

Draft

MILLTOWN ZONING BOARD OF ADJUSTMENT
39 Washington Avenue
Milltown, New Jersey
October 4, 2006

In Re:
Valley National Bank
Block 51, Lot 3

B E F O R E:

Chairman Richard Ryan
Michael Olesinski
Chuck Bianco
Andrew Hippeli
Patricia Healey
Frank Amato
Ruth Lupo
Robert May
Lois Bitalla, Board Secretary
Carl Branciforte, Board Attorney
Raymond Liotta, Borough Planner
Marcia Shiffman, Planner
Michael McClelland, Borough Engineer
Jim Watson, Borough Traffic Engineer

1 APPEARANCES
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1 meeting.
2 (Discussion was held off the stenographic
3 record.)
4 CHAIRMAN RYAN: Mr. Branciforte, before we
5 move forward on the Valley National application I
6 believe there's a few recent developments we need to
7 discuss.
8 MR. BRANCIFORTE: I'd like to if the
9 applicant's attorney would like to address anything
10 about the historical nature of the site now or wait to
11 address it later on after the public portion, I'll leave
12 it up to him.
13 MR. AZRAK: We'd rather just hold off on
14 that and make the presentations and then I'd like to
15 address it at the end if I could.
16 CHAIRMAN RYAN: That's fine. That's fine.
17 MR. AZRAK: Thank you very much. Would you
18 like me to begin?
19 CHAIRMAN RYAN: Absolutely.
20 MR. AZRAK: Mr. Chairman, members of the
21 board. We thank you for your time again tonight. As
22 you know on August 2nd we got through the architectural
23 review and we also were substantially through the
24 engineering testimony, but as a result of the questions
25 and comments that the board had, the public had, your

1 CHAIRMAN RYAN: Ladies and gentlemen,
2 welcome to the October 4th meeting of the Milltown
3 Zoning Board of Adjustment. Roll call, please.
4 MS. BITALLA: Chairman Ryan?
5 CHAIRMAN RYAN: Here.
6 MS. BITALLA: Vice Chairman Olesinski?
7 MR. OLENSINSKI: Here.
8 MS. BITALLA: Mr. Amato?
9 MR. AMATO: Here.
10 MS. BITALLA: Mr. Bianco?
11 MR. BIANCO: Here.
12 MS. BITALLA: Mrs. Healey?
13 MS. HEALEY: Here.
14 MS. BITALLA: Mr. Hippeli?
15 MR. HIPPELI: Here.
16 MS. BITALLA: Mrs. Lupo?
17 MS. LUPO: Here.
18 MS. BITALLA: Mr. May?
19 MR. MAY: Here.
20 MS. BITALLA: Eight present.
21 CHAIRMAN RYAN: Thank you.
22 (Board business was held off the
23 stenographic record.)
24 CHAIRMAN RYAN: The next item is the Valley
25 National Bank application coming back from the August

1 professionals had we have gone back to the drawing board
2 so-to-speak and presented a new architectural and so as
3 a result I'd like to recall our architect, Mr. Corvino
4 and have him just quickly go through those changes with
5 you. Would you like us to sit or stand?
6 CHAIRMAN RYAN: That's entirely up to you.
7 MR. AMATO: I'd like you to speak into the
8 mike this time. Last time we had problems. I could not
9 hear.
10 MR. AZRAK: That's why he's sitting next to
11 me so I can poke him.
12 MR. CORVINO: I apologize, Mr. Amato. I
13 will try better to target the mike.
14 SALVATORE CORVINO, 139 Chestnut Street,
15 Nutley, New Jersey 07110, having been previously sworn,
16 testified as follows:
17 CONTINUED DIRECT EXAMINATION BY MR. AZRAK:
18 Q. Mr. Corvino, you testified last time and you're
19 still under oath. You understand that?
20 A. Yes, I am.
21 Q. Now as a result of the comments of the board
22 professionals and comments that were made at the
23 August 2nd hearing what, if anything, did Valley
24 National Bank direct you to do?
25 A. Valley National Bank had asked me to go look at

<p style="text-align: right;">Page 6</p> <p>1 the design of the bank again and try to address some of</p> <p>2 the issues, mainly discuss the planner's and some of the</p> <p>3 board members' questions from the last meeting and so I</p> <p>4 redesigned the building and added some features and we</p> <p>5 designed the roof and some of the exterior of the</p> <p>6 building to accommodate some of those issues.</p> <p>7 Q. And there were also members of the public that</p> <p>8 had talked about things like the door, windows, trim</p> <p>9 work?</p> <p>10 A. Correct.</p> <p>11 Q. And was that also revisited?</p> <p>12 A. Yes, it was.</p> <p>13 Q. You submitted those revisions with a letter on</p> <p>14 September 20, 2006 to the board; isn't that correct?</p> <p>15 A. Yes, I did.</p> <p>16 Q. And if I can quickly go through some of those</p> <p>17 things and then you can expand on any of those that you</p> <p>18 would like. First, you modified the roof which was a</p> <p>19 very large change in the building so it went from a</p> <p>20 one-story to a two-story building; is that correct?</p> <p>21 A. Correct. We took the mansard roof, four-foot</p> <p>22 mansard parapet and we changed that to a gable roof with</p> <p>23 dual chimneys and some dormers on the roof basically</p> <p>24 both the rear and the front of the building.</p> <p>25 Q. Now you also provided more windows, double hung</p>	<p style="text-align: right;">Page 8</p> <p>1 added those details.</p> <p>2 Q. With regard to the signage there was a</p> <p>3 directional drive-thru canopy sign on the west elevation</p> <p>4 which was reduced in size; is that correct?</p> <p>5 A. Correct.</p> <p>6 Q. And the wall directional sign was reduced in</p> <p>7 size; is that correct?</p> <p>8 A. Correct.</p> <p>9 Q. And then the hours of operation sign that was in</p> <p>10 the glass window of the door?</p> <p>11 A. The entry door.</p> <p>12 Q. The entry door because you put the true light</p> <p>13 divide in that section?</p> <p>14 A. Another wall sign.</p> <p>15 Q. So it's on the wall next to the door; is that</p> <p>16 correct?</p> <p>17 A. Correct, but it was reduced as well.</p> <p>18 Q. Okay. With that do you have pictures and</p> <p>19 diagrams to show the changes?</p> <p>20 A. Those changes --</p> <p>21 Q. And we're going to need the microphone.</p> <p>22 A. Can I put the microphone there?</p> <p>23 Q. Or why don't you just point.</p> <p>24 A. That would be great. What we see here, this is</p> <p>25 the signage drawing which shows the elevations and the</p>
<p style="text-align: right;">Page 7</p> <p>1 windows in the north elevation, south elevation which</p> <p>2 were the Main Street facade and the rear facade and</p> <p>3 they're typical of a colonial revival architectural</p> <p>4 style; is that correct?</p> <p>5 A. Correct. The specific comments from the planner</p> <p>6 at the last meeting, there weren't enough windows at the</p> <p>7 front of the building. As a condition of having</p> <p>8 oriented the building in a previous design we needed to</p> <p>9 add some windows to the front. We also added some more</p> <p>10 windows on the side and added the colonial -- the</p> <p>11 traditional style type of lights.</p> <p>12 Q. And that would have been an entrance driveway</p> <p>13 facade and exit driveway facade, the sides of the</p> <p>14 building?</p> <p>15 A. The north side, front of the building.</p> <p>16 Q. I also understood that you modified the front</p> <p>17 entry door to a French outswing style door; is that</p> <p>18 correct?</p> <p>19 A. Correct, with an arched transom and true divide</p> <p>20 light from what was originally a storefront door. We</p> <p>21 added dividing lights to the rear doors.</p> <p>22 Q. I also understood that you have now added dentil</p> <p>23 moulding at the cornice under the roof eave; is that</p> <p>24 correct?</p> <p>25 A. That's part of the rip design and cornice, we</p>	<p style="text-align: right;">Page 9</p> <p>1 signage. None of the signage has changed on the</p> <p>2 building other than the items discussed just recently</p> <p>3 regarding the size of the signs and the repositioning of</p> <p>4 the hours of operation sign. All the other signage</p> <p>5 remains as is. However, you see the changes in the roof</p> <p>6 line. We've added a second story, gable roof with</p> <p>7 dormer windows. That second story is just a mechanical</p> <p>8 space to accommodate the mechanical equipment, hold the</p> <p>9 mechanical equipment outside the building. In that</p> <p>10 facade we added additional windows, aligned them with</p> <p>11 the dormers, we changed the door style and gave it a</p> <p>12 more colonial style and added the traditional divide</p> <p>13 lights and all the windows. That's the front facade</p> <p>14 which is the north facade.</p> <p>15 The south facade we also added dormer windows,</p> <p>16 additional windows and we gabled the canopy, revised the</p> <p>17 canopy as well. We kept the ionic columns, traditional</p> <p>18 style in both the entrance tower and the drive-thru</p> <p>19 canopy.</p> <p>20 On the east and west facades we added traditional</p> <p>21 windows. They are also visible from the street so that</p> <p>22 added to the architectural treatment and we added a</p> <p>23 brick chimney on both elevations. The dual chimneys are</p> <p>24 reminiscent of the colonial style. We also added the</p> <p>25 stone base, modified that to a large limestone lot base,</p>

3 (Pages 6 to 9)

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1 block base and some clapboard siding on that second
 2 story. The site plan here showing the signage and
 3 directional signage did not change.
 4 Q. If I could just stop you for a second. Your
 5 testimony on the first board was exhibit what?
 6 A. That's Exhibit A-24.
 7 Q. 24 and you're now looking at exhibit what?
 8 A. A-23 below that. These are the architectural
 9 signage drawings. Vito, if you could just turn that
 10 around. A-21 and 22 are the architectural plan, site
 11 plan and elevational drawings. These have been
 12 submitted to the board. These are just mounted for
 13 reference.
 14 Q. I understand.
 15 A. Exhibits 21 and 22. Building plans,
 16 architectural site plan and building elevation. Same
 17 elevation I described in the signage charts previously.
 18 Q. Okay. The second story is just used for
 19 mechanical equipment; is that correct?
 20 A. Correct.
 21 Q. There's no storage?
 22 A. There's just mechanical equipment with a trust.
 23 There's not going to be any substantial storage. It
 24 will just be mechanical space.
 25 Q. Okay. Do you have any other exhibits to show the

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1 board?
 2 A. Yes. I have new renderings depicting these
 3 changes. These are renderings I believe 25 through 28.
 4 MR. AZRAK: For the record the witness is
 5 testifying that the first exhibit which is on the board
 6 which is A-25.
 7 MR. ACQUAFREDDA: A-26.
 8 MR. CORVINO: As I handed out in the
 9 previous meeting you have a binder. These are the
 10 revised renderings that I am discussing now. So for
 11 your convenience you have a set in front of you. And
 12 the description below each R-1 replaces the previous
 13 rendering, R-1. This is the rendering of the proposed
 14 bank and site improvements superimposed on a photograph
 15 of the site viewed from the northeast side of North Main
 16 Street looking south across the road towards the
 17 property.
 18 Q. And that is exhibit what?
 19 A. R-25.
 20 Q. No, exhibit on the board?
 21 A. I'm sorry A-25.
 22 Q. A-25?
 23 A. Rendering is R-1. Rendering R-2 is Exhibit A-26.
 24 The rendering of the proposed bank superimposed on the
 25 photograph of the site viewed from the northeast side of

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1 North Main Street looking west across the road towards
 2 the property and basically from each side of North Main
 3 Street.
 4 R-3 which is Exhibit A-27 is a rendering of the
 5 proposed bank showing landscape and signage view from
 6 the west and north elevations looking at the driveway of
 7 the bank.
 8 And then R-4 which is Exhibit A-28, the rendering
 9 of the proposed bank and landscape and signage view of
 10 the east and north elevations at the main entry, a
 11 drive-thru canopy and the exit driveway looking west.
 12 The rest of those exhibits are the signage drawings I
 13 just described for your record. That's it for those
 14 exhibits. The other exhibits are for the existing
 15 building.
 16 Q. And as a result of some of the comments did you
 17 prepare any other exhibits with regard to the existing
 18 structure?
 19 A. Yes. The issue was brought up about the
 20 conditions and the existing building. We were
 21 authorized by the bank to go out, myself and my
 22 structural engineer and I did a reinspection of the
 23 building with my engineer on August 16th and he and I
 24 both prepared a report and took photographs. And I have
 25 boards here that depict the conditions that are

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1 described in the report that I can give you as a handout
 2 as well.
 3 Q. If we can hand that out and if we can get the
 4 first board up.
 5 A. These handouts do not have the photographs. I
 6 put those on the board for color so that they can be
 7 seen better. I'll continue.
 8 MR. AZRAK: Mr. Chairman, what we're going
 9 to do with that handout is pre-mark that as Exhibit
 10 A-39, just for the record.
 11 CHAIRMAN RYAN: Okay.
 12 Q. Now your prior testimony on August 2nd, Mr.
 13 Corvino, also incorporated some of the structural
 14 problems that occurred or that you inspected and then
 15 you went back. Do I understand that correctly?
 16 A. Correct.
 17 Q. And took pictures of those areas that you had
 18 testified to?
 19 A. Correct.
 20 Q. Can you quickly give us an overview since you've
 21 already testified, these pictures now depict those
 22 structural problems that they found when you were on the
 23 site the first and second time, correct?
 24 A. Correct.
 25 Q. Give us briefly -- the board that is presently up

1 on the stand is marked as?
 2 MR. ACQUAFREDDA: A-29.
 3 Q. A-29 for the record and could you quickly go
 4 through that?
 5 A. Yes. Board A-29 is the first of seven boards
 6 depicting photographs of the building's exterior and
 7 interior conditions. A-29 which is marked Board 1 on my
 8 presentation are mostly exterior shots of the building
 9 around the building showing what the building looks like
 10 and elevations.
 11 Q. And what areas of problems did you spot from the
 12 exterior?
 13 A. Most of the problems were related to water damage
 14 on the exterior and poor maintenance and upkeep of the
 15 building. On closer view on board's Exhibit A-30 and
 16 A-31 which include additional close-ups and blow-ups of
 17 details of the exterior show the extent of that damage.
 18 Missing siding, poor painting and repair work, missing
 19 details, rotted post, rotted brackets, cornices and
 20 overhangs, missing siding exposing some of the
 21 structure. You can see the rear porch post here. The
 22 entire base of the post is missing. The detail above
 23 that the rail is missing. Here we're missing siding
 24 exposing the structure. Windows are cracked and some of
 25 the brackets and eaves are rotting from clogged drainage.

1 Q. With regard to A-30, in the center there's a
 2 porch that looks as if it's sagging; is that correct?
 3 A. Correct. That porch tilts from left to right.
 4 The door doesn't even open. There was a problem with
 5 the lock originally and we realized the door was jammed.
 6 The building was warped. That interior foyer is
 7 entirely sloped and the corridor when we went down to
 8 the basement we found that the floor was rotting,
 9 termite damage and water damage which is depicted in
 10 additional photographs. Photograph boards A-32 and A-33
 11 depict interior basement details.
 12 MR. ACQUAFREDDA: A-33.
 13 A. 32 and 33.
 14 MR. ACQUAFREDDA: 33 and 34.
 15 A. 33 and 34. Those details you can see here. The
 16 main problem here is the entire basement is a wood floor
 17 on sleepers directly on the soil. This gave a direct
 18 route for termites and any water infiltration when
 19 flooding or raining. Floor rotted, termites were able
 20 to eat the floor. There was termite tracks throughout
 21 the floor. This is described in my report. There are
 22 termite tracks on the wall and up onto the joist. There
 23 were joists that were rotted in the ceiling, on the
 24 walls. The studs were rotting. There was a lot of wood
 25 damage, mildew and mold on the walls. The walls were so

1 damp. I would touch the grout and it would just fall
 2 out and it really just pulverized. Just under that
 3 porch in the living room which is --
 4 Q. Put up that other board.
 5 A. Depicted here you can see there is missing brick
 6 on the piers it appears from the rot on the floor.
 7 Q. We're now looking at A-33 for the record.
 8 A. There you can see the piers missing. There's
 9 brick missing and rotting at the base. There is termite
 10 damaged eaves here you'll see in the crawl space, the
 11 brick work and the foundation, the rotted walls. There
 12 were screwjacks.
 13 Q. What is a screwjack?
 14 A. It's a temporary support. It's intended -- when
 15 something is falling apart it's intended to keep it from
 16 getting worse.
 17 Q. And these screwjacks were used for permanent
 18 holding up of the building?
 19 A. These were used permanently, but they're not
 20 intended for permanent use for construction.
 21 Q. Is that a result of the termite and beam damage
 22 that you've already testified?
 23 A. Water damage, yes. Most of the waste piping,
 24 most of the cast iron waste piping in the basement was
 25 rusted to the point where it needs to be entirely

1 replaced. That can cause septic problems because the
 2 septic water, the wastewater will start to infiltrate
 3 the ground so that can cause a problem. So all that
 4 piping including the indoor piping would probably have
 5 to be replaced. The entire floor structure under the
 6 main entrance, the living room and portions of the
 7 interior of the house would have to have some structural
 8 replacements.
 9 Q. As a result of your inspection did you find that
 10 there was a variance in the angle of the floor?
 11 A. Yeah, the main entrance, the floor picture, that
 12 three inches most likely.
 13 Q. And that's as a result of the rotting beams?
 14 A. Right, the beams that settled. They were failing
 15 and that's what the screw jacks were holding up and
 16 there were some wood posts as well to support that.
 17 There was really extensive damage along the front wall
 18 which is the wall that faces the front porch. Lots of
 19 water damage there and in the rear it appeared that the
 20 foundation walls where you entered the basement from the
 21 rear hatch door were water damaged. There was a lot of
 22 mold growing there.
 23 Q. As a result of your findings do you have an
 24 opinion as an architect and a conclusion whether the
 25 building is safe in its present condition?

1 A. No, I don't believe it is safe. Especially the
 2 entranceway and some of the features on the porches,
 3 some of these porches are ready to collapse. It's also
 4 not really a livable building at this point. I have two
 5 other boards that depict some of the interior floors of
 6 the first and second floor. There's around the
 7 fireplace, this window there's an ivy vine growing right
 8 through the window. A plant is growing into the house.
 9 There's gaps in the windows because the windows are
 10 warped in the settlement and there are missing panes.
 11 There's water damage under the sills on the exterior.
 12 You will see that there's some rotting and paint is
 13 chipped away. There are cracks in plaster and this wall
 14 covering that's covering the plaster, vertical and
 15 diagonal cracks. The structural engineer addresses some
 16 of those. Those are concerns from settlement and damage
 17 below which is occurring right at the main entrance
 18 stair and foyer and that crack runs up through the floor
 19 ceiling to the second floor ceiling. The first floor
 20 ceiling which is the second floor structure, you can see
 21 infiltration of water at the windows. All the parquet
 22 flooring, decorative parquet flooring is buckling as a
 23 result of the water damage. And then in the attic the
 24 floor slopes on this end of the attic, again, over that
 25 same area. This house is settled from the basement

1 level to the attic level right over the entrance and
 2 living room. The entire entry is sagged and sloped. As
 3 a result this brick is starting to fall out. That brick
 4 is all falling out, the floor is sloping and there's
 5 water damage in the attic from the leaks. You can see
 6 the ceiling on part of the roof and more cracks in the
 7 masonry and that's the description of the rest of the
 8 building.
 9 Q. Do you have any other exhibits with you?
 10 A. I do have a copy of that report.
 11 MR. McARTHUR: It's been marked.
 12 Q. As you sit here today based on the questions and
 13 the testimony that you gave on August 2nd, if I asked
 14 you all of those questions that I did at the end of your
 15 testimony on August 2nd about the variances would your
 16 answers still be the same today?
 17 A. Yes, they would.
 18 MR. AZRAK: I have no further questions of
 19 this witness, Mr. Chairman.
 20 CHAIRMAN RYAN: Board members, any
 21 questions?
 22 MR. AMATO: Yes, I have a question. I
 23 mentioned the last time regarding the parking spots, the
 24 parking, the width of the parking lanes. You mentioned
 25 I believe they were going to be nine feet wide; am I

1 correct?
 2 MR. CORVINO: Is that my testimony or the
 3 civil engineer?
 4 MR. AZRAK: Mr. Amato, I think you're
 5 talking about the civil engineer who I am bringing back
 6 up here.
 7 MR. AMATO: Thank you.
 8 MR. AZRAK: We'll let you get him this time.
 9 MR. AMATO: I want to get into that.
 10 MR. AZRAK: Thank you.
 11 CHAIRMAN RYAN: Mr. Liotta, do you have
 12 anything at this time?
 13 MR. LIOTTA: Not on the architectural.
 14 MS. HEALEY: I have one. How many ATMs are
 15 there?
 16 MR. CORVINO: Two. One in the entrance
 17 canopy outside the front entry.
 18 MS. HEALEY: So that's a walk-up outside?
 19 MR. CORVINO: Yes, and then one in the
 20 drive-thru, first lane of the drive-thru.
 21 MS. LUPO: Yes, I have a question. On the
 22 drive-thru's, you have I guess it's on A-1 on the floor
 23 plan, on the drive-thru you have eight-and-a-half feet
 24 from curb to curb and that's fine, but actually where
 25 the column is on the island it sets in and I see four

1 little circles around the column which to me indicates
 2 you're going to have some sort of a post there.
 3 MR. CORVINO: It's a base to the column.
 4 The column is about a foot in diameter. The base -- I'm
 5 sorry, the column is about -- let me just look at my
 6 drawing -- about 16 inches in diameter at the base.
 7 Those other circles represent the base. There's a
 8 larger base at the bottom of that column.
 9 MS. LUPO: In other words we're talking
 10 about the drop-in box where you're going to drive up and
 11 do your transaction?
 12 MR. CORVINO: Correct. You're talking about
 13 the four circles around? Yes, those are the bollards.
 14 MS. LUPO: How high are they going to be?
 15 MR. CORVINO: They're approximately
 16 three-and-a-half feet.
 17 MS. LUPO: Because I think that there's a
 18 problem with them projecting out. Even though you have
 19 the eight-and-a-half feet, it's fine to drive through
 20 eight-and-a-half feet, but when you pull up to do your
 21 transaction you have to pull over to the left. Meantime
 22 when you're finished with the transaction and you start
 23 to pull away, your side-view mirror could hit those
 24 posts and I've seen it across the street from the
 25 property in question.

<p style="text-align: right;">Page 22</p> <p>1 MR. CORVINO: Those bollards can be taken 2 in. 3 MS. LUPO: Can that be taken into 4 consideration? 5 MR. CORVINO: Yeah, they can be taken in. 6 MS. LUPO: Lowered? 7 MR. CORVINO: We do have to protect the box 8 mainly from the side of the car hitting the box, but 9 they can probably be taken in about six inches on either 10 side. 11 MS. LUPO: Okay. How big would they be in 12 diameter, the posts? 13 MR. CORVINO: They're approximately four to 14 six inches in diameter. 15 MS. LUPO: About four to six inches and then 16 they do extend past that column into the drive-thru? 17 MR. CORVINO: Right. It's not a column 18 they're extending past, that's the box that you would -- 19 the pneumatic system that you would put your money in. 20 Those are there for the protection of that box from 21 exactly what you're talking about, somebody hitting 22 them, the box. The equipment is very expensive. 23 MS. LUPO: But I went over to look across 24 the street and I seen those posts and those posts have 25 all different color stripes on them where people have</p>	<p style="text-align: right;">Page 24</p> <p>1 dentil work on that. 2 MR. CORVINO: I'm sorry? 3 MR. MAY: On page A-1, the building profile 4 would be the tower. It doesn't show the dentil work. 5 MR. CORVINO: On this detail? 6 MR. MAY: On A-2 it shows the dentil work. 7 Is that an oversight? 8 MR. CORVINO: No, it was an oversight on 9 that detail. I have it in the elevation on A-2. 10 MR. MAY: Is that just an oversight? 11 MR. CORVINO: The detail is an oversight. 12 The dentils aren't shown in that building profile. It 13 had been changed in the building elevations. That 14 profile is there really for dimensional purposes. 15 MR. MAY: Are you going to have dentil work 16 on the upper section of the tower too? 17 MR. CORVINO: Give me A-2. I have to get my 18 drawing. 19 MR. MAY: That's okay. 20 MR. CORVINO: I believe it showed it on the 21 bottom portion only. That upper portion will not have 22 dentil moulding. 23 MR. MAY: Okay. 24 MR. CORVINO: I could add it in. It's a 25 request.</p>
<p style="text-align: right;">Page 23</p> <p>1 been hitting them. 2 MR. CORVINO: Not only the window, the 3 mirror. 4 MS. LUPO: Right, the side mirrors. 5 MR. CORVINO: In the design we could take 6 into consideration and make some modifications to pull 7 that away from the drive, the aisle itself. 8 MS. LUPO: Is that going to be a roll-out 9 box or is it -- 10 MR. CORVINO: It's a pneumatic tube. 11 MS. LUPO: Is it going to be a roll-out box 12 for your transaction? 13 MR. CORVINO: Is it a roll-out? A pneumatic 14 vacuum tube so it goes up. 15 MS. LUPO: So it's going to be into the 16 column so you're going to have to come quite close? 17 MR. CORVINO: But because there isn't 18 anything below it but the box lies low enough that those 19 bollards have to protect the piece of equipment at the 20 bottom end of that pneumatic system which is where you 21 place your tube in, it runs up into the canopy and back 22 down into the back. 23 MS. LUPO: All right. 24 MR. MAY: On A-1 on the building profile 25 what will be showing, the tower? It doesn't show the</p>	<p style="text-align: right;">Page 25</p> <p>1 MR. LIOTTA: Mr. Chairman, thank you. I did 2 have one question about the canopy lighting. It wasn't 3 detailed specifically on the plan with respect to 4 wattage or whether they're recessed exposed. Could you 5 just cover that for us? 6 MR. CORVINO: Sure. Actually those lights 7 are recessed in the canopy. I believe they're 150 watt 8 bulbs. I do have the specs on them if you'd like me to 9 give you specifics on it, but they're recessed in the 10 canopy. Two of those lights has to stay on at the ATM 11 and drive-thru at night to provide the proper lighting 12 at the ATM as required by law, but none of them will -- 13 there is a glass lens that drops down slightly, about 14 four inches, but it's a recessed -- mostly recessed. If 15 you'd like me to give you the details on it. 16 MR. LIOTTA: If you do have them I'd like 17 them. 18 MR. CORVINO: Sure. 19 MR. LIOTTA: Have the board see that. 20 MR. CORVINO: I just have a written spec on 21 it. It's an eight-inch spray lens reflector vertical 22 down light. At the drive-thru canopy it's a Lightolier 23 12-inch aperture. 24 MR. AZRAK: That is also recessed, correct? 25 MR. CORVINO: Yes, that is a down light for</p>

7 (Pages 22 to 25)

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1 exterior use.

2 MR. LIOTTA: So the bulb itself, the fixture

3 itself is recessed?

4 MR. CORVINO: Yes, it is.

5 MR. LIOTTA: Okay.

6 MS. SHIFFMAN: Mr. Corvino, on your plans

7 for the building and which are certainly a significant

8 improvement from over what we saw last time, but you

9 show the dormer and it has brick optional. What is

10 the desire of the --

11 MR. CORVINO: That's in that clapboard

12 siding to keep it uniform with the chimney if it were --

13 both options are used in that style.

14 MS. SHIFFMAN: What are you proposing?

15 MR. CORVINO: We had seen over where brick

16 went all the way up, but we bought the clapboard for our

17 purposes, broke it up a little and brought it down in

18 scale because the brick going all the way up --

19 MS. SHIFFMAN: That's what you propose?

20 MR. CORVINO: That's what I proposed, but we

21 have an option to make it all brick to match the

22 chimney, so --

23 MS. SHIFFMAN: Okay.

24 MR. CORVINO: I think by adding the

25 clapboard we add some scale and that detail helps the

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1 horizontal lines on the building be to scale and not be

2 overpowering where you have too much brick.

3 MS. SHIFFMAN: Thank you.

4 CHAIRMAN RYAN: Anything else from the

5 board? At this point then I think before we move to

6 your next witness we'll open the questioning to the

7 public on this witness as we did last meeting.

8 MR. AZRAK: Whatever the board wants

9 obviously we'll do. I was wondering if we could have

10 some consistency and then I'll present the witnesses for

11 cross-examination at the end. They're all staying, but

12 whatever the pleasure of the board is. If you want to

13 do it, either way. I just thought possibly some of the

14 answers of the other witnesses may answer some of the

15 questions that are going to be asked now, but either

16 way.

17 CHAIRMAN RYAN: Okay, all right. We'll do

18 it that way.

19 MR. AZRAK: Okay, I appreciate that, thank

20 you. The next witness I would like to recall is our

21 site engineer, Mr. Hanrahan.

22 JOSEPH HANRAHAN, 200 State Highway Nine,

23 P.O. Box 900, Manalapan, New Jersey 07726-0900, having

24 been previously sworn, testified as follows:

25 DIRECT EXAMINATION BY MR. AZRAK:

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1 Q. Mr. Hanrahan, you testified on August 2nd and you

2 were under oath at that time. You understand you're

3 still under oath?

4 A. Yes.

5 Q. With regard to the changes that Mr. Corvino has

6 now outlined in detail, did that affect your

7 engineering, the site engineering itself?

8 A. No, it did not. The footprint of the building

9 remained the same so there was no impact to the site

10 plans.

11 Q. And so your testimony in regard to the site work,

12 the variances remain the same as your testimony on

13 August 2nd; is that correct?

14 A. That's correct.

15 Q. Also there were new submissions and I understand

16 you're going to be going through the town engineer's

17 report and the planner's report, but as a result of some

18 of the comments you then submitted a sanitary sewerage

19 facilities report, correct?

20 A. Yes.

21 Q. And that's dated August 15th of 2006 as well as a

22 water facilities report?

23 A. Correct.

24 Q. And you also then revised the stormwater

25 management report; is that correct that was dated

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1 July 21st?

2 A. Yes, that's correct.

3 Q. Now if you would please just go through quickly,

4 there are two letters that the board professionals have

5 now generated and they actually incorporate all of their

6 other concerns. So if you would address the

7 September 28th letter and then the planner's letter of

8 October 2nd and maybe to make this easier on you and the

9 board could you address those things that we have to

10 address, the other ones I assume for the purposes of

11 your testimony will either have been corrected or that

12 we will comply with?

13 A. Sure.

14 Q. Okay.

15 A. Moving onto the CME letter going to the comments

16 on Page 2, Item B, Number 1 with regard to the parking

17 stalls, this will be handled in detail by the traffic

18 engineer in future testimony. However, I would like to

19 add that with regard to the project proposes 25 stalls

20 with 13 banked for a total of 38 stalls to comply with

21 the borough code, I would like to say that as we

22 testified to in the past we don't see the need to

23 provide the 38 stalls. There's a great benefit to the

24 banked stalls, the green area will decrease the

25 impervious area of the project and increase the buffer

8 (Pages 26 to 29)

1 area to the back, the south of the project and to the
2 side, the west side.

3 It should also be noted that typically the banks
4 that we design, this size bank the parking ratio is 1
5 per 200 square feet of floor area whereas the town code
6 requires 1 per 100 square feet. Typically this size
7 bank requires 19 stalls per the 1 per 200-square foot
8 requirement. Historically Valley National Bank for a
9 bank of this size, the banks that they have existing
10 throughout the state, the average is 18 stalls and as I
11 stated the traffic engineer will get into that in more
12 detail, but that's the justification for the parking.

13 Going onto Item B 2, this will also be addressed
14 by the traffic engineer, that is a traffic comment
15 there. B 3 with regard to the trash disposal, that was
16 also addressed in the previous testimony as spelled out
17 in the planner's report. But I will just add to that
18 that there is a cleaning crew that comes in on a daily
19 basis that takes the garbage and recycling in their van
20 off-site so there is no need for the trash enclosure and
21 there is also a shredding company that comes in during
22 the week and takes out the papers from the bank.

23 MR. McCLELLAND: So it's your testimony that
24 you do not need the refuse there; is that correct?

25 MR. AZRAK: But it is also noted that if the

1 board wishes to have a trash receptacle we will put it
2 in. We're not fighting that, we're just saying that
3 it's not needed. We're not going to have trash in it.

4 Q. Can you go onto the next one, please.

5 A. Sure. Item B 4 is satisfied, item B 5 is with
6 regard to the site triangle easement on the west side of
7 the property. Since the driveway, there is an ingress
8 driveway only there is no site triangle easement
9 required there as to the new revised plans.

10 Item B 6 this will also be addressed by the
11 traffic consultant. Item B 7 is satisfied. Item B 8
12 again was testified to previously. We do not propose a
13 loading stall. Again, the armored vehicle, the armored
14 vehicle, UPS, step vans, Fed Ex trucks typically on the
15 bank sites they pull up to the front door, jump out,
16 make a delivery and jump back in and again, that will be
17 addressed in further detail by the traffic consultant.

18 With regard to B 9 it's pertaining to the parking
19 stall size, 9-and-a-half by 19-foot hairpin striping
20 with a 25-foot aisle in accordance with I guess it's the
21 design, design standards of the borough. Our design is
22 in accordance with the ordinance. The ordinance does
23 describe or define a parking stall as a 9 by 18-foot
24 area and our design is in accordance with that 9 by
25 18-foot area. Again, the planner's letter also confirms

1 that dimension, the 9 by 18-foot area. We have provided
2 the 25-foot back up aisle so we do provide the 25-foot
3 back up aisle which is one foot greater than what we
4 would interpret the ordinance to require.

5 While we're on that I guess I could address the
6 size of the stall as one of the board members asked
7 about.

8 Q. Yes, if you would, please.

9 CHAIRMAN RYAN: Mr. Amato.

10 MR. AMATO: Yes. Sorry, I'm busy reading
11 this. As I mentioned last time, you're considering a
12 9-foot parking area width, line to line, okay? I was
13 outside checking our parking lot here, okay? Ours is 9,
14 approximately 9-feet give or take a couple of inches and
15 we have an 18-inch buffer on each side. Now a car is
16 approximately 6-feet wide, mirror to mirror. That
17 leaves 18-inches on each side to open the door. Now
18 you're going to have dings. Traffic in the bank is
19 tremendous. Maybe twice what it is here. So how in
20 good conscience can you give a person 18-inches before
21 they cross the solid line? Why not give them 2-feet or
22 18 or, you know, what we have here instead of a solid
23 line, 9 feet, 6-foot car, 18-inches on each side? How
24 can this be?

25 MR. HANRAHAN: What I can say there is that

1 should the board decide that they would prefer the
2 larger stalls --

3 MR. AMATO: Of course, there's no question
4 about it because I counted approximately what, 30 stalls
5 that you have, 31, 32 and you said -- I'm checking your
6 parking plan. I believe it's what, 30 parking spots or
7 there about? I'm only guessing. Cut down as you said
8 the maximum is what, 19 required?

9 MR. HANRAHAN: Typically, yes.

10 MR. AMATO: So cut down on the number from
11 30 and give each parking spot enough so you don't get
12 dings on each car. That's my only argument.

13 MR. HANRAHAN: That would be fine.

14 MR. AMATO: If I'm going to go to that bank
15 and get a ding on my door I don't know if anybody knows
16 what I mean by a ding, a ding costs quite a bit of
17 money.

18 MR. HANRAHAN: If that's the board's desire.

19 MR. AMATO: It's my desire and I hope the
20 board goes along with me.

21 MR. HANRAHAN: We can reduce the number of
22 stalls from 25. We would, for instance, if you were to
23 require a 10-foot width on the stall -- I'm just
24 throwing a number out there -- we would probably lose
25 about three stalls so we'd go from 25 stalls to 22 which

1 is more than adequate for this project so we can adhere
 2 to that requirement.
 3 MR. AMATO: Well, can you give, you know, an
 4 island on each side possibly similar to what you have
 5 here?
 6 MR. HANRAHAN: Well, we would provide the
 7 hairpin striping.
 8 MR. AMATO: Double hairpin with
 9 approximately 18 inches in between?
 10 MR. HANRAHAN: If that's what your desire
 11 is.
 12 MR. AMATO: Thereabouts, give or take
 13 because you're talking about a parking area
 14 approximately the size of that panel for a car to go in.
 15 MR. MAY: But now you're talking about 22
 16 parking spaces instead of 25 parking spaces so you have
 17 extra parking spaces where you can add three and still
 18 keep the 25 parking spaces.
 19 MR. AZRAK: That's not a problem and the
 20 only issue we raise with that is what was raised by the
 21 public and they wanted the biggest buffer possible in
 22 the back. So whatever the board decides, if you want
 23 the buffer we can do that. You want larger parking
 24 spaces and take some of the banked spaces we can do that
 25 too.

1 MR. BRANCIFORTE: I think Mr. Liotta had
 2 raised a comment at the last meeting. I think he has
 3 something else to add here.
 4 MR. LIOTTA: Well, Mr. Chairman, my opinion
 5 on the parking is I would like to see less parking, but
 6 obviously enough parking to satisfy the need. If they
 7 can support and the traffic consultant review basically
 8 suggests that 38 certainly is not required and possibly
 9 25 is not required, somewhere around the 20 range might
 10 do the trick. Now that allows us to reduce impervious
 11 coverage, maybe it also allows us to remove a couple of
 12 the parking stalls that are closest to Main Street on
 13 the exit drive aisle, get a little more landscape area
 14 in there and still accomplish possibly a wider parking
 15 stall for all the other ones. Maybe you go to the
 16 9-and-a-half-foot width requirement that's in the other
 17 borough standards.
 18 MR. AMATO: Is that 9-and-a-half plus the
 19 small buffer on each side or just 9-and-a-half between
 20 line to line?
 21 MR. McCLELLAND: It's center to center,
 22 Frank, so it's center to center 9-and-a-half feet so
 23 center to center.
 24 MR. AMATO: So you're giving approximately
 25 20 inches on each side of the car for a door opening,

1 that's all you're giving?
 2 MR. LIOTTA: That's pretty wide for
 3 standards.
 4 MR. AMATO: You're talking about a two-door
 5 car with a door approximately 36 inches wide as my car
 6 is outside. So you're talking about an overhang into
 7 the other parking spots of approximately a
 8 foot-and-a-half for me to open that door fully?
 9 MR. McCLELLAND: That's correct.
 10 MR. AMATO: And I hit the other car next to
 11 me because of the constant traffic. That's my argument.
 12 Because, you know, you have on a windy day you open that
 13 door and the wind takes the door, good-bye car next to
 14 it. It's got a ding.
 15 MR. McCLELLAND: I think that rather than
 16 just deal with this now I think their traffic engineer
 17 is going to be on, I think. Let's let him speak to this
 18 because the current standards are now with regard to
 19 parking stall dimensions are the trend is to move to
 20 narrower widths and ideally 9-foot is generally what
 21 we're seeing in many of our towns. I think if you get
 22 to 9-and-a-half feet you've probably done a great job in
 23 terms of probably trying to eliminate the concern we
 24 have, but let's let their traffic engineer speak to it.
 25 I think Ray and I can probably support the 9-and-a-half

1 feet and let's see what their engineer has to say.
 2 MR. AMATO: I don't agree, but --
 3 MR. HANRAHAN: If I could just add one
 4 thing. You speak to the foot-and-a-half to open your
 5 door. You have to keep in mind the car next to you you
 6 also have that foot-and-a-half. You don't open the door
 7 at the same time so you really have three feet to open
 8 the door. You can open the door over the line.
 9 Typically you don't have somebody next to you opening
 10 the door at the same time so you really have three feet
 11 to open the door.
 12 MR. AMATO: Exactly, that's my point.
 13 CHAIRMAN RYAN: Thank you.
 14 MR. HANRAHAN: Going onto B 11, with regard
 15 to the site triangles, we would agree to provide those
 16 as a condition of approval. Going onto B 12, the
 17 traffic expert will discuss the exhibit for the SU 30.
 18 That also applies to 13, 14.
 19 Going onto C 1 with regard to the stormwater
 20 routing we agree to provide the routing calculations to
 21 the board's engineer with an addition to adding water
 22 quality unit to the plan for water quality measures.
 23 Number 2 is satisfied, Number 3 we agree to
 24 indicate the type of material above the stone trench
 25 underground detention basin. 4 is satisfied, 5 is

<p style="text-align: right;">Page 38</p> <p>1 satisfied. 6 is satisfied. 7, again, we agree to 2 provide each of the inlets with a sump within the inlet 3 and a hood to increase the water quality aspects of each 4 inlet. Number 8, we agree to show the slopes on the 5 plan as required. D 1 is satisfied, D 2 we agree to 6 show -- to coordinate the detail with the plan view 7 information. Number 3 is satisfied. Number 4 with 8 regard to fire protection we did submit a water report. 9 There are -- the building does not propose -- it's not 10 proposed to be sprinklered so there is no fire 11 connection to the building. There is a fire hydrant on 12 the opposite side of Main Street in an easterly 13 direction approximately I believe I'd have to measure 14 it, but I think it's around 100 feet in an easterly 15 direction from the property.</p> <p>16 MR. McCLELLAND: Mr. Chairman, just while 17 the applicant's engineer, Mr. Hanrahan, is going through 18 these items we would require I think the intent here is 19 to provide or to obtain some fire flow requirements 20 whether it's from the applicant's architects and 21 analysis of the borough system to see whether that fire 22 flow could be required and that's pretty standard in the 23 ISO methods similar to RSIS.</p> <p>24 MR. HANRAHAN: We agree.</p> <p>25 MR. MAY: One, what kind of construction,</p>	<p style="text-align: right;">Page 40</p> <p>1 E Number 1, the shadetrees we'll talk about in the 2 planner's letter. We'll get to that next. Number 2, 3 the county right away subject to county planning board 4 approval, we do have conditional county planning board 5 approval on this project so we do have their approval. 6 One of the conditions is to move the stormwater pipe 7 within Main Street to the curb line. We're 8 investigating that if it's possible with regard to the 9 other utilities in the roadway, but we do have their 10 approval. Number 3, no longer applicable. Number 4, we 11 agree to comply with the planning information required. 12 Number 5, we agree to add a note to the plan reflecting 13 shop drawing requirements. Number 6, we agree to add 14 the filter fabric for the detention basins. Number 7 is 15 satisfied. Number 8, we agree to update the trash rack 16 detail in accordance with the information shown in the 17 plans. Number 9, we agree to -- we'll add a note to the 18 plan stating that any repair required for that existing 19 wall along the westerly property line will be provided 20 as required by the borough. Number 10, we agree to 21 revise the plans accordingly. 11 is satisfied. 12 we 22 have submitted a demolition plan to the construction 23 code official. We have not yet heard back from him, but 24 we have submitted a plan and we will of course comply 25 with his requirements. Number 13, 13 I believe would be</p>
<p style="text-align: right;">Page 39</p> <p>1 wood framed, metal stud? We're getting into fire now is 2 what I'm trying to get at.</p> <p>3 MR. CORVINO: The building is a steel frame 4 structure with metal stud walls and a metal truss with 5 the roof fabricated truss.</p> <p>6 MR. MAY: Okay.</p> <p>7 MR. CORVINO: I have material boards if you 8 need other details.</p> <p>9 MR. MAY: All right.</p> <p>10 BY MR. AZRAK:</p> <p>11 Q. And Number 5?</p> <p>12 A. Number 5 with regard to essentially utilities 13 they are available from Main Street that includes water, 14 sewer, electric, gas, telephone and cable all available 15 from Main Street. With regard to Number 6, I notice and 16 those utilities are shown on the plan with the exception 17 of the cable and telephone which are available through 18 the overhead lines which run along Main Street.</p> <p>19 With regard to Number 6, we agree to revise the 20 plans to coordinate the information. With regard to 21 number 7 we agree to add a note to the plan to state 22 that we'll comply with the applicable standards.</p> <p>23 Number 8, again, the recycling, we spoke about 24 this that from a recycling standpoint the cleaning crew 25 comes in and takes out the recycling on a daily basis.</p>	<p style="text-align: right;">Page 41</p> <p>1 discussed by the architect with regard to timing and 2 phasing of construction. 14 is satisfied. F-1 is 3 satisfied. G-1 again is the tree removal plan and we'll 4 get to that in the next letter. G-2 is satisfied. G-3 5 is satisfied. Number 4, again we'll discuss that in the 6 next letter but we have -- I believe we've satisfied the 7 planner with regard to light spillage with regard to the 8 project. Number 5 is satisfied, 6 adding a note, we 9 agree with regard to landscaping notes. Number 7 is 10 satisfied. H 1 we have Freehold Soil Conservation 11 District approval and we spoke about number 1 B, the 12 county plan at work. We have that conditional approval, 13 county planning board. 2 and 3 there's no action 14 required there. I think they're just comments and 15 Number 4 we will comply.</p> <p>16 We did receive a letter from the fire safety 17 officials requiring a knox box and fire striping outside 18 the parking areas and we agreed to comply with that 19 letter and that's it for the CME letter.</p> <p>20 Q. So just to summarize on all of the issues that 21 were raised in that September 28th correspondence we 22 have complied or we will comply except for the comments 23 that were made by the traffic engineer; is that correct?</p> <p>24 A. That's correct.</p> <p>25 Q. Okay. Can we now review the planner's letter of</p>

11 (Pages 38 to 41)

<p style="text-align: right;">Page 42</p> <p>1 October 2nd?</p> <p>2 A. Again, I think we can jump right to Page 2. The</p> <p>3 comments in bold are the new comments. Number 3 extends</p> <p>4 onto Page 2 with regard to the banked parking stalls.</p> <p>5 We spoke about that, 25 are permanent with the 13</p> <p>6 banked. The traffic engineer, traffic expert will</p> <p>7 discuss that in more detail.</p> <p>8 With regard to Number 4, going down to the first</p> <p>9 bold item testimony was 74 percent and 67 percent. My</p> <p>10 testimony is correct, the plan is incorrect so the</p> <p>11 testimony does stand.</p> <p>12 Q. That's with regard to the maximum impervious</p> <p>13 coverage if there is banked spaces or not banked spaces;</p> <p>14 is that correct?</p> <p>15 A. That's correct. The 74 percent impervious</p> <p>16 coverage we're allowed 90 percent so we're well within</p> <p>17 the code requirement and if we remove the banked stalls</p> <p>18 we're down to 67 percent.</p> <p>19 Let's see here. With regard to going onto the</p> <p>20 next page, the planner states that the setback to the</p> <p>21 banked parking along the rear property line needs to be</p> <p>22 verified. It appears to be approximately three feet</p> <p>23 from the property line. This was testified to at the</p> <p>24 previous hearing, however just to add to that, yes the</p> <p>25 plan does show that three-foot setback from the bank at</p>	<p style="text-align: right;">Page 44</p> <p>1 hearing. There is one additional variance added there</p> <p>2 with regard to the freestanding sign. The illumination,</p> <p>3 freestanding sign is prohibited, therefore the</p> <p>4 illumination is prohibited so that that is an additional</p> <p>5 variance.</p> <p>6 With regard to the front facade sign the plan</p> <p>7 previously proposed that 24-and-a-half-foot high front</p> <p>8 facade sign. It's been reduced to 22 feet so that's why</p> <p>9 that item is bolded.</p> <p>10 The next bolded item there that's with regard to</p> <p>11 the drive-thru signs on the north facade at the rear of</p> <p>12 the building. Those are prohibited due to facing the</p> <p>13 residential use so therefore the variance is there.</p> <p>14 And then the next bolded item under the sign</p> <p>15 variances, sign outline is with regard to the south side</p> <p>16 facade signs. Height above sidewalk is required at</p> <p>17 15 feet. Again, we're proposing now 22 feet to the</p> <p>18 south facade signs. We refer to it as east facade signs</p> <p>19 on the architectural and engineering plans. Down at the</p> <p>20 bottom there the 8.3 bolded item is with regard to the</p> <p>21 -- there is a building directional sign shown on the</p> <p>22 front facade on the west side of the property. That is</p> <p>23 proposed at 8.3 square feet. It's permitted at 2 square</p> <p>24 feet so therefore the variance for that sign.</p> <p>25 Q. And the last page of the letter, Page 6?</p>
<p style="text-align: right;">Page 43</p> <p>1 the rear property to the rear property line, however as</p> <p>2 I described previously we can accommodate that five foot</p> <p>3 setback by pulling those stalls in. Should the board</p> <p>4 desire to show those banked stalls so we can comply with</p> <p>5 the 5 foot setback.</p> <p>6 The next bolded item at the bottom of the first</p> <p>7 large paragraph there will be handled by the traffic</p> <p>8 expert. Number 6, again, will be the traffic expert.</p> <p>9 Number 7 down at the bottom, Item 3, the plan does</p> <p>10 propose now a six foot high board-on-board fence along</p> <p>11 the south property line to improve upon the buffer to</p> <p>12 the school property at the rear.</p> <p>13 Q. Actually, there's a board-on-board fence on three</p> <p>14 sides at this point; is that correct?</p> <p>15 A. That's correct. Number 4 are satisfied. With</p> <p>16 regard to the tree replacement plan we agree to conform.</p> <p>17 As of right now my calculations disagree with Mr.</p> <p>18 Liotta's calculations and I would like to sit down with</p> <p>19 him and go over them and whatever the calculations per</p> <p>20 the ordinance required we will complete.</p> <p>21 Q. And the lighting plan?</p> <p>22 A. I think the architect addressed that comment with</p> <p>23 regard to the recessed lighting for the canopy lights.</p> <p>24 The next item there is with regard to sign variances</p> <p>25 which again I believe we discussed at the previous</p>	<p style="text-align: right;">Page 45</p> <p>1 A. 10-A will be addressed by the planning expert in</p> <p>2 future testimony. 10-B will be addressed by the traffic</p> <p>3 expert. 10-C we discussed the tree replacement plan.</p> <p>4 10-D just a comment that we will comply with the issues</p> <p>5 raised by this letter. 10-F we agree to obtain any</p> <p>6 jurisdictional permits required. I'm sorry, that was</p> <p>7 10-E. 10-F address all the issues of the borough</p> <p>8 engineer's letter, we discussed those and 10-G was with</p> <p>9 regard to fees.</p> <p>10 Q. Mr. Hanrahan, you've worked on other banks not</p> <p>11 just this one; is that correct?</p> <p>12 A. Yes, I have.</p> <p>13 Q. Your office as well?</p> <p>14 A. Yes, numerous.</p> <p>15 Q. And in the recent time that you have been</p> <p>16 handling banks what is the status of a bank in a</p> <p>17 drive-thru?</p> <p>18 A. They don't exist one without the other in today's</p> <p>19 society. There are very few banks that do not have a</p> <p>20 drive-thru associated with them.</p> <p>21 Q. And even in engineering terms would that be</p> <p>22 considered an industry standard?</p> <p>23 A. That's correct.</p> <p>24 Q. And drive-thru's, do they require more or less</p> <p>25 parking as a result of their placement?</p>

12 (Pages 42 to 45)

1 A. Well, they have no impact on parking. The bank
2 would whether it has a drive-thru or not would require
3 the vehicles to come on site and park. With the
4 drive-thru -- well, I guess there would be less parking
5 because you would not have to access the bank, you're
6 going up through the drive-thru, accessing the
7 drive-thru and then pulling away so there would be less
8 parking.
9 Q. With regard to the loading space variance we've
10 already discussed that and we're willing to place it but
11 we don't need it; is that correct?
12 A. That's correct.
13 Q. You've already discussed the sign variances, need
14 correct safety, less confusion and direction. Testimony
15 is the same as it was on August 2nd; is that correct?
16 A. That's correct.
17 Q. We've talked about the bank's parking spaces, the
18 tree replacement plan. With regard to the driveways,
19 they do conform to code, correct?
20 A. Yes.
21 Q. And as a result of having a one-way system we
22 have created less conflicts; is that my understanding?
23 A. That's correct. The project proposes one
24 driveway which is an ingress driveway and one egress
25 driveway which limits the conflicts to the movements on

1 North Main Street.
2 Q. In your expert opinion from an engineering
3 standpoint is this site particularly suited for the use
4 that is being proposed?
5 A. Yes, it is. It provides adequate buffering. The
6 project provides adequate buffering. It's a permitted
7 use with the exception of the drive-thru. It does
8 provide a community need, the banking need and it
9 enhances the aesthetics of the area.
10 Q. And does this proposal satisfy the preliminary
11 and final site plan requirements?
12 A. Yes, it does.
13 Q. And in your expert opinion does it promote
14 safety?
15 A. Yes, it does.
16 Q. And is this a better zoning alternative than what
17 exists presently?
18 A. Yes, it is.
19 MR. McCLELLAND: Mr. Hanrahan, explain how
20 this promotes safety.
21 MR. HANRAHAN: It removes parking from the
22 county road there. It will remove the parking along the
23 county road. It provides like I stated, the one ingress
24 driveway and one egress driveway to remove conflicts
25 from the county road.

1 MR. AZRAK: In your opinion does --
2 MR. McCLELLAND: Would it be possible to
3 reduce the exit drive to 20 feet or is that a better
4 question for your traffic engineer?
5 MR. HANRAHAN: I think that would be best
6 suited by the traffic engineer, yes.
7 MR. McCLELLAND: Thank you, sorry.
8 BY MR. AZRAK:
9 Q. Does the proposal that is being submitted and
10 that you've testified to from an engineering standpoint
11 advance the Municipal Land Use Law?
12 A. Yes, it does. It encourages the commercial use
13 of the zone that is permitted. It's removing a
14 nonconforming residential use. It's removing a
15 structure that is in need of repair. It's removing the
16 parking as I stated along the county road. It's
17 complying with the tree removal ordinance. It will
18 comply with the stormwater regulations of the borough
19 and it will enhance the aesthetics of the site.
20 Q. And with regard to the stormwater management
21 you're also giving peak flow reduction and we're
22 cleaning the water and it's also being infiltrated,
23 correct?
24 A. That's correct.
25 Q. And does this proposal advance the zoning code of

1 Milltown?
2 A. Yes, it does. As I stated previously the lot
3 coverage requirement from the code is 75 percent. The
4 project only proposed a lot coverage of 12 percent for
5 the building area. With regard to impervious coverage
6 the borough code allows 90 percent, the project proposes
7 74 percent with the banked parking and 67 without the
8 banked parking so we're well within those two coverage
9 requirements of the borough. We'll be removing the
10 street parking along the county road providing
11 landscaping and buffering in accordance with the borough
12 code. The project will be serviced by the essential
13 utilities from North Main Street, comply with the tree
14 removal and comply with the tree removal ordinance of
15 the borough.
16 Q. I failed to ask you at the last hearing, this
17 proposal, is it ADA compliant?
18 A. Yes, it is.
19 Q. And presently there are no ADA spaces at the
20 commercial use of Dr. Sharma, correct?
21 A. That's correct.
22 Q. In your professional opinion from an engineering
23 standpoint does the development and use that's being
24 proposed substantially impact on the surrounding
25 community?

1 A. Negatively or positively?
 2 Q. It's under the negative criteria.
 3 A. No, it will not.
 4 Q. Okay. I was wondering why you hesitated, it's
 5 because I framed the question improperly. And will this
 6 development substantially impair the zoning code or
 7 master plan?
 8 A. No.
 9 MR. AZRAK: I have no further questions of
 10 this witness.
 11 CHAIRMAN RYAN: Board comments? Anybody
 12 else at the moment? Okay, you can move forward. Oh,
 13 I'm sorry.
 14 MS. SHIFFMAN: Just a few questions dealing
 15 with landscaping and it really relates to the previous
 16 discussion that we had heard and will be continued I
 17 think with the traffic engineer on a need for parking
 18 and possibly elimination of possibly up to five parking
 19 spaces as was suggested which gives an opportunity to
 20 increase, to save some of the trees along the frontage
 21 which we think is really important. It will help blend
 22 the building better with the street.
 23 One of the issues I know which I'd like you
 24 to talk about is the regrading because there's basically
 25 that whole site is being regraded and so we'd like to

1 suggest that you consider saving some of the trees along
 2 -- moving/removing the spaces along the street, number
 3 one, and also discuss the grading and the drainage in
 4 terms of street trees in front of the building. I know
 5 that the rendering does show some street trees in front
 6 of the building and we're pleased to see them because I
 7 know that that's what we discussed at the last meeting,
 8 but there appears to be a conflict between those trees
 9 and it looks like an infiltration basin in front of the
 10 building or drainage system. You're the engineer. So
 11 if you could discuss that or consider possibly if that
 12 could be amended to retain the trees and provide some
 13 street trees along the frontage as well I think it would
 14 go a long way to try and blend in with the -- and it
 15 would provide some more screening of the parking which
 16 we would really rather not see from the road.
 17 MR. HANRAHAN: Sure. With regard to the
 18 saving some of the trees along Main Street there, I know
 19 there is a group of trees at the -- what I would call
 20 the northwesterly corner of the property adjacent to the
 21 residential use. If you look at our grading plan we are
 22 doing some very minimal grading in that area. I think
 23 there is an opportunity to save at least a couple of
 24 those trees. I'd have to possibly go out there and look
 25 at each individually, but I think there is an

1 opportunity to save at least a couple of those trees
 2 there.
 3 MS. SHIFFMAN: So you would maybe eliminate
 4 two parking spaces from that side?
 5 MR. HANRAHAN: Well, that side we only call
 6 for --
 7 MS. SHIFFMAN: Well, banked?
 8 MR. HANRAHAN: Banked, yeah. So if we do
 9 not have to install the banked we could save some trees
 10 in that corner and I think those are the most
 11 substantial trees on the site along the frontage.
 12 MS. SHIFFMAN: What about the other side,
 13 the south west entrance?
 14 MR. HANRAHAN: Okay.
 15 MS. SHIFFMAN: Just your tree removal plan
 16 or existing condition plan, two of ten, there's two
 17 being removed, but there's two trees probably in the
 18 first parking spot and then one, two, three, four, five
 19 further back.
 20 MR. HANRAHAN: Yeah, I see one tree in the
 21 first stall at what I'm calling the easterly side of the
 22 property along the frontage there. And there is one
 23 tree just adjacent to the first stall there that if we
 24 were able to remove a stall or two we could save that
 25 tree and then you refer to a couple trees on the

1 interior there maybe 20 feet back, I believe. We would
 2 have to establish maybe an island around that, around
 3 those trees or -- well, actually those, I don't think
 4 there's an opportunity to save those due to the grading
 5 of the site in that area. I think we're a couple feet
 6 above grade so it might be tough to save those trees.
 7 MS. SHIFFMAN: Definitely the 30-inch Maple
 8 would be worth saving which is the first one. Are you
 9 saying with the regrading you can't try and modify the
 10 grading?
 11 MR. HANRAHAN: Where is the 30-inch Maple?
 12 MS. SHIFFMAN: That's the one right closest
 13 to the street.
 14 MR. HANRAHAN: Yeah, that one if we were
 15 able to lose a stall or two we could regrade down to
 16 that area most likely and save that tree.
 17 MR. LIOTTA: Mr. Hanrahan, I guess the other
 18 area is along the rear property line between the bank
 19 and school, you have a graded slope in there.
 20 Possibly I'd consider a short wall to save
 21 some more of the trees in that area too because a
 22 recommendation, not necessarily a must do, consider it?
 23 MR. HANRAHAN: Yes, I think that would -- a
 24 wall would allow us to save some trees in that area,
 25 yes.

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1 MR. LIOTTA: Particularly just about in the
 2 middle of the property at the 48-inch Elm I'd have to
 3 know the health of any of the trees that might be an
 4 issue, but certainly worth taking a look at, something
 5 that's worth looking into to see if we can save it.
 6 MS. SHIFFMAN: Maybe before we go out and
 7 clear the site it should be examined, possibly have an
 8 arborist out there to see if any trees can be saved.
 9 MR. HANRAHAN: I agree.
 10 MS. SHIFFMAN: What about the street trees
 11 in front of the building shown on the rendering, I think
 12 it was discussed, mentioned by the board at the last
 13 meeting.
 14 MR. HANRAHAN: As you pointed out, I mean in
 15 front of the building there's not too much of an
 16 opportunity because of all the utilities going on, we do
 17 propose shrubs, Evergreen and deciduous shrubs along the
 18 front of the building. However, due to the underground
 19 basin there and the utilities coming in and out of that
 20 underground basin there isn't a great opportunity.
 21 There's really no room to put in a tree.
 22 MS. SHIFFMAN: We wondered if that's
 23 something that maybe that basin could be relocated say
 24 along the driveway. Because right now it's an area that
 25 has a sidewalk and landscaping.

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1 MR. HANRAHAN: We looked long and hard on
 2 the spot to put that basin and we don't like where it
 3 is, but that's the only spot it fits due to the
 4 infiltration testing we've done and the other utilities
 5 on the property.
 6 CHAIRMAN RYAN: If the board doesn't have
 7 anything else, you can present your next witness.
 8 MR. AZRAK: Thank you. The next witness is
 9 Mr. Robert Edgar.
 10 DIRECT EXAMINATION BY MR. AZRAK:
 11 Q. Mr. Edgar, can you tell us who you presently
 12 work for?
 13 A. I work for Environmental Waste Management
 14 Associates.
 15 Q. And in what capacity are you so employed?
 16 A. I'm a director.
 17 Q. And could you tell the board your education,
 18 please?
 19 A. I have a bachelor of science from William
 20 Paterson College.
 21 CHAIRMAN RYAN: Excuse me, does this witness
 22 need to be sworn?
 23 MR. AZRAK: Oh, I'm sorry. That's a very
 24 good point. This witness didn't testify last time.
 25 ROBERT EDGAR, was duly sworn by the Notary,

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1 and testified as follows:
 2 DIRECT EXAMINATION BY MR. AZRAK:
 3 Q. Mr. Edgar, I started asking you questions. Will
 4 you reaffirm under oath that those were answered
 5 properly?
 6 A. Yes, they were.
 7 Q. And can you tell us about the rest of your
 8 education?
 9 A. I obtained a bachelor of science from William
 10 Paterson College in 1993. I have an associates in
 11 chemistry from William Paterson and I have the
 12 equivalent of an associates in biology and I have
 13 postgraduate classes.
 14 Q. And your career positions have moved up the line
 15 can I say for environmental waste?
 16 A. Yes, they have.
 17 Q. And do you have any related qualifications?
 18 A. I'm qualified as an asbestos inspector and
 19 asbestos management planner. I'm qualified to perform
 20 subsurface investigations, underground storage tank
 21 investigations within the state of New Jersey.
 22 Q. And do you hold licenses as a result of that?
 23 A. I do.
 24 Q. And have you testified before any boards or
 25 courts?

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1 A. Yes, I have.
 2 Q. And have you been qualified as an
 3 environmentalist?
 4 A. Yes, I have.
 5 MR. AZRAK: I would at this time proffer Mr.
 6 Edgar as an expert in that field.
 7 CHAIRMAN RYAN: Absolutely.
 8 MR. AZRAK: Thank you.
 9 Q. Mr. Edgar, you prepared and submitted a Phase I
 10 environmental report on this site; is that correct?
 11 A. I did.
 12 Q. And as a result of your investigation can you
 13 highlight those areas that were of concern in your
 14 report, if any?
 15 A. We identified three primary areas, recognized
 16 environmental conditions in the Phase I. The first was
 17 evidence of a fill port for either an above ground
 18 storage tank or an underground storage tank in the
 19 sidewalk outside of the office portion of the building.
 20 There was evidence that there had been an above ground
 21 storage tank for the storage of fuel oil in the
 22 building. We don't know whether that fill port was
 23 solely for that AST or whether it could have also been
 24 associated with an underground storage tank.
 25 Through sampling we conducted of potentially

15 (Pages 54 to 57)

<p style="text-align: right;">Page 58</p> <p>1 asbestos containing materials in the building we 2 identified about 110 linear feet of asbestos containing 3 pipe wrap and we also identified asbestos containing mud 4 joints in the building. There were other potentially 5 asbestos containing materials that we did not sample and 6 lastly we noticed that based upon the age of the 7 structure which was prior to 1904 that the paint in the 8 building could potentially be lead-based paint, some of 9 which was noted to be peeling and chipped. 10 Q. And obviously if this application is approved 11 these items would be removed according to state and 12 federal regulation; is that correct? 13 A. That's correct. 14 Q. And do you have an opinion that the removal of 15 these items, will that create a safer environment for 16 the community and Milltown? 17 A. Absolutely. 18 Q. And same opinion with the surrounding community? 19 A. Absolutely. 20 Q. Particularly with the underground storage tank I 21 would assume as well as the asbestos? 22 A. That's correct. 23 Q. And will the removal of these items help the 24 environment in your opinion? 25 A. Yes, they will.</p>	<p style="text-align: right;">Page 60</p> <p>1 regulations? 2 MR. EDGAR: That's correct. 3 MR. McCLELLAND: Thank you. 4 CHAIRMAN RYAN: Is that it? 5 MR. AZRAK: No further questions. 6 CHAIRMAN RYAN: We're going to take five 7 quick moments right here. 8 (Brief recess was taken.) 9 MR. AZRAK: Thank you very much, sir. 10 CHAIRMAN RYAN: Call your next witness. 11 MR. AZRAK: Thank you, Mr. Chairman. I'd 12 like to call Mr. Vito Acquafredda and he needs to be 13 sworn in. 14 VITO ACQUAFREDDA, 139 Chestnut Street, 15 Nutley, New Jersey 07110, was duly sworn by the Notary, 16 and testified as follows: 17 MR. AZRAK: Mr. Chairman, if I could just 18 bring Mr. Edgar back again for one quick question. 19 Mr. Edgar, we pre-marked your Phase I 20 environmental site assessment as A-15 and I showed that 21 to you. Is this what you've testified to? 22 MR. EDGAR: It is. 23 MR. AZRAK: Good, thank you very much. 24 CHAIRMAN RYAN: Thank you. 25 MR. AZRAK: Sorry for that delay.</p>
<p style="text-align: right;">Page 59</p> <p>1 Q. And will it bring the property in conformance 2 with state and federal regulations? 3 A. Yes, it will. 4 MR. AZRAK: I have no further questions of 5 this witness. 6 CHAIRMAN RYAN: Board? Mr. McClelland? 7 MR. McCLELLAND: Mr. Chairman, I'm sorry, I 8 didn't hear you. Did you confirm the existence of a UST 9 or AST? Sorry, I did not hear. 10 MR. EDGAR: We noted a fill port in the 11 sidewalk that is indicative of an underground storage 12 tank. That fill port could be a remote fill for an 13 above ground storage tank that we know was located in 14 the building. Based on what we know it could be either 15 for the known AST, but it's equally likely that it could 16 be for an underground storage tank. 17 MR. McCLELLAND: So what is the action plan 18 if I may? 19 MR. EDGAR: If it's an underground storage 20 tank it would have to be removed to determine what it 21 is. You would perform some kind of ground penetrating 22 radar to see if it's a metallic object. 23 MR. McCLELLAND: In other words the 24 applicant will locate and remove the underground storage 25 tank if one is found to exist in accordance with state</p>	<p style="text-align: right;">Page 61</p> <p>1 CHAIRMAN RYAN: Don't worry about it. 2 VITO ACQUAFREDDA, having been previously 3 sworn, testified as follows: 4 DIRECT EXAMINATION BY MR. AZRAK: 5 Q. Would you please tell us who you're employed by, 6 sir? 7 A. I'm employed by CSR Construction Corp. 8 Q. And how long have you been so employed? 9 A. I've been employed by CSR for nine years. 10 Q. And in what capacity are you so employed? 11 A. I am presently a project manager with CSR. 12 Q. And are you an architect as well? 13 A. Yes, I am. 14 Q. And can you tell us your education? 15 A. I graduated in 1978 from CCNY with a bachelor of 16 architecture. I received a license in the state of New 17 York in 1983 and in the state of New Jersey in 1994. 18 Q. And do you belong to any organizations? 19 A. Yes, I do. I'm a member of the American 20 Institute of Architects, I am a member of the Northern 21 League of Architects of New Jersey. I also serve my 22 town as the vice president of the Riverdale Regional 23 Board of Education and I am also the vice chairman on 24 the Riveredge Zoning Board of Adjustment which I served 25 for 16 years.</p>

16 (Pages 58 to 61)

1 Q. And have you ever had the occasion to testify in
2 front of any agency?
3 A. Yes, I have.
4 Q. And have you been so qualified as an architect?
5 A. Yes, I have.
6 MR. AZRAK: At this time I would like to
7 present and ask that he be qualified as a licensed
8 architect and also a construction project manager.
9 CHAIRMAN RYAN: Certainly.
10 MR. ACQUAFREDDA: Thank you.
11 MR. LIOTTA: Can you spell your name?
12 MR. ACQUAFREDDA: A-c-q-u-a-f-r-e-d-d-a.
13 MR. LIOTTA: Thank you.
14 Q. Could you please tell the board what a
15 construction project manager does and what your duties
16 will be particularly for this site?
17 A. Well, a construction project manager basically
18 takes care of the realization of a project once it has
19 gone through the design phase, the approval phases by
20 the local authority of jurisdictions and obtaining all
21 the permits and then we basically put a shovel to the
22 ground and start erecting the approved improvements
23 including site work as well as the structure itself.
24 Q. There were concerns by some of the citizens at
25 the August 2nd meeting regarding the demolition and also

1 the eventual build-out after the site is completed.
2 Could you please elaborate as to what steps you take as
3 a construction project manager on this particular site
4 to alleviate some of those concerns?
5 A. Well, there will be a temporary construction
6 fence erected on all four sides of the project. This is
7 in addition to the standard silt fence that's erected,
8 that's the black vinyl stripe that we see around sides,
9 at sides, around sides. The fence will be gated and
10 with regards to the demolition of the structure, first
11 we have to receive a clean bill of health.
12 Adding onto the environmental consultant
13 testimony, we do need to address the oil tank, the
14 asbestos and the lead paint. That work is normally done
15 by specialized contractors who have the proper licenses
16 with removal and disposal of those materials as approved
17 by EPA and the state of New Jersey. I will make sure
18 that there is the proper paper trail in place and copies
19 of that would go to the town automatically and only
20 after that takes place we could start addressing the
21 demolition. Of course I would call for a mark out of
22 the site of any existing utilities, I will then make
23 sure that there are no live utilities on site, that the
24 power is being cut off and so in the gas line and any
25 other utilities and in this case I will then proceed

1 very cautiously and very carefully. I don't think the
2 bulldozer is the answer to demolish this structure, but
3 rather a methodical and systematic removal from the top
4 down considering that we may encounter unforeseen
5 concealed existing condition in which point I would of
6 course stop the demolition, call in any appropriate
7 consultant and once we get again a green light, proceed
8 with the demolition.
9 I'm presuming that by the time the demolition of
10 the structure takes place we have a working agreement as
11 well as a working relationship with the local historic
12 society and any other committee or entity that may want
13 to join in and that we have determined already what part
14 of the house wish to be saved and preserved, eventually
15 stored in the area that will be provided for and that's
16 being designed in the plan to remember the structure
17 that existed on this site.
18 Q. So prior to the demolition the historical society
19 would be invited to pick out artifacts that they would
20 like to preserve and also show at the bank wall of
21 history as we call it?
22 A. Yes, and once again I see that as a joint effort.
23 No individual could do that on its own and we have to
24 work as a team and certainly that joint effort will not
25 start the day of the demolition. That joint effort has

1 to start way before the demolition to photograph,
2 identify, catalog and then remove and keep for
3 restoration, preservation and future display.
4 Q. Some of the community expressed some concern as
5 well about children walking in the front of the premises
6 while construction vehicles were entering or leaving the
7 site. Can you address that, please?
8 A. Sure. Parenthetically I would like to state that
9 maybe I am even more aware than a normal customary
10 project manager about safety especially with a school
11 bordering on the bank property or future property
12 because of the position that I hold in my volunteer
13 life. As I stated the site will be fenced on all four
14 sides. A temporary fence normally six foot high is
15 adequate. There will be a gate that will be kept -- and
16 again it will swing. The gate will swing into the site
17 and that gate will be kept normally in a closed position
18 unless we have deliveries and we certainly will pay
19 attention to deliveries that are not scheduled when
20 there is an increased amount of pedestrian circulation
21 due to children and/or parents going to school and
22 coming out of the school.
23 Q. And is it my understanding that part of the
24 process is to have someone on-site, there is a manager
25 on site?

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1 A. Yes. We plan as normal for all of our job sites
 2 safety will always be first and foremost. Besides
 3 following all the OSHA regulations and contacting local
 4 authorities including the police department, whenever we
 5 need their assistance for prolonged deliveries and what
 6 not.
 7 We will have a superintendent on-site and we will
 8 also have a full-time assistant superintendent and I
 9 believe that with these two, these are direct CSR
 10 employees. These people as well as my own presence
 11 probably weekly for meetings and whatnot, any site
 12 inspection that I may choose to do should offer an
 13 adequate degree of safety and prevention of dangerous
 14 situations.
 15 MR. AZRAK: I have no further questions of
 16 this witness.
 17 CHAIRMAN RYAN: Fine. Board members?
 18 MR. McCLELLAND: One question. Mr.
 19 Acquafredda, you indicate that in the event that you
 20 encounter, for example, asbestos installation inside the
 21 building you will at that time cease work and contact
 22 the necessary representative according to the --
 23 MR. ACQUAFREDDA: Yes, I will. I have no
 24 choice in the matter. Am I done?
 25 MR. AZRAK: Our next witness is our traffic

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1 expert, Nicholas Verderese.
 2 NICHOLAS VERDERESE, 200 State Highway
 3 Nine, P.O. Box 900, Manalapan, New Jersey 07726-0900,
 4 was duly sworn by the Notary, and testified as follows:
 5 DIRECT EXAMINATION BY MR. AZRAK:
 6 Q. Mr. Verderese, can you please tell us who you're
 7 employed by?
 8 A. Yes. I'm employed by the firm of Schoor DePalma.
 9 Q. And in what capacity are you so employed?
 10 A. I'm the department manager, vice president
 11 principal of the firm. I've been employed there for
 12 12 years.
 13 Q. And can you tell the board your educational
 14 experience?
 15 A. Yes. I have a bachelor of science degree in
 16 civil engineering from Rutgers University. I graduated
 17 in 1990. I'm a licensed professional engineer in the
 18 state of New Jersey, a professional traffic operations
 19 engineer certified by the Institute of Transportation
 20 Engineers.
 21 Q. And our football team is doing very good this
 22 year?
 23 A. Yes, number 23.
 24 Q. What licenses do you hold again?
 25 A. Professional engineer and professional traffic

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1 operations engineer.
 2 Q. And have you ever testified in front of any
 3 boards in the state of New Jersey?
 4 A. Yes. I regularly appear before boards as well as
 5 represent a number of boards as their traffic expert as
 6 well.
 7 Q. And you've always been qualified when you have
 8 been presented; is that correct?
 9 A. Yes, I have.
 10 MR. AZRAK: At this time I would ask that he
 11 be accepted as an expert traffic engineer.
 12 CHAIRMAN RYAN: Of course.
 13 MR. AZRAK: Thank you.
 14 Q. Can you please tell the board what your duties
 15 were and what you reviewed in order to handle this
 16 particular site and the testimony tonight.
 17 A. Yes. A traffic study was conducted for this site
 18 revised March 24, 2006 as well as a supplemental
 19 analysis prepared by myself dated September 21, 2006.
 20 Those items were to address some comments that came out
 21 of the board, the board's professionals and some of the
 22 public at the previous meeting.
 23 Q. And with regard to the traffic study what steps
 24 are part of the study?
 25 A. I'll take you basically through the traffic study

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1 and how it's conducted. The first thing you do is you
 2 look at the existing conditions on the adjacent roadways
 3 as well as on the existing site today. We looked at
 4 Main Street, Cottage Avenue, did some identification of
 5 some of the other roadways. Church Street, the school
 6 that's located on Church Street was of particular
 7 interest, firehouse on Cottage Avenue as well and just
 8 basically looked at the speed limits, roadway widths and
 9 such on those roadways to identify the existing
 10 conditions.
 11 Then what is done is traffic counts and surveys
 12 are taken. Counts were taken a number of times, vehicle
 13 counts as well as pedestrian counts. I could just take
 14 you through a list of the different counts that were
 15 done. There were traffic counts done Thursday, March 1,
 16 2006 from 7 to 9 a.m. Friday, October 14th and
 17 Saturday, October 14th of 2005. Those were done from 4
 18 to 7 p.m. on the 14th, the 15th from 9 a.m. to 12 p.m.
 19 A gap study was conducted as well. Those are
 20 counts done to identify the gaps on the roadway. Those
 21 were done on Friday, September 8, 2006 from 4 to 6 p.m.,
 22 Saturday, September 9, 2006 from 11 to 2. Those are
 23 basically your busiest times along Main Street along the
 24 project frontage. We identified pedestrian traffic on
 25 Thursday, August 3, 2006, compared those to Thursday,

1 September 7, 2006 when schools were in session from 7 to
 2 9 a.m. and 2 to 6 p.m. as well. Personally I did some
 3 observations at the school just to identify pedestrian
 4 traffic in general, walking in and out of the school
 5 traversing onto Main Street. That was done Thursday,
 6 September 2, 2006 for about a one-hour period at about
 7 3:00 period, 2:30 to 3:30 or so. What was identified
 8 from that that the traffic on the roadways, the highest
 9 volume hours along Main Street along the project
 10 frontage were identified to be 7:45 to 8:45 a.m., 5:15
 11 to 6:15 p.m. Those were basically your commuter hours.
 12 On Saturday the peak hour is from 11 a.m. to 12 noon.
 13 Q. And when you talk about peak hour can you explain
 14 that to the board?
 15 A. Yes, that's basically the highest one-hour
 16 period. That's the analysis period we utilize when we
 17 identify the impact from a project and the capacity at
 18 an intersection, use a one-hour period, adjust that to
 19 your highest 15-minute period so you can get basically
 20 your most conservative and your highest hour and
 21 identify what the capacity of the roadway is and the
 22 operating conditions of the roadway.
 23 Q. And with regard to peak hour that's the highest
 24 volume so can we assume that prior to peak hour and
 25 after peak hour the volumes were lower?

1 A. Yes.
 2 Q. And after establishing that what, if anything,
 3 did you do?
 4 A. The next thing we do after we have our existing
 5 traffic volumes we want to identify what additional
 6 traffic is going to be associated with the proposed
 7 project. As you heard it's a 3,740 square foot drive-in
 8 bank. We use standard Institute of Transportation
 9 Engineers data.
 10 Q. And would you explain what the ITE, Institute for
 11 Transportation Engineers is?
 12 A. Yes. That's an organization that basically
 13 publishes traffic data whether it be in this case trip
 14 generation for uses. This book specifically identifies
 15 a wide variety of uses all throughout the country. It's
 16 data that's submitted to them, compiled and then printed
 17 for traffic engineers, for land use boards and such to
 18 look at, to identify what a particular use whether it be
 19 a bank or some other use, a medical office building,
 20 office, other retail uses, residential uses. You use
 21 that as a guideline to determine what a future traffic
 22 generation would be. Obviously it's not there today so
 23 we have to have some type of baseline and this is the
 24 Institute of Transportation Engineers is the renowned
 25 document that's utilized in our industry.

1 Basically I can give you the numbers. In the
 2 morning peak hour banks generally do not generate a
 3 significant amount of traffic. For this size bank it's
 4 been identified that there would be 46 trips total.
 5 That includes both in and out of the facility. In would
 6 be 26, out would be 20 in the morning peak hour. Again,
 7 that's 7:45 to 8:45. We take the morning peak hour of
 8 the data and we put it on top of the peak hour that we
 9 identified from the traffic counts.
 10 MR. McCLELLAND: And the bank would be
 11 closed at this time, correct?
 12 MR. VERDERESE: The bank opens I think
 13 around 8:00.
 14 MR. AZRAK: The drive-thru will be open
 15 prior to the bank, but the bank is open I think the
 16 testimony was at 9:00.
 17 MR. GHABRIAL: 9:00.
 18 MR. VERDERESE: So some could be ATM, you
 19 could have some employees that come in obviously before
 20 the bank actually opens and basically the industry has
 21 identified about 46 trips in the morning peak hour. So
 22 that's the lightest hour that we looked at. We looked
 23 at three different hours. The p.m. peak hour is
 24 actually your highest hour. That's in the evening
 25 between -- for our study we actually take the traffic

1 whether it -- it doesn't always necessarily fall on the
 2 peak of the roadway. When you look at the ITE data they
 3 say it could come anywhere between 1 in the afternoon to
 4 6. So what we do is we take that highest hour we
 5 identified for the peak street and we put that on counts
 6 that we did. That was 5:15 to 6:15 on the roadway.
 7 Even though the bank is likely not getting its highest,
 8 some nights closing at 6 p.m., we conservatively take
 9 that highest volume in the p.m. peak hour, put it on the
 10 highest on the roadway so we get a conservative
 11 analysis. Those numbers entering the site is 86 total
 12 vehicles, exiting is 86 total vehicles for a total of
 13 172.
 14 Just so you can understand that number,
 15 there's information provided by ITE and published in
 16 their trip generation handbook and as you're probably
 17 aware any commercial uses whether it be retail
 18 establishments, banks, et cetera, drew a certain
 19 percentage of their traffic off of the adjacent
 20 roadways. You're on your way home from work, you stop
 21 at a bank on the way home, you're passing by a main
 22 street, you drive in, you make a right turn in, say you
 23 go do your banking business, you make the right turn
 24 out. You were already on the roadway system. It's been
 25 identified that 47 percent on average of the bank's

1 traffic is actually drawn off the adjacent roadway
 2 system. So almost half of the traffic, the 172 that I
 3 identified, half of that traffic is new. So half of
 4 that traffic would be a trip say you were home and you
 5 decided you had to go to the bank, you left. You
 6 weren't going to make that trip other than going to the
 7 bank. You went out, you went to the bank and you went
 8 back home. Or some other type of trip, you went from
 9 your office on this particular day, the bank wasn't on
 10 your way home, you went there and then you traveled on
 11 your way to get home. So again, 50 percent. It's a
 12 significant number for a bank. That's what the data has
 13 shown. Banks have that. It's actually a positive.
 14 Commercial uses in general have that characteristic.
 15 Main Street has a relatively high traffic volume so it
 16 can draw off of there, that 80 plus vehicles. So that's
 17 not new traffic to the neighborhood per se, it would
 18 just be traffic that's passing by. Someone that came
 19 from Route 1, they were traveling south along Main
 20 Street say traveling to the southern end of town or down
 21 into East Brunswick. So that's been identified. Again,
 22 so there would be 92 new trips identified during the
 23 p.m. peak hour. Again, during the a.m. some of it might
 24 be pass-by as well. There just happens to not be
 25 published data so conservatively we assume it's

1 0 percent during the morning peak hour.
 2 In the Saturday peak hour which is basically
 3 around the noontime, the peak hour volumes in 71, out 68
 4 for a total of 139. Again, there's no data published.
 5 We're confident that there's obviously pass-by traffic
 6 on a Saturday as well, you're going out and running your
 7 errands, you're passing by. You stop in the bank to
 8 pick up some money on your way to the pharmacy or
 9 whatever. So again, we use 0 there because there's no
 10 published data, but it would likely be less. Again, we
 11 used 139 trips during the Saturday peak hour.
 12 Next what we do is we just identify where
 13 the traffic is going to be. Basically it will split
 14 50/50 to the north just based on the location of the
 15 site. We route that traffic onto the adjacent roadway
 16 network. Then what we do is we take the existing
 17 traffic volume, we grow it out a couple years to the
 18 build date, we add a certain percentage per year based
 19 on industry standards and we put on top of it the
 20 traffic associated with the project. And using what we
 21 call the highway capacity software it's again, industry
 22 standard in identifying the operating conditions of the
 23 intersection. All the intersections we reviewed here
 24 proximate to the project are stop controlled
 25 intersections. There are no signalized intersections in

1 the immediate vicinity of the bank. None of those were
 2 analyzed as part of this project and we plug our numbers
 3 into a computer program, plug in lane widths, we put in
 4 traffic volumes, we put in a number of other factors and
 5 what comes out of it is an average delay that's created
 6 from the program. This program basically takes the
 7 data, assumes basically a random arrival rate at an
 8 unsignalized intersection say such as we looked at
 9 Cottage and Main Street, we looked at the site driveways
 10 at Main Street.

11 Q. If I could just stop you for a minute. When you
 12 look at the delay factor that's called in the LOS; is
 13 that correct?

14 A. Yes.

15 Q. Could you expound on that?

16 A. Yes. There's a scale, it's similar to a scale at
 17 school. It goes from A to F. An A represents basically
 18 minimal delays, less than ten seconds per vehicle and
 19 delay. An F level of service which is the lowest
 20 calculated level for an unsignalized intersection that
 21 would be 50 seconds, the delay per vehicle or greater.
 22 And then in between it gradually works its way from A
 23 down to F. A, as I said was excellent. F was generally
 24 there's longer delays, failing level of service for an
 25 unsignalized intersection. A failing level of service

1 doesn't generally mean there's going to be large cues.
 2 If you have high volumes on the main street, even small
 3 volumes on the side road would create failing levels of
 4 service as it likely does throughout the intersections
 5 on Main Street because of the traffic volumes there are
 6 there. And this is based on the software and based on
 7 the input that's provided into the program.

8 However, what we did, we did identify the
 9 intersections, the levels of service and the delays.
 10 There were some capacity constraints in the p.m. and on
 11 the side streets at Cottage and John Street as well as
 12 on the p.m. there was also a failing level of service
 13 for the egress movement out of the driveway.

14 Q. Now they exist as we sit here today anyway,
 15 correct?

16 A. Yes. They exist on Cottage, John Street as well
 17 and as likely most of the driveways along Main Street
 18 today.

19 So what we did was we wanted to take that a step
 20 further. We wanted to say okay, is that really how it
 21 operates? We're sitting on Main Street, waiting to get
 22 out of our driveway out of Cottage, John Street and does
 23 it really take 88 seconds per vehicle which is basically
 24 a minute-and-a-half per vehicle to get out of one of
 25 those streets? So what we did was we went out and

1 performed a study, actually two studies. One was a gap
 2 study. The gap study, what that does is someone goes
 3 out with a machine and they identify the actual gaps
 4 that are available between the cars that are traveling.
 5 So what they do is they stand there and they hold down
 6 the buttons, the cars in each direction are going and
 7 the computer program calculates what the gap is between
 8 the vehicles in each direction and combined between both
 9 directions. That data was submitted to the board and I
 10 can just give you a summary of that data. That data
 11 again was done September 8th and September 9th, Friday
 12 and Saturday of this year. We recorded that, again to
 13 look at the actual conditions, the platooning of
 14 vehicles. What platooning of vehicles is, to the north
 15 there's a traffic signal. It's probably located maybe
 16 1,000 feet, 1,500 feet from the site to the south.
 17 There's one down at Washington. It's located a little
 18 bit further. It's probably between a half and quarter
 19 mile to the south. What happens is with those traffic
 20 signals it creates platoons of vehicles. You have
 21 vehicles that are waiting on the red. They start to
 22 stack up and then as it turns green they follow each
 23 other in what we call a platoon. As that cue leaves,
 24 the traffic signal behind them has created these larger
 25 gaps that are available for these other intersections

1 and driveways along the roadway.
 2 So we looked at that and identified actually a
 3 pretty significant number right in front of where the
 4 site is where the driveway is and basically which would
 5 be the same gaps you would get at Cottage. Those gaps I
 6 won't go through the total number of gaps, it was
 7 presented in my report, it showed a significant number
 8 of gaps at the driveway. It actually showed over 200
 9 gaps available during a one-hour period, the peak hour
 10 period for either left or right turning vehicles.
 11 Actually there are more gaps available for rights
 12 because obviously it takes less time to make a right
 13 than it would to get out into the traffic stream for a
 14 left. Our exiting vehicle in the peak hour is 86
 15 vehicles so we're confident that there are enough gaps
 16 there available for vehicles to utilize. On top of that
 17 we also looked at -- we did what we call a delay
 18 analysis where we actually went out to the intersection
 19 at Cottage and measured during the peak hour actually
 20 for two hours in the evening, the actual delays per
 21 vehicle and calculated when they got to the stop bar,
 22 how long it actually took to get out of Cottage onto
 23 Main Street. The average delays for the left turning
 24 vehicles was 22 seconds during the peak hour, for the
 25 right turning vehicles was 12 seconds and to associate

1 that with a level of service again A through F, the
 2 lefts would be a level of service C and the rights would
 3 be a level of service B so that would fall right in line
 4 with what we identified in the gap study as well.
 5 There were some questions I think at some of the
 6 previous meetings and in the review letters as far as
 7 what some of the impacts would be with the two
 8 driveways, new driveways obviously one entering
 9 driveway, one exiting and its influence with other
 10 driveways, stopped vehicles waiting to make left turns.
 11 There's basically two different ways to look at it. You
 12 have say a driveway where in our case where on the north
 13 side of the site you have a driveway where someone needs
 14 to make a left turn and they have to wait and maybe two
 15 or three vehicles might have to wait behind them until
 16 they can make the left turn and would that have an
 17 impact on someone who wanted to make a left turn out on
 18 the driveway and head north because that maybe three
 19 vehicles would start to back up towards the driveway.
 20 But then on the other hand what you get is if you have
 21 someone coming south and they want to turn into
 22 Provident, now they've blocked the traffic and someone
 23 can make a left turn out while that guy is trying to
 24 make a left turn in. So you kind of get a plus and a
 25 minus from having the driveways there.

1 So as far as the delays and the gaps and such I
 2 don't think there would be any negative impact of having
 3 the separated driveways. It would actually improve the
 4 operation because you don't have a left turning vehicle
 5 waiting to make a left in and somebody has to sit at the
 6 driveway and wait to make the left turn out and wait for
 7 that left turning vehicle and then three or four cars
 8 that might have stopped behind them to get out where
 9 that happens past the driveway and when he stops and
 10 maybe two stop behind him he can get in behind the
 11 traffic stream and then actually works out nicely the
 12 way the current design of the plan is with the one
 13 inbound driveway on the north side and the egress
 14 driveway on the south side of the site.
 15 Additionally, after that, again we did our
 16 capacity analysis. There was some comments as far as
 17 the pedestrian traffic in the area. We're all sensitive
 18 to school children, we know the school is located
 19 immediately behind the project site.
 20 Q. And as a result of those concerns did Valley ask
 21 you to analyze that as well?
 22 A. Yes, they did.
 23 Q. And what, if anything, did you do?
 24 A. We did a number of things. We went out, a
 25 representative of my firm went out and actually counted

<p style="text-align: right;">Page 82</p> <p>1 the pedestrians. They did more than just count them.</p> <p>2 They identified the direction they were walking, if they</p> <p>3 were adults or children, they identified a number of</p> <p>4 other things. The section which we didn't really care</p> <p>5 about, but we have a lot of data and we brought it</p> <p>6 altogether to see what was actually going on and if</p> <p>7 additional driveways and such would be a negative impact</p> <p>8 to the pedestrians walking in the area.</p> <p>9 Just to give you some of the numbers --</p> <p>10 Q. Let me just stop you for a second. Did you also</p> <p>11 analyze not just in front of the site, did you observe</p> <p>12 other areas around the school as well?</p> <p>13 A. Yes. I personally observed some other areas and</p> <p>14 I'll get into that after I just give you some of the</p> <p>15 numbers as far as what we saw out on Main Street in</p> <p>16 front of the project site. Along the frontage we looked</p> <p>17 at -- actually we looked at August 31st, then we looked</p> <p>18 at September 7th. What we wanted to do was get a</p> <p>19 comparison of what was happening before school opened</p> <p>20 and then after school opened so we could see more</p> <p>21 children. The school, was there more activity out</p> <p>22 there? Yes, there was more activity out there after the</p> <p>23 school opened. We identified the total number of</p> <p>24 pedestrians. We looked at 7 to 9 a.m. and 2 to 6 p.m.</p> <p>25 which is basically the school's peak hours and</p>	<p style="text-align: right;">Page 84</p> <p>1 one per five minutes. Children, it's five to six</p> <p>2 children passing by the site in the one hour period.</p> <p>3 One per ten minutes. Just so you can get a feel for how</p> <p>4 many are actually walking by.</p> <p>5 Q. And in terms of traffic, pedestrian traffic</p> <p>6 studies is this a high or a low number?</p> <p>7 A. It's for this type of area I would say it's</p> <p>8 probably about average, but what I did beyond that I</p> <p>9 went out myself, I wanted to really understand the</p> <p>10 school and how it operated and how the pedestrians</p> <p>11 operated and the school children. And what I noticed</p> <p>12 when I went out was very interesting. The school and I</p> <p>13 have an exhibit. I think it's been marked A-36. It's</p> <p>14 an exhibit. I'll just explain what it is. Running left</p> <p>15 to right on the page is Main Street with what I'll call</p> <p>16 north on the right side. Basically in the center</p> <p>17 hatched out is the project site. Just to the right of</p> <p>18 the project site running north/south is Cottage and to</p> <p>19 the south is Church Street. The school is located in</p> <p>20 the rear. Front access to the school is on Church.</p> <p>21 There is also a pedestrian access through the rear of</p> <p>22 the school site on Cottage Avenue. When I went out and</p> <p>23 looked at the traffic, the pedestrian traffic, what I</p> <p>24 learned was that the majority of the children that</p> <p>25 wanted to be on Main Street to the north would come out</p>
<p style="text-align: right;">Page 83</p> <p>1 identified the number of pedestrians whether they be</p> <p>2 adults or children. We saw that about half of the</p> <p>3 pedestrians were children and we also identified that</p> <p>4 there were similar number of pedestrians on our side of</p> <p>5 the roadway which is the school side as well as on the</p> <p>6 opposite side of the roadway which I think the Provident</p> <p>7 Bank is on that side of the roadway. So there's</p> <p>8 actually a similar split of pedestrians whether it be</p> <p>9 children or adults on each side of the roadway. We also</p> <p>10 identified the totals just to throw it out there, we</p> <p>11 looked at one, two, three, four, five, six different</p> <p>12 hours. The total during the six hours on the highest</p> <p>13 day which was when school was opened was 68 pedestrians.</p> <p>14 Of those 68 on our side of the road 31 of them were</p> <p>15 students or children, I'm assuming they're students.</p> <p>16 Q. And on the other side of the road with Provident</p> <p>17 Bank how many were counted?</p> <p>18 A. It would be 65.</p> <p>19 Q. And how many students?</p> <p>20 A. 36. So there was actually a few more students on</p> <p>21 the opposite side of the roadway. Then additionally on</p> <p>22 top of that, so that got us an idea, okay, how many</p> <p>23 pedestrians are out there. We identified basically an</p> <p>24 average per hour of 11 pedestrians pacing the site on</p> <p>25 our side of the roadway in an hour which comes out to</p>	<p style="text-align: right;">Page 85</p> <p>1 the rear access, get onto Cottage and then go onto Main</p> <p>2 Street North. Anyone that wanted to walk out of the</p> <p>3 school and go to the south on Main Street, not everyone</p> <p>4 obviously but the majority that wanted to go south on</p> <p>5 Main Street came out of the front of the school down</p> <p>6 church and then down Main Street to the south. But what</p> <p>7 I also saw when I was there, the heaviest pedestrian</p> <p>8 traffic volume was actually to the south on Main Street.</p> <p>9 It was much lighter as you went north on Main Street to</p> <p>10 the north of the site.</p> <p>11 Q. And those two references neither one of them</p> <p>12 walked past the site. You're talking about traffic,</p> <p>13 pedestrian traffic that will go away from the site in</p> <p>14 both directions?</p> <p>15 A. No, I didn't do a formal count of the traffic on</p> <p>16 each side, but just from my observation what I would</p> <p>17 identify that it was significantly higher on Main Street</p> <p>18 to the south and it was at least twice as high on Main</p> <p>19 Street to the north of the site. So actually in this</p> <p>20 section of Main Street the pedestrian traffic numbers</p> <p>21 are actually lower than they are on both sides because</p> <p>22 of that reason. Because the children have the option to</p> <p>23 go out the rear or have the option to come out in the</p> <p>24 front and obviously some come down and walk along Main</p> <p>25 Street we identified 30 of them, so yes, there are some.</p>

22 (Pages 82 to 85)

1 Q. For the record the witness talked about in
2 between Church and Cottage Street as being the lower
3 volume. Your observations with regard to the children
4 coming down Church Street and going south toward the
5 municipal building, what side of the street were they on
6 both sides or principally one side of the street and
7 what were your observations with regard to driveways and
8 traffic patterns at that end of town?

9 A. Okay. When you work your way to the south and I
10 apologize, I don't have it on this aerial up here, when
11 you work your way to the south you go down by Ford
12 Avenue. There's crossing guards there at the
13 intersection. The pedestrians are basically crossed
14 over to what I'll call the west sides of the roadway and
15 travel along that side across the bridge to Washington
16 and either continue on Main Street or turn left onto
17 Washington in front of here, in front of the municipal
18 building. What I identified there was actually a pretty
19 heavy concentration of driveways and commercial
20 establishments. Very wide driveways, not well defined.
21 There's some in, some out, some combined. Some of them
22 are in excess of 80 feet wide. You have parking right
23 up to it. You have a bank there, Wachovia Bank I think
24 it is where they have three drive-thru lanes that sit
25 about 50 feet or maybe even less, maybe about 30 feet

1 from the sidewalk where you have all three lanes as well
2 as the bypass and the Dunkin' Donuts traffic. And it
3 all kind of comes out to this 80-foot wide driveway.
4 You have a car that wants to make a left and he's in the
5 right lane and a car that's on the left and he wants to
6 make a right. And I think when we were here earlier we
7 had a different site plan and actually had a similar
8 configuration whether it was a little bit better than an
9 80-foot driveway, but I think through comments from your
10 professionals and your board we've now moved our
11 drive-thru lanes to the rear, we've been able to provide
12 a smaller driveway, shorter waking distance for
13 pedestrians.

14 I just want to put the site plan up for a minute
15 just to talk about our site and how it kind of relates.

16 Q. And can you identify the exhibit, please?

17 A. Yes. It's A-14 rendered site plan that was
18 submitted in evidence. It's called an illustrated
19 drawing. On this plan you can see we have basically
20 25-foot wide driveways. I heard a comment from your
21 engineer about narrowing the driveways. We would
22 definitely be amenable to narrowing it. We think it
23 would be beneficial to do. What you have appears the
24 site plan, Main Street along the bottom of the page. We
25 have an in driveway on the north side, an out driveway

1 on the south currently 25 feet wide. When you're
2 travelling along Main Street along our project frontage
3 what you're going to have that's very different from all
4 the drives I talked about earlier and very different
5 from the Provident Bank which is basically just off
6 across the street from our project, you have on those
7 sites you have those drive-thru's and the wide
8 driveways. We have channelized driveways and we have
9 something different than they have. They continue their
10 sidewalk across the driveways. What that does for a
11 pedestrian as you're walking, you're on a concrete
12 sidewalk. There's no change in grade on the sidewalk.
13 There's no change in color. It's just concrete. You
14 just walk as if you have the right-of-way and you just
15 keep walking. Where we have a situation where we're
16 alerting the pedestrian and improving the situation
17 where obviously the pedestrian has the right-of-way, but
18 at least they'll be aware because we have a handicap
19 ramp it slopes down, we have what they call -- let me
20 make sure I get the right terminology. I had it written
21 down. The detectable warning surface which is a
22 requirement of Middlesex County which is basically a
23 bumpy surface and it changes textures, it changes
24 colors, we slope down to the driveway. So it alerts a
25 pedestrian that hey, I'm not just walking along the

1 front of the stores, I'm walking and now there might be
2 a car coming in or out here. So I better at least be
3 aware that if I see something coming that something
4 might happen.

5 So we've been able to provide these what I feel
6 is a much safer driveway design than the majority of the
7 driveways that are actually along Main Street and I
8 think it provides a nice safe ingress and egress and it
9 helps with pedestrian vehicular conflicts along the
10 project frontage.

11 The next what we looked at, we reviewed the site
12 plan, widths, vehicle sizes that can circulate. You
13 heard testimony, 25-foot wide aisles, 9 by 18-foot
14 parking stalls, there are 10-foot curb turns coming in
15 and out off the county road. Again, we have conditional
16 county approval for these access points. Again, we will
17 work with your engineer on narrowing the driveway. I
18 think it would be a good idea to narrow the egress
19 driveway down to say 20 feet, again to shorten that
20 distance there and maybe we could save a tree or so
21 around the driveway. On the ingress I don't know if I
22 have -- I would recommend narrowing that one as much to
23 give a vehicle the ability to turn in. It's nice to
24 have that 25-foot width to turn into. And additionally,
25 I'm going to make a recommendation now and I spoke with

<p style="text-align: right;">Page 90</p> <p>1 your traffic engineer out in the hallway and we felt it 2 was a good idea to provide -- basically you have in the 3 rear of the property you have the drive-thru lanes that 4 has stacking. I'll get into the stacking a little more, 5 but what I would like to do, if for some reason that 6 stacking one day, one of the tellers, you know, couldn't 7 handle it or something and it stacked up a little bit 8 more than what we would normally see we're going to 9 provide an eight-foot area along the south side of the 10 driveway where we would actually paint the drive-thru 11 and draw basically what I'll call a lane line that will 12 allow 17 feet for one-way traffic which is more than 13 adequate and it will provide that eight-foot area there. 14 If for some reason someone happens to have to stack 15 behind and we wouldn't want them to sit out in the 16 through lane, so this would provide an extra level of 17 comfort to allow those drive-thru vehicles to stack on 18 that driveway. 19 So I think it may work nicely to keep that 25 and 20 maybe go down to 20, I wouldn't even be against maybe 21 making it 18 if it saved another tree or something like 22 that. That's as far as access and the driveways. 23 We have a couple more exhibits, one which is 24 marked A-38, it's labeled Exhibit SU30 Path. What an 25 SU30 is it's basically a straight truck, a little bit</p>	<p style="text-align: right;">Page 92</p> <p>1 another three in there if need be. What we're showing 2 here it's very hard to see, it's even hard for me to see 3 from there. There's three in the service positions, 4 three behind and then two vehicles behind those. You 5 have a total of eight in the total area being serviced 6 or in the cue. Generally eight is a pretty good design 7 number for the vehicles. 8 We've actually previously for Valley done some 9 cue calculations on some of the other sites that we've 10 been working on and identified what we were looking at, 11 sites where there were some questions as to why we were 12 having three drive-thru's versus two, could we reduce 13 impervious coverage. So what we looked at was, okay, so 14 if we did two drive-thru's or if we did three, what 15 would be the result? What would be the cue during the 16 peak hour? What would be your highest cue on the 17 roadway? We used published data for cueing formulas for 18 drive-thru facilities or, you know, a similar type of 19 facility and what was identified. If you had two lanes 20 what happens is from Valley we got some data that during 21 the peak hour the drive-thru uses about 26 to 35 22 vehicles in the peak hour. We used 35 to be 23 conservative. The processing rate is generally on 24 average one per three minutes which is 20 customers per 25 hour per lane. Again, that's an average so we take</p>
<p style="text-align: right;">Page 91</p> <p>1 larger than your Fed Ex or UPS. They're probably in the 2 25 to 28 range, but it gives you a good idea of the 3 vehicle turning path for that type of vehicle, an 4 ambulance again is a little bit smaller. The branch 5 truck is probably a little smaller so this is a pretty 6 good conservative preparation of how they would 7 circulate onto the property. Again you can see the 8 25-foot wide driveway. That SU30 design vehicle would 9 actually use a good amount of it so we probably wouldn't 10 want to narrow that down less than the 25. It can 11 circulate adequately. It's probably a little tough to 12 see from your seats at the podium, but it can circulate 13 on here and I can represent that it can throughout the 14 back of the project along the parking stalls and then 15 exit back onto Main Street. 16 The next item that we reviewed when we were 17 looking at on-site circulation and you heard some 18 testimony earlier as to the drive-thru and how many 19 vehicles were stacked, we have an exhibit here that's 20 A-37 Exhibit of drive-thru stacking. 21 Q. And why did you create this exhibit? 22 A. This was created just to identify how many 23 vehicles could stack in the drive-thru in the area in 24 the rear. Again, we didn't show the vehicles that would 25 be along that eight-foot area. You could probably get</p>	<p style="text-align: right;">Page 93</p> <p>1 those averages and we calculate it for two lanes, we 2 calculate it for three. Obviously the only one we need 3 to be concerned with here is three and with the three 4 lanes we've identified with a confidence of 90 percent, 5 four vehicles, 95 percent, five vehicles. So we feel 6 confident that it can be supported based on the 7 published data or the data provided by Valley as well as 8 the typical processing rates. 9 If we had a two lane say here during peak hour 10 the two lanes you'd have 12 to 15 vehicles. That's 11 generally why we like to go to the three lane facilities 12 especially with a site this size there's not a lot of 13 large area for large pavements and large drive-thru 14 lanes and again, it helps in the customer satisfaction 15 that they're not going to wait. Obviously there's only 16 a certain amount of time people are going to wait. 17 You're not going to wait behind ten vehicles knowing 18 it's going to be three minutes per vehicle, 30 minutes, 19 so you're just going to come in. So they basically 20 regulate themselves and that's how we get to it. 21 Usually eight is a number that we like to design sites. 22 Some other banks have different processing rates. They 23 get more vehicles in their drive-thru's. I've worked 24 with Commerce Bank. They generally would like more in 25 their drive-thru's, but Valley National, community-type</p>

24 (Pages 90 to 93)

<p style="text-align: right;">Page 94</p> <p>1 banks that I've worked with eight is generally a good 2 number of how many vehicles would be there during the 3 peak hour. 4 Q. One of the concerns of one of the citizens on 5 August 2nd was doesn't three drive-thru's bring more 6 traffic? Can you explain the concept of the amount of 7 traffic that's generated on a site? 8 A. Yes. In general when we do our analysis for this 9 type of site we would look at the square footage and 10 that's how we identify how much traffic. But on top of 11 it with the two versus three say versus four obviously 12 you can process more vehicles through four, but what it 13 really does is improves the service, it shortens the 14 cues, people would generally wait that time or they 15 would come inside the facility. So really two versus 16 three drive-thru's really from my opinion doesn't really 17 change the character of the traffic on or off the 18 property. 19 Q. And when you look at ITE numbers and data that is 20 based on the actual use, not how many drive-thru's there 21 are, correct? 22 A. Yeah, it's based on the square footage, the 23 calculations that were done. 24 Q. Thank you. Please continue. 25 A. The next item we looked at there were some</p>	<p style="text-align: right;">Page 96</p> <p>1 modified to 9-and-a-half feet wide. There's no reason 2 to modify the employee spaces in the rear. They come in 3 once and they leave at the end of the day. 9 foot is 4 plenty wide enough for them. They're not coming in and 5 out opening their door possibly hitting someone else's 6 door. Maybe we could go to the 9-and-a-half foot width 7 on the south side of the building, maybe eliminate two 8 to three stalls, eliminate the parking stall closest to 9 the road. There's a tree there I think we want to save 10 and get down to maybe 20 to 21 spaces. 11 You heard some testimony as far as what we've 12 been doing in the past for Valley and what some of their 13 other sites have. I have a bunch of data on some of 14 their other sites as well as two that I've worked on 15 personally. The two that I've worked on personally we 16 utilized the requirement of 1 per 200 square feet which 17 is just for reference is twice the 1 or half the 1 per 18 100 square feet which I feel is excessive for a bank 19 facility, especially a drive-thru bank and those numbers 20 that we've utilized, the 1 per 200 generally get you 21 about 19 parking spaces. So that 20 to 21 I think would 22 work rather nicely. We've looked at about seven or 23 eight other Valleys. They range from 14 to 22 spaces. 24 The sizes range from 3 to 5000 square feet so they're 25 right in that range about 20 spaces. So I feel</p>
<p style="text-align: right;">Page 95</p> <p>1 comments that came up. I'll just touch on it quick. On 2 the width of the parking stalls and the length of the 3 parking stalls, I think your ordinance is 9 by 18. 4 We're aware that there's a design standard in town that 5 has a different standard of 9-and-a-half foot wide and 6 19 feet deep. Mr. Hanrahan I think hit a lot of points 7 already. Just talking about industry standards, most 8 publications recommend 9 by 18. Some municipalities 9 have different sizes. They prefer different sizes for 10 some reason. Generally my recommendations are if you 11 have say like a supermarket or something like that where 12 you're maybe carrying large packages you may want larger 13 than the 9-foot stall. I'm generally comfortable with 14 9. Generally most municipalities are. We have no 15 problem going to 9-and-a-half on some of the spaces and 16 maybe even reducing a space or two to save a tree here 17 and there, but I think what my recommendations would be 18 on the south side of the building -- I think it's 15 19 parking stalls? No, it's a little bit more than that. 20 It's 13 plus 6, 19 stalls. 17 of those are not 21 handicapped stalls. The handicapped stalls would remain 22 the same and they meet the ADA compliant for ADA 23 accessibility. I would recommend if you feel 24 comfortable with it, more comfortable with the 25 9-and-a-half than the 9, that the customers' spaces be</p>	<p style="text-align: right;">Page 97</p> <p>1 comfortable. I have a looked at the ITE parking 2 generation data that's published by the Institute of 3 Transportation Engineers. They have a range of an 4 average demand of 13 vehicles that they've identified at 5 a number of sites to a design number, 85th percentile 6 number of 17 spaces. Again, even if you add in a little 7 fluff onto there I think the 20 to 21 would work nicely 8 and again, you do have the fall back on -- you have 9 banked parking spaces that are shown. You know, I don't 10 think you would ever need them. Obviously this is again 11 a different situation than if we were say off of Main 12 Street and we weren't on a roadway, say we were on Route 13 1 and we were proposing a bank. We have the luxury of 14 people actually being able to park on the street if for 15 some crazy reason 26 people showed up at the same time. 16 So we have parking spaces all along Main Street that 17 generally any time I've been there I've seen open spaces 18 in this area on Main Street so I feel confident that 19 parking on the site, parking on the street, the number 20 we're providing are adequate or even more than adequate 21 to serve the needs of this site. 22 Q. So with regards to the parking, the bank parking 23 spaces are not needed and Valley is willing not to 24 utilize that and establish a better buffer in that area? 25 A. Yes.</p>

25 (Pages 94 to 97)

<p style="text-align: right;">Page 98</p> <p>1 Q. And with regard to Mr. Amato's question of making 2 those stalls larger, from a safety standpoint, from a 3 traffic engineering standpoint you're able to 4 accommodate that if the board wanted that to happen; is 5 that correct? 6 A. Yes, we are. 7 Q. Thank you. And what else did you compile? 8 A. Well, basically I covered the site in general, 9 the traffic, but I did look at -- I took a look at some 10 of the signs that are proposed and basically what we're 11 proposing -- I'm not going to get into all the planning 12 testimony portion, but I'm going to give you a little 13 bit of traffic testimony on signs. 14 As you know we have a pile-on sign proposed just 15 on the south side of the entrance driveway located 5 16 feet behind the right-of-way and that gets you about 13 17 to 14 feet from the curb line. So it's located out of 18 the site triangle for anyone that was exiting the 19 driveway on the south side looking to the north. I'm 20 comfortable that it's out of the site line and as far as 21 actually having a monument sign, since it's not 22 permitted I think it's definitely a benefit from a 23 traffic standpoint. 24 Again, I talked about pass-by traffic for people 25 driving by that would identify the entrance driveway.</p>	<p style="text-align: right;">Page 100</p> <p>1 There's also standard MUTCD, Manual Uniform Traffic 2 Control Devices signs, do not enter signs and stop signs 3 at the exit driveway as well to supplement those 4 ground-mounted signs. But generally for banks, say 5 other uses, similar size pharmacies, drive-in 6 restaurants, those are generally standard practice to 7 put those smaller identifications in the entrance and 8 exit driveways along the roadway such as this. And 9 again, we fit in the size and we're set back 15 feet 10 from the curb. It looked like about 6 feet from the 11 right-of-way line, again, out of the site triangle 12 15 feet back from the roadway. So we were cognizant of 13 that. We wanted to make sure we set it back enough that 14 it didn't interfere with the site line since it was 15 36 inches high. 16 There are some signs on the building as well. 17 I'm not going to talk about some of the signs that talk 18 about the hours of operation and such, but there's a 19 sign when you first come in the driveway. It's on the 20 front face of the building. It's on the architectural 21 plans. It identifies the lobby, the drive-thru. I 22 would almost call it a directional sign. If we didn't 23 mount it to the building and put it on a small pedestal 24 it would fall under the two square feet. Actually I 25 don't have the size, but it would fall under that type</p>
<p style="text-align: right;">Page 99</p> <p>1 We place it basically immediately adjacent to the 2 entrance driveway with the front door being at the exit 3 driveway. As you're traveling south you may not see the 4 entrance and the "Valley" that's on the building and 5 this being placed immediately adjacent to the driveway 6 in any projects that I'm associated with I always 7 recommend that sign to be placed in that area. 8 You know, I guess you heard testimony on what it 9 looks like in size. I don't think it's overwhelming. 10 It's a ground-mounted sign. I think it's 8 feet in 11 height. That's again set 5 feet back is 30 square feet. 12 I don't think it overwhelms and it does provide that 13 additional safety of identifying the driveway. 14 Q. Presently Dr. Sharma has a freestanding sign as 15 well in the front of his place? 16 A. Yes, he does. It seems pretty large. I don't 17 know the size. And again our sign would be 18 perpendicular to the roadway which would be beneficial 19 to vehicles traveling both northbound and southbound to 20 see the face of the sign. 21 There's also some directional signs that are two 22 square feet in size. There's a few on the site. 23 There's two at the exit driveway. They're basically 24 there to let people know don't turn into the driveway 25 here because our entrance is at the next driveway.</p>	<p style="text-align: right;">Page 101</p> <p>1 of thing where it's a directional sign. So I don't 2 think it -- it definitely has a benefit from a traffic 3 standpoint, but I won't get into any planning testimony. 4 I'm sure our planner will get up and talk to you a 5 little bit more about some of the signs. 6 There's also another directional sign, it's at 7 the back end of the entrance driveway, the direction of 8 the drive-thru and such again it's a directional sign, 9 two square feet. 10 Q. The purpose of those signs from a traffic 11 standpoint is safety; is that correct? 12 A. Yes. They're there to identify where the 13 different things are on the site. 14 Q. Creates less confusion on the site for 15 circulation; is that correct? 16 A. Yes, it does. I think I hit on everything. I 17 heard some of the comments on the 9-foot parking stall. 18 I hit and a made a couple notes on the 20-foot driveway. 19 I think I talked about that. 20 Q. With regard to the loading space variance can you 21 give testimony as to that? 22 A. Yes. You already heard testimony from the Valley 23 representative as well as the site engineer as to the 24 reasons for not providing it. Generally a bank, I very 25 rarely do a bank where they do provide a loading space.</p>

26 (Pages 98 to 101)

1 It's very infrequent they get any vehicles that are
 2 larger than the parking stall size. When they do come
 3 in again, the branch truck once every one to two weeks,
 4 very infrequent they would find a parking space along
 5 the curb, park maybe in front of some handicapped stalls
 6 or somewhere, go in and out quick generally off peak
 7 hours. It generally doesn't disrupt the traffic.
 8 There's enough parking stalls that if they were blocking
 9 two or three stalls that customers could utilize
 10 different stalls on the site. I think the parking along
 11 the rear, again, if we wanted to we could put some type
 12 of loading space in the rear. Again, it really doesn't
 13 make any sense for the frequency that would be seen at
 14 this site and then add more impervious and remove some
 15 overgrown space and trees in the rear.
 16 So I don't think it's really necessary for a
 17 bank-type operation. If this was a pharmacy operation
 18 say obviously you would need some type of loading space
 19 because they get tractor trailers once a week. They
 20 get, you know, bread trucks and other trucks that come
 21 in during the week. So I don't see any reason why that
 22 waiver couldn't be granted.
 23 Q. With regard to your experience in completing
 24 banks and working on banks, as a traffic engineer is
 25 there an industry standard that has been created in

1 recent years with regard to drive-thru's?
 2 A. Yes. Well, different banks obviously have
 3 different requirements on how many, but to date I've
 4 been -- I've probably done maybe I'll say 10 to 15
 5 banks. I've never done one that didn't have a
 6 drive-thru facility. So basically they go hand in hand.
 7 If you get a bank, you get a drive-thru. Especially,
 8 you know, and the site can accommodate a drive-thru.
 9 It's located in the rear. There's enough room on the
 10 site to accommodate the drive-thru. It doesn't create
 11 any undue hardship on the property or on the adjacent
 12 roadways. So I don't see any reason why from a traffic
 13 standpoint that a drive-thru would create any negative
 14 impacts.
 15 Q. With regard to the board review letters I think
 16 you've touched on most of the issues, but could you just
 17 scan through and just make sure that there are no other
 18 questions that have not been touched on? With regard to
 19 the September 28th letter --
 20 A. Yes, the September --
 21 CHAIRMAN RYAN: Excuse me, can I point out
 22 for a minute that we won't go past 11:00.
 23 MR. AZRAK: I'm going to try to finish this
 24 witness by then.
 25 A. I think I touched on it. The first one talked

1 about the number of parking spaces. We talked about
 2 that. The next one talks about the drive-thru and the
 3 circulation. I testified to that. I'm not going to go
 4 through them all. Trash disposal I think we hit on, the
 5 drive-thru again is one of the items, parking stall
 6 sizes.
 7 Q. Number eight?
 8 A. 30 vehicles, deliveries and loading we talked
 9 about. Site triangle is number 11. They're actually
 10 shown on the site plan at the exit driveway and we were
 11 careful not to place any of our site amendments in that
 12 site triangle.
 13 Number 12 talks about the sizes of the vehicles
 14 and number 13 gets into some of my testimony on the gap
 15 study that we did. They asked to provide testimony on
 16 that which I did.
 17 Number 14 talks about turning vehicles. I think
 18 I talked about left turning vehicles in or out of the
 19 site. What impact a left turning vehicle in would have.
 20 Obviously at peak times it would be a cue behind that
 21 vehicle especially since the northbound direction has a
 22 narrow lane, you cannot bypass on the right side going
 23 northbound, that there would be time when two or three
 24 vehicles would stack there. I didn't think it would be
 25 any negative impact from that. It's similar to the

1 other driveways along this roadway.
 2 Q. Just to save time I have scanned through and
 3 marked any other areas and I think you have testified to
 4 all of them in that letter. With regard to the
 5 October 2nd letter, Number 5 on Page 3.
 6 A. Number 5 talks about parking. I think we got
 7 into that in detail and Number 6 talks about providing
 8 testimony on the gap study and the pedestrian study
 9 which you heard and I think there was one more comment.
 10 Q. And the last page, Page 6 and it was Paragraph
 11 10B?
 12 A. It talks about the operation, number of
 13 employees, general description. I think it's kind of
 14 relating to parking and traffic aspects. The testimony
 15 from the Valley representative I think it was six to
 16 seven employees at the peak hour and he gave hours of
 17 operation testimony as well. If you look at that 8 a.m.
 18 to 6 p.m., one night to 7, Saturday 10 to 1. Possible
 19 Sundays in the future. I think that was the testimony I
 20 read out of the transcript and I think that's it for
 21 traffic.
 22 Q. And if I can just ask you a few more questions
 23 before our time runs out.
 24 A. Sure.
 25 Q. In your professional opinion as a traffic

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1 engineer is this site designed in accordance with safe
 2 and efficient design standards?
 3 A. Yes, it is.
 4 Q. And in your expert opinion is this site
 5 particularly suited for the use that's proposed?
 6 A. Yes, it's in a commercial area on Main Street.
 7 Traffic volume is similar to other uses along Main
 8 Street.
 9 Q. Does this application meet the requirements for
 10 preliminary and final site plan approval from a traffic
 11 standpoint?
 12 A. Yes, it does. I think the site engineer talked
 13 about it earlier, there's actually some benefits here
 14 that we were able to provide all of our parking off
 15 street where the existing use actually had to utilize an
 16 on-street parking so there would actually be a benefit
 17 here as far as taking some parking off of Main Street
 18 and removing it and moving it onto the site. So I
 19 think, yes, in general it provides safe and efficient
 20 ingress and egress, adequate parking and on-site
 21 circulation.
 22 Q. And is this proposal a better zoning alternative
 23 than what presently exists with parking on the street?
 24 A. Yes, it is.
 25 Q. And are the zoning code, master plan and the

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1 municipal land use act requirements advanced from a
 2 traffic standpoint as a result of this proposal?
 3 A. Yes. I think the project meets the intent of
 4 both the master plan and zoning ordinance.
 5 Q. And from a traffic standpoint is there any
 6 detriment to the community?
 7 A. No. I don't feel that there would be any
 8 detriment. I feel that it would be a good use and would
 9 fit in with the surrounding area.
 10 Q. Do you have any further testimony?
 11 A. No, I don't.
 12 Q. I have no further questions.
 13 CHAIRMAN RYAN: Thank you.
 14 MR. AMATO: I have a question. Just talking
 15 to my colleague here, what are the bank hours and
 16 somebody answered what will the bank hours be? 8 to 3?
 17 MR. GHABRIAL: 8 to 6. The drive-up would
 18 open 8 o'clock to 9 would be only the drive-up and 5 to
 19 6 would be only the drive-up.
 20 MR. AMATO: In other words the bank is open
 21 to 6?
 22 MR. GHABRIAL: Yes, the drive-up. The
 23 inside bank is open until 5, 9 to 5.
 24 MR. AMATO: Okay, the only reason I'm
 25 talking about a school is you're talking about peak

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1 hours. School gets out at what, 3:15?
 2 MR. VERDERESE: Yes.
 3 MR. AMATO: Parents line up on West Church
 4 Street waiting for their children.
 5 MR. VERDERESE: Yes.
 6 MR. AMATO: With cars. They also, not as
 7 many park on Cottage Street waiting for their children.
 8 MR. VERDERESE: Yes.
 9 MR. AMATO: Now you're talking about a bank
 10 closing their doors at about 3:00, 3:30?
 11 MR. VERDERESE: Well, the bank closes at 5.
 12 MR. AMATO: At 5, okay. You're talking
 13 about children coming out, children coming out, bank
 14 closing at about 5 or 4 and now you're talking about a
 15 parking lot on Main Street. I live on Main Street. I
 16 know what traffic is like at those hours. You can't
 17 move because of the light on -- what is that street?
 18 There's a light. That's a parking lot. How are the
 19 patrons going to pull out of your driveway to make -- to
 20 go south with that parking lot there? Has anybody
 21 thought about that?
 22 MR. VERDERESE: Out of the driveway to go
 23 south?
 24 MR. AMATO: Going towards North Brunswick.
 25 MR. VERDERESE: I would call that north, I

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1 guess.
 2 MR. AMATO: I'm sorry.
 3 MR. VERDERESE: I would call that north
 4 again.
 5 MR. AMATO: Whatever, going towards East
 6 Brunswick and North Brunswick. How are they going to --
 7 I'm just asking you a general question because I live --
 8 as I said, I live there. I know what it's like. How
 9 are they going to make that turn?
 10 MR. VERDERESE: Obviously they would have to
 11 come out of the driveway, make a left turn onto the
 12 northbound.
 13 MR. AMATO: They're making a turn going
 14 towards North Brunswick, whatever it is, north to south.
 15 MR. VERDERESE: Yes, a left turn onto Main
 16 Street from the property.
 17 MR. AMATO: How are they going to get past
 18 the cars that's parked in the parking lot?
 19 MR. VERDERESE: In the instance that it's
 20 backed up past the driveway and I did see it during the
 21 school peak hour that it was backed up past the
 22 driveway, the driver has to clear or you have to wait
 23 for a courtesy gap to get in behind there.
 24 MR. AMATO: You're also talking about a bank
 25 right across the street that has the same basic hours

1 that's in the same situation. Now you have two banks in
 2 this, you know, congestion.
 3 MR. VERDERESE: Basically that's the same
 4 issue that you see at any driveway along Main Street,
 5 so --
 6 MR. AMATO: Well, I'm just bringing
 7 something out that, you know, should be looked at here.
 8 MR. VERDERESE: I understand your concern.
 9 CHAIRMAN RYAN: Is that it?
 10 MR. AMATO: That was my question.
 11 CHAIRMAN RYAN: Board members have anything
 12 briefly?
 13 MS. LUPO: I have a question actually. If
 14 you narrow the space for the exit to down to 20 feet and
 15 you have cars parked north, parked south where you're
 16 going to narrow it will they have enough room,
 17 sufficient room to back up and get out or is that going
 18 to interfere with them --
 19 MR. VERDERESE: I think I need to explain a
 20 little more. We would narrow it just in the area of the
 21 curb line it would be narrow. The aisle width would
 22 still be 25 feet behind the parking stalls.
 23 MS. LUPO: I see. Okay, that's it.
 24 MR. AZRAK: And as we said in the August 2nd
 25 meeting, we're willing to join in an application not to

1 have parking in the front of the bank. We can't control
 2 that because that's a county road as you know, but we're
 3 willing to say we're not looking for parking there, we
 4 want them on site.
 5 CHAIRMAN RYAN: Mr. McClelland agrees. If
 6 you have any issues we will deal with it when we
 7 continue.
 8 MR. WATSON: We have a couple of questions
 9 for the traffic engineer but in light of the hour we'd
 10 be happy to wait for the next meeting.
 11 MR. LIOTTA: I have a series, but they can
 12 wait.
 13 CHAIRMAN RYAN: Nothing else from the board?
 14 We're going to continue this application to the next
 15 meeting. Could you describe briefly what do you have
 16 after traffic?
 17 MR. AZRAK: I have one more witness,
 18 possibly another one depending on what questions are
 19 raised, but definitely just one more witness.
 20 MR. OLESINSKI: Testimony?
 21 MR. AZRAK: Our planner will be testifying
 22 at the next hearing.
 23 MR. LIOTTA: November 1st and the applicant
 24 is already granted an extension through and including
 25 the 2nd. So if we don't get through the first we'll

1 need another extension.
 2 MR. AZRAK: And that will not be a problem.
 3 CHAIRMAN RYAN: Okay, thank you.
 4 MR. AZRAK: Thank you very much. Have a
 5 good night.
 6 (Proceeding concluded at 11:03 p.m.)
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1 CERTIFICATE
 2
 3 I, NADINE M. GAZIC, a Notary Public and Certified
 4 Shorthand Reporter of the State of New Jersey, do hereby
 5 certify that the foregoing is a true and accurate
 6 transcript of the testimony as taken stenographically by
 7 and before me at the time, place and on the date
 8 hereinbefore set forth.
 9 I DO FURTHER CERTIFY that I am neither a relative nor
 10 employee nor attorney nor counsel of any of the parties
 11 to this action, and that I am neither a relative nor
 12 employee of such attorney or counsel, and that I am not
 13 financially interested in the action.
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 17 Notary Public of the State of New Jersey
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 20 Dated: October 16, 2006
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