLER: One follow-up.  5 I'm going to keep the mic off because it's creating  6 some noise.  7           But is there a recommended number of  8 valets per parking spot that the manufacturer  9 suggests?  10           THE WITNESS: No. That's very  11 customizable or unique to every new system, and I  12 think Metropolis, through their experience knows the  13 ratio best, yeah.  14           There is a magic number, I just don't  15 know it. Their experience can tell you that I'm  16 sure.  17           MEMBER SHAH: One last question. Is  18 there one key that fits all?  19           THE WITNESS: No. Usually, it's per  20 unit. You can, I mean, we have had installations  21 where it was requested to key them all the same, so  22 I guess that's really up to the individual.  23           CHAIRMAN TIGHE: Anybody else have any  24 questions for the manufacturer?  25           If not, just for the public's notice,</p>	<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">37</p> <p>1           THE WITNESS: I'm logged out.  2           ATTORNEY SACHS: Oh, we're logged out?  3           THE WITNESS: Can I log back in?  4           ATTORNEY SACHS: Just give us a  5 second, Mr. Chairman.  6           THE WITNESS: My apologies.  7           CHAIRMAN TIGHE: That's okay.  8           ATTORNEY SACHS: No problem.  9           Mr. Lieu, if you could give the board  10 the benefit of your employment experience, who you  11 work for.  12           And I know you also have a PowerPoint  13 presentation, which I know you'll go over. I would  14 also request that you refer to, if you are referring  15 to one of the exhibits, just indicate what that  16 exhibit is.  17           THE WITNESS: Absolutely.  18           So I'm employed by Metropolis  19 Technologies.  20           ATTORNEY SACHS: Use the microphone.  21           THE WITNESS: Sure.  22           I'm employed by Metropolis  23 Technologies. We're a seven-year-old company, as  24 the parent company, but we actually just acquired  25 SP+, which is the oldest parking operator in the</p>

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1 country; they're 95 years old this year. So  
 2 collectively, we have 102 years of experience in the  
 3 parking industry. That also makes us the largest  
 4 parking operator in the country.  
 5 I'm the director of operations on the  
 6 East Coast. So I oversee New York, New Jersey, all  
 7 the way down to Atlanta, Georgia.  
 8 As a company, as a collective company,  
 9 we employ over 23,000 employees. We have 4,000  
 10 locations and just 300 in Manhattan alone. So quite  
 11 a wealth of experience here.  
 12 I've been with Metropolis Technologies  
 13 for about two years and in operations logistics for  
 14 most of my career.  
 15 ATTORNEY SACHS: All right. So if you  
 16 can describe -- and I don't know if you want to sit  
 17 back there? If it's easier for you to do the  
 18 PowerPoint back there, we can certainly do that.  
 19 THE WITNESS: Yeah, if you don't mind.  
 20 My vision is not great.  
 21 CHAIRMAN TIGHE: All right.  
 22 ATTORNEY SORDILLO: So, Mr. Sachs,  
 23 while he's going back there, we're going to identify  
 24 this as Exhibit A-8. And this is going to be the  
 25 PowerPoint prepared on behalf of Metropolis,

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1 correct?  
 2 ATTORNEY SACHS: Yes. It's labeled  
 3 "Metropolis x Masjid Sadar Community Center, dated  
 4 July 46th, 2024," but we know that that's not  
 5 correct, so July of 2024.  
 6 THE WITNESS: Should be 16.  
 7 So in Slide Number 2 just general  
 8 overview of the Metropolis parking system.  
 9 - - -  
 10 (Exhibit A-8, Metropolis x Masjid  
 11 Sadar Community Center, dated July 46th,  
 12 2024, was marked for identification.)  
 13 - - -  
 14 THE WITNESS: We utilize computer AI,  
 15 machine learning, to actually tie license plates to  
 16 specific profiles. It gives us the ability to  
 17 enhance a customer's experience.  
 18 If you can imagine, typically, when you  
 19 go to a parking operation, they hand you a ticket,  
 20 you leave, and you're sort of an anonymous face.  
 21 With Metropolis, once you register, you're good in  
 22 any Metropolis location. So when you come back they  
 23 can say, you know, "Welcome back, Mr. Lieu. Hope  
 24 you had a great time," and so on. And so we're able  
 25 to elevate our experience with Metropolis

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1 Technologies.  
 2 Since our acquisition in May, we've  
 3 seen quite a bit of growth. We've actually -- we're  
 4 at 600-plus locations Metropolized, we're actually  
 5 about 4,000 combined with SP+ and Metropolis. We  
 6 have four million members, and we're deployed across  
 7 40-plus markets currently. And we're in the process  
 8 of converting all of our sites over.  
 9 Slide 4, just generally, you know,  
 10 our -- our goal by 2026, we want to see 50 million  
 11 members on our platform, that way we are able to  
 12 achieve the network effect.  
 13 So if you park here at the temple one  
 14 day and you go to the city, you know, next weekend,  
 15 you already have a profile; you just pull in, and  
 16 it's a seamless site experience all over, and you  
 17 get that network effect from our scale. And by  
 18 2026, we'll have -- we anticipate we will be in  
 19 360-plus markets.  
 20 So just a general overview of our valet  
 21 experience. When a car pulls up, the valet  
 22 attendance will walk up. All of our valet  
 23 attendants are armed with an iPhone or an iPad.  
 24 They'll scan the license plate with that device.  
 25 It will automatically read, and if

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1 it's your first time visiting, they will send an  
 2 invite to your phone or by text message, and it's  
 3 four easy questions, name, license plate, typically  
 4 in a commercial operation it would be a credit card,  
 5 but in this operation, it will not, so that will be  
 6 bypassed.  
 7 And normally in a commercial operation,  
 8 there will be a button -- a customer interface. No  
 9 app to download or anything required. It's just  
 10 right in the text message, you just click the link.  
 11 And it lets the valet attendant request -- or it  
 12 requests the vehicle for you, and it lets the valet  
 13 attendant know ahead of time.  
 14 Through this, you know, through the  
 15 profile creation then, you know, the request your --  
 16 your vehicle, it creates a seamless operation.  
 17 We've gotten, you know, overwhelmingly positive  
 18 feedback on this sort of twist on parking.  
 19 And Slide 8. This is the digital car  
 20 request function that I was referring to earlier.  
 21 So in the customer view, you'll see the request for  
 22 your vehicle button. You'll click that.  
 23 If this was a commercial operation,  
 24 they would add a payment method -- and we'll get  
 25 into this site specifically, you know, as the slides



<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">42</p> <p>1 go through, but in the general operation, you know,  2 you would add your payment method, and that will  3 live within your profile so you don't have to add  4 that again.</p> <p>5           And then it notifies our valet, and you  6 get what we call our Pizza Tracker, which is gives  7 your status updates on the status of your vehicle.</p> <p>8           This is just our general dashboard for  9 what our valet sees. So somebody drives in and is  10 checked in. There's different statuses in each box.  11 You can see the number of requests that come in, the  12 status of it. If there is any departures, the valet  13 has already worked on the vehicle, got it, you know,  14 set it up on the ramp, and is ready to hand the keys  15 over.</p> <p>16           You can see also in the bottom left  17 retrieval process, so there's always a very clear  18 view for our valets of what is going on in the site.</p> <p>19           Just for chain of custody, we also  20 utilize key tags that the valets use to scan with  21 their iPhones. These key tags get attached to the  22 key loops so that if somebody drives in with a white  23 Tesla, and then somebody else drives in a white  24 Tesla, you don't hand over the wrong keys. They're  25 tied to that specific Tesla.</p>	<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">44</p> <p>1           All vehicles will drive in, unless an  2 attendant sees a vehicle that's oversized or  3 handicap required. Then, they will direct the car  4 to park in one of these spots. Otherwise, everybody  5 will drive down into the garage.</p> <p>6           When we get here they will pull up. If  7 you see on the bottom left or the bottom right,  8 that's the ramp. They'll come around to the  9 elevator bank. And we envision having multiple  10 teams, so Section A, B, C, D, and E will -- will all  11 have a team of two: One to run the vehicles, the  12 other one to operate the lifts.</p> <p>13           So as Sean, my colleague here,  14 mentioned, the lifts can be operated 30 seconds up  15 30 seconds down. That does not account for the  16 human factor. So bringing the vehicles back, up  17 properly, locking the vehicles, parking them in the  18 slot.</p> <p>19           So the reason we're separating out  20 these in sections is, if you imagine one vehicle  21 comes down, it lines up and goes to Section A, goes  22 into the first stall in Section A. His counterpart  23 will move the vehicle up top. The next vehicle goes  24 into Section B, C, and D, and E, and, you know and  25 so on, you know, sequentially, so that they're not</p>
<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">43</p> <p>1           Slide 12. This is more for general  2 commercial applications. If you visited Manhattan,  3 you know, oversize add-ons and so on. This is not  4 applicable in this scenario. It's just more so to  5 describe our -- our general product.</p> <p>6           And then damage reports. So for claims  7 and liability purposes, each visit, the valets can  8 click into each section of the vehicle right here in  9 this sort of carton drawing. They can take a photo  10 and then mark where any damage is so that, you know,  11 everything is properly documented for claims and  12 liability.</p> <p>13           Slide 14. Somebody can also schedule  14 requests for their vehicles. So we actually -- in  15 the operation plan for this site, we're actually  16 opting to disable this function in favor of efficacy  17 of, you know, removing vehicles and bringing  18 vehicles in because we know that we have a tight  19 turnaround for this.</p> <p>20           So for this site specifically, if you  21 look here, this is the surface lot. We have roughly  22 43 parking stalls in this area. So the way we  23 envision this operation, we will cone off all the  24 surface slot spots and hold this location as an  25 overflow lot.</p>	<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">45</p> <p>1 all tied together.</p> <p>2           I hope that makes sense. In that way,  3 we're able to operate the valet efficiently so  4 they're not waiting on each other and bumping  5 against each other's operation.</p> <p>6           The way we envision this site, as well  7 as on exit, we will have the vehicles pulled out in  8 the same sequence, just in reverse. That way,  9 it's -- it's much more efficient. We realize that  10 we have about one hour to bring all the vehicles  11 out, check them out, and then the next group will  12 come in as well.</p> <p>13           And we feel that with a team of 12, we  14 can do this very well. And we're also very  15 cognizant of, you know, the traffic in the area, and  16 we want to make sure that we preserve that.</p> <p>17           So when we operate in this fashion, we  18 save the -- the upper lot for overflow so that all  19 the cars can be staged in that area versus backing  20 up into the street.</p> <p>21           ATTORNEY SACHS: Thank you.</p> <p>22           THE WITNESS: That concludes my slide  23 deck.</p> <p>24           ATTORNEY SACHS: Just so -- just so  25 it's clear, if you can go back to those last two</p>

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1 slides, I want to get the title of that.

2 THE WITNESS: Yes.

3 ATTORNEY SACHS: So the surface lot is

4 "Operational Plan"?

5 THE WITNESS: "Operational Plan, Slide

6 16. "

7 ATTORNEY SACHS: Okay. And the next?

8 THE WITNESS: The garage view is

9 "Operational Plan, Slide 17."

10 ATTORNEY SACHS: Okay.

11 ATTORNEY SACHS: And let's just go

12 back for a second. So let's talk about -- you said

13 vehicles will be staged in a different location to

14 account for the fact that you don't have backups

15 going onto -- onto the surface parking lot, which

16 could impact traffic.

17 Briefly, just describe that again.

18 THE WITNESS: Correct. So as you

19 imagine, vehicles will pull in where this red

20 arrow -- red arrow comes in. They'll make a right

21 around the curb and then go down the ramp.

22 So because we're pulling the cars to

23 the furthest possible location on-site, it gives us

24 room to line up the vehicles behind it as they're

25 continuing to park. And then, if vehicles are

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1 deemed oversized or should be kept on the surface

2 lot to accommodate handicap, you know, ADA-required

3 vehicles, for example, they can be parked in this

4 area, and those partners can be directed to specific

5 spots to park in.

6 So in that way, for example, if we kept

7 the valet operations right here at the entrance, for

8 example, then the traffic would be backed out into

9 the street, but obviously, we want to be cognizant

10 of the community, so we pull all the vehicles to the

11 front, the furthest possible point in the operation.

12 ATTORNEY SACHS: All right. And

13 you're going to have 12 valet parkers for Friday

14 afternoon -- for Friday afternoon services?

15 THE WITNESS: Correct.

16 ATTORNEY SACHS: And any other time

17 that is really deemed necessary?

18 THE WITNESS: And large events.

19 ATTORNEY SACHS: All right. And your

20 turnaround time is about one hour?

21 THE WITNESS: Out and in for the exit.

22 ATTORNEY SACHS: Okay, so one hour out

23 and in. And in terms of larger vehicles, just so

24 it's clear on the record, large vehicles will not be

25 parked in this stacking system; they'll be parked

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1 either in surface parking or in other locations that

2 don't have the stacking?

3 THE WITNESS: Correct, yes.

4 So I mean, maybe Sean could confirm,

5 but typically, we can fit mid-sized SUVs on the

6 bottom row of a stacker, but we would -- obviously,

7 we would never put them up top.

8 And then, larger, you know, full-size

9 trucks, for example, we keep them on the surface

10 lots and not even put them under the -- the stacker

11 or above.

12 ATTORNEY SACHS: Okay. And if there

13 are certain individuals who need to be there for

14 both services on a Friday, for instance, clergy, you

15 know, staff that will assist, they would go on the

16 spots as well?

17 THE WITNESS: Correct, yes.

18 So with a typical valet operation,

19 whoever is going to stay the longest will typically

20 be up top and the furthest back. So that way not to

21 impede the operation of, you know, the rest of the

22 valets.

23 ATTORNEY SACHS: Okay. And there's 12

24 employees. Is some person designated as sort of the

25 manager of this operation?

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1 THE WITNESS: Correct.

2 So, sorry. Here you go. 1, 2, 3, 4,

3 5. So then we would have ten employees down below

4 with a captain, and then one up top. Essentially

5 screening vehicles going down to identify which

6 should stay up top, you know, again full-size

7 vehicles or ADA required.

8 And again, the captain down below,

9 that's sort of directing the teams.

10 ATTORNEY SACHS: Okay. All right,

11 anything else you need to add, Mr. Lieu?

12 THE WITNESS: I think that's it on my

13 end.

14 ATTORNEY SACHS: Okay. All right.

15 Mr. Chairman, certainly Mr. Lieu is

16 available for any questions. He could certainly go

17 through any of the slides on the exhibit as well.

18 CHAIRMAN TIGHE: What's your pleasure?

19 Anybody have any questions?

20 MEMBER ALLEGRE: Where are the

21 12 people parking, the 12 employees?

22 THE WITNESS: We would typically keep

23 them on the surface lot or in the back of the

24 garage. So up top, you know, as far towards the

25 back.

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1 CHAIRMAN TIGHE: So, in essence,  
 2 you're losing 12 spots right off of the get-go?  
 3 ATTORNEY SACHS: Not necessarily. We  
 4 could also probably have a procedure where we could  
 5 have them park off-site and then transport them to  
 6 the site.  
 7 CHAIRMAN TIGHE: Hang on. Hang on.  
 8 ATTORNEY POHLMAN: Mr. Lieu, given my  
 9 knowledge of labor markets, what are the odds of --  
 10 what's the probability of you actually having 12  
 11 employees who are going to work a limited shift on a  
 12 Friday midday, limited afternoon?  
 13 And so the -- the follow-up question  
 14 for that is what is the minimum manpower that's  
 15 needed to operate this facility?  
 16 THE WITNESS: The minimum? I would  
 17 say efficiently within the time frames that we're  
 18 required to operate, I would say 11 at minimum. So  
 19 in terms of labor markets, we operate a lot of  
 20 event -- event lots, event garages all across the  
 21 country. And there's a market for part-time labor  
 22 for this type of, you know, for this type of job.  
 23 We typically do not have any trouble,  
 24 you know, staffing for these type of operations.  
 25 ATTORNEY SACHS: We could also agree,

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1 through the Chair, that if we don't need 12  
 2 employees using -- utilizing their parking services,  
 3 we won't use 12 employees.  
 4 Again, I agree with you, Mr. Pohlman,  
 5 this is really limited activity on a Friday  
 6 afternoon and on a specific event. So if we can get  
 7 away with less than 12, that's fine.  
 8 And, by the way, I didn't mean to  
 9 aggravate the crowd when I said we would transport  
 10 them offsite. I certainly would not want to tie up  
 11 any of the available parking at this location, but  
 12 if it requires the house of worship to have some  
 13 type of van and have these individuals park  
 14 elsewhere, maybe not in Sayreville, certainly, in no  
 15 one's driveway, we'll do that because we want to  
 16 honestly maximize the spaces on site.  
 17 CHAIRMAN TIGHE: Thank you. Anyone  
 18 else?  
 19 MEMBER ALLEGRE: I have one more.  
 20 According to the information we received the Friday  
 21 prayer, the first one ends at 12:45. The second one  
 22 starts at 1:20. How many employees do you need to  
 23 exit -- I don't want to hear from you, I want to  
 24 hear from you.  
 25 How many employees do you need to exit

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1 and onboard the full parking lot between 12:45 and  
 2 the 1:20 start time?  
 3 THE WITNESS: Twelve.  
 4 MEMBER ALLEGRE: So for -- because in  
 5 your documents here, it says you need an hour  
 6 between services. So you have 12:45 to 1:20; it's  
 7 35 minutes.  
 8 ATTORNEY SACHS: I am going to have to  
 9 answer that question. You're referring to an  
 10 exhibit that was provided prior to us looking into  
 11 this staged parking system -- stacked parking  
 12 system.  
 13 MEMBER ALLEGRE: Okay. So can we get  
 14 testimony updating the times?  
 15 ATTORNEY SACHS: Yeah, we'll be able  
 16 to do that. But we can stipulate to the fact that  
 17 it will be an hour, an hour lag in between the two.  
 18 MEMBER ALLEGRE: Between finish time  
 19 and start time over the next -- can we get  
 20 confirmation that's permissible?  
 21 ATTORNEY SACHS: Yeah. I'm also going  
 22 to get you -- and I meant to bring it tonight  
 23 because I do have it, and I'll provide it to counsel  
 24 and to your secretary of the board -- I do have a  
 25 calendar, which I think was requested of every day

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1 when services will start.  
 2 And I think we indicated last time we  
 3 do have some flexibility in terms of start time. We  
 4 do know that we need this hour, hour gap so.  
 5 MEMBER ALLEGRE: You need an  
 6 hour/hour-and-a-half between?  
 7 ATTORNEY SACHS: No, hour.  
 8 MEMBER ALLEGRE: An hour between?  
 9 ATTORNEY SACHS: Yeah.  
 10 MEMBER ALLEGRE: Between the end of the  
 11 first and the start of the next one?  
 12 ATTORNEY SACHS: Yes.  
 13 MEMBER VOLOSIN: Well, Mr. Chairman, I  
 14 was going to ask the same thing, how long would it  
 15 take to have 121 parking places.  
 16 How long does it take to empty that  
 17 entire 121 cars?  
 18 THE WITNESS: Yeah, so to empty it, we  
 19 would say about 30 to 35 minutes. And then, to get  
 20 them in -- it's a little faster because everybody's  
 21 driving in, and you're not bringing the vehicles and  
 22 checking them out.  
 23 So again, about an hour to empty and  
 24 bring the vehicles back.  
 25 MEMBER ALLEGRE: Question, so what is

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1 the cycle time, my user experience with you?  
 2 I come in, you get in my car, I hand  
 3 you the keys --  
 4 THE WITNESS: Yeah.  
 5 MEMBER ALLEGRE: -- what's the cycle  
 6 time from that point I hand you my keys to the time  
 7 you hang it up and go to the next one?  
 8 THE WITNESS: Sure. That's why we  
 9 have multiple teams. So as one is --  
 10 MEMBER ALLEGRE: I just want to know  
 11 for one.  
 12 THE WITNESS: For one? So let's say  
 13 the car pulls in. The runner comes, takes the keys  
 14 and takes it to the ramp and drives it up. About a  
 15 minute to a minute and a half.  
 16 MEMBER ALLEGRE: A minute to a minute  
 17 and a half, okay. And how about if I were to leave --  
 18 THE WITNESS: If you were to leave --  
 19 MEMBER ALLEGRE: If I've become a top  
 20 car and this car parked underneath me?  
 21 THE WITNESS: Right. From the top  
 22 car, it would be 30 seconds down.  
 23 MEMBER ALLEGRE: And then there's a car  
 24 underneath, and I'm the top car.  
 25 THE WITNESS: Well, that's why we --

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1 the exit will be in a systemic fashion. We're not  
 2 just taking vehicles as requested; we're taking  
 3 vehicles out --  
 4 MEMBER ALLEGRE: How do you guarantee  
 5 that I'm not going to stay?  
 6 I've got a basketball court. I've got  
 7 an exercise room. I've got a classroom to go to;  
 8 how do you guarantee somebody -- so before you get  
 9 involved -- exit the bottom car, bring my car down,  
 10 pull the car back in?  
 11 THE WITNESS: Sure. So two-part  
 12 question: In a typical valet operation, as somebody  
 13 gets checked in, you would ask them, are you leaving  
 14 right away? What time are you leaving?  
 15 MEMBER ALLEGRE: And so that would get  
 16 parked. I park in New York City all the time, I  
 17 want my car to be convenient. I always say I'm  
 18 leaving in under an hour, right?  
 19 THE WITNESS: Oh, then your vehicle  
 20 isn't going to be brought out until everybody else  
 21 gets because in this --  
 22 MEMBER ALLEGRE: The shortest time  
 23 possible --  
 24 THE WITNESS: The shortest time  
 25 possible --

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1 MEMBER ALLEGRE: I want my car is  
 2 closest.  
 3 ATTORNEY SACHS: Mr. Chairman, we  
 4 can't have two people talking at the same time, so.  
 5 MEMBER ALLEGRE: So just answer the  
 6 straight question. Time.  
 7 THE WITNESS: Sure.  
 8 MEMBER ALLEGRE: I'm on top. There's  
 9 a car below me. How long does it take to get my  
 10 car?  
 11 THE WITNESS: So just -- I want to  
 12 preface that that is -- that's not how we would  
 13 operate this.  
 14 MEMBER ALLEGRE: Good. I want the  
 15 answer anyway.  
 16 THE WITNESS: With that, if we had to  
 17 do it, we would have to pull a car out; that would  
 18 take about 45 seconds. And then, bring the car  
 19 down; that's another 30. So that's a minute and 15.  
 20 And then just drive it back up to the top, so about  
 21 another minute or so. So two minutes and  
 22 15 seconds.  
 23 MEMBER OF THE AUDIENCE: No, not two  
 24 minutes?  
 25 CHAIRMAN TIGHE: Hang on. We can only

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1 have one person talking. Thank you.  
 2 MEMBER ALLEGRE: Just a follow-up  
 3 question. Will the attendees to the mosque, will  
 4 they be parking their own vehicle in the lower  
 5 level?  
 6 THE WITNESS: They will not, no.  
 7 MEMBER ALLEGRE: Is there any reason  
 8 for that?  
 9 THE WITNESS: Because we want to make  
 10 sure it's the most efficient operation possible, so  
 11 we want to fill them in sequentially, fill them in,  
 12 move them up. Once the top is all filled in, then  
 13 we fill the bottom row sequentially.  
 14 MEMBER ALLEGRE: Thank you.  
 15 ATTORNEY SACHS: Mr. Chairman, if I  
 16 could just respond to one comment?  
 17 CHAIRMAN TIGHE: Go ahead.  
 18 ATTORNEY SACHS: I think it was a  
 19 comment that, you know, someone could stay there all  
 20 day. No, that's not feasible because we have  
 21 committed to the fact, and we'll agree to a  
 22 condition, that on Friday afternoons when we're  
 23 doing service, there are no other activities  
 24 occurring here, there's no exercise, there's no  
 25 gymnasium, there's no classes being conducted.

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1 So the only activities that will occur  
2 on a Friday afternoon when this parking system will  
3 be in its highest demand will be the ritual  
4 services.  
5 MEMBER ALLEGRE: Can I make a comment  
6 to that?  
7 MEMBER OF THE AUDIENCE: And how  
8 often --  
9 CHAIRMAN TIGHE: Hold the public  
10 comment for later, please. Go ahead.  
11 So on Friday afternoon, I can't work  
12 out before -- before it starts? And I can't stay  
13 afterwards to work out?  
14 ATTORNEY SACHS: Well, we'll have a  
15 policy that if you are working out on Friday morning  
16 -- and by the way, I don't think that's going to  
17 happen because that's a holy day -- but if you did,  
18 if you were able to exercise Friday morning, you're  
19 going to have to be out of that facility and have  
20 your vehicle out unless you're planning on staying  
21 for services.  
22 MEMBER ALLEGRE: Right. So I want to  
23 stay for service, or I want to stay afterward to --  
24 to work out or play basketball, I could?  
25 CHAIRMAN TIGHE: He said there's no --

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1 no workout.  
2 MEMBER ALLEGRE: If I could hear that  
3 from the applicant.  
4 CHAIRMAN TIGHE: You just did.  
5 ATTORNEY SACHS: Yeah, I mean, I'm  
6 advised that it takes time to set up the prayer  
7 facility and so their -- Mr. Khan, I know you've  
8 been previously sworn in, if you want to...  
9 ADNAN KHAN: Yeah. Usually, Friday is  
10 a working day. Most of the people that attend the  
11 services are coming from work, so the -- the Masjid  
12 basically is not open for any activities in the  
13 morning because they are preparing for the services,  
14 which takes time. Like they have to vacuum the  
15 carpets and things like that.  
16 So usually, there is no activity prior  
17 to the service.  
18 MEMBER ALLEGRE: And again, all  
19 aspects of the building will be closed for the day  
20 except for the prayer room?  
21 ADNAN KHAN: That is correct. And  
22 maybe there will be some activities in the  
23 evening -- but not during -- after the prayer  
24 service.  
25 MEMBER ALLEGRE: After the prayer

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1 service is over?  
2 ADNAN KHAN: Yeah. There will be no  
3 activities.  
4 MEMBER ALLEGRE: After it's over?  
5 ADNAN KHAN: After it's over, yeah.  
6 MEMBER ALLEGRE: You said in the --  
7 ADNAN KHAN: And most of the time  
8 people are in a rush to go back to work. So  
9 basically, they are coming, taking a lunch break or  
10 whatever to offer the prayer services.  
11 So usually, they just leave and go back  
12 to work.  
13 CHAIRMAN TIGHE: Anybody else? Go  
14 ahead.  
15 VICE-CHAIRMAN MULLER: Mr. Lieu, you  
16 state in your PowerPoint that you need at least one  
17 hour to get people in, get people out for the next  
18 service?  
19 THE WITNESS: Yes, sir. Well, roughly  
20 about an hour to get everybody. Just on a more  
21 conservative estimate, yes, it would take  
22 approximately an hour.  
23 VICE-CHAIRMAN MULLER: And then, in  
24 the PowerPoint, it says that the traffic conditions  
25 from the street will impact that, right?

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1 THE WITNESS: No, I don't -- I did  
2 not...  
3 VICE-CHAIRMAN MULLER: It says your  
4 traffic from the street, as well as surface lot,  
5 will back up the flow on the lower level, correct?  
6 THE WITNESS: Sorry. Can you repeat  
7 that? I didn't get that.  
8 VICE-CHAIRMAN MULLER: It says traffic  
9 from the street, as well as surface lot will backup  
10 the flow from the lower level, correct?  
11 THE WITNESS: No. What I meant to say  
12 is that we plan the valet, sort of base, to be the  
13 furthest in the operation, so it doesn't back out  
14 into the street.  
15 VICE-CHAIRMAN MULLER: Won't the  
16 traffic on Ernston Road impact that one hour?  
17 THE WITNESS: It will.  
18 VICE-CHAIRMAN MULLER: And let me --  
19 let me explain. It will, and especially on Friday.  
20 Because I know you have -- you have the Upper  
21 Elementary School down the block. A lot of Fridays,  
22 there's early dismissal. So you have all the school  
23 buses leaving the UES around one o'clock, going down  
24 Ernston Road.  
25 It's going to take more than an hour,

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1 correct?

2 ATTORNEY SACHS: Mr. Muller, I know

3 you're asking lots of questions about our traffic.

4 I'm not sure he's the one who's qualified to answer

5 that. That would be my traffic expert who will

6 testify at the next hearing. But he, obviously, now

7 has the benefit of this testimony, and I think he

8 can give you a detailed analysis of how that will

9 operate.

10 And I think even maybe at the first

11 meeting, we put -- we agreed to a condition that

12 we're going to have the police there which will,

13 obviously, control the traffic exiting and entering

14 that site so.

15 VICE-CHAIRMAN MULLER: It's just, my

16 point was, just that the one hour is contingent upon

17 there being ideal traffic conditions that about the

18 facility, correct?

19 THE WITNESS: It doesn't stop us from

20 bringing the vehicles to, you know, the customers,

21 the parkers, though. They can still -- we can still

22 bring them down the ramp or to their vehicles, and

23 they can be there.

24 The traffic flow out, again, I couldn't

25 speak to the traffic, but they will have their

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1 vehicles in hand ready to go.

2 VICE-CHAIRMAN MULLER: They'll be

3 ready to go, but if they can't pull out onto Ernston

4 Road because it's all backed up with school buses

5 and other cars, you're not going to -- you're not

6 going to empty that lot out in an hour, right?

7 And I'm asking you about a

8 hypothetical. So I understand your one hour is

9 based on an assumption that you're going to have

10 ideal traffic conditions on, arguably, the worst

11 road in our town.

12 THE WITNESS: Again, I can't -- I

13 can't speak to the traffic pattern so.

14 VICE-CHAIRMAN MULLER: Okay. Okay.

15 I don't have any other questions,

16 Mr. Chairman.

17 MEMBER OF THE AUDIENCE: Let's get to

18 it, we're on a one-lane road.

19 MEMBER OF THE AUDIENCE: Worst road.

20 MEMBER OF THE AUDIENCE: One effing

21 lane.

22 CHAIRMAN TIGHE: Whoa. Whoa.

23 Everybody, calm down. You are going to have a

24 chance.

25 MEMBER OF THE AUDIENCE: When?

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1 MEMBER OF THE AUDIENCE: When?

2 CHAIRMAN TIGHE: Whenever he's done.

3 MEMBER OF THE AUDIENCE: They've done

4 it once, they'll do it again.

5 CHAIRMAN TIGHE: We have to get this

6 on record. You have to be quiet. You will get your

7 turn, I promise you that.

8 MEMBER OF THE AUDIENCE: What time?

9 What time?

10 MEMBER OF THE AUDIENCE: How many of

11 these are going to have?

12 ATTORNEY SORDILLO: Mr. Chair, if I

13 may, the procedure -- we're keeping the same

14 procedure we've done through every hearing: The

15 witness testifies. The board and the board's

16 professionals ask their questions. Then it gets

17 opened to the public at the end to ask the

18 questions.

19 We're not changing it. That's how it

20 has been. That's how it's going to continue.

21 Right now, we're in the board and the

22 board's professionals asking questions to the

23 witness. You will be allowed to ask your questions

24 when the board has completed.

25 MEMBER SHAH: Which vehicles are you

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1 classifying as large vehicles that cannot go on the

2 top bay?

3 THE WITNESS: Typically, full-size

4 trucks or full-size SUVs. We wouldn't put any SUVs

5 on the top. Mid-size SUVs would be under the

6 stackers. But otherwise, that would be it, that

7 would be the limit.

8 MEMBER SHAH: Okay. Another question

9 I have is, you mentioned that it takes about an

10 hour, right, when you guys have done holiday events,

11 right? Now, even something like this, church

12 holiday events are in. I go to church.

13 Like Mr. Muller said, like you go to

14 PNC Bank Arts, you know, it's a huge parking lot,

15 you can get 100 cars in, 200 cars out. This is not

16 the case here.

17 So if you have Ernston Road backed

18 up -- or how are you intending to bring 60 cars up,

19 and are they going to be parked? How are they

20 exiting?

21 And you have 60 cars in, but that -- do

22 you think it, ideally, can get done in an hour?

23 THE WITNESS: Again, that would --

24 that would, I guess, it would depend on the traffic

25 pattern. And I'm not qualified to speak to the --

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1 to the traffic patterns in the town. So I believe  
2 there is an expert coming next week, or, at the next  
3 hearing so...

4 MEMBER SHAH: So from that, Mr. Sachs,  
5 like you said, the traffic study engineer would be  
6 there, but I think we would need him as well because  
7 what he -- his operations is different than the  
8 traffic engineer's study, right?

9 The traffic engineer just does a study,  
10 but does that operate up and down?

11 ATTORNEY SACHS: Mr. Shah, I haven't  
12 provided you with a revised traffic study yet, but  
13 we're going to provide that.

14 Just a follow-up question, though.  
15 Mr. Lieu. I know you were talking about special  
16 events that might occur where you're providing  
17 parking, which, of course, you don't know how things  
18 are going to operate.

19 Would you consider this to be a  
20 consistent routine parking pattern that's going to  
21 occur every Friday in terms of a house of worship  
22 use?

23 THE WITNESS: It does, yes.  
24 So we're typically used to operating at  
25 baseball stadiums, concert venues such that that is

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1 quite a multiple of this operation. I do anticipate  
2 that this would be a very consistent operation.

3 MEMBER SHAH: Also, the only  
4 difference is in concert venues, when the concert is  
5 over, people are going home. Here you're -- you're  
6 between two different prayer services, so it's  
7 urgent that, you know, that going -- people who  
8 completed prayers are going out, and the ones coming  
9 in for prayer, they don't have the luxury of time  
10 like the concert-goers do.

11 MEMBER ALLEGRE: Mr. Lieu --  
12 THE WITNESS: Yes, sir.  
13 MEMBER ALLEGRE: -- so one hour was  
14 your conservative estimate to empty the lot and  
15 re-stack it.

16 What's your non-conservative estimate?  
17 THE WITNESS: It wouldn't very, about  
18 ten minutes faster, about 50 minutes, but I think  
19 that's faster.

20 MEMBER ALLEGRE: 50 minutes?  
21 THE WITNESS: Would be about  
22 50 minutes, for the full cycle, approximately.  
23 ATTORNEY SORDILLO: Conservative would  
24 be the hour. So we would think non-conservative  
25 would take you longer.

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1 THE WITNESS: So then I reverse those,  
2 then.

3 MEMBER ALLEGRE: Okay.  
4 ATTORNEY SACHS: 15 minutes slower.  
5 MEMBER ALLEGRE: So 15 minutes slower;  
6 one hour and 15 to empty the lots?

7 THE WITNESS: Yes.  
8 CHAIRMAN TIGHE: Best scenario is 50  
9 minutes; worst scenario is an hour and 15; is that  
10 what we're testifying?

11 ATTORNEY SACHS: Yes, Mr. Chairman.  
12 CHAIRMAN TIGHE: Okay. Anybody else  
13 have any questions?  
14 Go ahead, Jay.

15 ENGINEER CORNELL: Mr. Chairman, a  
16 couple of questions.  
17 Do you have examples of any other  
18 houses of worship in New Jersey where you provide  
19 these services?

20 THE WITNESS: Not in New Jersey, no.  
21 ENGINEER CORNELL: And could you walk  
22 me through the path of a driver of a vehicle that  
23 comes into the facility.  
24 Where does he exit the vehicle?  
25 After the service is over where does he

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1 go to retrieve the vehicle; how does he get it?  
2 Is everybody dropping off in front of  
3 the building; are they dropping off in the garage  
4 area?

5 Could you just clarify that?  
6 THE WITNESS: Sure. On the entry,  
7 everybody's pulling in down the ramp and -- it's not  
8 up -- but when they come across, if you would see  
9 the bottom -- the bottom row, the bottom drive,  
10 there's an elevator bank. So they drop the vehicle  
11 off there.

12 They would get checked in. And they  
13 would take the elevator up to the facilities. And  
14 then from there, the valets will take it around the  
15 garage and park it.

16 On the way out, so the vehicles would  
17 be pulled out in the same sequence but in reverse  
18 and pulled up to the driveway to the front of the  
19 building. And then, the vehicles would be picked up  
20 there.

21 So then we're -- we are able to line up  
22 vehicles through the lot and down.

23 ENGINEER CORNELL: So you're going to  
24 be stacking the vehicles? When someone's leaving,  
25 you're stacking the vehicles in the upper portion of

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1 the parking lot, not the garage?

2 THE WITNESS: Correct.

3 ENGINEER CORNELL: So potentially, you

4 could be blocking the other parking places with

5 your -- with your stacking of the vehicles?

6 THE WITNESS: No, there's -- well,

7 that's why we're valeting because the first people

8 in will be the last out, and so in the same concept,

9 the first vehicles in would be the last out as well.

10 So we're matching the sequence of how

11 somebody will come into the temple.

12 ENGINEER CORNELL: I have some

13 concerns with how that's going to operate. I'm

14 concerned with the spaces being blocked by the valet

15 vehicles coming out of the garage area, the surface

16 parking up above being blocked by the valet

17 vehicles.

18 THE WITNESS: So typically, we

19 would -- we would cone off one lane, and that would

20 be the staging lane, and then, the other would be

21 the traffic out because there is no two-way traffic,

22 right? The vehicles are either coming in or they're

23 coming out, but they're not coming in and out during

24 the same time period.

25 ENGINEER CORNELL: Thank you.

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1 CHAIRMAN TIGHE: Anybody else have any

2 questions? Tom, go ahead.

3 MEMBER ALLEGRE: All right. Mr. Lieu,

4 at the end of the shift will the parking deck be

5 left in the up or down position?

6 THE WITNESS: Could you repeat that

7 one more time?

8 MEMBER ALLEGRE: The deck, will it be

9 left in the up position or end of the shift?

10 THE WITNESS: At the end of the shift,

11 it would be left completely down on the floor, yep.

12 CHAIRMAN TIGHE: Go ahead.

13 ENGINEER JAHR: Is it okay if I leave

14 the microphone off? Am I clear enough?

15 CHAIRMAN TIGHE: You're fine.

16 ENGINEER JAHR: I have some very

17 specific operational questions, all right. So one

18 at a time.

19 This is very different than a retail

20 establishment or a housing, okay. This is an

21 intensive use in a very specific time period where

22 you need to make this operate, okay. You're the

23 operator, okay. So I'm -- my questions to you are

24 very specific in your operation, all right.

25 How do you manage it when they're going

P. Lieu 72

1 to have the worshippers come in their periods, okay?

2 And they're probably going to be consistent about

3 the number of people that come, all right.

4 What happens when you have someone call

5 out sick, or you're not able to have enough men for

6 that day; how will you manage that?

7 How is that going to get managed?

8 THE WITNESS: Sure. So we have a

9 network of about 200 valets in the area that are --

10 that we can fill in. And we do it quite often for a

11 lot of our valet sites.

12 So we already have a workforce built

13 in, and many of them are happy to pick up extra

14 shifts and side work, you know, at -- at a number of

15 our valet locations.

16 ENGINEER JAHR: I wanted to get a

17 little deeper, okay. So you have your full -- okay.

18 It's 12:15 we're doing -- focusing on the in-between

19 spots. This is where -- I don't see the initial

20 arrival being the challenge. And I don't see the

21 very, very end of the second. That space in the

22 middle is very challenging.

23 You have all of your people there for

24 the first operation. Two of your guys get sick; how

25 are you going to handle that? Where is the

P. Lieu 73

1 overflow? How do you manage that -- or just one guy

2 one -- guy calls out? How does that get managed?

3 I think it's a reasonable question. I

4 think that's something that could be very

5 foreseeable because, again, this is not a retail

6 operation. This is not Downtown Hoboken. This is

7 not other -- Downtown Red Bank, where I have seen

8 similar systems to this implemented. This is very

9 different.

10 So that's why I think the question that

11 has been asked over and over is, do you have any

12 other example of house of worship for this

13 particular type? All right, that is what I'm trying

14 to zero in on. Is this really the right system for

15 here? Is this really going to operate, or are we

16 going to end up, you know, seeing a problem?

17 And you're the operator, so I want you

18 to answer these questions. And please give me and

19 the other folks up here some level of comfort that

20 this is -- this is the right system and this is

21 going to work. I have more questions along this

22 line, so I want you to really dig into it and answer

23 honestly.

24 Tell us what you think. How is that

25 going to work?



<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">74</p> <p>1 THE WITNESS: Yeah, absolutely. So we  2 have quite a few operations in, you know, in  3 Manhattan, you know, not places of worship, but we  4 do operate these stackers in residential  5 environments where, obviously, it's different  6 parameters, but also in controlled environments,  7 well-trained employees who know what they're doing,  8 very robust SOPs, so they know exactly how to  9 operate, how to operate efficiently. And we have  10 quite a few employees already who are ready to come  11 in at a moment's notice.  12 So I did mention that we could operate  13 at 11 pretty efficiently, just one up top for  14 screening, but with a robust team and at a stable  15 state, most of our teams already know what their  16 jobs are, and the captain can move sort of out of  17 operation and sort of oversee it, so he can actually  18 step up top to cover for screening. So we could  19 operate short-handed.  20 And also, in the way that we're  21 planning this operation, so we're moving parking in  22 sections and sort of rotating throughout the garage.  23 Technically, one lift operator with a key can move  24 between sections and operate those lifts as well.  25 So we would backfill with runners to</p>	<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">76</p> <p>1 THE WITNESS: Correct.  2 ENGINEER JAHR: And you're confident  3 of that?  4 VICE-CHAIRMAN MULLER: Can I ask, are  5 all of your employees efficiently trained in  6 operating the KLAUS Multiparking System?  7 THE WITNESS: We have KLAUS  8 Multiparking. We actually installed them in a site  9 up in Englewood. Most of our employees are already  10 trained on stacker systems.  11 They, for the most part, they all  12 operate quite similarly. It's a key with a drop  13 lock, with a two-inch drop lock. Left is down;  14 right is up. And then, emergency stop.  15 So we do have standard operating  16 procedures. And then it's a very quick, you know,  17 these -- these systems don't vary much in terms of  18 operation.  19 So in terms of quality and build, yes.  20 So we do have preferred vendors. And in terms of  21 operating by design in the industry, so that it's  22 sort of interchangeable between operations.  23 VICE-CHAIRMAN MULLER: So in that  24 scenario with two or three people calling in sick,  25 you are able to put somebody in just as proficient</p>
<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">75</p> <p>1 park the car, and then the operator, the lift  2 operator, would fill in multiple sections because if  3 you imagine, if you think about it in that way, only  4 about three lifts will be moving at one point,  5 right, because they will be in different stages of  6 operation. So three will be at rest or waiting for  7 the next vehicle.  8 ENGINEER JAHR: I understand what  9 you're saying. So if I'm clear, what you're saying  10 is in operation with 11 or 12 people, there is  11 actually one floater person that's going to -- that  12 in the event somebody gets sick or something goes  13 sideways, they're going to be able to run about and  14 fill in as needed. Okay, so that's as I understand  15 it. There's a -- there's a safety valve.  16 And your safety valve, you're saying  17 there is an extra person that is going to be able to  18 fill in. In the event something goes sideways,  19 somebody doesn't show up, or somebody gets sick, or  20 something unusual happens, you are actually going to  21 be staffed to the amount that's necessary every  22 time, so that you're able to take into -- take into  23 account that -- you have a safety valve, right;  24 that's what you're saying, and you will provide a  25 safety valve every time?</p>	<p style="text-align: center;">P. Lieu</p> <p style="text-align: right;">77</p> <p>1 to operate those lifts?  2 THE WITNESS: Correct. I am confident  3 in that.  4 ENGINEER JAHR: Okay. I have a few  5 more, all right, so be patient with me.  6 THE WITNESS: Sure.  7 ENGINEER JAHR: Some of the questions  8 may seem obvious to answer, but I think we should  9 hear them. You're in operation, this is the busiest  10 time. The car goes on the lift. The car goes  11 underneath. The guy comes into get the car  12 underneath, his car broke down, he can't -- how does  13 that work?  14 Can you give me explanation of the cars  15 under the lift, the other cars above. Now, the car  16 won't start, what are we going to do?  17 THE WITNESS: Right. So in that  18 operation --  19 ENGINEER JAHR: That's the worst  20 possible location.  21 THE WITNESS: So in an operation like  22 that, we would, because of our system with the  23 check-in, digital check-in process, we have phone  24 number and a name for every vehicle. Our valet or  25 supervisor captain will search the license plate in</p>

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1 our system. It takes less than three seconds to do,  
2 and they can contact the owner of the vehicle up top  
3 and let them know, like, we will get your vehicle  
4 last because we have an issue.  
5           And with a typical valet operation,  
6 they have what we call a -- I think we call them  
7 LoJacks. They're very low rollers that kind of  
8 clamp up against the wheels, and you can push them  
9 out.  
10           So we would have to do that at the end  
11 of the operation, but that's how we would address  
12 it.  
13           ENGINEER JAHR: That sounds excellent.  
14 That is an absolutely great answer to that question.  
15 I think that we should all be very comfortable with  
16 that, that that's going to work.  
17           Now, for the other side of that, what  
18 happens if it's stuck in the top?  
19           THE WITNESS: A vehicle stopped at the  
20 top, as in the --  
21           ENGINEER JAHR: Well, you have two  
22 problems here. One, we have, let's say, the lift  
23 doesn't work and the hydraulic gets jammed, you  
24 can't get it down.  
25           And then, what happens when the car is

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1 stuck on the -- the actual platform.  
2           THE WITNESS: So the bottom vehicle  
3 would always be able to be pulled out, so it would  
4 just be the top vehicle that's stuck up top. We  
5 would have to call KLAUS Multiparking and have them  
6 troubleshoot the system.  
7           We have not seen that in any of our  
8 operations, though, but I do understand the concern.  
9           ATTORNEY SACHS: Mr. Chairman,  
10 Mr. Jahr, I can probably answer that, too.  
11           If, for some reason, that vehicle is  
12 stuck up top and can't be -- can't be accessed, it's  
13 going to stay up there. I mean, that's just the way  
14 it is.  
15           ENGINEER JAHR: Okay. You're going to  
16 have a very unhappy patron of the facility.  
17           I guess, again, because we're a little  
18 tight on parking here, I guess the challenge  
19 becomes, what if that happens on the first visit,  
20 and now we have, you know, the challenge, okay.  
21           And then, I guess, the last thing is --  
22 is what would -- would make me feel a lot more  
23 comfortable if maybe you could share with us the  
24 SOP's that go with each one of these things.  
25           Because my assumption would be that

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1 there needs to be -- at least to give me some level  
2 of comfort, you know, but I'm not a voting member of  
3 the board, I'm only giving advice to the board,  
4 okay, but, you know, for the folks here I think at  
5 the very least they should be entitled or at least  
6 be given the opportunity to see what the SOP is for  
7 these situations.  
8           They are going to happen. I do think  
9 that, you know, that the lift system, you know, I  
10 would love to agree with the fella, but I have far  
11 too much experience with other lift systems. I've  
12 never worked with KLAUS, but I have worked with many  
13 others. And sadly, to say, every single one I've  
14 worked with has broken, and broken at the worst  
15 possible times.  
16           So, you know, I think we should see  
17 those SOPs. I think that is especially -- I mean,  
18 we don't have a ton of surplus parking here. This  
19 is very tight. So I think knowing that this can  
20 actually work is through seeing those things and  
21 knowing that that's what's on the site and that's  
22 how it's going to operate.  
23           ATTORNEY SACHS: Yeah. And I think if  
24 we can provide that, we will. We'll get that  
25 information.

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1           I think the good thing about this  
2 particular system being located in an interior  
3 garage is -- and I agree with you, you know, I've  
4 been to some stacking systems in New York which are  
5 outside, they get corroded. They're subject to  
6 weather issues. They get wet. That's not going to  
7 be the, you know, that's, obviously, not the -- not  
8 the situation with this.  
9           As well, we would certainly have  
10 routine service of these lift systems done through  
11 KLAUS. And, you know, obviously, we have a vested  
12 interest in making sure that everything works  
13 properly here.  
14           I think the other thing, too, is that,  
15 unlike other systems, these are really not going to  
16 be used that frequently. You know, it's not like  
17 they're going to be continually going up and down.  
18 It's a very controlled environment.  
19           But certainly, we can provide that  
20 standard operating procedure, if you'd like,  
21 Mr. Jahr.  
22           ENGINEER JAHR: I think that would be  
23 very helpful. And I think also the more data on  
24 the -- the reliability of the system would be  
25 helpful. Albeit it, I do agree that this system

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1 might be -- actually be being placed in ideal  
 2 conditions, right, inside, underneath, protected.  
 3 So it probably will operate better, longer, faster  
 4 than any of the other ones I've worked with.  
 5 You know, albeit it, I actually have  
 6 one in Hoboken that I've worked with that is inside,  
 7 and it's actually the one that breaks the most so,  
 8 you know -- it's also very, very old.  
 9 I think that -- that I think what we're  
 10 missing here are those details. I think that would  
 11 be very, very helpful and definitely. Please give  
 12 us some level of comfort because on my end and --  
 13 and now.  
 14 And the -- the next question will come,  
 15 and, you know, we'll have some questions for the  
 16 traffic engineer. On my end is going to be well,  
 17 what happens when we do have a systemic failure,  
 18 okay.  
 19 Now, that is probably not a question  
 20 that -- that this fella is going to be able to  
 21 answer. I think that we'll ask your traffic  
 22 engineer on how to answer that question.  
 23 ATTORNEY SACHS: Right.  
 24 ATTORNEY POHLMAN: Mr. Chair?  
 25 CHAIRMAN TIGHE: Go ahead.

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1 ATTORNEY POHLMAN: I think we, just to  
 2 clarify, there is not -- there is no parking surplus  
 3 here. You know, I just want to be clear from the  
 4 board perspective, and from -- because it's during  
 5 board professional and board question time, I just  
 6 want to clarify that from the board's perspective,  
 7 there is no parking surplus.  
 8 So it's not as though there's limited  
 9 surplus, there is no surplus.  
 10 CHAIRMAN TIGHE: Anybody else?  
 11 VICE-CHAIRMAN MULLER: Mr. Chair?  
 12 CHAIRMAN TIGHE: Go ahead.  
 13 VICE-CHAIRMAN MULLER: Quick follow-up.  
 14 Mr. Lieu, so I just -- just so I'm clear, did you do  
 15 any site-specific analysis or research to come up  
 16 with that one-hour estimate that you gave us, or is  
 17 that just your general experience across all of your  
 18 parking operations?  
 19 THE WITNESS: It's based off of our  
 20 experience during -- through operations. We  
 21 consulted with quite a few internal teams who've  
 22 seen quite a few operations that look similar to  
 23 this.  
 24 So, yes, through -- through quite a bit  
 25 of experience we've looked at this site.

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1 VICE-CHAIRMAN MULLER: You've never  
 2 been on Ernston Road, right?  
 3 THE WITNESS: I have not.  
 4 VICE-CHAIRMAN MULLER: Okay. I didn't  
 5 mean that pejoratively, I just wanted to know if you  
 6 went out and took a look at what road and conditions  
 7 were on a Friday and looked at it yourself when  
 8 you're giving your estimate here. That's all I  
 9 asked for.  
 10 THE WITNESS: Understood. And I'm  
 11 testifying to the most efficient operation versus,  
 12 you know, traffic, you know, traffic patterns, so I  
 13 think that's a --  
 14 VICE-CHAIRMAN MULLER: Yes, sir.  
 15 Because we -- we see it when we're waiting for the  
 16 bus and our kids and going to UES, we, you know, see  
 17 the traffic conditions every day. So I just wanted  
 18 to see if we're talking about apples to apples.  
 19 Thank you.  
 20 THE WITNESS: Absolutely understand.  
 21 CHAIRMAN TIGHE: Anybody else have any  
 22 questions?  
 23 If not, at this time, I will take a  
 24 motion to open up to the public.  
 25 VICE-CHAIRMAN MULLER: Motion.

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1 CHAIRMAN TIGHE: Second.  
 2 MEMBER SHAH: Second.  
 3 CHAIRMAN TIGHE: All in favor?  
 4 MEMBERS IN UNISON: Aye.  
 5 CHAIRMAN TIGHE: When you come up,  
 6 give me your name, your address.  
 7 Jimmy.  
 8 ATTORNEY SORDILLO: And members of the  
 9 public, please remember this is not -- you still  
 10 will have time to provide testimony and comment to  
 11 the application in general and with regard to these  
 12 specific issues.  
 13 At this time, and I know it's hard to  
 14 do sometimes, you get into it and you want to  
 15 provide your opinion, but at this time, it's of  
 16 questions of these two witnesses that -- based on  
 17 their testimony this evening.  
 18 So I want you to try your best to  
 19 control any additional comments or testimony you  
 20 want to give about anything, even whether it's  
 21 regarding this or any other issue with this  
 22 application. That will be at another time.  
 23 Once again, this is just questions of  
 24 these two witnesses.  
 25 CHAIRMAN TIGHE: Mr. Sachs, do you

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1 want to bring the manufacturer's rep up, just in  
2 case we need him? Thank you.  
3 Jimmy, go ahead.  
4 JIM ROBINSON: Thank you, Mr. Chairman  
5 members of the board, Jim Robinson from Parlin.  
6 You are going to think I'm making a  
7 statement, but I assure you I am going to put this  
8 in the form of a question.  
9 You might recall that at the first  
10 meeting I asked you to please caution Mr. Sachs  
11 about testifying. You did that then.  
12 Tonight he told the valet expert that  
13 he can't testify where in response to a question  
14 from Mr. Muller about traffic, he told the valet  
15 expert he can't testify because he's not a traffic  
16 expert, it's not in his area of expertise. He was  
17 right.  
18 But Mr. Sachs tonight has testified  
19 about traffic, about parking, about hours of  
20 operation of the mosque. About whether people can  
21 exercise first and then worship later on Fridays,  
22 and even about the corrosion of equipment that is  
23 outside versus inside. So he might be right about  
24 those things. They are not his area of expertise.  
25 And I would ask you to, please, once he

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1 says it -- whether it should be on the record or  
2 not, it doesn't matter, you have heard it and these  
3 people have heard it -- so I would ask you to please  
4 caution him.  
5 He can tell you what his client said  
6 before. For instance, when he was talking about the  
7 hours of operation a gentleman came over and sat  
8 next to him and said something to him. I'm sure if  
9 he was giving the right answers, the gentleman  
10 probably wouldn't have come over to correct him or  
11 say something to him.  
12 So I would ask you to please caution  
13 him to not testify. That's the first thing.  
14 ATTORNEY POHLMAN: Sir.  
15 JIM ROBINSON: The second thing --  
16 ATTORNEY POHLMAN: Sir.  
17 JIM ROBINSON: -- which I'm going to  
18 put in the form of a question.  
19 ATTORNEY POHLMAN: Well, sir, hold on.  
20 Before you get to your question, because we haven't  
21 gotten there yet and I'm sure you'll have one.  
22 Mr. Sachs, I'm sure, is a zealous  
23 representative of his client, and him and his client  
24 have the right to do that.  
25 However, this is an experienced board

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1 that's aware that they are to consider facts in  
2 evidence put before them. And those facts and  
3 evidence come in the form of answers given by  
4 individuals under oath, and by documents that are  
5 presented to them as exhibits.  
6 And so the members of this board are  
7 well aware of what they should -- should consider,  
8 can consider.  
9 JIM ROBINSON: I understand, sir.  
10 ATTORNEY POHLMAN: And as a board that  
11 is a public entity, and as a representative of the  
12 local government, is not going to counsel a legal  
13 representative that they can't make statements.  
14 He is a representative of his client --  
15 JIM ROBINSON: You're going to allow  
16 him to testify?  
17 ATTORNEY POHLMAN: Well, no.  
18 Mr. Sachs is a legal representative and  
19 he can make statements on his client's behalf.  
20 JIM ROBINSON: He is the legal  
21 representative not the parking representative, not  
22 the traffic representative.  
23 ATTORNEY POHLMAN: Sir, this board is  
24 an educated --  
25 JIM ROBINSON: Okay, fine.

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1 ATTORNEY POHLMAN: This board is well  
2 aware, the members of this board are very well  
3 experienced and they are very well aware of what  
4 they can and can't consider. They know what  
5 evidence constitutes. And they don't need to have  
6 somebody tell them every time a statement is made  
7 what they can and can't consider, they're --  
8 JIM ROBINSON: Well, I beg to differ  
9 with you on that, because if they they didn't need  
10 it they wouldn't let Mr. Sachs continue to testify  
11 on areas that are not within his expertise.  
12 The last thing I will say before I sit  
13 down is while I appreciate it very much the comments  
14 of these two gentleman, I don't think they were  
15 qualified as experts.  
16 Was that an oversight?  
17 ATTORNEY POHLMAN: They did not have  
18 to be qualified as experts. They could be fact  
19 witness.  
20 JIM ROBINSON: I appreciate that.  
21 ATTORNEY POHLMAN: There is a  
22 difference between a fact witness and an expert. An  
23 expert is somebody who offers an opinion. Fact  
24 witnesses offer testimony on facts. And these  
25 gentlemen tonight presented fact testimony.

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1 JIM ROBINSON: So if they offered  
2 opinions the board should discount that?  
3 That's my question. Took a while to  
4 get there, but that's my question.  
5 Do you have an answer to that question,  
6 if they offered an opinion should the board discount  
7 that?  
8 ATTORNEY POHLMAN: Depends on what the  
9 opinion was. I mean I think this board is a learned  
10 board -- is this is an application, sir, and,  
11 frankly, that you discount this board's ability to  
12 weigh the facts in evidence put before it is  
13 somewhat insulting to them.  
14 JIM ROBINSON: Well you're making an  
15 assumption about what I'm discounting. It might be  
16 a correct assumption, but you shouldn't make that  
17 assumption.  
18 Thank you very much.  
19 CHAIRMAN TIGHE: Sir?  
20 MICHAEL CANN: Good evening. Michael  
21 Cann, 12 Vincent Street, Parlin.  
22 I have a multitude of questions of all  
23 of the --  
24 CHAIRMAN TIGHE: Just pick the mike  
25 up, please. Thank you.

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1 MICHAEL CANN: Okay, any better?  
2 Michael Cann, 12 Vincent Street,  
3 Parlin. I have questions of all of the experts.  
4 I will have to go down the list. I  
5 tried to have them separated but there might be a  
6 little carryover.  
7 I believe it's Mr. Khan, I have a  
8 question for you. Do people walk into services  
9 late?  
10 ADNAN KHAN: Walk in? I'm not sure  
11 about walk-ins because --  
12 MICHAEL CANN: I'll clarify. If  
13 you're actively having a prayer service, do people  
14 open the door and walk into the room where the  
15 prayer service is going on?  
16 ADNAN KHAN: At the time of the prayer  
17 service, yes. The idea there is congregational  
18 prayers. So in the evening, if there's a time for a  
19 congregational prayer, they will come in and offer  
20 the prayers.  
21 MICHAEL CANN: But if you're actively  
22 participating in your prayers, do people walk in  
23 halfway through for service, or do they wait for the  
24 next one?  
25 ADNAN KHAN: You're talking about

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1 Friday or any other service?  
2 MICHAEL CANN: Any day. Generalize.  
3 ADNAN KHAN: There are different rules  
4 for congregational prayers versus the rest of the  
5 prayers.  
6 MICHAEL CANN: Understood.  
7 ADNAN KHAN: So there are different  
8 rules depending upon what time they're joining, what  
9 part of the prayer service they are joining, but  
10 there are ways they can join in. Yes, if they come  
11 in late they can join in.  
12 MICHAEL CANN: So they can walk in at  
13 any time and that's welcome?  
14 ADNAN KHAN: Not any time within the  
15 prayer service is happening.  
16 MICHAEL CANN: Understood. I will ask  
17 you a particular question, and this just came up at  
18 the end with the data collection of the parking  
19 system.  
20 Are you going to allow a private  
21 company to have your attendees' personal records of  
22 prayer service attendance?  
23 Is what he's proposing as a management  
24 tool for timing in and out and awareness and  
25 notification if there's a problem with one of the

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1 vehicles in the stackers and they can't move it, so  
2 they're going to maintain data on all of your  
3 customers?  
4 ADNAN KHAN: I think that was more for  
5 the applicant, I'm their engineer. Usually like in  
6 our case, they're basically talking license plate  
7 and name.  
8 MICHAEL CANN: And phone number.  
9 ADNAN KHAN: -- and phone number.  
10 MICHAEL CANN: History?  
11 ADNAN KHAN: It depends, I mean they  
12 will definitely be having some kind of announcement  
13 telling the parishioners basically, and Larry can  
14 answer more, but they can tell the parishioners up  
15 front, okay, like what information is required.  
16 If somebody feels uncomfortable to  
17 provide that information they can weight and park in  
18 the surface parking, they don't have to use the  
19 basement parking.  
20 ATTORNEY SACHS: Mr. Chairman, the  
21 only comment I was going to make is that the court  
22 reporter is going to have difficulty when we have  
23 two people talking at the same time. So maybe --  
24 and I think it's just in general people like to talk  
25 at the same time, but if you are going to ask a

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1 question, let him finish, and vice-versa.

2 MICHAEL CANN: Thank you.

3 ADNAN KHAN: Okay, you're welcome.

4 MICHAEL CANN: Mr. Sachs, what is the

5 recourse when this parking system proposal does not

6 work?

7 Are you willing to shut down the

8 facility on the days when there's understaffing?

9 ATTORNEY SACHS: When will I think one

10 of the concerns of Mr. Jahr is he wants to see what

11 standard operating procedures are, and we'll provide

12 it.

13 MICHAEL CANN: We're going there,

14 brother.

15 ATTORNEY SACHS: Yeah, I couldn't

16 commit to shutting it down. Hopefully we're putting

17 in a state-of-the-art system.

18 Yes, of course, things could fail. We

19 get that. And, certainly, if it turns out there's a

20 complete failure then, obviously, they'll probably

21 text there's not going to be a prayer that day.

22 MICHAEL CANN: How will you measure

23 failure?

24 ATTORNEY SACHS: I don't know if I can

25 answer that question, okay.

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1 MICHAEL CANN: Thank you.

2 Mr. Fitch, what exact models were

3 quoted to you?

4 There are 14 separate models that all

5 have various heights. So your timing is not

6 accurate on some of them because each of the

7 individual models has a different height for the

8 first and second layers and a range of operation.

9 Which exact models of those 14 that are

10 on the sales literature that is in the imperial

11 metric?

12 SEAN FITCH: It's listed here in the

13 exhibits. It's --

14 MICHAEL CANN: Yes, which one?

15 SEAN FITCH: CP61.

16 MICHAEL CANN: Nope.

17 And then there are subsequent models on

18 your sales literature, 14 subsequent ones.

19 SEAN FITCH: Yes. This is CP61.

20 ATTORNEY POHLMAN: Gentlemen, we have

21 to allow --

22 MEMBER ALLEGRE: It's the 190.

23 MICHAEL CANN: It's not on the quote.

24 So it's not entered into evidence?

25 MEMBER ALLEGRE: It's your CP61-190.

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1 MICHAEL CANN: Okay.

2 What is the range of motion of a

3 vehicle that has to leave one of your lifts?

4 How much free space is required once

5 you leave the lift?

6 SEAN FITCH: I'm not sure I understand

7 your question.

8 MICHAEL CANN: You have a parking

9 stall at a 90 degree angle to the drive-through

10 lane. What is the requirement of free space of the

11 lane to load or unload a vehicle?

12 ATTORNEY SACHS: Can you answer that?

13 SEAN FITCH: That's not for me to

14 answer. That's your design of the parking.

15 ATTORNEY SACHS: I don't want to

16 irritate Mr. Robinson again, but I will tell you

17 that my traffic engineer can probably answer that

18 question at the next meeting.

19 MICHAEL CANN: I can attest that it's

20 on the literature of the parking data. It's on

21 there. It's noted. It's part of it, with a

22 particular number.

23 So you don't know?

24 SEAN FITCH: There may be

25 recommendations in the literature, but that's just a

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1 recommendation.

2 MICHAEL CANN: No problem. Do you

3 provide long-term support to the ANSI standards?

4 SEAN FITCH: Do we provide long-term

5 support to the ANSI standards?

6 MICHAEL CANN: Correct.

7 SEAN FITCH: I'm not sure what that

8 means.

9 MICHAEL CANN: Who does the annual

10 inspections?

11 SEAN FITCH: That is KLAUS service

12 team.

13 MICHAEL CANN: Is it provided in the

14 quote, or is that on an ongoing basis?

15 SEAN FITCH: It's provided in the

16 quote. And then the owners are offered whatever

17 term they would like, it could be 10-year periods,

18 whatever they choose.

19 MICHAEL CANN: What is the standard

20 that's required for service and inspection?

21 SEAN FITCH: Twice annually.

22 MICHAEL CANN: And that's going to be

23 for the first year. So it's in service and then six

24 months, or is it in service six months and then

25 12 months after?

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1 SEAN FITCH: It's 12 months from  
 2 commissioning, so when it is in live and active.  
 3 MICHAEL CANN: Right. It has to be  
 4 inspected upon installation?  
 5 SEAN FITCH: It will be, yeah.  
 6 MICHAEL CANN: And then when?  
 7 SEAN FITCH: And then six months and  
 8 then again --  
 9 MICHAEL CANN: Who is responsible  
 10 after that?  
 11 SEAN FITCH: The owner, if they have a  
 12 contracted.  
 13 MICHAEL CANN: Okay. Indefinite  
 14 lifespan with service and proper inspections and  
 15 certifications, understood is what your testimony  
 16 was; is that correct?  
 17 SEAN FITCH: Correct.  
 18 MICHAEL CANN: What happens when it's  
 19 not annually serviced and inspected?  
 20 SEAN FITCH: Yeah, anything could  
 21 happen. There's no eyes on it so there's no way to  
 22 predict.  
 23 MICHAEL CANN: Who's responsible for  
 24 the annual inspections?  
 25 SEAN FITCH: That is part of the

99

1 service, yeah. That will be part of the service  
 2 agreement.  
 3 MICHAEL CANN: The owner?  
 4 SEAN FITCH: Yeah, the owner.  
 5 MICHAEL CANN: So then I have a  
 6 question for the -- thank you.  
 7 I have questions for Metropolis  
 8 Technologies. I have 14 different questions.  
 9 Who owns the lifts?  
 10 PING LIEU: That would be the client,  
 11 the owners.  
 12 MICHAEL CANN: Who is responsible for  
 13 the annual inspections?  
 14 PING LIEU: That would also be the  
 15 client.  
 16 MICHAEL CANN: Do you follow ANSI  
 17 standards in your operation?  
 18 PING LIEU: We can make  
 19 recommendations but it's all --  
 20 MICHAEL CANN: To what level of  
 21 operational standards do you follow at your other  
 22 facilities?  
 23 PING LIEU: We have our own internal  
 24 standards and procedures. In terms of like the  
 25 lifts, that would all fall to the owners, and we

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1 would make representations.  
 2 If we deemed anything unfit we can --  
 3 obviously, we have our employees' and customers'  
 4 best interests at heart, so if something was deemed  
 5 unsafe we would seize operations.  
 6 MICHAEL CANN: Are you under contract?  
 7 PING LIEU: Currently?  
 8 MICHAEL CANN: For this operation?  
 9 PING LIEU: We are not.  
 10 MICHAEL CANN: What expectation do you  
 11 have for an operation time that your services are  
 12 required?  
 13 PING LIEU: We don't currently have  
 14 any expectations.  
 15 MICHAEL CANN: So you don't expect to  
 16 have 12 people come in on a day for how long of a  
 17 period?  
 18 PING LIEU: I guess I don't understand  
 19 your question, but until we have a contract signed  
 20 we do not commit to...  
 21 MICHAEL CANN: I'm trying to determine  
 22 a service level.  
 23 PING LIEU: Sure.  
 24 MICHAEL CANN: What metrics do you use  
 25 at your other facilities for time a customer walks

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1 in, and I'll use visitor experience flow, what is  
 2 your metric --  
 3 PING LIEU: Sure.  
 4 MICHAEL CANN: -- for success and at one  
 5 of your other sites?  
 6 PING LIEU: Depends on the site. It's  
 7 very site dependent.  
 8 MICHAEL CANN: You are a large  
 9 company, you have metrics on properties.  
 10 PING LIEU: It's very different.  
 11 There are very many variables.  
 12 We have sites with elevator lifts and  
 13 seven floors of operation. We have others that are  
 14 very simple, single-floor operations. So it really  
 15 depends. This one has time constraints in different  
 16 zones that we operate.  
 17 Unfortunately it is a -- it is a  
 18 site-by-site specific assessment.  
 19 MICHAEL CANN: The key operation,  
 20 similar to many other vertical lift systems/stackers --  
 21 PING LIEU: Yes, sir.  
 22 MICHAEL CANN: -- they're keyed,  
 23 individually keyed?  
 24 PING LIEU: Correct.  
 25 MICHAEL CANN: What happens when one

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1 key disappears?

2 PING LIEU: So in this typical

3 operation we would -- what we would require is that

4 each zone has its own generic key, so if it's six

5 stackers. Because we want the one operator of the

6 lift to be able to move between the stackers and

7 operate them within a zone so it's operated

8 efficiently.

9 So from our diagram we would require

10 five keys, one for each zone, and then keep backups

11 in the lock-box.

12 MICHAEL CANN: All right. Where do

13 the minivans go?

14 PING LIEU: Minivans? They would go

15 under the stackers. We have room.

16 MICHAEL CANN: Will they fit on the

17 top?

18 PING LIEU: It will not, no.

19 ATTORNEY SORDILLO: There was earlier

20 testimony provided that the majority of people would

21 show up in minivans, and I believe the parking

22 expert will have to verify that, but where do people

23 from those minivans go on the map, on the flowchart

24 that you had, that is not visible to anyone to look

25 at; where is the safe zone for those occupants for

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1 people I believe was earlier testimony?

2 PING LIEU: We would keep them on the

3 surface lot.

4 MICHAEL CANN: Where exactly is that

5 on the surface lot?

6 PING LIEU: Well there were 43 spots

7 on the surface lot. We would move them into the

8 roundabout first, and then out into the lanes to the

9 -- by the entry and exit lanes.

10 MICHAEL CANN: Where is that, on the

11 front of the building, or is that in the bottom

12 underneath the parking deck around the blind corner?

13 PING LIEU: No, so if you came in

14 through the entry it would be a hard right and there

15 is a roundabout there. That would be the first

16 zone.

17 MICHAEL CANN: Roundabout under the

18 building or the roundabout in front of the building?

19 PING LIEU: In the front.

20 MICHAEL CANN: Okay, in front. That's

21 where they're dropped off?

22 PING LIEU: In the minivans?

23 ATTORNEY SORDILLO: All occupants. We

24 can generalize at that point.

25 Where are they going to pick up the

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1 vehicles?

2 PING LIEU: Towards the front of the

3 building.

4 MICHAEL CANN: And there are how many

5 people at these times coming between, coming and

6 going?

7 PING LIEU: Sure.

8 MICHAEL CANN: What is your

9 expectation? You quoted 12 employees to manage the

10 work-flow?

11 PING LIEU: Sure.

12 MICHAEL CANN: The work-flow is based

13 upon how many cars, at a given time perhaps?

14 PING LIEU: We quoted based on the

15 full occupancy of the garage, so it is -- I believe

16 it was 140 -- 141 with the hour.

17 MICHAEL CANN: Do you believe there's

18 enough safe space for the occupants of 70 cars, 70

19 vehicles to sit in front of the building on a

20 sidewalk?

21 PING LIEU: I believe some will have

22 to stay in their stall until the lane clears, then

23 we direct traffic to merge in as traffic flows out,

24 yes.

25 MICHAEL CANN: So between the exit

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1 from the parking deck below-ground, around the

2 180-degree turn.

3 Where are the cars going to be queued

4 for the people getting into their cars?

5 PING LIEU: Yeah, can I see... there

6 you go.

7 MICHAEL CANN: A-1 of the most recent.

8 PING LIEU: We anticipate them being

9 queued right, here, in the staging lane.

10 MICHAEL CANN: What is that -- what is

11 that linear footage of frontage of the building

12 there?

13 PING LIEU: I can't particularly. It's

14 a little blurry on my...

15 ATTORNEY SACHS: I would have to refer

16 to the site plan on that one so...

17 MICHAEL CANN: So you're parking --

18 your parking expert is not here, or sorry, traffic

19 expert is not here?

20 ATTORNEY SACHS: Our traffic expert

21 will provide an answer to that question.

22 MICHAEL CANN: Of how many cars will

23 fit in front of the building safely or have curb

24 access?

25 ATTORNEY SACHS: Well, he's going to



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1 provide a revised parking study and traffic study  
2 based upon the testimony that has been provided  
3 tonight with these exhibits.  
4 MICHAEL CANN: Now the obvious  
5 question becomes now where do the rest of the cars  
6 go if they're unavailable to use the curbside?  
7 PING LIEU: Sure. So the rest of them  
8 will stay in the lane until the lane moves and they  
9 will be merged into the traffic.  
10 MICHAEL CANN: Overflow --  
11 PING LIEU: So they would stay in the  
12 stall.  
13 MICHAEL CANN: The overflow, and I'm  
14 using exiting clients --  
15 PING LIEU: Sure.  
16 MICHAEL CANN: -- the backflow will be  
17 back underneath in the parking deck.  
18 PING LIEU: Some of them will, yes.  
19 They will be flowing up the ramp.  
20 MICHAEL CANN: So how do you propose a  
21 secondary loop within the parking lot that is coned  
22 off and has oversized parking vehicles in it?  
23 PING LIEU: Sure. So as you can see  
24 there's two lanes. You only need one lane because  
25 of --

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1 MICHAEL CANN: Curbside pickup?  
2 PING LIEU: Right. So on curbside  
3 would be the stages vehicles, the next lane over  
4 will be where the traffic -- some vehicles get  
5 pulled up and moved, if we need to.  
6 MICHAEL CANN: Are there rooms there  
7 to move people safely to the vehicles?  
8 PING LIEU: I believe so, they are.  
9 MICHAEL CANN: They're not walking  
10 through traffic of internal secondly loop of people  
11 going back to the parking deck --  
12 PING LIEU: Sure. I mean --  
13 MICHAEL CANN: -- the employees going  
14 back to the parking deck?  
15 PING LIEU: Some of them will they  
16 will be designated runners, yes.  
17 MICHAEL CANN: Occupants of those  
18 vehicles will need to go through traffic to get to  
19 the front of the building?  
20 PING LIEU: They will not, no.  
21 MICHAEL CANN: How do you propose  
22 getting over the line of vehicles that is parked  
23 curbside?  
24 PING LIEU: Well, that is why we would  
25 be bringing the vehicles out systemically and we

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1 would establish with the place of worship that this  
2 is how the operation will run. So the last coming  
3 in will be the first to get their vehicles.  
4 MICHAEL CANN: And I have printed  
5 today from the website of the masjid the timing. It  
6 was just printed today. I know there's always a  
7 question of timing of services.  
8 Friday -- this was printed today right  
9 off their website -- a 1 o'clock service; a 1:20  
10 service; a 1:45 service; and a 2 o'clock service.  
11 How would you plan to deal with --  
12 ATTORNEY SACHS: Again, I'm not sure  
13 this witness is qualified to answer that, all right,  
14 because -- again, we're going with two services and  
15 we have committed that we will have either an hour  
16 or an hour and 15-minute gap between those two  
17 services.  
18 MICHAEL CANN: Prayer services are  
19 predicated upon?  
20 ATTORNEY SACHS: Well prayer services  
21 are predicated upon -- predicated upon sunrise and  
22 sunset --  
23 MICHAEL CANN: Correct.  
24 ATTORNEY SACHS: -- all right, but we  
25 have leeway in terms of determination when those

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1 services will begin and end.  
2 MICHAEL CANN: Is there any way to  
3 enforce non-compliance with that?  
4 ATTORNEY SACHS: I'm not going to get  
5 into non-compliance.  
6 I mean certainly if this board acts  
7 favorably on this application they're going to put  
8 certain conditions into any resolution. Those  
9 conditions, I'm assuming, will indicate that we will  
10 have two services, and that there will be a certain  
11 period gap between one service starting and second  
12 service starting. And that will be, obviously,  
13 contingent upon the emptying of this parking garage.  
14 MICHAEL CANN: Are you okay with a  
15 valid contract in operations contract with a parking  
16 provider in perpetuity as a condition of building  
17 occupancy?  
18 ATTORNEY SACHS: Well, I think --  
19 probably. Because I think, again, I think this  
20 board, if it acts favorably, is going to condition  
21 that we have a valet parking agreement in effect  
22 during the operation of this masjid. And I guess  
23 that could be in perpetuity, sure.  
24 MICHAEL CANN: What hours would that  
25 parking service be in effect?

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1 ATTORNEY SACHS: That would be  
2 contained in a contract.  
3 MICHAEL CANN: Based upon amount of  
4 services dictating amount of --  
5 ATTORNEY SACHS: No, no. Two services  
6 on a Friday, all right, and again we are going to  
7 provide those times.  
8 Now it could change during -- depending  
9 on the time of year, however, we will agree to that  
10 certain gap between the two services occurring.  
11 MICHAEL CANN: I show nine services on  
12 a given Friday.  
13 ATTORNEY SORDILLO: Yeah, well,  
14 there's a -- correct. There's an early morning  
15 service, there's a midmorning service.  
16 Again, and perhaps yeah, I will have  
17 Mr. Khan testify to this.  
18 ADNAN KHAN: If you look at the  
19 heading of the table, there are a couple of  
20 different things. They're not all the timings of  
21 the prayer services. It's timing, but there's one  
22 time is also for the call for service when there's  
23 -- it's a religious ritual that you call the  
24 service, which one person can do it in the whole  
25 mosque. And that basically sets the time that when

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1 there it's time for that service.  
2 It doesn't mean it is a congregational  
3 prayer at that time. The congregation is just  
4 announcing that the time for this prayer has  
5 started. So that is one of the times. So there are  
6 not nine services.  
7 MICHAEL CANN: Who will be the  
8 arbitrator of when parking assistance and  
9 professional services are required?  
10 ATTORNEY SACHS: Again, I think we  
11 indicated that it would be during peak demand times  
12 which are Friday midday services.  
13 You have heard testimony from  
14 operations previously, I think from Mr. Khan at  
15 previous hearings, that the early morning service is  
16 not well attended. The peak demand for services are  
17 on Fridays. And that is with any mosque within  
18 State of New Jersey, within the United States, and  
19 across the globe. So, I mean, I think we have some  
20 consistency with respect to that.  
21 We also will commit that we will use  
22 the valet parking -- valet parking company when  
23 there is a special event that is occurring or we  
24 anticipate that there will be a larger attendance.  
25 Those are the conditions.

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1 MICHAEL CANN: You will have a  
2 magnificent facility.  
3 ATTORNEY SACHS: I'm sorry?  
4 MICHAEL CANN: You will have a  
5 magnificent facility if this gets approved.  
6 Do you not expect attendance to  
7 increase?  
8 ATTORNEY SACHS: Do I not expect what?  
9 MICHAEL CANN: Do you not expect it to  
10 increase? You are going to have a wonderful  
11 facility, magnificent, outstanding, unmatched  
12 anywhere in New Jersey.  
13 ATTORNEY SACHS: Well, I'm not sure  
14 about that. I mean there are some pretty  
15 significant --  
16 MICHAEL CANN: 42,000 square feet is  
17 pretty magnificent.  
18 CHAIRMAN TIGHE: This is getting  
19 beyond the scope of what...  
20 MICHAEL CANN: Okay. I have more  
21 questions for Mr. Sachs.  
22 CHAIRMAN TIGHE: Please wrap up. We  
23 have other people that want...  
24 MICHAEL CANN: Sure.  
25 So the masjid will own the lifts. Who

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1 will pay to inspect the lifts; is the contractor  
2 responsible for maintaining the lifts, or will you  
3 provide an outside service for maintaining the  
4 lifts?  
5 ATTORNEY SACHS: No, I believe the  
6 owner of the property, the masjid, is going to enter  
7 into a contract, and that could be a condition of  
8 any approval, to have these lifts serviced. And  
9 if -- first of all, I have a feeling that the board  
10 would probably condition upon that data being  
11 reported back to the construction department within  
12 the Borough of Sayreville.  
13 We have a certain -- certainly we have  
14 a vested interest in making sure these lifts  
15 operate. If the lifts don't operate it's a problem.  
16 So certainly they're going to be serviced on a  
17 routine and regular time schedule.  
18 MICHAEL CANN: Okay. Thank you. I  
19 have one more.  
20 CHAIRMAN TIGHE: Okay?  
21 MICHAEL CANN: No, I'm done. Thank  
22 you very much.  
23 CHAIRMAN TIGHE: Thank you. Sir...  
24 Ma'am, you're next.  
25 DON PERRY: Don Perry, Parlin.

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1 I have a lot of questions for traffic.  
2 Is there a place on the website where I can submit  
3 them for the traffic engineer rather than take up  
4 time here?  
5 CHAIRMAN TIGHE: Mr. Sachs?  
6 ATTORNEY SACHS: Well, yeah, again my  
7 traffic engineer is going to be preparing a revised  
8 traffic study.  
9 DON PERRY: Okay.  
10 ATTORNEY SACHS: That study will be  
11 posted online.  
12 DON PERRY: And will we be able to ask  
13 questions based on that?  
14 ATTORNEY SACHS: 100 percent. Yes you  
15 will.  
16 DON PERRY: Thank you.  
17 The other question I had is where are  
18 these replacement employees located?  
19 Can they come to the facility quickly  
20 if you have, like, an overflow of people calling  
21 out.  
22 And how does that effect your  
23 operation?  
24 PING LIEU: Sure. We have employees  
25 all through, you, know, Central Jersey, Princeton --

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1 I know that's not close, but we have operations  
2 everywhere so we can mobilize.  
3 DON PERRY: But they can be timely and  
4 get them there?  
5 PING LIEU: Yes.  
6 DON PERRY: You say Princeton. It's  
7 little bit of a ride, it's not like it's around the  
8 corner.  
9 PING LIEU: It was just an example,  
10 but we have operations everywhere. We have small  
11 operations, large operations all across New Jersey.  
12 So we can mobilize quickly.  
13 DON PERRY: This was discussed  
14 previously and I just didn't understand the answer  
15 to it, but how many cars would get to sit on these  
16 pre-parking lanes before it goes out to Ernston  
17 Road?  
18 PING LIEU: How many cars.  
19 DON PERRY: Can sit waiting to be  
20 checked in before it goes out to Ernston Road and  
21 starts to back up traffic on Ernston Road?  
22 CHAIRMAN TIGHE: I would think that's  
23 a question for the traffic engineer and, you know, I  
24 don't think that we should put him on the spot.  
25 But I like the question and we'll make

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1 sure you get an answer.  
2 DON PERRY: Thank you so much. Thank  
3 you.  
4 CHAIRMAN TIGHE: Ma'am? Ma'am, you're  
5 next.  
6 LISA MICHELLE: Hi. My name is Lisa  
7 Michele. I live on Main Street.  
8 LISA MICHELLE: I just want to talk a  
9 little bit about the nature of this request for  
10 underground parking to begin with. It seems a  
11 little disingenuous for the nature and character and  
12 history of that area, which has been predominantly  
13 residential with mom-and-pop commercial  
14 establishments.  
15 I understand this is a religious site  
16 but they're basically asking to build a commercial  
17 complex the size of a regular supermarket. The  
18 ShopRite in town is 90,000 square feet. That is  
19 supersized --  
20 ATTORNEY SORDILLO: Excuse me, ma'am.  
21 This is what I was referencing before. I know you  
22 want to provide testimony of how you feel about the  
23 application, you want to give your information to  
24 the board, but this is not the time for that. This  
25 is time for just these witnesses based on the

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1 testimony that was given this evening.  
2 The time to provide the information you  
3 want to provide right now will be at the end of the  
4 application in total, which may be at the next  
5 meeting or the following. I'm not sure how that's  
6 going to play out.  
7 LISA MICHELLE: Okay.  
8 ATTORNEY SORDILLO: But you will have  
9 -- you absolutely will have time to do so.  
10 LISA MICHELLE: So the fact that they  
11 need to double or triple the size of the parking for  
12 this establishment in such a condensed space, the  
13 structure and building of that underground parking  
14 structure, can you speak to the safety of that and  
15 the condensed nature of that?  
16 ADNAN KHAN: I think you heard that  
17 from the manufacturer as well as the operator about  
18 the safety of the lift system. And, again, there  
19 are building codes for everything, fire codes. So  
20 in order for us to get the permits we have to comply  
21 with those code requirements.  
22 So this would be fully compliant  
23 facility following all the applicable recourse for  
24 the project.  
25 LISA MICHELLE: What about the safety

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1 of electric vehicles in such a condensed underground  
2 parking space for a heavily trafficked area, as well  
3 as a residential area and the school system?  
4           Recently in the news a Tesla blew up  
5 in the street and it killed people living in an  
6 apartment complex next door. So what about tripling  
7 -- doubling, tripling the size of the parking  
8 underground creating more of a fire hazard in that  
9 area with increased use of electric vehicles?  
10           ADNAN KHAN: We are not proposing any  
11 electric vehicles in the basement or area where the  
12 lifts are.  
13           All the electric vehicles are required  
14 by law, New Jersey State law, are going to be on a  
15 surface parking.  
16           LISA MICHELLE: Okay. So that's --  
17 you're planning to use the surface space, which is  
18 not big enough for the parking to begin with, for a  
19 lot of the overflow that can't be accommodated  
20 underneath.  
21           ADNAN KHAN: That's why we bring down  
22 the surface. Originally when we came first here we  
23 were proposing one service, and we heard the public,  
24 we heard the board, and that's why the applicant is  
25 willing to have two services other than one.

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1           So that essentially is doubling the  
2 capacity of the parking for the amount of the number  
3 of parishioners that are anticipated to attend.  
4           LISA MICHELLE: And I think you  
5 alluded to in describing parking, commercial parking  
6 in general, and you were comparing this to baseball  
7 stadiums and things like that.  
8           This is not appropriate for a baseball  
9 stadium. It's not commercial space. So you can't  
10 use the same metrics in comparison for the  
11 traditionally commercial spaces that you're  
12 operating in.  
13           Baseball fields and -- baseball fields,  
14 they have a lot of lead time, a lot of lead roads.  
15 If you have been to that mall in Secaucus you have  
16 to drive through so many access roads just to get to  
17 a parking garage.  
18           You guys have very limited space there.  
19 You don't have all this space that you think you do  
20 to operate in optimal circumstances.  
21           I know you're not going to talk about  
22 traffic, but I have lived here my entire life. You  
23 are never going to have a Friday afternoon or Monday  
24 afternoon or Sunday morning that is going to give  
25 you optimal traffic conditions on Ernston Road.

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1           If you have people making left turns  
2 out of there, that is going to backup. If you have  
3 people making left turns into the structure, that is  
4 going to create more traffic.  
5           So I understand that these questions  
6 may not be appropriate for now, but I really just  
7 have to say that it's so disingenuous for you to be  
8 considering underground parking it's not in the  
9 character or spirit or history of that area. And  
10 it's not fair to the residents at all.  
11           This should not be at this point right  
12 now. This is a disingenuous application. They  
13 acquired six homes and a mom-and-pop commercial  
14 space, and in a residential area. And now they want  
15 to put up a grocery store facility with underground  
16 parking.  
17           ATTORNEY POHLMAN: Ma'am. Ma'am.  
18           LISA MICHELLE: It's disingenuous.  
19           ATTORNEY POHLMAN: You're no longer  
20 asking questions. You're providing testimony.  
21           CHAIRMAN TIGHE: Let's keep it to the...  
22           NIKKI VOCCIO: I know. I have spoken a  
23 couple of times before.  
24           CHAIRMAN TIGHE: Thank you very much.  
25           NIKKI VOCCIO: Nikki Voccio, 12 Dunlap

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1 Drive.  
2           My first question is is how can we  
3 necessarily trust the testimony that we have been  
4 getting here today or questions that we have been  
5 getting here today, answers to the questions, when  
6 we were initially told that additional parking  
7 wasn't even warranted?  
8           ATTORNEY POHLMAN: I mean I don't  
9 really believe that is a question they can answer.  
10 You know, an applicant comes before a board and they  
11 present an application and the board in the  
12 municipality pushed them to try to make their  
13 application better. And that's certainly what's  
14 happened here. I imagine it's going to continue to  
15 happen.  
16           Now as far as why do you trust the  
17 testimony, well the individuals who've provided  
18 testimony in the course of this application have  
19 been put under oath. Most of them are licensed  
20 professionals. The others are individuals who are  
21 in business within the State of New Jersey and have  
22 professional reputations, and they're testifying as  
23 to facts.  
24           Now ultimately, should this board  
25 decide that this is an application that under

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1 certain circumstances should be approved, there will  
2 be conditions that are put on it. Conditions that  
3 the applicant will have to meet. And it will be  
4 enforced by the municipality through its code  
5 enforcement and other entities.  
6 And so, you know, this is a  
7 quasi-judicial proceeding and people who are  
8 testifying here are testifying under oath as if they  
9 were in a court of law. And so because we may not  
10 like, somebody may not like what they're saying is  
11 not a reason to say that we can mistrust them.  
12 And as I said many people testifying  
13 here are licensed professionals in the State of New  
14 Jersey who have signed their names on documents and  
15 testify before many boards, before many entities and  
16 many courts.  
17 Now ultimately this board will review  
18 the evidence, both testimony and documents that are  
19 presented before it. And this board will make a  
20 decision based on that as to whether or not this  
21 application should be granted.  
22 But, you know, it's not appropriate to  
23 call into question the veracity of professionals who  
24 are testifying before the board because they're on  
25 an application that you may not agree with.

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1 NIKKI VOCCIO: That's not what I did  
2 at all. What I did was ask how can we trust the  
3 statements and answers that are been given if when  
4 initially we were told was that ample parking was  
5 being provided and now that's not the answer  
6 anymore. But let me move on.  
7 Kids. Were kids taken into account,  
8 that the gentleman brought up, 60 seconds in and out  
9 for children?  
10 I have three kids. By the time we get  
11 them in, get them strapped, somebody has to find  
12 their binky, somebody needs their sippy cup.  
13 60 seconds is not happening.  
14 Did anyone take into consideration more  
15 than one-family member; a family of five?  
16 PING LIEU: It would be an average.  
17 Sorry. It would be an average.  
18 NIKKI VOCCIO: Do you have children?  
19 PING LIEU: I do have children.  
20 NIKKI VOCCIO: Do you know what's the  
21 normal time to get your kids in and out of the car?  
22 It's not 60 seconds.  
23 PING LIEU: To be fair, my child is  
24 four months old; I lift him out and take out his  
25 bag.

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1 NIKKI VOCCIO: Okay. So with three,  
2 kids, maybe 3, 5 and 7?  
3 PING LIEU: I do not have averages on  
4 that, no.  
5 NIKKI VOCCIO: So would you say that  
6 60 seconds isn't average?  
7 PING LIEU: That would be on the upper  
8 end of our average.  
9 NIKKI VOCCIO: Would you say it would  
10 take five minutes for a family of five?  
11 PING LIEU: It's possibly. That's why  
12 we have the staging lane and the driving lane,  
13 because it's all in on one stage, and then all out  
14 on the other.  
15 NIKKI VOCCIO: So would you say that  
16 the calculations that you gave were probably just  
17 for one person getting in and out, and that those  
18 numbers don't apply to anybody that is more than one  
19 person?  
20 PING LIEU: As an average if I pulled  
21 up -- and I don't mean to be facetious at all -- if  
22 I pulled in to free stop the car, chances are all  
23 three of us are stepping out at the same time,  
24 right.  
25 So I am not trying to be, you know,

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1 snarky or facetious at all.  
2 NIKKI VOCCIO: No, no. I get it. But  
3 that's certainly not the case with my mom, just so  
4 you know.  
5 PING LIEU: Sure.  
6 NIKKI VOCCIO: My last question is do  
7 you live in the city or do you live in a suburb?  
8 PING LIEU: I live in a suburb.  
9 ATTORNEY POHLMAN: I'm going to direct  
10 you not to answer that question.  
11 NIKKI VOCCIO: Whatever.  
12 My question is if you lived in a suburb  
13 would you want an underground garage --  
14 ATTORNEY POHLMAN: I'm going to direct  
15 you not to the answer that question.  
16 NIKKI VOCCIO: -- being built right  
17 next to your home.  
18 Why not? Why is that not a decent  
19 question to ask?  
20 ATTORNEY POHLMAN: Mr. Lieu is here as  
21 a representative of the company that is going to, in  
22 the event that this application were to be approved,  
23 the applicant has represented to be the company that  
24 would manage the --  
25 NIKKI VOCCIO: It's a simple question.

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1 ATTORNEY POHLMAN: -- the on-site valet  
2 services. Mr. Lieu's personal experiences, where he  
3 lives, his family, are of absolutely no relevance to  
4 this application. And I would have to tell this  
5 board that they would have to disregard any  
6 comments, statements or testimony given regarding  
7 that.

8 NIKKI VOCCIO: I have other statements  
9 for the board, that's what I need.

10 CHAIRMAN TIGHE: You're next. Next.

11 DON SCARANO: Don Scarano, 42  
12 Fredrick.

13 CHAIRMAN TIGHE: Thanks for being good  
14 tonight.

15 DON SCARANO: No problem.  
16 Quick question for you because I wasn't  
17 sure. Now we're only using the double stacking  
18 system? Because I thought there might have been a  
19 triple someplace.

20 Just double stacking?

21 ADNAN KHAN: Yes, just double.

22 DON SCARANO: What is the height  
23 requirements on a double stacking?

24 SEAN FITCH: That's a requirement of  
25 the building, so I don't have.

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1 ADNAN KHAN: I can answer. The height  
2 of the basement floor to the ceiling is 12 feet, we  
3 can accommodate two tiers of the lift.

4 DON SCARANO: And that's not going to  
5 affect the height of how high the ending structure  
6 will be of the building in the top, right?

7 So that means --

8 ADNAN KHAN: No.

9 DON SCARANO: So that means we have to  
10 go lower. We have to go lower.

11 So my question is if we're going lower,  
12 this building, how far off the property line to the  
13 families that live behind up the hill is this  
14 property going to be?

15 Because now we've got to dig below,  
16 right? We're going to be putting pilings, we're  
17 going to be drilling. How is that going to affect  
18 the ground to those houses and their foundations?  
19 Do we have any studies on that?

20 So now we start interrupting --

21 ATTORNEY POHLMAN: Sir, if I can just  
22 refresh your recollection, one of the members of the  
23 board in our second hearing had requested, and the  
24 applicant agreed, that they would undertake studies  
25 regarding ground movement resulting from this

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1 application. And I believe that our member had  
2 requested that and I know that the applicant has  
3 already agreed to that.

4 So during the construction, the  
5 applicant has already agreed that in the event that  
6 this application is approved, that as a condition of  
7 approval, ground movement, vibration studies would  
8 all be undertaken to ensure that there is no impact  
9 on surrounding neighbors. And that is something  
10 that they have agreed to.

11 DON SCARANO: So it's, in essence,  
12 it's more we don't know if anything can happen? I  
13 mean, like is it a fact saying we can drill this far  
14 nothing is going to happen, or there's a possibility  
15 something can?

16 Because is it saying there's a  
17 possibility something can; there is a possibility  
18 that something can happen or this is guaranteed that  
19 nothing is going to happen to any of these houses?

20 That's what I'm trying to get at; is  
21 there a possibility? Like does this report say  
22 95 percent --

23 ATTORNEY POHLMAN: That's a question  
24 for him and him. But they, the applicant, has  
25 agreed to do the study to ensure that that will not

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1 happen.

2 ENGINEER CORNELL: Mr. Chairman, that  
3 report has not been provided yet. That was  
4 discussed as a condition; if this application was  
5 approved they would provide that report for review  
6 to ensure there's no adverse impact.

7 DON SCARANO: That's a key -- that  
8 should be major key before this even breaks ground  
9 because -- my thing is this, God forbid everything,  
10 they come back and say, oh, this is 95 percent  
11 foolproof, right, God forbid they start building and  
12 so and so house says, "Oh, shit my foundation  
13 shifted, I've got cracks," now what happens?

14 Like, say this has been approved but  
15 something does happen to one of the houses or a  
16 couple of the houses, now what's the next step?

17 ATTORNEY POHLMAN: That's why they've  
18 agreed to do the study because your point is well  
19 taken that the applicant has to do the study before  
20 the project can move forward.

21 MEMBER ALLEGRE: Mr. Chairman, can I  
22 explain a little bit?

23 CHAIRMAN TIGHE: One second.  
24 Other parts in town, when they built  
25 Towne Lake we had this problem with the compaction

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1 and they tried to do the heavy plates, and then up  
2 on Outlook Avenue they were cracking foundations,  
3 Kaplan had to pay for all of it.  
4 DON SCARANO: Okay. So it's still a  
5 processes where they have to pay for damages but  
6 it's not a project where someone could be, okay, we  
7 have to put a halt to this?  
8 ATTORNEY POHLMAN: I think based on,  
9 and I won't speak for the applicant, but I think  
10 what the applicant's represented is that they're  
11 going to undertake the study to make sure that is  
12 not going to happen. Because I can't imagine that  
13 if the data came back that there would be that  
14 impact on the residents, that it would go forward.  
15 ADNAN KHAN: If I may, I could add for  
16 clarification. We are meeting the setback, the rear  
17 setback. And the basement is 12 feet, the  
18 foundation. I would probably assume like that will  
19 be as-built foundation. They don't have to do  
20 piling or any deeper going to the bedrock or  
21 something.  
22 It is an average type of construction.  
23 It is not something like we are putting a skyscraper  
24 that you will need heavy compression and piles and  
25 things like that. It's a typical construction that

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1 you see anywhere. Even in warehouses that are built  
2 in the town, they probably use the same kind of a  
3 system that we are going to do.  
4 It's going to be evaluated. As far as  
5 the study, yes, the applicant agreed that they will  
6 provide this vibration studies and things like that.  
7 If there are any damages there would  
8 be remedies to it and the applicant would be liable  
9 for that.  
10 CHAIRMAN TIGHE: Okay.  
11 CAROL ESPOSITO: Hi. Carol Esposito,  
12 Parlin.  
13 You said that there's -- Esposito, I  
14 live in Parlin -- there's 43 surface parking spots,  
15 some of which are going to be used for the valet or  
16 holding area. You had said that the full-size SUVs  
17 will be on surface parking because they don't fit.  
18 What model vehicles are considered  
19 full-size SUV?  
20 PING LIEU: Full-size trucks, and  
21 full-size SUVs, so Chevy Suburbans, for example.  
22 CAROL ESPOSITO: Can you give us a  
23 list of all the full-size SUV's that will not fit?  
24 PING LIEU: I'm not sure.  
25 ATTORNEY SACHS: I don't -- I'm not

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1 sure he can provide it right now, but if your  
2 question was some of the vehicles -- and, Mr. Lieu,  
3 I'll have you answer, I think you have stated  
4 before, some of these vehicles can be parked on the  
5 lower level of the stacks?  
6 PING LIEU: Yes.  
7 CAROL ESPOSITO: Right. You said  
8 midsize. So I have a Volvo XC90, will that fit?  
9 ADNAN KHAN: Yes.  
10 CAROL ESPOSITO: That will fit  
11 underneath?  
12 ADNAN KHAN: Yes.  
13 CAROL ESPOSITO: So you're talking  
14 Suburbans, Expeditions?  
15 ADNAN KHAN: Yes. And again, we have  
16 to provide, I mean, just to remind you, like these  
17 parking spaces is required they should be 9-by-18,  
18 that is the standard-size parking spaces that you'll  
19 find everywhere, even in the mall parking and things  
20 like that.  
21 So we are proposing -- we are providing  
22 9-by-18 parking spaces so --  
23 CAROL ESPOSITO: Right, but it has to  
24 do with the height of the vehicle?  
25 ADNAN KHAN: I think it's more to the

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1 weight, rather than the size, I think.  
2 That's my understanding, I might be  
3 wrong, but you guys can correct me.  
4 SEAN FITCH: I can answer a part or  
5 two of that.  
6 So as I mentioned in the exhibit it's a  
7 6,000-pound-capacity lift. So that becomes your  
8 most limiting factor is the weight.  
9 CAROL ESPOSITO: So nothing to do with  
10 the height of the vehicle?  
11 SEAN FITCH: They have a set height of  
12 12 feet that they can work with. So any combination  
13 of vehicles they want that could fit within 12 feet  
14 they can operate within that context of 12 feet.  
15 CAROL ESPOSITO: Okay. And then zero  
16 electric vehicles will be downstairs in the  
17 basement; is that correct?  
18 ADNAN KHAN: That is correct, yes.  
19 CAROL ESPOSITO: And then up top, how  
20 many parking spots must be designated as handicap?  
21 ADNAN KHAN: We have -- we need at  
22 minimum four. Five, five spaces.  
23 CAROL ESPOSITO: Thank you.  
24 CHAIRMAN TIGHE: Sir, go ahead.  
25 DREW WEINGARTH: Drew Weingarth,

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1 W-E-I-N-G-A-R-T-H. East Brunswick, New Jersey. I  
2 was raised in the Old Bridge section of Parlin.  
3 As always, thank you all for your time  
4 and service.  
5 Mr. Fitch and Mr. Lieu gave very nice  
6 PowerPoint presentations. PowerPoint has the  
7 ability of inserting video. Did either of you  
8 consider inserting the videos on the operation of  
9 the stacking system?  
10 CHAIRMAN TIGHE: Do you have one?  
11 ATTORNEY SACHS: Well there is no  
12 video provided tonight. I think certainly we can --  
13 we provided an explanation and photographs about how  
14 the service appears. I don't think video is really  
15 necessary.  
16 DREW WEINGARTH: I appreciate that.  
17 Thank you very much.  
18 It was also presented or brought up  
19 about the mechanical issues of the stacking system.  
20 There are other variables of mechanical issues that  
21 could potentially go wrong, never mind the stacking  
22 system itself but the vehicles that would be parked  
23 in the stacking system.  
24 What happens in the events that a  
25 vehicle cannot start or gets, you know -- the

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1 vehicle itself. I'm not talking about the stacking  
2 system, but a vehicle gets -- has mechanical  
3 problems within the stacking system.  
4 How is that handled?  
5 PING LIEU: Sure. So if the vehicle  
6 is on the bottom, for example, we could contact the  
7 vehicle on the top and let them know that their  
8 vehicle would be brought back at the end, after all  
9 vehicles have been brought out.  
10 We have what we call I believe they're  
11 called LoJack wheelies where they clamp onto each  
12 wheel and they're able to push the vehicle out and  
13 then bring the vehicle down and out.  
14 If the vehicle is on top then they  
15 would just be the last one out and, obviously,  
16 pulled out at the end.  
17 DREW WEINGARTH: Thank you.  
18 I think as to what many of us have  
19 pointed out we're concerned that based on the area  
20 where all the stacking systems are, if there is a  
21 problem with mechanical -- with the stacking system  
22 itself or a car being a problem, it's causing --  
23 we're all concerned about the domino effect of  
24 things backing up.  
25 So it was also I believe brought up

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1 about a -- I'm going to call it an escape or a  
2 bypass lane. I believe someone testified that there  
3 was two lanes within this area, correct?  
4 PING LIEU: Correct, yes.  
5 DREW WEINGARTH: And handicap parking  
6 was mentioned, so that was answered.  
7 And thank you all very much for your  
8 time. Thank you.  
9 ATTORNEY SORDILLO: Mr. Chairman, it I  
10 can ask a follow-up question with regards to the  
11 video, only because if you look on Page 6 of Exhibit  
12 A-7, the KLAUS PowerPoint presentation, it does  
13 identify that it is a video.  
14 So I just want to clarify that there is  
15 actually no video and that is just an error, or is  
16 there a video that we just haven't gotten a chance  
17 to see?  
18 SEAN FITCH: Yeah, that video is  
19 available on the website.  
20 ATTORNEY SORDILLO: Okay. But just  
21 not a part of the PowerPoint?  
22 SEAN FITCH: Correct.  
23 ATTORNEY SORDILLO: Okay, just a point  
24 of clarification because I did note that and I was  
25 curious if we were going to see a video at one

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1 point.  
2 CHAIRMAN TIGHE: You're up, sir.  
3 JOE KARMAZIN: Good evening. My name  
4 is Joe Karmazin, 322 Ernston Road.  
5 I would just like to know what is the  
6 actual total number of spots on-site now, since we  
7 revised it from the last time, parking garage, up  
8 top, what is the total spot?  
9 ADNAN KHAN: I don't know the exact  
10 number but I think it's around 160.  
11 JOE KARMAZIN: Around 160.  
12 ADNAN KHAN: Yeah.  
13 JOE KARMAZIN: Okay. I also wanted to  
14 ask, so we have limited spots for larger vehicles,  
15 right. So say 80 SUVs/minivans pull up to one  
16 event, what do we do in that event?  
17 PING LIEU: Sure. So, obviously,  
18 ideally we don't want them all on the stackers but,  
19 as Mr. Fitch testified, they can go on, as long as  
20 we needed to.  
21 JOE KARMAZIN: Okay. As long as  
22 they're under the weight requirement, right.  
23 PING LIEU: Correct. There are not  
24 many vehicles over 6,000 pounds.  
25 JOE KARMAZIN: I want to know, is



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1 there any kind of comparison to having one of these  
2 in suburban area as opposed to, like, a city or, as  
3 she said, a baseball field or whatever.  
4 I've never seen any of these in a  
5 suburb before. Is there any kind of comparison to  
6 this?  
7 PING LIEU: I have seen them in  
8 residential condominiums.  
9 JOE KARMAZIN: Like apartment  
10 complexes?  
11 PING LIEU: Underground garages, I  
12 have seen them.  
13 JOE KARMAZIN: The other thing I  
14 wanted to ask about was pulling into the property  
15 while -- we have the first prayer service on Friday,  
16 right, and then the new people are coming in. And  
17 you said there's a staging area off to the side  
18 where you can potentially store some cars while  
19 they're still moving cars out, right.  
20 How many cars can fit off to the side?  
21 Like is there a number where you know you can keep  
22 20 cars there, 40 cars there?  
23 Traffic expert? That's for the next  
24 meeting?  
25 PING LIEU: I believe the traffic

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1 expert was going to testify to that.  
2 JOE KARMAZIN: Okay, traffic expert.  
3 That's for the next meeting.  
4 PING LIEU: Yes.  
5 ATTORNEY SACHS: Yes.  
6 ATTORNEY POHLMAN: And I would expect  
7 you would be able to provide a drawing that would  
8 show that so that --  
9 JOE KARMAZIN: A flowchart perhaps,  
10 too, would be helpful.  
11 ATTORNEY POHLMAN: Well, I would  
12 expect there to be a drawing that --  
13 ATTORNEY SACHS: On the site plan?  
14 ATTORNEY POHLMAN: Yeah -- that would  
15 reflect the staging area, the queuing area and  
16 reflect the number of cars, so that the public can  
17 see that. Correct?  
18 ATTORNEY SACHS: Yes.  
19 ATTORNEY POHLMAN: Okay.  
20 JOE KARMAZIN: And to add to that  
21 question, what about a fire lane.  
22 So all these cars coming and going, but  
23 there's a fire. A fire truck has to get in. What  
24 do we do?  
25 ADNAN KHAN: The fire truck is not

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1 going to get into the basement because that's not  
2 part of the --  
3 JOE KARMAZIN: Anywhere on-site, fire  
4 anywhere on-site.  
5 ADNAN KHAN: Yeah, we have ample  
6 circulation around the building. If they want to  
7 get close to the building we have enough room,  
8 circulation aisles. We ran the fire templates to  
9 make sure that they work.  
10 So they have access to the building or  
11 even to the basement. But again by -- according to  
12 the NFA code they have to stay away from the  
13 collapse zone, so they cannot enter or take their  
14 equipment any areas, right, where there is a chance  
15 it will collapse.  
16 So it's a safety procedure so they  
17 cannot. They won't go inside the basement.  
18 JOE KARMAZIN: Okay. I just want to  
19 make sure, though. So you have all these cars  
20 staging, people are coming in.  
21 A fire truck needs to get in; will it  
22 be able to enter the site?  
23 ADNAN KHAN: Yes, of course.  
24 JOE KARMAZIN: All right. Speaking  
25 of the fire chief, I remember a meeting or two ago

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1 he didn't sign-off or look at the plans. Do you  
2 know if he looked at any of this yet.  
3 I remember the board said something  
4 about it.  
5 ATTORNEY POHLMAN: To the applicant,  
6 have you submitted the Final Site Plan to the fire  
7 official and had them review it for circulation of  
8 the fire vehicles within the municipality?  
9 ATTORNEY SACHS: Yeah, I believe  
10 that's occurred. I am not sure if I have any  
11 correspondence from them but if I don't then I will  
12 follow up with them for sure.  
13 CHAIRMAN TIGHE: It will be done.  
14 JOE KARMAZIN: Thank you.  
15 CHAIRMAN TIGHE: All right, we're  
16 getting late. Who wants to speak, anybody else?  
17 Go ahead. One more. Let's keep it  
18 short. Thank you.  
19 MICHAEL CANN: Michael Cann, 12  
20 Vincent Street.  
21 I just was running it based on the  
22 model of hoist lift running the cars size-wise, so  
23 from a previous example of her XC90, a Toyota Rap 4  
24 will not fit on top of it. I'm looking at the  
25 specifications.

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1 What do you use as an average vehicle  
2 entering your facility as a dimension and how can  
3 you...

4 PING LIEU: Sir, just so I understand  
5 your question, what is the average vehicle we use?

6 MICHAEL CANN: For your approval of  
7 the site to accept responsibility for the amount of  
8 cars, yet to be determined, coming into the facility  
9 for you to put price onto a contract to provide the  
10 service and have enough people to do the job  
11 successfully?

12 PING LIEU: Our contracts aren't based  
13 on vehicles. It's based on the capacity of the  
14 site. If in any part of our operation we deem it  
15 unsafe or that we can no longer accommodate  
16 vehicles, we would turn them away so.

17 ATTORNEY POHLMAN: Sir, I think your  
18 question might be better posed to the representative  
19 of the manufacturer. In asking that representative  
20 of the manufacturer, given the number of spaces that  
21 their client has told them that they would have, and  
22 looking at what we anticipate, or what the data  
23 tells us are the vehicles that are most commonly  
24 used in this area, how are they able to represent  
25 that the number of spaces indicated is viable and is

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1 real, given the types of vehicles? Since not  
2 everybody, with no offense, drives Toyota Corrollas?  
3 And that might be the individual who is  
4 better able to answer that question, sir.

5 MICHAEL CANN: So I have a follow-up  
6 question. Will these two experts be here next time  
7 with the parking and traffic experts on-site.

8 CHAIRMAN TIGHE: Mr. Sachs?  
9 ATTORNEY SACHS: Yeah, if we need them  
10 here, that's fine, Mr. Chairman.

11 And just so to reiterate, I think the  
12 testimony previously was that there's 12 feet of  
13 height. There isn't too many vehicles that people  
14 drive, you know, in their personal capacity that are  
15 more than 12 feet high.

16 And secondly, and I guess this is, you  
17 know, good old... When I started practicing --

18 ATTORNEY POHLMAN: 12 feet of total  
19 height.

20 ATTORNEY SACHS: 12 feet of total  
21 height, right.

22 ATTORNEY POHLMAN: I mean, I'm seeing a  
23 lot more Defenders and Suburbans out there these  
24 days.

25 ATTORNEY SACHS: Correct. No, I

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1 understand that.

2 But I will also tell you that I wanted  
3 to check out what the weight of a Suburban was --  
4 you know, I couldn't do that when I started  
5 practicing 41 years ago but now I can -- and the  
6 range of a Suburban is from 5,600 pounds to  
7 6,000 pounds.

8 So at least we know what we're talking  
9 about.

10 SEAN FITCH: Just for clarity on that  
11 12-foot height, it accommodates most of those large  
12 SUVs that were just mentioned. They're around 6'3"  
13 at top. So those would be inserted at the bottom  
14 and the space above would be for a crossover or a  
15 sedan. That would be typical combination.

16 There are combinations of medium size  
17 that do fit within that 12-foot range but, you know,  
18 that would be for valet team to determine what goes  
19 where.

20 MICHAEL CANN: How would you  
21 determine? How will their training, back to an  
22 operations perspective, how would their training  
23 determine the height?

24 Do you have a measurement device on  
25 hand to facilitate accurate measurements before you

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1 try to put something up in the air and hit a  
2 sprinkler head or some obstruction?

3 ATTORNEY SACHS: I'm not sure if we  
4 can answer that.

5 PING LIEU: Sure. So the first  
6 vehicles that go up, because it's not a straight up  
7 or down, they can release the key to stop the  
8 vehicle. And our employees are trained on what is a  
9 safe height, to get as close as possible. And from  
10 there in the fill-in bottom rows they would be able  
11 to see which vehicles will fit and which vehicles --

12 MICHAEL CANN: And from a training  
13 perspective of fill-in, employees will have the  
14 knowledge base?

15 PING LIEU: Correct, yes.

16 MICHAEL CANN: Okay. How do I get a  
17 copy of what was presented for the parking  
18 operations flowchart provided this evening that was  
19 on the PowerPoint presentation?

20 SECRETARY MAGNANI: Tomorrow I will  
21 have it scanned in on our website.

22 MICHAEL CANN: Thank you very much.  
23 Thank you very much for everything. Appreciate it.

24 CHAIRMAN TIGHE: All right, last one.  
25 CAROL ESPOSITO: Carol Esposito again.

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1 I just want to follow up since we're talking about  
 2 the height of some of the vehicles. A quick Google  
 3 search: Audi Q7, Q8 are just under 7,000 pounds;  
 4 BMW X5, X7, 7,000; a Honda Odyssey is over  
 5 6,000 pounds.

6 So there are some regular family  
 7 vehicles as well as, like, big Suburbans, whatever;  
 8 Jeep Grand Cherokee, 6,500 pounds. So there are --  
 9 Land Rovers.

10 So there are many cars that are very  
 11 common to the area that many people drive that are  
 12 more than 6,000 pounds and would be unable to be on  
 13 the lift. So I just wanted to clarify that.

14 And I think you said about the Suburban  
 15 so I can give you that one, 7,800 pounds for a  
 16 Suburban.

17 Thank you.

18 CHAIRMAN TIGHE: Anybody else? Sir,  
 19 go ahead.

20 YUSEF SHARABATI: Thank you for having  
 21 me today. My name is Yusef Sharabati, Sayreville.  
 22 Y-u-s-e-f, S-h-a-r-a-b-a-t-i.

23 So my question would have to be for  
 24 you, my friend, right here. Because of your  
 25 understanding with valet operations, correct, and

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1 your operation as pointed out earlier, would you say  
 2 you have had multiple if not -- yeah, multiple  
 3 instances where you have worked with more than five  
 4 zoning operations?

5 PING LIEU: Yes.

6 YUSEF SHARABATI: Yes? And how would  
 7 you say that has ran? Like how would you describe  
 8 that experience?

9 Like from what you have seen when  
 10 there's more than five zones or five zones operating  
 11 at once, is it a smooth operation?

12 PING LIEU: It typically is. If you  
 13 have one strong captain right, and this is a very  
 14 relatively remote operations, we're not sending  
 15 anybody to a different floor or different, you know,  
 16 part of the actual lot, right. It's very  
 17 line-of-sight, it's very easy to direct your teams  
 18 in that sort of sense.

19 YUSEF SHARABATI: And you usually  
 20 train your staff pretty well handling thousands of  
 21 dollars on a, you know, daily basis?

22 PING LIEU: We have teams who do train  
 23 the staff so it's very standardized. And we have an  
 24 actual training program.

25 YUSEF SHARABATI: Okay.

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1 PING LIEU: I, personally, am -- I'm  
 2 the director of operations, so I see more, you know,  
 3 higher level, you know, teams.

4 YUSEF SHARABATI: Yeah, thank you. I  
 5 appreciate that.

6 PING LIEU: But we do, we invest a lot  
 7 of finances into our training programs.

8 YUSEF SHARABATI: Awesome. Thank you  
 9 so much.

10 PING LIEU: Sure.

11 CHAIRMAN TIGHE: Anybody else?  
 12 Mr. Sachs, what are you going to bring back for the  
 13 next meeting?

14 ATTORNEY SACHS: Well, we at least --

15 CHAIRMAN TIGHE: Everything we need to  
 16 finish, right?

17 ATTORNEY SACHS: Yes, yes. We are  
 18 going to have our traffic expert available who will  
 19 provide a revised traffic report.

20 We will have our planner available, and  
 21 we will finally --

22 CHAIRMAN TIGHE: These two gentleman?

23 ATTORNEY SACHS: These two gentleman,  
 24 we'll make sure that they're here, okay, to answer  
 25 any questions. But I don't really plan on calling

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1 them again, but certainly they'll be here.

2 Our architect will be here. But the  
 3 new testimony will be from the traffic engineer and  
 4 from the planner.

5 ATTORNEY SORDILLO: So just to clarify  
 6 basically you're going to have all of your  
 7 witnesses. And I think, especially if we're going  
 8 to be -- you're going to be potentially wrapping up  
 9 your testimony, and there are going to be some new  
 10 information provided by the traffic witness, that,  
 11 for the board's sake, I do recommend that that be  
 12 the case, if you can have all your witnesses here.  
 13 Because so that way we're not extending it just  
 14 because someone can't answer a question of the  
 15 board.

16 ATTORNEY SACHS: Yes, we'll comply  
 17 with that.

18 MEMBER LAHRMAN: Chairman, can I ask  
 19 one question please.

20 CHAIRMAN TIGHE: Go ahead.

21 MEMBER LAHRMAN: Those stackers are  
 22 going to be operated by utility power coming into  
 23 the building?

24 ATTORNEY SACHS: Yes.

25 MEMBER LAHRMAN: Okay. Is there going

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1 to be an elevator from the basement going up to the  
 2 upper floors?  
 3 CHAIRMAN TIGHE: Yes.  
 4 ADNAN KHAN: Yes, we have elevators.  
 5 MEMBER LAHRMAN: And is there going to  
 6 be a standby generator that is going to be in that  
 7 building for if there's a power loss?  
 8 ADNAN KHAN: Actually there is no  
 9 generator but I think, as Mr. Fitch testified, the  
 10 system for the elevators are hydraulic, they don't  
 11 need a backup power.  
 12 MEMBER LAHRMAN: But what if you loose  
 13 utility to the building?  
 14 ADNAN KHAN: Electric and something?  
 15 At this point I don't think so, there is a plan for  
 16 any emergency generator.  
 17 MEMBER LAHRMAN: Hmm. Because  
 18 typically --  
 19 ATTORNEY SACHS: Yeah, I'll indicate  
 20 this, if the board is inclined to recommend that  
 21 there be some type of generator, we certainly can  
 22 comply.  
 23 CHAIRMAN TIGHE: I think that's an  
 24 excellent idea, yeah.  
 25 ATTORNEY SACHS: Okay.

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1 CHAIRMAN TIGHE: Ma'am.  
 2 LISA MICHELLE: Just a question.  
 3 CHAIRMAN TIGHE: You have to come up  
 4 and you have to be --  
 5 LISA MICHELLE: I have a question  
 6 about the traffic study and how -- Lisa Michelle.  
 7 How far in advance of the meeting will  
 8 the traffic study be available?  
 9 ATTORNEY SACHS: We would have to  
 10 provide that at least ten days in advance of the  
 11 meeting.  
 12 LISA MICHELLE: Okay, thank you.  
 13 CHAIRMAN TIGHE: I would like to thank  
 14 the public for everything that they've done tonight  
 15 -- oh, all right.  
 16 GARY BELLO: Gary Bello, Thompson  
 17 Place.  
 18 CHAIRMAN TIGHE: He answered it.  
 19 GARY BELLO: You're saying the next  
 20 meeting will be the last meeting, or just for this  
 21 specific --  
 22 CHAIRMAN TIGHE: We're hoping.  
 23 GARY BELLO: -- just for this specific  
 24 topic?  
 25 CHAIRMAN TIGHE: We're hoping.

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1 GARY BELLO: Just for this specific  
 2 topic?  
 3 CHAIRMAN TIGHE: No, no, we're going to  
 4 do everything.  
 5 ATTORNEY SORDILLO: Well,  
 6 Mr. Chairman, if I might just jump in here. The  
 7 applicant is indicating that they're going to be  
 8 completing their testimony at the next hearing.  
 9 They're expecting that they're going to be  
 10 presenting their traffic engineer and their planner  
 11 and that is going to be the last of the witnesses  
 12 they're going to be presenting.  
 13 I asked if the applicant could please  
 14 have all of the witnesses there at that time because  
 15 if they're going to conclude their case-in-chief  
 16 then that's going to be -- the board may have some  
 17 questions that may address some of the other  
 18 witnesses, to be able to ask all of the board's  
 19 questions.  
 20 And then once their application has  
 21 been closed, their presentation, that is when as I  
 22 mentioned numerous times in these hearings, that's  
 23 when the public now has the opportunity not just to  
 24 ask questions, but to make statements, provide  
 25 evidence, provide testimony, if you want to provide

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1 witnesses, if you have witnesses of your own, if you  
 2 have expert witnesses, if you hired an engineer of  
 3 your own to come and present to this board.  
 4 At that point I'm not saying that the  
 5 board -- that the hearing will conclude at the next  
 6 one, it may, it may not.  
 7 CHAIRMAN TIGHE: We may have to carry  
 8 over the public portion.  
 9 GARY BELLO: Because I was just  
 10 wondering somewhere along the line we were supposed  
 11 to define the hours of operation. That hasn't been  
 12 clarified yet, has it?  
 13 CHAIRMAN TIGHE: No.  
 14 ATTORNEY SORDILLO: That is something  
 15 they still have to provide.  
 16 GARY BELLO: They haven't provided?  
 17 ATTORNEY SORDILLO: Absolutely.  
 18 CHAIRMAN TIGHE: And that's the same  
 19 thing with the Friday afternoons, that they  
 20 stipulated that they would do the hour and  
 21 15 minutes between the two things.  
 22 They're all things that are going to  
 23 have to get hammered out and we're going to try to  
 24 do it the on the 16th. If we don't, we'll have to  
 25 come back.

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1 GARY BELLO: But I mean as far as  
 2 starting at 4:30 in the morning, that will all be  
 3 defined?  
 4 CHAIRMAN TIGHE: Mr. Sachs said he  
 5 will have all that for us for the year not just --  
 6 okay?  
 7 GARY BELLO: I just wanted to make  
 8 sure that was still brought up.  
 9 CHAIRMAN TIGHE: All right?  
 10 GARY BELLO: There was one other issue.  
 11 The call to prayer, I don't know if anybody knows  
 12 about that, but it's an amplified call?  
 13 ADNAN KHAN: No, nothing outside.  
 14 GARY BELLO: Nothing outside?  
 15 ADNAN KHAN: No.  
 16 CHAIRMAN TIGHE: They said that a  
 17 couple of meetings ago.  
 18 GARY BELLO: Okay. I might have  
 19 missed it.  
 20 CHAIRMAN TIGHE: That's all right.  
 21 Thank you very much.  
 22 MEMBER VOLOSIN: Chair, I have a  
 23 question.  
 24 When the patrons enter the site, they  
 25 drive their own cars into the parking garage and do

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1 they pick out their own parking place?  
 2 PING LIEU: They do drive all the way  
 3 down into the subterranean level right in front of  
 4 the elevator banks, but they do not pick out their  
 5 own parking stalls.  
 6 MEMBER VOLOSIN: Okay, so where do the  
 7 patrons get out of their cars?  
 8 PING LIEU: There's an elevator bank  
 9 that they can --  
 10 MEMBER VOLOSIN: At the top or at the  
 11 bottom?  
 12 PING LIEU: At the bottom. In the  
 13 subterranean garage they will step out and the  
 14 valets will take over and they will step into the  
 15 elevators.  
 16 MEMBER VOLOSIN: And at the end of a  
 17 service, the patrons come down and would they  
 18 maneuver around the parking garage --  
 19 PING LIEU: No, it will be up top.  
 20 MEMBER VOLOSIN: -- and get their own  
 21 cars?  
 22 PING LIEU: I'm sorry. They would be  
 23 up top.  
 24 MEMBER VOLOSIN: When the patrons, at  
 25 the end of the service, they come downstairs into

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1 the parking garage, do they get their own cars?  
 2 PING LIEU: No. The vehicles -- the  
 3 last vehicles to get checked in will be the first  
 4 vehicles pulled up top, and the patrons would wait  
 5 for their vehicles up top in front of the building.  
 6 MEMBER VOLOSIN: Okay. So as far as  
 7 there is no people movement in the garage itself?  
 8 PING LIEU: No. We would not allow  
 9 that. That would be -- that would be a liability.  
 10 MEMBER ALLEGRE: I have a question.  
 11 CHAIRMAN TIGHE: Go ahead.  
 12 MEMBER ALLEGRE: I'm not sure if this  
 13 is going to be for one of you guys or not, but will  
 14 one of the rooms in the garage level be turned into  
 15 like a little office or reception area for the  
 16 operations team?  
 17 ATTORNEY SACHS: I doubt it.  
 18 PING LIEU: We wouldn't require it.  
 19 ATTORNEY SACHS: I don't think there's  
 20 any plan for that.  
 21 ATTORNEY SORDILLO: Okay so,  
 22 Mr. Sachs, just so members of the public hear, it's  
 23 my understanding, correct me if I'm wrong, that this  
 24 meeting is now going to be carried to the  
 25 October 16th meeting. It's going to be at this

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1 location, and at the same time, at 7:30. No further  
 2 notice is going to be provided.  
 3 So everyone, members of the public  
 4 here, you're being noticed now that the public  
 5 hearing on this is being carried to the October 6th  
 6 meeting at 7:30 -- 16th, excuse me -- October 16th  
 7 meeting at 7:30, at this location.  
 8 And at that time we will proceed,  
 9 continuing with the application as I just stated  
 10 earlier.  
 11 CHAIRMAN TIGHE: All right. I'll take  
 12 a motion to open to the public.  
 13 Make a motion.  
 14 ATTORNEY SORDILLO: This is not on  
 15 this application, on general comments.  
 16 CHAIRMAN TIGHE: On general comments.  
 17 Is there a second?  
 18 MEMBER VOLOSIN: Second.  
 19 CHAIRMAN TIGHE: Seeing none, I'll  
 20 take a motion to close.  
 21 MEMBER ALLEGRE: Make a motion to  
 22 close.  
 23 CHAIRMAN TIGHE: Second?  
 24 BOARD MEMBER: Second.  
 25 CHAIRMAN TIGHE: All in favor?

1 BOARD MEMBERS IN UNISON: Aye.  
 2 CHAIRMAN TIGHE: Any motion to  
 3 adjourn?  
 4 VICE-CHAIRMAN MULLER: Motion.  
 5 CHAIRMAN TIGHE: Second?  
 6 BOARD MEMBER: Second.  
 7 CHAIRMAN TIGHE: All in favor?  
 8 BOARD MEMBERS IN UNISON: Aye.  
 9 CHAIRMAN TIGHE: Thank you very much.  
 10 Thank you very much for being hospitable.

11 - - -  
 12 (Hearing adjourned at 10:03 p.m. )  
 13 - - -

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C E R T I F I C A T E

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2  
3 I, ANGELA C. BUONANTUONO, a Notary Public  
 4 and Certified Court Reporter of the State of New  
 5 Jersey and Registered Professional Reporter, do  
 6 hereby certify that prior to the commencement, the  
 7 witnesses were duly sworn to testify the truth, the  
 8 whole truth and nothing but the truth.

9 I DO FURTHER CERTIFY that the foregoing is a  
 10 true and accurate transcript of the proceeding as  
 11 taken stenographically by and before me at the time,  
 12 place and on the date hereinbefore set forth.

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

19  
20  
21  
22  
23  
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25

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Angela C. Buonantuono, CCR, RPR, CLR  
 NJ License No. 30XI00233100  
 Notary Public Commission No. 50014616

Dated: October 9, 2024

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