

**BRIDGEWATER TOWNSHIP PLANNING BOARD**

**Special Meeting**

**Monday, March 24, 2014**

**—MINUTES—**

**1. CALL MEETING TO ORDER:**

Chairman Rusak called the meeting to order at 7:03 p.m. in the Bridgewater Raritan High School Auditorium, 600 Garretson Road, Bridgewater, New Jersey.

**2. OPEN PUBLIC MEETINGS ACT ANNOUNCEMENT:**

Adequate notice of this special meeting has been given in accordance with the Open Public Meetings Act N.J.S.A. 10:4-6. On February 11, 2014 proper notice was sent to the Courier News and the Star-Ledger and filed with the Clerk at the Township of Bridgewater and posted on the bulletin board in the Municipal Building. Please be aware of the Planning Board policy for public hearings: no new applications will be heard after 10:00 pm and no new testimony will be taken after 10:15 pm. Hearing Assistance is available upon request.

**3. SALUTE TO FLAG:**

There was salute to colors

**4. ROLL CALL:**

Stephen Rodzinak – present

James Franco – present

Walter Rusak – present

Councilman Matthew Moench – **arrived at 7:13 pm**

Ron Charles – present

Barbara Kane – present

Mayor Dan Hayes – present

Tricia Casamento, Alt. #1 – present

Others present: Board Attorney Thomas Collins, Board Engineer Robert C. Bogart, Board Planner Scarlett Doyle, Traffic Engineer, Gordon Meth, PE, Recording Secretary Marianna Voorhees

**5. APPROVAL OF BOARD MINUTES:**

**February 248, 2014 Special Meeting** – Motion by Mr. Rodzinak, second by Mrs. Kane, the foregoing minutes were adopted on the following roll call vote:

AFFIRMATIVE: Mr. Rodzinak, Mr. Charles, Mr. Franco, Chairman Rusak, Mayor Hayes,  
Mrs. Kane, Mrs. Casamento

ABSENT: Councilman Matthew Moench

**6. MEMORIALIZATION OF RESOLUTIONS:**

None pending

**7. LAND DEVELOPMENT APPLICATIONS**

AlFalah Center – 1475 Mountain Top Road  
Block 653 Lots 36 & 37



BRIDGEWATER TOWNSHIP PLANNING BOARD

Special Meeting

Monday, March 24, 2014

—MINUTES—

#01-11-PB, PRELIMINARY Major Site Plan and Conditional Use

Time: 3/31/14 per extension

Councilman Moench arrived ten minutes from the start of the meeting at approximately 7:13 pm.

See attached Transcription dated March 24, 2014. Prepared by: Diane M. Holmes, C.C.R. of Rizman Rappaport Dillon & Rose, 66 W. Mt. Pleasant Ave., Livingston, NJ 07039

8. **MEETING OPEN TO THE PUBLIC:**

There were no members of the public wishing to address the Board on any matter not listed on the agenda.

9. **ADJOURNMENT:**

It was the consensus of the Board to adjourn the meeting at approximately 10:11 pm.

Respectfully submitted,

Marianna Voorhees, Secretary to Engineering/Planning Division



**In The Matter Of:**  
*In Re: Al Falah Center*

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*Transcript of Proceedings*  
*March 24, 2014*

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*Rizman Rappaport Dillon & Rose*  
*66 W. Mt. Pleasant Ave.*  
*Livingston, N.J. 07039*  
*(973) 992-7650*

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1                                BRIDGEWATER TOWNSHIP  
2                                PLANNING BOARD

3                -----  
4                IN THE MATTER OF:                                TRANSCRIPT  
5                ALFALAH CENTER                                OF  
6                                               Applicant.                                PROCEEDINGS  
7                -----

8                                Bridgewater Raritan High School  
9                                600 Garretson Road  
10                                Bridgewater, New Jersey  
11                                Monday, March 24, 2014  
12                                Commencing at 7 p.m.

13 B E F O R E:

14                                BOARD MEMBERS

15                                PATRICIA CASAMENTO  
16                                RON CHARLES  
17                                JAMES V. FRANCO  
18                                DANIEL J. HAYES, JR., Mayor  
19                                BARBARA KANE  
20                                MATTHEW MOENCH, Councilman  
21                                STEPHEN RODZINAK  
22                                WALTER RUSAK, Chairman

23                                ROBERT BOGART, PE, Township Engineer  
24                                THOMAS COLLINS, ESQ., Board Attorney  
25                                SCARLETT DOYLE, Planner  
26                                GORDON METH, PE  
27                                MARIANNA VORHEES, Asst. Board Secretary

28 A P P E A R A N C E S:

29                                ARCHER & GREINER, P.C.  
30                                Attorneys for the Applicant  
31                                1 State Route 12  
32                                Flemington, New Jersey 08822  
33 BY: LLOYD H. TUBMAN, ESQ.

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1                CHAIRMAN RUSAK: We'd like to continue  
2 tonight's meeting with the application of the  
3 Alfalah Center. We will continue to hear testimony.  
4 I would like to remind the public that all questions  
5 should be addressed and be relevant to the  
6 professional who is making his or her presentation.  
7 General comments will be accepted at the end of the  
8 application.  
9                We ask the audience to refrain from  
10 applause, cheers or extraneous comments from any of  
11 the comments made. Anyone wishing to ask a  
12 question, we'd like to ask you to come forward to  
13 the front row so we can try to move the meeting  
14 along as quickly as possible. When you come  
15 forward, please state your name clearly, spell your  
16 name, give us your address and you will be sworn in.  
17                We now would like to continue with our  
18 next witness. Ms. Tubman, who do you have?  
19                MS. TUBMAN: Thank you very much. Mr.  
20 Chairman, members of the board and of the public, as  
21 the chairman stated, this is a continuation of  
22 public hearings on the application of Alfalah  
23 Center.  
24                When we broke last time on February 24,  
25 we were in the midst of questions of the president

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1 of the board of directors of Alfalah. He is here  
2 sitting next to me and available for further  
3 questions.  
4                Time permitting, we will also provide  
5 landscape plan testimony and, again, time  
6 permitting, we will provide traffic testimony from  
7 Gary Dean who is our traffic engineer.  
8                At the beginning of the last hearing on  
9 February 24, I put into the record a list of issues  
10 that have been raised by the public and by members  
11 of the board. Those issues have not been forgotten.  
12 They remain on my list with the witnesses to answer  
13 those questions or produce those exhibits will be  
14 produced at a subsequent meeting.  
15                Also, in February, forgive my  
16 pronunciation if it's incorrect, Avenoso asked the  
17 witness speaking this evening about daily schedules  
18 for the future mosque, and I will ask that that  
19 question be addressed first and then open for  
20 questions by members of the board and public.  
21                MR. ABDELKADER: Good evening. My name  
22 is Yasser Abdelkader. Do you need the spelling?  
23                Good evening. Thank you, Mr. Chairman.  
24 Thank you, members of the board. Thank you, members  
25 of the public. I'm the president of the board of

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1 Alfalah Center, and in the last hearing, there was a  
2 question regarding the schedule of the daily or  
3 weekly activities, and I went back to the board, and  
4 we tried our best to think about what that would be,  
5 and, unfortunately, the answer is, at this point in  
6 time before the center is established and the mosque  
7 is built or established, there is really absolutely  
8 nothing other than what I discussed in the opening  
9 of the last hearing and with the questions that were  
10 asked of me which is basically the five daily  
11 prayers. Each of them lasting no more than 10, 15  
12 minutes, and the Friday prayer which is in the  
13 middle of the day between 1 and 2 p.m. on Fridays,  
14 and Ramadhan, it's one month in the year, prayer in  
15 the evening and two major celebrations in the year,  
16 and that would be usually at 9 a.m. in the morning,  
17 two days of the year.  
18                And other than that and the Sunday --  
19 Sunday school and the daycare, that there's really  
20 any other activities or any other meetings that  
21 we'll have, seminars, like youth activities, elderly  
22 sessions, that's going to be strictly on demand,  
23 strictly as much as demand needs, and we have no  
24 idea what that's going to be right now. We're just  
25 simply -- we didn't do any analysis or study or

<p style="text-align: right;">Page 5</p> <p>1 opening of businesses -- look at house of worship  2 just to service the local community. So we can't  3 really anticipate or foresee what those activities  4 are going to be.  5 Thank you. Any more questions?  6 CHAIRMAN RUSAK: Are there any other  7 questions from someone from the audience to the last  8 February meeting? Please come forward. State your  9 name.  10 MR. COLLINS: Please raise your right  11 and hand. Do you swear or affirm to tell the truth,  12 the whole truth and nothing but the truth so help  13 you God?  14 MS. HOZENY: I do.  15 MR. COLLINS: Please state your name  16 and address.  17 MS. VORHEES: It's not plugged in I  18 don't think.  19 MS. HOZENY: My name is Fran Hozeny. I  20 live on Top Place in Bridgewater, and the last name  21 is spelled H-O-Z-E-N-Y.  22 Mr. Abdelkader, am I saying that  23 correctly?  24 MR. ABDELKADER: Yes. That's fine.  25 MS. HOZENY: I asked you this I believe</p>	<p style="text-align: right;">Page 7</p> <p>1 So they do contribute towards the  2 operations, towards any projects. That's how it's  3 actually done. Like even at other mosques, the  4 membership usually is like hundred dollars a year  5 for family which would not sustain any facility.  6 MS. HOZENY: Of course, it wouldn't. A  7 hundred dollars a week or annually wouldn't sustain  8 me for almost one day. So that's why I ask, because  9 as I said, it is a residential area, and when you --  10 we expect that it's going to be maintained as such.  11 So I mean that I think would be the  12 concern of a lot of people that, if you're not  13 financially able to do that, I mean wouldn't that  14 pose a problem for you?  15 I mean if you don't have a regular  16 membership like -- let's say, for instance, in my  17 church there's 1500 families, and some of these  18 families contribute quite heavily weekly, and our  19 church is able to support its employees as well as  20 the maintenance of the church.  21 MR. ABDELKADER: And that's pretty much  22 what we formally have. We do have a lot of  23 contributions, contributions that happen every  24 Friday at the weekly service that we have. People  25 contribute money without being asked, without</p>
<p style="text-align: right;">Page 6</p> <p>1 the last time. I'd like to once more address your  2 comments about, quote, your members. You said you  3 don't have members. You have attendees and that  4 only a small number of these attendees attend the  5 various prayer times with exceptions during the  6 holidays and holy days.  7 For example, in my church, the pastor  8 would like regular attendees to register with the  9 parish as members and become an integral part of the  10 church, and secondary to worship, support the church  11 financially. The church relies on the congregation  12 to financially maintain its upkeep and maintenance  13 of the church.  14 As we've so often mentioned, this is a  15 residential area, and if someone is to occupy and  16 use the facility, we would expect that it be  17 maintained accordingly. With that said, how do your  18 attendees contribute financially so that you can  19 take care of this facility?  20 MR. ABDELKADER: It's strictly based on  21 donations and contributions, charity from the  22 attendees, and many, many mosques that I know, there  23 is no membership. People just simply know that  24 that's how the house of worship is run and how it  25 can sustain its existence.</p>	<p style="text-align: right;">Page 8</p> <p>1 being -- you know, without any membership.  2 We do -- usually, we would hold at  3 least one fundraiser during the year for our  4 projects and for maintenance, and during our holy  5 month, Ramadhan, people do contribute very, very  6 heavily and generously because that's how we sustain  7 our mosque.  8 MS. HOZENY: Okay. All right. Well,  9 thank you.  10 MR. ABDELKADER: You're welcome.  11 CHAIRMAN RUSAK: Yes, sir.  12 MR. OROZCO: Shalom. Wilson Orozco,  13 826 Mine Road.  14 MR. COLLINS: Sir, please raise your  15 right hand.  16 MR. OROZCO: I was already sworn the  17 last time I was here.  18 MR. COLLINS: Then you're still under  19 oath.  20 MR. OROZCO: It's unfortunate I was not  21 here that last time you were presenting new  22 information.  23 I'm curious to know and maybe you can  24 clarify some of the numbers associated with the  25 services that you just said. In the morning, in the</p>

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1 afternoon, Saturday, is there any numbers associated  
 2 with every one of those time slots as well as both  
 3 those on demand type of seminars or whatever that  
 4 you may have? Do we have such numbers? Do you have  
 5 those numbers?  
 6 MR. ABDELKADER: The numbers that I can  
 7 give you is the numbers that we have now, nowadays  
 8 basically. The people who come to our services  
 9 currently on the Friday prayers which is basically  
 10 our weekly service on Fridays between one and 2 p.m.  
 11 in the afternoon, roughly somewhere around a hundred  
 12 people roughly. It might increase very, very  
 13 slightly on whenever Friday falls on a holiday or  
 14 like a public holiday.  
 15 In terms of the daily prayers, the five  
 16 daily prayers, those basically occur like one hour  
 17 before sunrise, one hour after high noon, half an  
 18 hour between high noon and sunset, at sunset and  
 19 then two hours after sunset. These are the times  
 20 for the five prayers. Because of -- because of the  
 21 work schedule, people have jobs that they have to go  
 22 to and families schedule and schools and so forth.  
 23 The morning prayer which is before  
 24 sunrise, right now five people. That's going to be  
 25 a high number for that prayer, and the midday is

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1 roughly a dozen. The next one which is a couple  
 2 hours after midday, also probably 10 people. The  
 3 prayer at sunset is, again, no more than 10. The  
 4 evening prayer is probably five or seven people, and  
 5 then two major religious celebrations that we have  
 6 two days in the year. That's where you're going to  
 7 see like a lot of families take the day off and they  
 8 come to celebrate. It's a prayer and a service that  
 9 happen at nine in the morning and that would be in  
 10 the neighborhood of right now like 300 people show  
 11 up like what I can tell you from the last six  
 12 holidays we have.  
 13 MR. OROZCO: Is that on a table  
 14 somewhere? Is it tabulated?  
 15 MS. TUBMAN: It's on Exhibit A-1 that  
 16 was put into Evidence at the last hearing, and there  
 17 are also transcripts of each of these hearings  
 18 delivered to the municipal building and available  
 19 for review.  
 20 MR. OROZCO: Thank you.  
 21 MR. ABDELKADER: You're welcome.  
 22 CHAIRMAN RUSAK: Next. Yes, please.  
 23 MS. BILLINGSBY: Marie Billingsby,  
 24 B-I-L-L-I-N-G-S-B-Y.  
 25 MR. COLLINS: Please raise your right

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1 hand. Do you swear or affirm to tell the truth, the  
 2 whole truth and nothing but the truth so help you  
 3 God?  
 4 MS. BILLINGSBY: I do.  
 5 MR. COLLINS: Thank you.  
 6 MS. BILLINGSBY: You mentioned that you  
 7 don't have really an accurate idea of how many  
 8 people would be attending the services at any given  
 9 time. I understand you have specific numbers right  
 10 now, but with the size of the facility that you're  
 11 planning, how can you anticipate or do you  
 12 anticipate what excess amount of people will be  
 13 there as compared to now and what your plans are for  
 14 overflow parking?  
 15 And, basically, that's my big concern.  
 16 What are your current plans, if any, for any  
 17 overflow parking due to an excess amount of people?  
 18 MR. ABDELKADER: From what we've seen  
 19 from the last three years, I mean we rented space at  
 20 the Green Knoll Greenhouse -- Green Knoll Firehouse,  
 21 the hall that gets rented there. That's where we  
 22 used to hold our weekly services. I believe that  
 23 parking lot is maybe 50, 60 cars. That was enough  
 24 for us.  
 25 In terms of how much more we can

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1 anticipate, I don't know if there's going to be any  
 2 increase. The fact that we're going to build a  
 3 mosque and establish like the mosque itself, it is  
 4 not going to necessarily draw people from far to  
 5 come to our location because everyone simply prays  
 6 in their local mosque close to their -- either close  
 7 to their business if they're praying during the work  
 8 hours or close to their home because they worship  
 9 with family and friends. It's not anything -- it's  
 10 very rare that people -- only if they're traveling  
 11 and visiting family or traveling on business and  
 12 somewhere else, they will look up on the Internet  
 13 what's the closest mosque and then they would go  
 14 there.  
 15 So I don't see or anticipate like a  
 16 significant increase or difference in the numbers  
 17 only because we established like the mosque, because  
 18 right now, whoever needs to pray comes to the  
 19 facility that we currently rent to perform that  
 20 prayer.  
 21 MS. BILLINGSBY: May I ask another  
 22 question? With what you just said, if you only  
 23 have -- I don't know how many you just said fit in  
 24 the Green Knoll Fire Department. I'm trying to  
 25 understand the size of this particular facility, the



<p style="text-align: right;">Page 13</p> <p>1 need for something this size if you're saying you  2 only have X amount of people. It's hard for me to  3 determine here what exact size that is. It looks  4 enormous to me.  5 So what is the need for a facility of  6 this capacity?  7 MR. ABDELKADER: Well, a lot of -- if  8 you notice, all the rooms to the left --  9 MS. BILLINGSBY: I can't see the sizes  10 of the rooms.  11 MR. ABDELKADER: No. What I meant to  12 say, these rooms, the reversed L letter, these rooms  13 are supposed to be for daycare or youth activities  14 or people like small groups who wants to get  15 together to meet.  16 In terms of the size, I'll say it very,  17 very quickly, but, basically, I gave an example. If  18 you -- I mean this is a project. You're building a  19 house of worship. It's really no different than a  20 church or a synagogue. I know it's a gigantic  21 space. That's really utilized once a week. The  22 majority of that space is really utilized once a  23 week for the major service.  24 For the rest of the week, yeah, it is  25 space, you know, that's larger than what you need</p>	<p style="text-align: right;">Page 15</p> <p>1 MR. ABDELKADER: This is a footprint of  2 the existing building.  3 MR. RAPPAPORT: Scott Rappaport, 22  4 Heath Drive, Bridgewater.  5 MR. COLLINS: Sir, were you previously  6 sworn?  7 MR. RAPPAPORT: No, I was not.  8 MR. COLLINS: Do you swear or affirm to  9 tell the truth, the whole truth or nothing but the  10 truth so help you God?  11 MR. RAPPAPORT: I do.  12 MR. COLLINS: Can you spell your name  13 and address?  14 MR. RAPPAPORT: Scott Rappaport,  15 R-A-P-P-A-P-O-R-T, 22 Heath Drive, Bridgewater.  16 So, surely, before undertaking  17 something of this scope, you must have done some  18 budget projections in order to have a sense of what  19 it will take on an ongoing basis to sustain a  20 facility of this size, the grounds, the staff,  21 utilities and all the expenses that go into a  22 facility like this.  23 So you must then also have some sense  24 of what the contributions are in general that you  25 can expect from your attendees and you then must</p>
<p style="text-align: right;">Page 14</p> <p>1 for the daily activities, but the fact is you do  2 need it one day, and because it's the religious  3 service, it's needed.  4 The other thing is -- like the example  5 that I gave is like, when you build a project like  6 this, there's a significant -- significant  7 investment up front. Imagine if the closing on your  8 house costs a hundred thousand dollars. You're not  9 easily going to buy a small house, and when I get  10 married, I'll change and buy a bigger house, and  11 when I have one child, I'll change and be one  12 additional bedroom and another additional bedroom.  13 You know you're going to get married and have a  14 family, and if the up front cost is so significant  15 as an example you gave -- if the closing costs are a  16 hundred thousand dollars, you're going to go get the  17 three bedroom because you know eventually you will  18 need that. So that's pretty much the case.  19 MS. BILLINGSBY: Thank you.  20 MR. ABDELKADER: One final addition.  21 It's already an existing structure. It's not  22 something that we're actually intentionally building  23 that size. That building is already there.  24 MS. BILLINGSBY: That's the size of the  25 building.</p>	<p style="text-align: right;">Page 16</p> <p>1 have extrapolated that into what you expect your  2 reasonable return attendance to be. So can you  3 share those assumptions with us?  4 MS. TUBMAN: Did you go through that  5 process?  6 MR. ABDELKADER: I was just going to  7 say we have not.  8 MR. RAPPAPORT: Is it then a sense that  9 we'll build it and hope they will come?  10 MR. ABDELKADER: We're not hoping  11 anybody will come more that comes now. Basically,  12 you know there is a need. Even if it's 15 families  13 that need worship, that's enough.  14 MR. RAPPAPORT: So you can sustain this  15 facility on an ongoing basis in perpetuity with only  16 15 attendees?  17 MR. ABDELKADER: I'm just saying that  18 even if we have a small number of attendees, because  19 of the fact that it is a house of worship and there  20 is a need for it, then we need to build it. Right  21 now we would be servicing, very rough numbers, a  22 hundred families.  23 MR. RAPPAPORT: So Temple Shalom on  24 North Bridge Street where there's activities there  25 every single day beginning with before the business</p>

1 day starts onto preschool, onto after school, Hebrew  
2 school for the children, onto meetings and holy days  
3 and constant traffic throughout and a facility that  
4 needs to be taken care of, we have nearly 500  
5 families, and we know exactly what it's going to  
6 take to sustain that facility on an ongoing basis.  
7 We have fixed costs, and so we couldn't possibly  
8 make decisions on how to maintain that facility  
9 without knowing what to expect that we were going to  
10 receive in donations and we charge dues on an  
11 ongoing basis.

12 And so it's very difficult to believe  
13 that either you didn't go through that process or  
14 that you have some firm belief that by putting the  
15 facility there that it's going to have a tremendous  
16 draw to the area, and I think that the voracity of  
17 one of these things must be accurate because I can't  
18 imagine how you could go to that expense and make  
19 this kind of investment without expecting that  
20 you're going to have a very large influx of people  
21 to support the facility, and I think that's what  
22 we -- the public who live up in that part of town  
23 with this very delicate infrastructure where, if you  
24 drive through it now, it looks very much like a war  
25 zone as a result of the winter that we've come

1 through where, with the snow that we've had this  
2 winter, I can hardly get an ambulance down the  
3 street.

4 I can't imagine that you didn't go  
5 through a process like this, either that, or you  
6 firmly believe that there's going to be a large  
7 influx to support your facility.

8 MS. TUBMAN: I'm sorry. Mr. Rappaport,  
9 that's not a question, nor is it an ordinance  
10 requirement to budget for ongoing operations.

11 MR. RAPPAPORT: But the question that  
12 I'm looking for an honest answer is what's the  
13 expectation of the flow of people in and out of the  
14 area?

15 I don't believe it's going to be five  
16 or 15 or a hundred on any ongoing basis. I don't  
17 think you believe it either.

18 MR. ABDELKADER: I just gave the  
19 numbers maybe the question before. I was responding  
20 to a question that they asked with the numbers. I  
21 was just giving an example the number of people who  
22 come to the Friday prayer is about a hundred. We're  
23 probably servicing approximately a hundred families  
24 in the areas, and the two major prayer celebrations  
25 that we have, we expect roughly 300 people.

1 Without even having the mosque  
2 established, during the month of worship and our  
3 holy month, Ramadhan, there are contributions that  
4 are more than enough to maintain that building. We  
5 are currently -- we currently still have to pay its  
6 bills even though we're not using it. We do pay  
7 bills for it. We have service coming into it, and  
8 we actually even pay the taxes on it, and that's --  
9 that enough will cover -- because when it becomes a  
10 house of worship and be tax exempt, we've had plenty  
11 of donations enough to cover expenses and exceed  
12 that without even having it.

13 MR. RAPPAPORT: What's the expected  
14 flow during the month of Ramadhan, people or  
15 vehicles I should say?

16 MR. ABDELKADER: About 60 people.

17 MR. RAPPAPORT: Okay. All right.  
18 Thank you.

19 MR. ABDELKADER: You're welcome.

20 CHAIRMAN RUSAK: Yes.

21 MR. COLLINS: Please raise your right  
22 hand.

23 MS. REBER: I'm already sworn in.

24 MR. COLLINS: Please state your name  
25 and address.

1 MS. REBER: Jeannie Reber, 41 Fuller  
2 Court.

3 MR. COLLINGS: Spell your last name.

4 MS. REBER: R-E-B-E-R.

5 MR. COLLINS: And understand you're  
6 still under oath.

7 MS. REBER: Yep. I think that -- just  
8 getting back to that question about people, I think  
9 it translates into traffic in some dimension and  
10 movement throughout the community. So if you're  
11 familiar with the area and you walk the streets, the  
12 area today, there's really very little traffic.

13 I look out my window onto Running Brook  
14 Road at noontime, for example, on a Friday, maybe  
15 five cars go by, and so I think we're very concerned  
16 about the change in the overall traffic patterns  
17 which I know we're going to have a traffic engineer,  
18 but I don't know how you have a traffic engineer if  
19 you can't specifically say how many people will be  
20 coming to your services over time, because what you  
21 looked at three years ago is irrelevant today, and  
22 what you look at today will be irrelevant tomorrow  
23 unless you can calculate with some certainty what  
24 the size of the congregation is going to be.

25 So I don't really need an answer to

1 that, but I think, as a resident of the immediate  
2 area, that's really an issue here.  
3 MR. ABDELKADER: In terms of the  
4 traffic, I'll have to leave that for the traffic  
5 engineer to address.  
6 In terms of the growth or the  
7 anticipated, what I can tell you is that we've been  
8 pretty much constant for the last three years. We  
9 have not increased at all for our Friday service for  
10 the last three years. That's what I can tell you.  
11 The future I cannot predict. Sorry.  
12 MR. OROZCO: Wilson Orozco again.  
13 So I heard two numbers, a hundred  
14 people, and I just heard something relating about 60  
15 trips or 60 people, and I'm trying to understand the  
16 volume associated with each service, and you stated  
17 10. Another one might have been 15. I'm not sure,  
18 and although the attorney said it's somewhere in the  
19 paper work, I can't seem to locate it, and I know  
20 it's -- there's going to be a comment we're going to  
21 go through the traffic report.  
22 So can you just help me understand to  
23 try to figure out some of these numbers, because as  
24 I understand it, whatever number you come up with is  
25 going to impact the traffic report, and whenever

1 they get that traffic report, they're going to say  
2 they rely on the numbers that you gave. So I'm  
3 trying to find out which one came first.  
4 So I'm assuming that whatever numbers  
5 they came up with in the study, they came from you.  
6 So can you help me get some exact numbers? Do you  
7 have those numbers because I don't see them  
8 anywhere?  
9 MS. TUBMAN: Mr. Orozco, there was an  
10 activity chart included in the application. It was  
11 introduced as a separate exhibit at the last  
12 hearing. Mr. Abdelkader testified that that was a  
13 best guess for long-term projection, and that  
14 transcript is available.  
15 MR. OROZCO: Can you qualify, quantify  
16 best guess?  
17 MR. ABDELKADER: It's basically based  
18 on the community and what we know today. It's based  
19 on what we see the numbers today in our services, on  
20 our Friday services.  
21 MR. OROZCO: So does best guess mean it  
22 can increase by 50, it can double, it can triple?  
23 I'm trying to understand what best  
24 guess means since it's affecting all of us that live  
25 in that area. So can you help me?

1 MR. ABDELKADER: I don't have -- again,  
2 and please be patient with me, I don't have a  
3 crystal ball. I can't tell you what it's going to  
4 be.  
5 What I can tell you, again, is that we  
6 have not increased in the last three years. What I  
7 can tell you is that Bridgewater is pretty much  
8 built up. You won't see major developments being  
9 built or huge thousands of homes. It's pretty much  
10 that's it. There is no room for any more housing or  
11 major developments.  
12 So I don't anticipate like a massive  
13 increase. Maybe a nominal increase. I mean  
14 whatever -- whatever the average of the increase of  
15 the population of Bridgewater is, just simply take  
16 that and extrapolate. That's all I can tell you.  
17 MS. TUBMAN: Did you not testify at a  
18 prior -- at the last hearing as well that if parking  
19 capacity or building capacity were exceeded that you  
20 would do as other congregations do and you would  
21 split the heavily attended service?  
22 MR. ABDELKADER: Yes. The service --  
23 the Friday service right now that we have is -- like  
24 I said, it's a hundred people. The 60 you heard is  
25 a different service in the evening only on like very

1 limited days in the year. Those 100 people arrive  
2 over a period of about 45 minutes. They don't  
3 arrive altogether. So it takes 45 minutes for a  
4 hundred people to come in.  
5 It's a very, very slow trickle, and  
6 when they leave, they also don't leave in one shot.  
7 They simply leave spread over a period of probably  
8 half an hour. So that's -- that's the current  
9 pattern that we see.  
10 MR. OROZCO: The numbers that you are  
11 telling me don't correlate with what I'm reading  
12 from the traffic impact analysis that was done in  
13 2010, and I don't know if this is the time to get  
14 into it but --  
15 MS. TUBMAN: We do have our traffic  
16 engineer this evening. There's also an updated  
17 traffic supplement with this application and another  
18 in response to the traffic engineer engaged by the  
19 planning board.  
20 MR. OROZCO: May I respectfully ask  
21 that -- I'm going to ask the engineer the same  
22 questions I ask you now, where he got those numbers  
23 from, and if he's going to say he got those numbers  
24 from this gentleman, I'm trying to -- I'm trying to  
25 quantify those numbers, and what I'm getting is

1 that -- the estimates and best guess, right? Is  
 2 that correct?  
 3 MR. ABDELKADER: We can't predict mass,  
 4 what's going to happen in the future. The numbers  
 5 that I'm giving you are the numbers today, and I'll  
 6 leave the rest for the traffic engineer.  
 7 MR. OROZCO: Thank you.  
 8 MR. ABDELKADER: You're welcome.  
 9 CHAIRMAN RUSAK: Excuse me. The  
 10 gentleman in the blue shirt followed by you. So you  
 11 can come up in the front row.  
 12 MR. DESOUZA: Stephen Desouza.  
 13 MR. COLLINS: Mr. Desouza, you were  
 14 previously sworn.  
 15 MR. DESOUZA: No, I was not.  
 16 MR. COLLINS: Please raise your right  
 17 hand. Do you swear or affirm to tell the truth, the  
 18 whole truth and nothing but the truth so help you  
 19 God?  
 20 MR. DESOUZA: I do.  
 21 MR. COLLINS: Thank you. Please spell  
 22 your last name.  
 23 MR. DESOUZA: It's D-E-S-O-U-Z-A. I'm  
 24 on 1370 Mount Vernon Road in Bridgewater. How are  
 25 you doing?

1 MR. ABDELKADER: How are you doing?  
 2 MR. DESOUZA: Something you just said  
 3 kind of squawked my memory from the testimony the  
 4 Imam gave I think it was a year and a half, two  
 5 years ago. So I just wanted to ask about this.  
 6 Just a moment ago when you answered the  
 7 gentleman's question about adding the second service  
 8 and how it's like a slow roll in, slow roll out, if  
 9 I remember correctly, I believe the Imam said that  
 10 the services were about an hour -- about an hour  
 11 long, the Friday services, and that they were  
 12 scheduled probably half hour from start to back.  
 13 So I think the concern wouldn't just  
 14 necessarily be all the people leaving in that half  
 15 hour period but also all the people coming in to get  
 16 into the next service. So then, based on the  
 17 numbers that you're giving us, would you anticipate  
 18 then it would just be 50 families or carloads  
 19 leaving while 50 were trying to come in at the same  
 20 time? I mean if you were breaking it in half to  
 21 split the service.  
 22 MR. ABDELKADER: Well, first of all, a  
 23 hundred people come to the service doesn't translate  
 24 to a hundred cars because there's a lot of families  
 25 come and a lot of people car pool. So it's not a

1 hundred cars already.  
 2 The second thing is, with the current  
 3 capacity and the current parking, for us to split  
 4 the service, we might do that in about 25, 30 years.  
 5 We have plenty of capacity that we would never -- we  
 6 don't anticipate needing to actually split the  
 7 Friday prayer. It would take an -- I don't even  
 8 foresee it happening.  
 9 MR. DESOUZA: Okay. And I apologize.  
 10 You can remind me. If I remember correctly from  
 11 some of the testimony about a few years ago, the  
 12 capacity was about 400 people at prayer time.  
 13 MR. ABDELKADER: That's capacity of the  
 14 building.  
 15 MR. DESOUZA: Right.  
 16 MR. ABDELKADER: That doesn't mean  
 17 there's only a hundred people show up right now.  
 18 MR. DESOUZA: Okay. So if you ever did  
 19 fill capacity, then you would have to exceed 400  
 20 cars coming in that time frame before you would  
 21 actually split the service. Is that correct?  
 22 MS. TUBMAN: That's not correct. The  
 23 number given by the architect was slightly shy of  
 24 400. It had nothing to do with number of cars.  
 25 MR. DESOUZA: Okay. Fair enough.

1 Thank you.  
 2 MR. KULAK: Joe Kulak, 1 Hardy Drive,  
 3 Bridgewater. I have not been sworn in previously.  
 4 MR. COLLINS: Thank you, Joe. Please  
 5 raise your right hand. Do you swear or affirm to  
 6 tell the truth, the whole truth and nothing but the  
 7 truth so help you God?  
 8 MR. KULAK: I do.  
 9 MR. COLLINS: Please spell your last  
 10 name.  
 11 MR. KULAK: K-U-L-A-K.  
 12 So just a couple of questions relative  
 13 to capacity because I think everyone is just  
 14 struggling with what's the size, and it seems to me,  
 15 my observation is that the numbers move around or  
 16 best guess estimates. So the facts that I can come  
 17 up with, and I'd like to see whether or not you  
 18 agree with those, are based on the parking lot  
 19 capacity and the capacity of the building and the  
 20 potential that at some point in the future your  
 21 congregation is highly successful and that capacity  
 22 is fully fulfilled.  
 23 If I run those numbers, I say to  
 24 myself, I'm seeing somewhere near the neighborhood  
 25 of 150 cars at each prayer service. I'm seeing that

<p style="text-align: right;">Page 29</p> <p>1 five to seven times a week. I'm seeing that by the  2 number of occurrences of this group gathering which  3 says to me that's somewhere between 250 and 350,000  4 vehicles on that roadway. And I'm curious, could I  5 be right?  6 MR. ABDELKADER: No.  7 MR. KULAK: Why?  8 MR. ABDELKADER: Why? You just said  9 five prayers a day you're expecting 150 cars.  10 MR. KULAK: Uh-hmm. What's the  11 capacity of the parking lot?  12 MR. ABDELKADER: The capacity of the  13 parking lot has nothing to do with how many people  14 will show up.  15 MR. KULAK: It's the potential. So,  16 potentially, the building could serve X number of  17 people just like a restaurant, or my own family, I  18 might be limited by three children and who can come  19 and go, but the capacity of the house, as your  20 analogy well informed us, it's like building a home.  21 The potential is 400 people.  22 That means, absent real facts, how have  23 other congregations similarly grown? What are the  24 number of families that you expect to draw from?  25 Who are the communicants to these services that may</p>	<p style="text-align: right;">Page 31</p> <p>1 MR. KULAK: 2.3 to 2.7 people per car.  2 I have 150 cars at 400 in capacity. All I'm saying  3 is submit to the fact that these are the facts that  4 we're presented with. We have assumptions. Yes or  5 no?  6 MR. ABDELKADER: Well, I'll agree to  7 these assumptions if you'll agree that every single  8 church or house of worship in Bridgewater will fill  9 every single capacity every single service they  10 have.  11 MR. KULAK: They don't.  12 MR. ABDELKADER: They don't. That's  13 why we don't.  14 MR. KULAK: What we'd like to know are  15 what are the assumptions you're using?  16 MR. ABDELKADER: The assumptions that  17 we're using are the numbers we see for the last  18 three years.  19 MR. KULAK: And how many families --  20 you came up with a number of a hundred families that  21 you serve. Is that based on current families you  22 serve in the community? Has anyone done a study to  23 determine what is the available size of the  24 community that you would be serving?  25 MR. ABDELKADER: No.</p>
<p style="text-align: right;">Page 30</p> <p>1 be in the area who wish to attend the prayer service  2 at one of those five services are all potential for  3 the audience to attend, and, therefore, just using  4 simple facts, basic math, I must conclude that the  5 volume could be tremendous.  6 The assumptions that you've provided  7 are very small, a hundred families that you're  8 pulling from, but I'd like to know where did the  9 facts come from, what can we -- as a planning board,  10 what can we as residents really sink our teeth into  11 and plan other than a best guess. What I'm  12 proposing is that we simply use capacity. The  13 potential is there. Yes or no?  14 MR. ABDELKADER: No. If the maximum  15 speed on my car is 150 miles an hour, it doesn't  16 mean I'm going to drive 150 everywhere.  17 MR. KULAK: That's really not relevant  18 here.  19 MR. ABDELKADER: It is.  20 MR. KULAK: The capacity is the  21 capacity. Is it not?  22 MR. ABDELKADER: The fact that the  23 capacity or the parking can take 150 cars, it  24 doesn't mean that you'll have 150 cars in it every  25 single prayer. It just doesn't make any sense.</p>	<p style="text-align: right;">Page 32</p> <p>1 MR. KULAK: And the number of potential  2 communicants that are actively employed in the area  3 that might choose to attend a service at any point  4 in time.  5 MR. ABDELKADER: The people who attend  6 the services now are -- basically, like for the  7 Friday prayer are the people who either live close  8 or work close to the area on Fridays.  9 MR. KULAK: And approximately how many  10 are those? And I just don't mean current state.  11 I'm talking about what is the draw?  12 MR. ABDELKADER: One hundred people.  13 MR. KULAK: I disagree. That's what  14 the current capacity is today, and then in terms of  15 daycare, how many children, how many families do you  16 anticipate.  17 MR. ABDELKADER: We don't know. We  18 haven't even started. So I can't tell you that.  19 MR. KULAK: So we don't know.  20 MR. ABDELKADER: But the only thing is  21 we have limitations. We have maximum for the  22 daycare numbers that we will simply not exceed.  23 Even if the people are lined up to the end of the  24 street, we have certain limitations and certain, you  25 know, rules that we will adhere to.</p>

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1 MR. KULAK: Okay. So what I'm leaving  
 2 with, and please feel free to correct me if I'm  
 3 wrong, if I'm wrong, I'm leaving with the capacity  
 4 of the building is somewhere in the neighborhood of  
 5 400. The capacity of the parking lot is somewhere  
 6 in the neighborhood of 150 and that we really don't  
 7 have any facts based other than the current size of  
 8 the congregation in terms of potential usage and  
 9 potential capacity.  
 10 MR. ABDELKADER: Correct.  
 11 MR. KULAK: So I will leave submitting  
 12 the fact, from my perspective, that there could  
 13 easily be 250,000 to 350,000 cars traveling these  
 14 roadways. Thank you.  
 15 CHAIRMAN RUSAK: Yes, come forward.  
 16 MR. COLLINS: Sir, please state your  
 17 name.  
 18 MR. LU: My name is William Lu from  
 19 Bridgewater.  
 20 MR. COLLINS: Mr. Lu, you understand  
 21 you're still under oath?  
 22 MR. LU: Yes.  
 23 MR. COLLINS: Thank you.  
 24 MR. LU: Hi, Mr. Abdelkader. Hi. How  
 25 are you?

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1 MR. ABDELKADER: Good, thank you.  
 2 MR. LU: I've been attending these  
 3 meetings several times since the beginning, and I'm  
 4 still not satisfied with why this building at this  
 5 site -- it's appropriate. I reviewed the transcript  
 6 and your pro bono attorney, Ms. Tubman --  
 7 MS. TUBMAN: Tubman.  
 8 MR. LU: -- Tubman said the ordinance  
 9 allowed. You just mentioned you have a car. You  
 10 can drive 150 miles per hour, can go up to 150 miles  
 11 per hour, but you don't drive that fast.  
 12 In this situation here, can you tell me  
 13 why this is appropriate building, appropriate site?  
 14 In your website, you did mention you  
 15 tried to win back the right of practice in  
 16 Bridgewater. If it's not appropriate site, you can  
 17 choose appropriate site. There's nobody here  
 18 prevent you from exercise your religious freedom.  
 19 So would you explain to me why this appropriate  
 20 site, this building is appropriate place?  
 21 MS. TUBMAN: That's truly a question of  
 22 me, Mr. Lu. This property is located within an R-50  
 23 zone.  
 24 MR. LU: I'm asking Mr. --  
 25 MS. TUBMAN: I'm sorry.

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1 MR. LU: I'm asking because he's the  
 2 president of the center. I'm asking him a question.  
 3 I do not appreciate the pro bono attorney answer the  
 4 question for him.  
 5 MR. COLLINS: Mr. Lu, the objection is  
 6 that it's not appropriate to ask the question of  
 7 this witness, and that objection is sound and  
 8 sustained.  
 9 MR. LU: I'm sorry. He's the president  
 10 of the center.  
 11 MR. COLLINS: No, sir. Go on with your  
 12 questions and focus on questions that are relevant  
 13 to the proceeding.  
 14 MR. LU: Okay. My next question is, in  
 15 2011, you have a choice not purchase this property  
 16 and then you went ahead and purchased the property  
 17 and you are going through these long procedures.  
 18 Why is this property so important to you?  
 19 MS. TUBMAN: That is not a question  
 20 that's appropriate to this witness. The zoning  
 21 permits this use.  
 22 MR. LU: Okay. I examine 21 mosque in  
 23 the State of New Jersey, and their location -- they  
 24 all located in I would say more appropriate site,  
 25 has a wider road, has a shoulder and is closer to

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1 the main road. Let's say -- I'll give you some  
 2 example here.  
 3 In South Plainfield, it's on New Durham  
 4 Road in South Plainfield. It's very wide. In  
 5 Piscataway, 1000 Hoes Lane, okay, and in Somerset on  
 6 Cedar Grove Road. In Holmdel on Red Hill Road, if  
 7 you look on map, it's also a very wide road, and  
 8 your site here is in a narrow road, has no shoulder,  
 9 and with your potential capacity, it's going to  
 10 cause a lot of disturbance for the neighborhood and  
 11 traffic and the kids and danger, and you might even  
 12 kill some deers.  
 13 So my question to you is why do you  
 14 think this site is that important and so  
 15 appropriate?  
 16 MS. TUBMAN: I'm sorry. Mr. Lu, that  
 17 is testimony. If you have questions on the  
 18 roadways, we have a traffic engineer this evening.  
 19 MR. LU: I will ask the same question,  
 20 but he's the person -- he's the president of the  
 21 center. He is the person in charge.  
 22 MR. COLLINS: Mr. Lu, you should focus  
 23 on questions that are relevant to the proceedings,  
 24 and that is primarily whether there are any  
 25 ordinance provisions that you contend are not being

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1 met. So I'm instructing you to focus your questions  
2 on things that relate to the ordinance.  
3 MR. LU: Okay. Thank you.  
4 MS. OROZCO: I was sworn in in January.  
5 MR. COLLINS: Please state your name  
6 again.  
7 MS. OROZCO: Kim Orozco, O-R-O-Z-C-O,  
8 826 Mine Road, Bridgewater.  
9 MR. COLLINS: And you understand you  
10 are still under oath?  
11 MS. OROZCO: Yes. I live right across  
12 the street from where you're planning to build the  
13 mosque. It's my understanding I bought the property  
14 from the person who originally built the building,  
15 the Redwood Inn. I think his name is James  
16 Pasquale, and I bought the property from his brother  
17 after James passed away. I may not know all the  
18 details and history of the Redwood Inn. I know it's  
19 vacant for quite some time.  
20 When I bought my house, it was a nice,  
21 quiet place for me to live. I came off of a  
22 community that was built right off 206, very noisy  
23 all the time, couldn't sleep at night. Now when I  
24 sleep, it's very quiet, and that's what I have now  
25 on Mine Road on the corner.

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1 Some of my concerns have to do with  
2 your footprint. Of course, I'm concerned about the  
3 traffic, but I'll wait for the traffic professional  
4 because, obviously, he'll have more information, but  
5 you did say and it was said by somebody I heard in  
6 January that you were not changing the footprint of  
7 the property. I would like to believe that to be  
8 true, but I saw the plans, and there's a driveway  
9 you're going to put in a circular fashion in the  
10 front of your building facing Mountaintop Road.  
11 I don't know why you would need it if  
12 you're only having a hundred people, a hundred fifty  
13 cars. I don't know the purpose of the circular  
14 driveway, but that certainly changes the footprint,  
15 because what that does, that makes the traffic  
16 coming out or in facing my bedrooms and facing my  
17 bathroom windows which is not very far from the side  
18 of the road, and the light traffic at night when you  
19 have the evening service would affect me, the early  
20 morning service would affect me shining right into  
21 the bedroom windows where I sleep, the bedroom  
22 window where my daughter sleeps which means we'd be  
23 woken up early in the morning before sunrise and  
24 after sunset, and I really want to enjoy my home.  
25 I pay a lot of money for my home and a

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1 lot of taxes for my home and put a lot of money into  
2 the home to clean it up because the previous owner  
3 that was living didn't have a lot of time to care  
4 for it, nor did they care for that building across  
5 the street. The thing is the person who used to own  
6 my house, you know, he lived with the traffic across  
7 the street, but he had a direct financial benefit  
8 from it. It was his business. He built it. He  
9 improved upon it. He didn't build the driveway  
10 straight across from his bedroom. He built it  
11 further down a little bit because the neighbor next  
12 to me has a very long backyard. They're shielded  
13 from the traffic that comes from the main parking  
14 lot and main driveway.  
15 You are going to change it because you  
16 are going to put that circular driveway in which is  
17 right across -- if you look at the plans, right  
18 across the street from my private space, and I don't  
19 have any -- I don't have a lot of money to hire a  
20 lawyer and fight you. I don't want to have  
21 animosity. I don't want to have any enemies. I  
22 really want to live in peace, but this will not be  
23 peaceful for me or my husband or it might be very  
24 hard for me to sell my home when I need to retire  
25 and live in a less expensive area.

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1 So it really hurts me more than the  
2 footprint that it had for the person who originally  
3 built the property and who owned my property. Now,  
4 it is different, and the other thing that's  
5 different about it is you have an open policy.  
6 You're going to have a lot of in and out traffic, a lot  
7 more operating hours to my understanding, because  
8 you're going to be open from sun up -- before sun up  
9 to well after sundown seven days a week, and then  
10 you're going to have a daycare besides and that  
11 concerns me too because it is a narrow road. You  
12 know, are there plans to put inside walks. Are they  
13 going to take some of my property?  
14 You know, there's a lot of things to  
15 think about, and I know I'm hearing a lot of -- a  
16 lot of people complaining about the number of people  
17 you're having at your services. None of that is  
18 really clear, and I can see their concern, but how  
19 can you tell me then you're not changing your  
20 footprint if you're putting that circular drive in.  
21 Is there something you can do not to do that?  
22 MS. TUBMAN: If the testimony at prior  
23 hearings was not clear, I will repeat that the  
24 footprint of the building is being -- is not being  
25 changed.

<p style="text-align: right;">Page 41</p> <p>1 MS. OROZCO: The footprint of the 2 property around the building is. 3 MS. TUBMAN: The development of the 4 property around it is. 5 MS. OROZCO: Which is what I'm asking. 6 Can you change your plans so that I still retain 7 some of my privacy and some of the time where I 8 would want to sleep in my own house without being 9 affected from the cars and traffic coming in and out 10 of the parking lot that doesn't exist right now with 11 the drive? 12 MR. ABDELKADER: Good evening. I 13 remember very well your testimony and your concerns 14 from the previous hearing. You spoke about your 15 house being right across from the exit and that 16 you'd like to sit and read your bible actually on 17 the front. I remember that very well. 18 I can promise you that we are not going 19 to allow that exit driveway to disturb your house or 20 have the lights in your house in any way. If that 21 is the case, we will address it. We already have 22 thought of a way to address it, and it is a -- we 23 wouldn't even -- if it's affecting one house, we 24 wouldn't like to do that to you. 25 MS. TUBMAN: And your -- the location</p>	<p style="text-align: right;">Page 43</p> <p>1 something you just said or the witness. I'm sorry. 2 I'm down here. 3 MR. ABDELKADER: That's okay. 4 MR. MOENCH: One follow-up question. 5 Are you saying your civil engineer will come back to 6 address questions about the circular driveway? 7 MS. TUBMAN: I'm sorry. I didn't mean 8 to interrupt you. 9 MR. MOENCH: No. 10 MS. TUBMAN: I listed a number of 11 issues that were raised for which we will bring 12 exhibits as appropriate or answer questions as 13 appropriate, but for the sake of continuity so as 14 not to break up the testimony as it's been planned, 15 I've put them on reserve and promised you that we 16 will bring them back and address them. 17 MR. MOENCH: Okay. The other question 18 I have for this witness just to follow-up on some of 19 the comments I've been asking for, you testified 20 already tonight about questions with regard to the 21 growth in the Bridgewater area. 22 Are there any statistics or numbers 23 that show the growth in a larger area since, 24 obviously, we can't predict Bridgewater specifically 25 that says there's been any increase in number of</p>
<p style="text-align: right;">Page 42</p> <p>1 of your house was one of the issues that I listed in 2 the last hearing as an issue that was raised that we 3 intended to address, but this is not the witness to 4 do that. It will be our civil engineer and/or our 5 architect. 6 MS. OROZCO: Okay. I didn't make the 7 last two meetings. I had a business trip, and I 8 wanted to be here, and I don't want to beat a dead 9 horse, but I have no recourse to make sure my 10 concerns are heard because I don't know what's going 11 to stop you from putting in your mosque. So I need 12 to make it at least so I can still live in peace in 13 my own home. It's not that I read the bible 14 outside. It's when you do get traffic on the 15 corners, lights come in the house. 16 I know there was somebody in that 17 property when I first moved in and they were in that 18 dirt driveway 4 o'clock in the morning. I heard the 19 alarms going off. I let somebody know they were in 20 that building. The lights shined right in my 21 bedroom. That's why I'm concerned, and I want some 22 peace, and I'm sure you can understand that. 23 Thank you. 24 MR. MOENCH: This is, I'm down here, 25 Matthew Moench. I just want to follow-up on</p>	<p style="text-align: right;">Page 44</p> <p>1 mosques by a certain percentage or the Muslim 2 population in New Jersey has increased by a certain 3 percentage, and as a result, we can extrapolate 4 those growth numbers forward in terms of predicting 5 future growth of your facility? 6 MR. ABDELKADER: I'm not aware of any 7 studies or any available data. I mean whatever is 8 available to you would be available to anybody if 9 they Google it or look. I'm not aware of any 10 studies or analysis. 11 MR. MOENCH: Okay. Thank you. 12 MR. ABDELKADER: You're welcome. 13 MS. DE SIMONE: My name is Donna De 14 Simone, 1161 Fairfield Road. I have not been sworn 15 in. 16 MR. COLLINS: Please raise your right 17 hand. Do you swear or affirm to tell the truth, the 18 whole truth and nothing but the whole truth so help 19 you God? 20 MS. DE SIMONE: I do. 21 MR. COLLINS: Please spell your last 22 name. 23 MS. DE SIMONE: D-E capital S, as in 24 Sam, I-M-O-N-E. 25 I have one question. You said you</p>



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1 would split your services when the time came to do  
 2 that. Where are those people, because you're not  
 3 going to know that that many people are coming  
 4 because you don't have the proper numbers. Where  
 5 are those people going to go if they're waiting for  
 6 the hour after the services and you're at capacity?  
 7 Where are those people supposed to go  
 8 and wait for the second service, because I walk my  
 9 dog up and down that street, and when the busses are  
 10 coming and there's a car over there, there's no way  
 11 that you're going to get past anything. So what's  
 12 your plan to take care of those people that are  
 13 waiting for the second service and where are they  
 14 going to go?  
 15 MR. ABDELKADER: Well, first of all,  
 16 like I said, we're probably about 30, 40 years from  
 17 the time that we would need --  
 18 MS. DE SIMONE: I'm young. I can wait.  
 19 MR. ABDELKADER: I'm going to that  
 20 part. The other thing is I have been to mosques  
 21 like when I worked at different areas. I've been to  
 22 mosques that split their service. It is not that  
 23 the people come and they are waiting for the second  
 24 service, you know, for the first one to finish to go  
 25 into the second service.

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1 First, basically, you would have a  
 2 service from 12:30 to 1:30 and one service from 1:30  
 3 to 2:30, and, believe me, if you would take my word  
 4 for it, it simply works out that almost it's 50/50  
 5 people would show up. So people know that they're  
 6 coming to the 12:30 service. They will show up for  
 7 that service, they finish and go.  
 8 MS. DE SIMONE: I live next door to my  
 9 neighbor. I don't know what mass she's going to.  
 10 What I'm asking you is how do you know this and how  
 11 does everybody know that, well, if all of them are  
 12 going to 12:30, I'll sit here and wait for the 1:30.  
 13 You truly don't know that. Maybe everybody wanted  
 14 to go to the 12:30. Maybe it was a nice beach day.  
 15 I don't know. Everybody wanted to go to that 12:30.  
 16 You have to have some other provision for people  
 17 going into 12:30. There's no way to of telling them  
 18 down the road on Foothill Road there's no capacity.  
 19 If you expect this much and you expect  
 20 this kind of growth, you're going to need a plan B,  
 21 because the people can't be on the street or they  
 22 can't be lining the sidewalks. Well, there aren't  
 23 any sidewalks up there, but that's what I wanted to  
 24 know. What is your plan for that?  
 25 MR. ABDELKADER: It's simply, again,

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1 our Friday service, that's the one -- that is the  
 2 one service that there might even be a potential or  
 3 other mosques actually might need to split their  
 4 service. It's during lunch hour, and people simply  
 5 take 45 minutes out of their workday to come to the  
 6 service, and the distribution winds up being like --  
 7 it's like equivalent. You know, people who planned  
 8 on coming to the first service, and it becomes  
 9 habitual. People come to the second service. It  
 10 becomes habitual.  
 11 MS. DE SIMONE: You can change your  
 12 mind. We're all humans. That's what I want to  
 13 know. You apparently don't have an answer.  
 14 I don't want that line of traffic when  
 15 the school busses are going to come through. That's  
 16 what I'm worried about. I know you said you have a  
 17 circular driveway, and you'd turn the people away  
 18 and people in the front telling them there's no  
 19 room. Where are those people going to go?  
 20 They're not going to go home. That's  
 21 my question. My question is what do you intend to  
 22 do with the overflow? There's no place for them to  
 23 park. There's not another parking lot up there.  
 24 There are no streets. There are no sidewalks.  
 25 There's just private homes.

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1 MR. ABDELKADER: I understand, and  
 2 people would never be parking on the street. There  
 3 is no parking on the street, and there's no --  
 4 MS. DE SIMONE: Well, if there is no  
 5 place to go -- I look at the temple that's on  
 6 Washington Valley. When they have a big holiday,  
 7 they're parked on all the streets, all the sides.  
 8 MR. ABDELKADER: Because parking is  
 9 allowed probably.  
 10 MS. DE SIMONE: Not on Washington  
 11 Valley Road it's not. That's what I'm talking  
 12 about. You need to think about your provisions. If  
 13 you're wanting to grow and you're wanting people to  
 14 come, and I'm sure you do, you need to have a plan B  
 15 for those people, because if I was going to 12:30  
 16 and they told me quarter to 12 there's no room, I'm  
 17 not going to go home. I'm going to wait somewhere.  
 18 What I'm saying is there's no feasible  
 19 place for them to wait, and I would just like you to  
 20 think about that. Thank you for your time.  
 21 MR. ABDELKADER: Thank you. You're  
 22 welcome.  
 23 MR. LU: Hi. William Lu again. I just  
 24 want to help you out, okay, to answer that lady's  
 25 question. For some reason I couldn't believe you

<p style="text-align: right;">Page 49</p> <p>1 didn't answer this question correctly. In the past,  2 you said, if you have overflow, you're going to let  3 people on the street and redirect them to the mosque  4 an hour away, and last testimony question I asked  5 you, and you didn't even know there were mosque in  6 Somerset. It's only 20 minutes away. In South  7 Plainfield which is maybe half an hour away,  8 Piscataway, 20, 25 minutes away. That was your  9 plan. Was it -- if you read the transcript --  10 MR. ABDELKADER: I didn't say that  11 we're going to direct people to the other mosques.  12 I said that we will just simply tell them that we  13 are at capacity, and the capacity of the building or  14 the capacity of the parking is full and we're sorry.  15 I'm not actually going to tell them -- they wouldn't  16 catch the other service in another mosque if they  17 went.  18 MR. LU: I would advise the public to  19 read the transcript. He was going to direct the  20 overflow to neighboring mosque.  21 MS. TUBMAN: Are there further  22 questions of this witness?  23 CHAIRMAN RUSAK: If there are no  24 further questions, we'd like to take a five-minute  25 break, and then we'll move forward with the next</p>	<p style="text-align: right;">Page 51</p> <p>1 That said, I would like to introduce  2 our next witness who is responsible for and who  3 developed this landscaping plan for which one waiver  4 is requested and that is from the number of  5 plantings immediately adjacent to the foundation  6 where our architect testified he has instead a  7 walkway and an overhang.  8 Would you introduce yourself and give  9 the board your credentials?  10 MR. STANZIONE: My name is Dominic  11 Stanzione, and I have a four-year degree, bachelor's  12 degree in landscape architect.  13 MR. COLLINS: Mr. Stanzione, let me  14 swear you in.  15 MR. STANZIONE: Sure.  16 MR. COLLINS: Do you swear or affirm to  17 tell the truth, the whole truth and nothing but the  18 truth so help you God?  19 MR. STANZIONE: Yes.  20 MR. COLLINS: Please spell your last  21 name.  22 MR. STANZIONE: The last name is  23 S-T-A-N-Z-I-O-N-E.  24 MS. TUBMAN: Would you then give the  25 board your background?</p>
<p style="text-align: right;">Page 50</p> <p>1 witness. Thank you.  2 We should be back in our seats at 8:20.  3 Thank you.  4 (Recess taken.)  5 CHAIRMAN RUSAK: If we can take our  6 seats, we'll resume. Okay. We'd like to begin  7 please.  8 MS. TUBMAN: Mr. Chairman, back on the  9 record. You see a plan sheet, a landscape plan  10 sheet 1 of 2. That is in the plan sets. So it's  11 not an exhibit. I just wanted to point out that I  12 do recall one board member asked if it could be done  13 to eliminate that island to increase the distance of  14 the parking lot from the adjacent property owner and  15 that is one of the --  16 MR. COLLINS: Lloyd, wait a couple  17 minutes for Mr. Rodzinak. Sorry. Everyone is back  18 now. Lloyd, please go ahead.  19 MS. TUBMAN: Just to recap shortly.  20 This is a landscaping sheet 1 of 2. So it need not  21 be marked as an exhibit, but I'll point out that I  22 recall that two meetings ago one board member asked  23 how that plan could change if the central median in  24 the parking lot were eliminated. That's an issue  25 that we reserved and we will come back and address.</p>	<p style="text-align: right;">Page 52</p> <p>1 MR. STANZIONE: I have a bachelor's  2 degree in landscape architecture and have been  3 practicing landscape architecture for about 10 years  4 now. This plan was developed under my former  5 employer Garden Associates Landscape Architecture  6 under the direction of David Chewey who is a  7 licensed landscape architect.  8 MS. TUBMAN: And you, yourself,  9 developed the plan that was approved by Mr. Chewey?  10 MR. STANZIONE: Yeah.  11 MS. TUBMAN: Does the board accept Mr.  12 Stanzione's credentials?  13 MR. COLLINS: Yes. The board will  14 recognize and accept Mr. Stanzione's qualifications  15 as a licensed landscape architect.  16 MS. TUBMAN: No, he is not a licensed  17 landscape architect. He has a degree in landscape  18 architecture and developed the plans as a  19 participant in Garden Associates which I understand  20 no longer exists. These plans come from the 2011  21 application and are unchanged.  22 MR. COLLINS: Mr. Stanzione, have you  23 testified before other boards in New Jersey  24 regarding plans like these?  25 MR. STANZIONE: Yes.</p>

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1 MS. TUBMAN: Can you name some of  
2 those?  
3 MR. STANZIONE: Readington Township.  
4 MS. TUBMAN: Let me adjust that. It  
5 was a historical committee, not a planning board.  
6 MR. COLLINS: Does your licensing board  
7 allow -- does this landscape architecture licensing  
8 board allow a person with a bachelor's degree with  
9 the CLA, the certified landscape architect license,  
10 to prepare plans and to give testimony regarding the  
11 plans?  
12 MR. STANZIONE: That --  
13 MR. COLLINS: Is Mr. Chewey still  
14 practicing landscape architecture? Is Mr. Chewey  
15 still practicing landscape architecture?  
16 MR. STANZIONE: To my knowledge, yes.  
17 MR. COLLINS: I'm going to recommend  
18 that we carry your testimony until the next meeting  
19 and that you speak with Mr. Chewey about your  
20 authority to be testifying and submitting plans as a  
21 landscape architect to see whether he could testify  
22 in your stead.  
23 I'll reserve judgment on the issue to  
24 let the applicant and the objectors' attorneys  
25 address it in writing if they have something to

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1 address before the April meeting. Have you already  
2 asked Mr. Chewey to either --  
3 MS. TUBMAN: I do not know the  
4 circumstances of the dissolution of Garden  
5 Associates. Garden Associates was subcontracted  
6 through David Stires Associates, our civil engineer,  
7 and I was told by Mr. Stires that he was not  
8 available.  
9 I will repeat, as I did before, that  
10 Mr. Stanzone was the preparer of these plans.  
11 MR. COLLINS: I'll stand by what I said  
12 before. We're going to carry you, sir, until April  
13 22. I believe it's April 22.  
14 MS. VORHEES: Yes.  
15 MR. COLLINS: So we'll carry the  
16 landscape architect's testimony until April 22.  
17 That will be at Vo-Tech building at 14 Vogt,  
18 V-O-G-T, Drive, and it will be at the Vo-Tech  
19 because the applicant has requested that it be a  
20 forum greater in size than the municipal building  
21 which might be insufficient as to size.  
22 So I think we're going to need some --  
23 I think your simplest solution will be to have a  
24 landscape architect replace Mr. Stanzone, certified  
25 landscape architect. I'm not aware of any authority

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1 to testify if you're not a certified landscape  
2 architect.  
3 I'm also concerned that the plans do  
4 have to be by a person who was qualified in New  
5 Jersey to prepare and seal the signed plans. So I  
6 don't know if there's somebody else at Stires  
7 Associates that can do it as a landscape architect.  
8 There might be some way to have another person serve  
9 in his stead of Mr. Chewey who presumably was the  
10 person who oversaw the work as a certified landscape  
11 architect, and I believe he does have a CLA, doesn't  
12 he, Mr. Stanzone.  
13 MR. STANZIONE: Yes, he does. The work  
14 was done under Garden Associates, the landscape  
15 architecture company.  
16 MR. COLLINS: If you were to say, which  
17 CLA was the person who --  
18 MR. STANZIONE: The company was run  
19 under David Chewey who was the CLA who is --  
20 actually now it's LLA.  
21 MR. COLLINS: What is that?  
22 MR. STANZIONE: LLA is the license.  
23 MR. COLLINS: What would you need in  
24 terms of obtaining your CLA?  
25 MR. STANZIONE: I'm in the process now

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1 of taking some exams. I've passed probably most, 50  
2 percent of them, not 75 percent of them.  
3 MR. COLLINS: Is there any chance  
4 you'll be done before April 22?  
5 MR. STANZIONE: With any hope, yeah.  
6 Sure.  
7 MR. COLLINS: That would be another  
8 solution if you could accomplish that. I think  
9 we'll defer this, and we'll look for some solutions.  
10 So, Ms. Tubman, I'll ask you to then  
11 turn to your next witness which I think is your  
12 traffic consultant. Is that correct?  
13 MS. TUBMAN: The next witness would be  
14 Gary Dean of Dolan & Dean who is our traffic  
15 engineer for roadway, not parking purposes, for  
16 which we will have a further witness at a subsequent  
17 hearing. State your name please be and sworn.  
18 MR. COLLINS: Yes. Mr. Dean, please  
19 raise your right hand. Do you swear or affirm to  
20 tell the truth, the whole truth and nothing but the  
21 truth so help you God?  
22 MR. DEAN: Yes, I do.  
23 MR. COLLINS: Mr. Dean, please spell  
24 your last name.  
25 MR. DEAN: D-E-A-N.

<p style="text-align: right;">Page 57</p> <p>1 MR. COLLINS: Thank you. Will you 2 please go ahead, Ms. Tubman? 3 MS. TUBMAN: Would you then give the 4 board your credentials? 5 MR. DEAN: Certainly. I'm a 1983 6 graduate of Lehigh University with a bachelor of 7 science degree in civil engineering. I'm a former 8 member of the faculty of Lehigh University and 9 Lafayette College having served as an adjunct 10 professor teaching transportation engineering. I've 11 been licensed as a professional engineer in New 12 Jersey since 1987 and as a licensed professional 13 planner since 1990. 14 I've appeared before roughly 300 to 350 15 different planning and zoning boards throughout New 16 Jersey including this planning board as well as the 17 board of adjustment. I've had the honor to serve as 18 a traffic consultant to Bridgewater Township as well 19 as your board of education, and I've been actively 20 involved with this project since its inception in 21 2010. 22 MS. TUBMAN: And in addition to the 23 2010 or 2011 traffic report, were you asked to 24 prepare an updated report because of the passage of 25 time?</p>	<p style="text-align: right;">Page 59</p> <p>1 would be busiest. We often call those the peak 2 hour, the generator or the site peak hour. As 3 you've heard, most of the traffic associated with 4 the proposed mosque will occur outside of the 5 weekday a.m. and p.m. commuter peak hours when 6 traffic is typically heaviest. 7 Nevertheless, because of the different 8 operating parameters, the schedule of worship 9 services, we felt it was appropriate to answer the 10 typical what if questions by considering those peak 11 times of mosque operation. In the original 2010 12 report, the facility, in addition to the worship 13 center itself, also contained provisions for a 14 daycare center, educational classrooms for typical 15 religious education, but at the time also included 16 an elementary school, and we studied not only the 17 typical a.m. and p.m. peak hours. We studied Friday 18 noon traffic conditions which would be coincident 19 with the worship services, and we also looked at 20 school dismissal hours recognizing the site's 21 proximity to the Crim School just to the east or 22 north. 23 That component of the site has been 24 eliminated. The classrooms for school operations 25 are no longer part of this proposal, but in</p>
<p style="text-align: right;">Page 58</p> <p>1 MR. DEAN: That's correct. 2 MS. TUBMAN: And did you also receive a 3 report from Gordon Meth whose firm was engaged by 4 the planning board to review your reports? 5 MR. DEAN: Yes, I did. 6 MS. TUBMAN: And did you prepare a 7 response to that as well? 8 MR. DEAN: I did. 9 MS. TUBMAN: Would you then just begin 10 your testimony on your reports as supplemented? 11 MR. DEAN: Certainly. 12 MR. COLLINS: Ms. Tubman, I'll confirm 13 for the record the board recognizes and accepts Mr. 14 Gary Dean as a qualified professional engineer and a 15 traffic consulting engineer. 16 MR. DEAN: In chronological order, our 17 firm was first engaged in 2010, and in that 18 capacity, we prepared a traffic impact analysis for 19 what was then termed the Chughtai Foundation now 20 known as Alfalah. That traffic study contained the 21 typical parameters of such an analysis that included 22 traffic counts during normal weekday commuter peak 23 hours which are typically when traffic is busiest. 24 As you've heard from the testimony, 25 there are also certain times when the mosque itself</p>	<p style="text-align: right;">Page 60</p> <p>1 continuing in 2010, we conducted an inventory of the 2 roadway conditions surrounding the site. We looked 3 at speed limits, regulations, where stop signs were 4 posted and evaluated all of the physical elements 5 related to the roadway system surrounding the site 6 within a close enough proximity where the traffic 7 from the subject application could exert an 8 influence. 9 During the course of our initial work, 10 Somerset County was in the process of designing and 11 installing a traffic signal at Mine Road further to 12 the east of the site at Foothill Road, and at the 13 time, that intersection had been controlled with 14 only a stop sign, and there were periods during the 15 typical commuter hours where there would be backups, 16 delays, and throughout our involvement with the 17 project, we obtained plans from the county of the 18 proposed design which here we are in 2014 have 19 subsequently been constructed and put into 20 operation. 21 So our original traffic study set forth 22 a rather extensive inventory of not only the road 23 conditions but also traffic counts, and traffic 24 counts are the fundamental element of a traffic 25 study wherein staff are present, physically present</p>

<p style="text-align: right;">Page 61</p> <p>1 in various intersections where they literally count  2 every car and record the direction in which the car  3 turns, whether it turned left or right or went  4 straight through a given intersection, and those  5 counts were conducted in November and early December  6 in 2010.</p> <p>7 Over the course of the past, excuse me,  8 three, three and a half years, traffic conditions  9 may have changed. We didn't know whether they did.  10 We didn't know whether they didn't. But to avoid  11 any speculation, we elected to conduct entirely new  12 traffic counts three years after the date of the  13 original data in late 2013. The more recent  14 findings were incorporated in a document that was  15 submitted as part of the application prepared under  16 my direct supervision dated January 6, 2014,  17 entitled traffic impact analysis addendum for  18 Alfalah proposed worship center, and the study  19 essentially recreated every step of the original  20 study.</p> <p>21 The original study is important because  22 it concluded that the general off-peak nature of the  23 site operations would not have a detrimental impact  24 on traffic operations or conditions surrounding the  25 site. As I indicated, the primary reason is there</p>	<p style="text-align: right;">Page 63</p> <p>1 concentration of site traffic.  2 At the request of Mr. Meth, additional  3 counts were conducted in 2014 at Mine Road and Crim  4 Road. So we initially looked at I'll say more  5 peripheral areas away from the site and then we sort  6 of picked up the middle which we hadn't done  7 previously. There are very few changes in overall  8 traffic activity over the past three years.  9 Development in this portion of the township has  10 generally been flat, but for the occasional lot  11 that's been developed, there's very little new  12 material growth that has occurred. So the traffic  13 patterns have not changed significantly since 2013,  14 and our traffic counts were generally favorable over  15 the data set.</p> <p>16 We also in recent response to Mr.  17 Meth's concern issued an addendum to our report  18 that, aside from evaluating the traffic counts, also  19 looked at a couple of I'll say worst case traffic  20 scenarios in terms of overall activity. The  21 differences in our traffic counts between 2010 and  22 2013 are memorialized in our January 6 study, and,  23 again, with the change in proposed operation to  24 eliminate the elementary school further reduced  25 impact at that time.</p>
<p style="text-align: right;">Page 62</p> <p>1 was virtually no or very limited traffic generation  2 during the peak commuter hours. The majority of the  3 site traffic occurred outside of our traditional  4 rush hours. As part of our update -- and it's in  5 the study as the board members or the public had  6 questions as to when the specific counts were  7 conducted. I can provide that, but they're all  8 memorialized, and they included counts, and I want  9 to give you the specific times, on a weekday from 3  10 p.m. to 6 p.m., in the morning from 7 a.m. to 9  11 a.m., on a Friday right around the noontime from 12  12 p.m. to 2:30, on a Saturday from 1 to 3 p.m., and  13 these counts were conducted, again, mid to late  14 November of 2013.</p> <p>15 The counts were conducted at several  16 locations and have since also been augmented by  17 additional data as requested by Mr. Meth, your  18 traffic reviewing consultant. We focused on the  19 intersection of Foothill Road and Mine Road, Mine  20 Road, Running Brook Road and Mountaintop Road, and  21 Mountaintop Road and Crim Road. So their  22 intersections surrounding the site, they would be  23 the primary points or focus points of arrival and  24 departure traffic and would represent those  25 locations that would experience the greatest</p>	<p style="text-align: right;">Page 64</p> <p>1 Traffic engineers typically use a  2 resource to forecast our predictions for traffic  3 activity for a given land use, and we most often  4 rely on data collected by our international  5 professional organization known as the Institute of  6 Transportation Engineers or ITE, and over the past  7 40, maybe 50 years, ITE has collected traffic counts  8 at -- I think they're up to 225 different land uses,  9 commercial uses, industrial uses, residential uses,  10 institutional uses, and that data is published in a  11 fairly voluminous document, and they're up to I  12 believe it's the ninth edition.</p> <p>13 In 2010, there's no data available  14 whatsoever for a mosque, and although you heard  15 testimony from the foundation president as to their  16 expectation, when we evaluated our traffic impacts  17 for the worship service on Friday, rather than  18 invite criticism as to whether our estimates were  19 too low or didn't allow for growth or didn't fully  20 consider the potential for the use of the site, we  21 elected to do, in my opinion, what is the most  22 conservative and candidly unrealistic analysis which  23 was to assume that every single parking space on the  24 facility was empty at the beginning of a service and  25 would fill, that there was no practical way to fit</p>

1 any more vehicles on this site, and that served as  
 2 the basis for our analysis of the Friday worship  
 3 services which, and for the public's benefit, there  
 4 are 170 spaces proposed on this lot.  
 5 So we assumed, as I said, every space  
 6 would fill. The testimony, if I recall, was that  
 7 there may be 100 -- up to 100 members attending a  
 8 service which does not provide a direct one-to-one  
 9 correlation to vehicles. There is a certain degree  
 10 of multiple occupant ridership if there are  
 11 co-employees or family members that happen to attend  
 12 on a Friday service, but, again, we assumed one  
 13 vehicle without correlation whatsoever to the number  
 14 of attendees, and the reason we felt that was  
 15 appropriate was because there was no way to fit any  
 16 more traffic on the site.  
 17 Now, I don't believe it's a realistic  
 18 expectation. It would be akin to assuming that  
 19 every single parking space at Bridgewater Commons  
 20 filled every weekend. It doesn't happen, but to  
 21 eliminate any speculation as to whether our analysis  
 22 considered the worst case impacts, I thought that  
 23 that was the most prudent and largely academic but  
 24 best way to underscore the limited traffic impacts  
 25 that could potentially arise with this application.

1 We did not assume the same parameters  
 2 for weekday a.m. peak hours, say 7:30 in the  
 3 morning, or weekday p.m. peak hours because that  
 4 does not fit the proposed operation of the mosque,  
 5 and we assumed that the proposed daycare would  
 6 generate the typical daycare traffic and that there  
 7 might be five or 10 worshipers during those time  
 8 periods, and our analysis also included an  
 9 evaluation of Saturday roughly 1 o'clock in the  
 10 afternoon traffic conditions because of a religious  
 11 education component associated with the mosque.  
 12 So with all of those different  
 13 parameters, we undertook our various analyses in  
 14 terms of traffic operations, conditions and  
 15 evaluation to consider the impacts both without the  
 16 mosque in operation and those conditions with the  
 17 mosque in operation, and that gives us the means to  
 18 have a side-by-side comparison to identify whether  
 19 an intersection or a movement or a driveway is  
 20 likely to experience a traffic problem, and I'll  
 21 describe what those problems are at the moment.  
 22 ~~To the benefit of the public, traffic~~  
 23 engineers use a descriptive term called the level of  
 24 service, and that's I'll say our report card as to  
 25 how traffic operates, and it's a very simple scale

1 with A being the best level of service and it's  
 2 indicative of short delays, zero seconds, five  
 3 seconds, in that general range, a pause if you will.  
 4 At the other end of the scale is level of service F.  
 5 That's a condition that represents long delays at  
 6 stop signs. Those delays are in excess of 50  
 7 seconds, and at traffic signals, because they  
 8 operate on a regular basis and there's a greater  
 9 tolerance, that level of service F condition is for  
 10 a delay that exceeds 80 seconds.  
 11 When we evaluate a traffic condition  
 12 surrounding the site for five different periods, I  
 13 don't want to call them peak hours, because, to me,  
 14 there is only one, maybe two peak hours, and that's  
 15 when traffic is literally at its peak. Other times  
 16 we've studied are subpeak conditions, but they are  
 17 times when the mosque would generate a certain  
 18 traffic impact, and, obviously, those include the  
 19 Friday worship service, what we call the arrival  
 20 hour as there is an influx of worshipers and then  
 21 the departure peak hour at the conclusion of the  
 22 service as vehicles leave the site. It's  
 23 technically a different hour. So it warranted two  
 24 separate analyses. As I said, one for the inbound  
 25 traffic and the second for the outbound traffic, and

1 we also evaluated our traditional morning and  
 2 evening peak hours, the true peak hours as well as  
 3 Saturday, and all of our findings are memorialized  
 4 in our report.  
 5 Again, if there are specific questions  
 6 on a particular movement or a particular peak hour,  
 7 I'd be happy to address those, but I want to go to  
 8 the general summary, and that is, at the stop sign  
 9 controlled intersections nearest the site, those  
 10 along Mountaintop Road, the levels of service under  
 11 current conditions are levels of service A and B  
 12 depending on the peak hour and depending on the  
 13 movement, but they're indicative of relatively short  
 14 delays, relatively efficient -- I'd say very  
 15 efficient traffic movement and no indications of  
 16 congestion or any kind of operating constraint.  
 17 As we move forward to the west down at  
 18 the bottom of the hill at Foothill Road, the signal  
 19 itself artificially introduces delays. People have  
 20 to stop and wait for the light, and because the  
 21 light is on a timer and that timer has a set  
 22 program, delays are longer, but they're still at the  
 23 level of service B and C range which I would submit  
 24 for traffic conditions in Central New Jersey are  
 25 exceptional. Okay. Certainly can't find any fault

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1 with that, and the traffic signal itself obviously  
2 provides a very regimented metered and efficient  
3 means of accommodating and processing traffic.  
4 At stop signs, people merely use their  
5 own discretion. They're not told when to go, but  
6 they do so when there's adequate visibility and a  
7 gap in traffic and it allows traffic to proceed.  
8 As we go through our various scenarios  
9 of traffic generation, again, I want to reinforce  
10 that worship services traffic generation is one car  
11 for every parking space. We then evaluated what we  
12 call the no build traffic conditions, and those are  
13 the conditions that we can forecast in the  
14 foreseeable future when we might expect the facility  
15 to be operational but that they again represent  
16 ambient traffic conditions excluding the subject  
17 site because there's very little potential for  
18 significant traffic growth or no major new  
19 developments surrounding the site. Levels of  
20 service will generally be the same a few years hence  
21 as they are today.  
22 At the stop sign controlled  
23 intersections nearest the site, levels of service A  
24 and B will continue to exist, and down to Foothill  
25 Road, Mine Road at the traffic signal, they will

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1 remain at levels of service B and C.  
2 So the next step in the traffic  
3 process, you layer on, depending on the hour, the  
4 additional traffic generated by the mosque. We  
5 looked at it for all different hours of the  
6 operation as I've described, and at the  
7 intersections along Mountaintop Road nearest the  
8 site, levels of service will remain at A and B. The  
9 reason is, candidly, there isn't significant ambient  
10 traffic during those hours but there is abundant  
11 roadway capacity. The roadways, the site distances,  
12 how the lanes are configured, the width of the roads  
13 have the capacity to process significantly more  
14 traffic than they do today, and with the ability to  
15 turn north and south from the site and travel to  
16 either Mine Road or down to Crim Road, there's a  
17 natural dilution of the site traffic as one moves  
18 further from the site, and, of course, as it gets  
19 down to Foothill Road, the overall impacts are even  
20 further diluted. Levels of service B and C will  
21 continue to be provided at Foothill Road and Mine  
22 Road.  
23 At the request of your reviewing  
24 consultant, Mr. Meth, he made a number of  
25 suggestions and recommendations in light of that

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1 recent report, and it was suggested, because ITE  
2 published mosque data in 2012, that we use that data  
3 and apply it to this particular site, particularly,  
4 for the Friday services. The challenge I have with  
5 that request is that it yields traffic projection of  
6 267 trips for this site which we can't fit 267  
7 vehicles on this site. Ergo, there's no way to ever  
8 have that kind of trip generation to come on and off  
9 this property.  
10 The ITE data in this particular  
11 instance is highly suspect and ITE even acknowledges  
12 that and says users should use the data with a high  
13 degree of caution and shouldn't rely on it  
14 necessarily. It was conducted at a mosque in  
15 Ontario, Canada, in 2009. I, for one, don't know  
16 the demographics of Ontario, Canada, but this site  
17 can't physically accommodate that traffic.  
18 So, although I acknowledge the  
19 existence of this limited data, I candidly have to  
20 rule it out because it doesn't apply to this  
21 particular site, this particular application. We  
22 simply can't have that. There's no way to fit 267  
23 vehicles on this site. We fit one per one every  
24 vehicle for every parking space for our worship  
25 services, and I think that's a more than reasonable

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1 assumption because it directly correlates to the  
2 capacity of the site itself.  
3 Mr. Meth also raised a couple of minor  
4 issues regarding our morning and evening peak hour  
5 projections, our weekday commuter projections, and  
6 suggested using data that didn't correlate to the  
7 street peak hours, and by that, I mean, and you've  
8 heard testimony, that there is a morning worship  
9 service at sunrise. The ITE data says that that  
10 occurred at 6 a.m. That's well before,  
11 quote/unquote, rush hour, and for maybe 10  
12 worshipers at 6 a.m., it certainly, in my opinion,  
13 doesn't warrant a study for that limited traffic.  
14 In addition, an evening peak hour for  
15 the mosque was noted by ITE, but that occurred from  
16 7:30 to 8:30. So well outside of the weekday peak  
17 hours that we studied, and, therefore, I just  
18 couldn't agree to use that data as it doesn't  
19 comport with the ITE recommended practice.  
20 We did revise our level of service  
21 analyses as requested by Mr. Meth using the ITE trip  
22 generation. So our first analysis, if you recall,  
23 essentially discounted the testimony by the  
24 applicant because we assumed that there would be one  
25 car for every space on the lot. Mr. Meth suggested



1 we use this ITE data which exceeds the capacity of  
2 the lot.

3 So, again, rather than invite criticism  
4 that maybe we underestimated the impacts of this  
5 project, I said I'll accept that challenge and we'll  
6 redo our analysis and our levels of service assuming  
7 the ITE data. It can't fit on the site. I don't  
8 know how it would ever get to there. There would be  
9 no means to accommodate it, but to go through the  
10 academic exercise, we completed it for the Friday  
11 noon worship services. There were only three levels  
12 of service in the entire network that we predict  
13 would change.

14 Along Mountaintop Road, one of the  
15 levels of service westbound at Running Brook Road  
16 would change from level of service A to level of  
17 service B with a delay increase -- and, again,  
18 traffic engineers use delay how long a car is  
19 stopped is our benchmark for levels of service with  
20 an increase of .6 seconds. That's it. I don't  
21 consider that to be material.

22 At northbound Mountaintop Road at Crim  
23 Road, another level of service that was originally  
24 forecast to be B would change to level of service C  
25 with a delay increase of only 4 seconds, one one

1 thousand, two one thousand, three one thousand, four  
2 one thousand. That's the difference in delay, and  
3 for the average driver through typical commuter peak  
4 hour conditions, I would submit that that is  
5 indistinguishable from an operational perspective.

6 At Foothill Road and Mine, we did show  
7 another level of service change from C to D, and  
8 that level of service difference was 9 seconds of  
9 delay, and I won't count, but I think I'm hopefully  
10 making my point that these delay increases are  
11 nominal and, candidly, unrealistic because of the  
12 inflated or overadjusted trip generation that we've  
13 assumed in the model, but I thought it was  
14 appropriate to respond to your consultant's  
15 concerns.

16 I believe that even this level of  
17 analysis demonstrates the absence of any material  
18 traffic impact associated with the application and  
19 that, certainly, within the existing infrastructure  
20 that exists, the signal operations, intersection  
21 operations, that there is adequate capacity to  
22 accommodate the traffic associated with the worship  
23 center. Mr. Meth had already requested our data  
24 counts, copies of our analyses, all of which was  
25 provided, and then, as Ms. Tubman indicated, another

1 consultant will be addressing the parking associated  
2 with the center.

3 But in my opinion, having now three  
4 years of different traffic analyses, having looked  
5 at the various not only street peak hours, but the  
6 times when the worship center would be busiest, I've  
7 concluded that, yes, there will be more traffic.  
8 There's no disguising that, but that the traffic  
9 occurs when the roadway system has an even greater  
10 capacity to accommodate it and that the very minimal  
11 differences in peak hours, capacity and delays are  
12 not, in my opinion, detrimental to the community, to  
13 the abutting neighborhood in terms of traffic  
14 operations, safety and efficiency.

15 I've reviewed the internal site  
16 circulation in working with Mr. Stires' office.  
17 I've looked at issues such as the width of parking  
18 styles and the aisles and the circulation, and in my  
19 opinion, it's certainly reasonable and appropriate  
20 given the nature of a worship center, and I find  
21 that all vehicles expected to visit the site,  
22 including the occasional service or delivery  
23 vehicle, can readily be accommodated and that the  
24 site conforms to accepted design practice in terms  
25 of layout and orientation.

1 The one thing we didn't do in our  
2 analysis, and I recognize that the Redwood Inn  
3 closed some time ago, but I believe, if I recall my  
4 notes correctly, there are 263 parking spaces on the  
5 site today, almost a hundred more than are proposed  
6 with this application. I don't know the nature of  
7 the Redwood Inn operations. I suspect, as a  
8 restaurant, a function center, they certainly had an  
9 impact on peak hour traffic conditions that would  
10 far exceed those associated with the subject  
11 application, particularly into the later evening  
12 hours.

13 That's speculation, but I can say that  
14 a facility that had that type of commercial  
15 operation with substantially more parking would have  
16 had a greater traffic impact whenever it was at its  
17 peak operation than would arise from this  
18 application.

19 And if there are any questions from the  
20 board or, obviously, the public, I'd be happy to  
21 address them.

22 MS. TUBMAN: Before we get to those  
23 questions, there was one issue raised in -- I've  
24 forgotten whose report, Gary, and that was the  
25 circular driveway and the possibility of making that



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1 one-way clockwise.  
 2 MR. DEAN: It was originally designed  
 3 to permit the traffic flow as shown. If there are  
 4 certain concerns about restricting traffic flow, it  
 5 can be done physically functionally. What it then  
 6 tends to do is concentrate traffic at one location  
 7 instead of two.  
 8 That concern about the headlight glare  
 9 and the property opposite the site, there are other  
 10 means to provide the necessary buffering and  
 11 shielding through vegetative treatment, landscaping  
 12 that might be better served in terms of esthetics,  
 13 but in terms of answering the question, certainly,  
 14 the orientation of the driveway could be changed at  
 15 the pleasure of the court.  
 16 MS. TUBMAN: Didn't you, though, raise  
 17 the question on efficiency of drop off at the door  
 18 if we had clockwise traffic with the passenger on  
 19 the outside?  
 20 MR. DEAN: It's a compromise.  
 21 Unquestionably, there are compromises associated  
 22 with the usual counterclockwise traffic flow that  
 23 allows the driveway to discharge passengers on the  
 24 right-hand side of the vehicle. The flow could be  
 25 reversed, but it means people will be walking in

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1 front or behind a vehicle instead of generally the  
 2 side. There are consequences, but functionally and  
 3 physically, it can be accommodated.  
 4 MS. TUBMAN: Does the board have  
 5 questions of Mr. Dean?  
 6 CHAIRMAN RUSAK: We'd now like to ask  
 7 questions of the board. Board, feel free to ask a  
 8 question as well.  
 9 MAYOR HAYES: Thank you. Mr. Dean, I  
 10 have a question. Can you just review again why the  
 11 ITE data is not applicable?  
 12 I understand you mentioned it was  
 13 apparently issued one data point as collected in a  
 14 mosque in Ontario, Canada, but when they issued data  
 15 point, did they not give guidelines for use or did  
 16 they not ratio it down to square footage or parking  
 17 spaces or something that allows it to be applicable?  
 18 Could you just go over that again  
 19 please?  
 20 MR. DEAN: Sure. The ITE data is not a  
 21 guideline. It is not a standard. It is just that.  
 22 It is data that is used for reference, and the way  
 23 it's collected and compiled and presented is that  
 24 traffic engineers or municipal consultants or  
 25 planning officials, somebody commissioned the

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1 conduct of a traffic count at a given land use, and  
 2 so an individual, as you may recall from my  
 3 testimony, for this particular project we did  
 4 traffic counts. We counted at intersections.  
 5 That just tells us ambient traffic, but  
 6 what ITE does is collect consultant data where  
 7 counts were done at a driveway, at a known use, and  
 8 the data is reduced in an effort to find statistical  
 9 consistency for a variable, and by variable, I mean  
 10 something that can be measured, the building size,  
 11 the congregation size for residential. It's the  
 12 number of units or apartments or homes. Commercial  
 13 uses are typically gross useable area, but it is a  
 14 physical property of the site that's studied that is  
 15 used to then apply to another site that may not be  
 16 the same size, it might be smaller, it might be  
 17 larger and have different characteristics, in an  
 18 effort to help in the traffic prediction modeling.  
 19 The site in Ontario was 7,000 square  
 20 feet which is about half the size of the subject  
 21 facility, and so when one data point and only one  
 22 data point is available at 7,000 square feet, the  
 23 only way to forecast traffic is effectively to look  
 24 at that data point and double it. We don't know  
 25 anything about that site. We don't know what their

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1 worship capacity was. We don't know whether they  
 2 had classrooms. We don't know whether they had  
 3 daycare. We don't know whether they had  
 4 administrative offices.  
 5 It may have just been one room of 7,000  
 6 square feet where congregants came to worship, and  
 7 with their being only one data point, and this is  
 8 why the ITE recommended practice is somewhat replete  
 9 with warnings, guidelines that say, for example,  
 10 users are cautioned to use this data with care  
 11 because of the small sample size. Statistically,  
 12 it's an anomaly with only one data point. One  
 13 cannot draw any reasonable kind of conclusion from  
 14 that study, and so for that very reason, if I were  
 15 to simply apply the ITE data to this site, I would  
 16 come up with a traffic generation that exceeds the  
 17 capacity of this site.  
 18 In other words, the size of the parking  
 19 lot is finite. It can only generate 170 vehicles,  
 20 and I can't represent to this board credibly that a  
 21 number of value, a prediction based on one data  
 22 point applies to this site accurately.  
 23 However, as I said, to address Mr.  
 24 Meth's concern, the hyper what if scenario, I did  
 25 the analysis based on ITE. So we don't -- I don't

<p style="text-align: right;">Page 81</p> <p>1 believe it's true. It certainly exceeds the  2 testimony of anticipated congregants by the  3 applicant by almost threefold, but we did it anyway  4 just to leave no stone unturned in terms of what  5 could be the worst case, and I call it a sensitivity  6 analysis. How much traffic can be put into the  7 system? Under the most unrealistic predictor, will  8 the system still work? And we've been able to  9 conclude that, yes, it will.  10 So of all of the other scenarios, my  11 scenario of one per one for each space in the  12 parking lot or certainly the applicant's expectation  13 of perhaps a hundred congregants, you, as a board,  14 should feel supremely comfortable that the impacts  15 of this application can readily be accommodated.  16 MAYOR HAYES: Thank you.  17 MR. METH: Mr. Chairman, I guess I'll  18 ask some questions. Before you do that, I think I  19 might need to be sworn in.  20 MR. COLLINS: Mr. Meth, please raise  21 your right hand. Do you swear or affirm to tell the  22 truth, the whole truth and nothing but the truth so  23 help you God?  24 MR. METH: Yes. Yes, I do.  25 MR. COLLINS: Please state your name</p>	<p style="text-align: right;">Page 83</p> <p>1 MR. DEAN: I have not, no.  2 MR. METH: And in the analysis you  3 performed, did you do any -- did you make any  4 modifications to the signal at Foothill and Mine  5 Road?  6 MR. DEAN: No.  7 MR. METH: None at all?  8 MR. DEAN: No.  9 MR. METH: Okay. Now, when I looked at  10 the analysis, there's a driveway that's sort of the  11 fourth leg of that intersection.  12 MR. DEAN: Correct.  13 MR. METH: Did you include that in your  14 analysis in counts?  15 MR. DEAN: I recognize it's there.  16 When we did our counts, I'll have to double-check.  17 It's a residential driveway, and if it gets one  18 actuation or call during the peak hour, and I don't  19 recall if we saw any, the signal never reverts or  20 calls up that driveway. I'm aware of it. I know  21 there's a timing provision for it, but it's not a  22 commercial driveway. So it has effectively no  23 traffic.  24 MR. METH: Okay.  25 MR. DEAN: And it's an actuated -- for</p>
<p style="text-align: right;">Page 82</p> <p>1 and address and spell your last name.  2 MR. METH: My name is Gordon Meth.  3 Last name is spelled M-E-T-H, and my business  4 address is 7 Campus Drive, Suite 300, Parsippany,  5 New Jersey.  6 MR. COLLINS: Does the board recognize  7 and accept Mr. Gordon Meth's qualifications as a  8 professional engineer and a traffic consulting  9 engineer? Please go ahead, Mr. Meth.  10 MR. METH: Mr. Dean, couple of  11 questions. First of all, I guess we heard testimony  12 from you earlier tonight and at the last meeting  13 from the president of the center.  14 MR. MOENCH: Can we turn the volume up?  15 Can you hear his microphone?  16 AUDIENCE MEMBER: No.  17 MR. METH: Okay. Thanks. So, Mr.  18 Dean, we heard testimony earlier tonight from the  19 president of the center that, if the service for  20 Fridays gets too busy, they will go to split  21 services.  22 Have you analyzed in any way, shape or  23 form what the traffic impacts would be with  24 simultaneous trips in and out at that same time on a  25 weekday midday peak?</p>	<p style="text-align: right;">Page 84</p> <p>1 the board and public's edification, it means it's  2 demand responsive. If there's a car, the light  3 turns green for the driveway, but if there's not a  4 vehicle, the green never changes for the driveway to  5 come up.  6 MR. METH: What would happen if the  7 detection on driveway malfunctions for any reason?  8 MR. DEAN: The call for the driveway  9 would never come up.  10 MR. METH: Aren't traffic signals  11 usually designed so that if the detection isn't  12 working it calls up a phase every time?  13 MR. DEAN: Not necessarily with video.  14 It's how the signal is programmed. If your  15 suggestion is there is a lack of maintenance on the  16 signal and the driveway call constantly comes up,  17 then it's not operating with the approved plan and  18 the county should maintain their signal.  19 Did I do an analysis that assumes the  20 signal is broken? No.  21 MR. METH: Okay. Last question. I  22 guess having reviewed the ITE data, which I guess  23 you've indicated that the evening peak hour  24 presented in that data which -- I mean would you  25 characterize that as fairly high?</p>

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1 Well, that's probably not a good way to  
 2 put it. How many trips would the p.m. peak hour for  
 3 the site if you applied ITE data to it generate?  
 4 MR. DEAN: We didn't calculate it. I  
 5 believe you did in your review, and it was -- I'm  
 6 going by memory, but I think it was about 160 trips.  
 7 MR. METH: Yes. And you indicated that  
 8 the ITE source indicated that happened from 7:30 to  
 9 8:30?  
 10 MR. DEAN: Correct.  
 11 MR. METH: And my understanding based  
 12 on the testimony we heard earlier, that's probably  
 13 associated with the service two hours after sundown,  
 14 correct?  
 15 MR. DEAN: Correct.  
 16 MR. METH: So the time for that could  
 17 change substantially throughout the year depending  
 18 on when sunset occurs?  
 19 MR. DEAN: Substantially to me is like  
 20 too much speculation.  
 21 MR. METH: Okay. Could it occur say at  
 22 6:30 p.m. if sundown was say at 4:30?  
 23 MR. DEAN: I don't know that sundown is  
 24 at 4:30. I'm not a meteorologist, but we'll say  
 25 somewhere around 6:45. I'll concede that.

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1 MR. METH: And you've done  
 2 absolutely -- I guess you stopped all of your counts  
 3 at 6 p.m. So you have no idea what traffic levels  
 4 are after 6 p.m. on this road. Is that correct?  
 5 MR. DEAN: That's correct.  
 6 MR. METH: Okay. That's all my  
 7 questions. Thank you.  
 8 MR. MOENCH: Mr. Chairman, I have  
 9 several questions.  
 10 Good evening, sir. I'm going to ask  
 11 the obvious question which is the starting point  
 12 which I think you ended your testimony that said we  
 13 do agree there's going to be increased traffic on  
 14 this road.  
 15 MR. DEAN: Correct.  
 16 MR. MOENCH: Now, you had indicated --  
 17 I have two reports in front of me. The first one  
 18 you talked about on your -- I guess the addenda to  
 19 the addendum which was the ITE worst case numbers,  
 20 and you have a chart in there which is table one,  
 21 and it has the change of no build to build with trip  
 22 generation. You show a decrease from C to D, A to B  
 23 and B to C. Do you see that?  
 24 MR. DEAN: Just for reference, that's  
 25 our March 11, 2014, report addressed to Ms. Doyle

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1 and as well as the board, and the table I believe  
 2 you're referencing is on page 3.  
 3 MR. MOENCH: That's correct. Just to  
 4 make sure I'm clear, that is showing the decrease of  
 5 service if the ITE numbers were correct?  
 6 MR. DEAN: That is correct.  
 7 MR. MOENCH: Now, do you have a similar  
 8 chart or report with regard to the -- your  
 9 estimation of trip generation using your numbers,  
 10 not the ITE numbers, in terms of whether there's any  
 11 changes in those C to D, A to B numbers?  
 12 MR. DEAN: Sure. Just for  
 13 clarification, that table which is entitled level of  
 14 service changes is for Friday service arrival peak  
 15 hour. We still have four other hours that we  
 16 analyzed. None of the levels of service changed in  
 17 those four hours. So at now four different  
 18 intersections studied over five different peak hours  
 19 or 20 different background analyses, plus build --  
 20 what we call build and no build, and all these other  
 21 scenarios, only one time using the IT numbers did  
 22 the level of service change.  
 23 So I did not do a table based on the  
 24 capacity of the parking lot serving as the I'll say  
 25 predictor of traffic generation only because there

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1 were, to the best of my knowledge, no levels of  
 2 service. There were no changes. I mean there might  
 3 have been an A to a B, but I didn't document it. It  
 4 fell outside what I consider to be any kind of  
 5 significant impact or change in level of service,  
 6 but if I could refer you -- because it's the easiest  
 7 way to make the comparison, I'll refer you to our  
 8 2000 -- our January 6, 2014 addendum, and the very  
 9 last two pages of that report are a comparison of  
 10 the no build conditions and the build conditions.  
 11 So if there's a way to either flip the  
 12 pages back and forth or look, you'll note -- and  
 13 there are a few. As I indicated, northbound on --  
 14 eastbound on Mine Road, there's a couple of As that  
 15 changed to Bs, not during every hour, and at Crim  
 16 Road I don't see any changes there, and then down at  
 17 the signal, the Foothill, I don't see any changes  
 18 there. So I didn't do the table, but the delay  
 19 changes, the differences are a second here or there,  
 20 and that's the general range of impact.  
 21 MR. MOENCH: Okay. Staying with that  
 22 January report, there's charts that are on --  
 23 there's a chart that's on page 2. It's labeled  
 24 table one comparison of peak hour traffic volumes,  
 25 and then it's three tables for each of the

1 intersections and various times.

2 My first question, so I understand the  
3 chart, when you list peak hour there, are you  
4 talking about the site peak hour or the world peak  
5 hour in terms of rush hour traffic?

6 MR. DEAN: That's the challenge with  
7 using peak hour, and to me, there's only one, but  
8 there are four rows in each one of those tables,  
9 morning, evening, Friday midday and Saturday midday.  
10 Each of those peak hours is exactly that. It's the  
11 60 minutes when ambient traffic from the traffic  
12 counts was busiest, and in the morning, I'll say  
13 generally it was between say 7:15 and 8:15 or 7:30  
14 to 8:30. In the evening it was somewhere between  
15 five and six. Friday midday was at that noon to 1  
16 o'clock when the service -- when the site would be  
17 busiest, and then Saturday midday is again when they  
18 would have or would like to run religious education.  
19 So those are the peak hours and the corresponding  
20 traffic volumes.

21 What we did in our addendum is to then  
22 separate traffic from the worship service, because,  
23 technically, arrival traffic arrives an hour before  
24 it departs, and that traffic doesn't occur in the  
25 same peak hour, in the same hour. I shouldn't even

1 call it a peak hour. So we then took the service  
2 activity and split it up into two different  
3 analyses.

4 So, hopefully, I answered your  
5 question, but what it shows is a comparison of that  
6 60-minute peak traffic from 2010, '11 compared to  
7 2013, and depending on the location, there wasn't  
8 too much of a change with one exception, and we  
9 noted it on Friday at midday for whatever reason,  
10 and even during the evening rush hour there's more  
11 traffic on Crim Road than there was previously.

12 MR. MOENCH: I don't mean to beat a  
13 dead horse, but I want to make sure we walk through  
14 this so I understand it.

15 When we looked at that first table for  
16 the morning peak hour and when have it listed in  
17 2010 and 2011 the volumes were 286 and the 2013  
18 volumes were 310, that's the morning rush hour peak  
19 hour of that intersection of Mine Road and Running  
20 Brook Road?

21 MR. DEAN: Correct. That's total  
22 intersection volume.

23 MR. MOENCH: When I turn to table four  
24 which is on page 4, it talks about the Al Falah  
25 worship center projected trip generation. There we

1 have use in peak hour, morning peak hour, evening  
2 peak hour. Are those the same peak hours?

3 MR. DEAN: They are, yes.

4 MR. MOENCH: So those two charts we're  
5 comparing in looking at the data in each of those  
6 points?

7 MR. DEAN: Absolutely correct.

8 MR. MOENCH: For the traffic for the  
9 totals that are in table 4, how did you calculate --  
10 I guess you used the 170 numbers for the Fridays.  
11 How did you calculate the other data points for the  
12 trip generation for the morning peak hours and  
13 evening peak hours and Saturday midday?

14 MR. DEAN: Sure. I'm referring back to  
15 our 2010 report which analyzed components that are  
16 no longer applicable to the application, but I -- we  
17 noted that there is a daycare center, child care  
18 center proposed as part of the operation. We used  
19 the ITE data because, one, it's available, and, two,  
20 it's generally statistically valid. There's a lot  
21 of data points to help us with that, and we applied  
22 it to a 40 child enrollment within day care center,  
23 and that yielded in one hour 18 arrivals, for  
24 example, in the morning and 16 departures, because  
25 some parents drop off earlier, some parents drop off

1 later, you know, in say order of period from 6:30 to  
2 nine or six to nine or something in that range.  
3 Within the peak hour, the street peak hour, IT data  
4 would tell us 18 and 16. We find the reverse in the  
5 evening as parents are then picking up their  
6 children at the close of day.

7 As for the Sunday -- excuse me,  
8 religious education, Saturday school, the  
9 enrollment, the capacity, the classrooms is 120  
10 students. This is a house of worship. It would be  
11 families. There would be siblings within those  
12 families. There would be obvious ride sharing among  
13 family members. So we assume that 25 percent of the  
14 students would be related or would ride with a  
15 friend or a relative, and, again, all those students  
16 need to be dropped off and then picked up on  
17 Saturday. So that's how we arrive at 90. We just  
18 assumed the facility, again, would be full and that  
19 that's directly correlated to the enrollment  
20 capacity.

21 MR. MOENCH: Sir, in answer to Mr.  
22 Mayor Hayes' question, you explained the ITE data  
23 and why you don't believe that data is applicable in  
24 this instance.

25 Have you done any other independent

<p style="text-align: right;">Page 93</p> <p>1 analysis in order to calculate or study traffic  2 patterns of mosques in general in the area, anything  3 that uses your own data points?  4 MR. DEAN: Normally, I would do that,  5 and I'll explain why. I would look at the  6 independent variable as the size of the facility,  7 square footage just the way IT develops their data,  8 and I would look at the amount of traffic generated  9 by another mosque facility and simply find that  10 ratio of traffic per square foot.  11 This facility can only fit 170 cars,  12 and, admittedly, there might be a small percentage  13 of true drop off activity, but as you've heard  14 described, the Friday noon worship services are  15 essentially the people coming to the site are the  16 congregants. There's no drop off activity. It's  17 not a family type ride share thing. The person  18 driving the car, if they are a family member,  19 presumably would be worshipping as well.  20 So if I didn't do the analysis the way  21 I did which assumed I'd have every space in the lot  22 used, I would go out and I'd look at traffic counts  23 at another mosque, but I would submit they have to  24 be lower.  25 MR. MOENCH: Looking at that part of</p>	<p style="text-align: right;">Page 95</p> <p>1 undertake repairs to those streets.  2 MR. MOENCH: Let me rephrase my  3 question on that. Do you have any data that shows,  4 even assuming the road is brand new, what level of  5 impact 170 cars or the proposed traffic on this site  6 would have over the need for us to increase the road  7 maintenance and deterioration of the road?  8 MR. DEAN: The best analogy I can come  9 up with, traffic and its movement on a roadway  10 system is akin to water flowing through a pipe, and  11 I understand that the pipes today, by and large,  12 particularly along Mountaintop, are carrying but a  13 trickle. There's just not that much traffic at  14 least from my perspective, and, again, I'm  15 accustomed to look at traffic conditions on Route 22  16 or 202, 206.  17 When I get up to a lower order street  18 such as this, I don't get overly concerned about a  19 dozen or a hundred vehicles here and there. So the  20 reason we do these traffic impact studies is  21 precisely to evaluate whether the pipe needs to be  22 bigger, whether the intersection needs to be  23 improved, whether stop signs should be replaced with  24 traffic signals, and in light of now three different  25 analysis scenarios, one of which exceeds all</p>
<p style="text-align: right;">Page 94</p> <p>1 your testimony, the way I look at it is there's two  2 questions in my mind. The first which is can the  3 roads handle the proposed level of traffic, and if I  4 understand, your conclusion is that, looking at a  5 maximum generation of 170 potential cars, because  6 that's how many parking spaces there are, it's your  7 testimony, and correct me if I'm wrong, that  8 ultimately as to the three main intersections you  9 studied, that there won't be any decreased --  10 significant decrease in the wait times or traffic  11 impact at those three intersections, correct?  12 MR. DEAN: Correct.  13 MR. MOENCH: Have you done any studies  14 specifically or any analysis of the road conditions  15 on the roads that feed all those intersections and  16 the impacts of increased traffic on the roads?  17 MR. DEAN: I'm aware of the conditions  18 of some of those roads. It's been an awful winter  19 throughout the state, and the conditions, for  20 example, on Mountaintop are not unique to  21 Bridgewater Township or Somerset County. I haven't  22 evaluated the maintenance or lack thereof on the  23 municipal streets. I'm aware of their condition,  24 and regardless of the outcome of this application, I  25 have to believe that public works will inevitably</p>	<p style="text-align: right;">Page 96</p> <p>1 reasonable predictions of how much traffic this site  2 can physically generate, I feel very comfortable  3 concluding and presenting to this board that the  4 system can handle the traffic.  5 The impacts -- and when you say  6 impacts, I look at it purely from an engineering  7 perspective. I look at it in terms of delay. I  8 look at those impacts in terms of operating  9 conditions and level of service. What I don't have  10 the ability to address are any other impacts in  11 terms of quantity of traffic that is different than  12 what exists today.  13 MR. MOENCH: If I understand you  14 correctly, then you state at the end of your  15 testimony that, in your professional opinion, there  16 would be no detrimental impact on the community  17 there. I assume that's limited simply to the time  18 that they may have to stop at intersections. It is  19 not taking into account increased noise, increased  20 light, the overall increased traffic in those  21 intersections.  22 MR. DEAN: It does take into  23 consideration increased traffic because that's what  24 a traffic impact analysis addresses. It looks at  25 whether the system can handle it safely and</p>

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1 efficiently. Those are the litmus tests. Go ahead.  
 2 MR. MOENCH: Let me ask you this  
 3 question. There's a morning prayer service that  
 4 takes place an hour before sunrise. First of all, I  
 5 take it that you've done no independent analysis as  
 6 to what that prayer service is expected to yield  
 7 with regard to trip generation.  
 8 MR. DEAN: I've heard the testimony,  
 9 and it's certainly in the order of a dozen vehicles.  
 10 It's not something -- considering we've evaluated  
 11 all these other times which represent to a degree  
 12 the confluence of high street traffic with higher  
 13 site traffic, anything that occurs on the margins or  
 14 at a different hour, those impacts are less than  
 15 what we've studied. So I don't make it a practice  
 16 to study every single hour of operation for a  
 17 business or a land use. That's why we look at  
 18 peaks.  
 19 MR. MOENCH: So back to my question.  
 20 My understanding is that you've done no independent  
 21 evaluation as to what the morning prayer will  
 22 generate, and you're basing your testimony or your  
 23 analysis on what the applicant has estimated that  
 24 trip generation will be.  
 25 MR. DEAN: Correct.

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1 MR. MOENCH: Have you done any  
 2 estimation in terms of the increased traffic at that  
 3 peak time, because while from an engineering  
 4 standpoint, perhaps the road can handle the increase  
 5 of cars that we're talking about, from the neighbors  
 6 who live in that area, they're now increasing the  
 7 number of traffic in that area perhaps 10 fold or 20  
 8 fold given the fact that there may be only two cars  
 9 that drive down that road at 6:30 in the morning?  
 10 MR. DEAN: The percentage game, I'll  
 11 always loath to perform those calculations. I say,  
 12 you know, I have a penny in my pocket. You give me  
 13 another penny. I just realized a 100 percent  
 14 capital gain. It doesn't make me a rich man.  
 15 So percentage to me is irrelevant.  
 16 What is relevant are the operating conditions and  
 17 capacity and level of service and delay. That's the  
 18 true measure of impact in terms of traffic  
 19 engineering. The social impacts are outside of my  
 20 purview.  
 21 MR. MOENCH: So you have not done any  
 22 analysis on the total increase in traffic on that  
 23 peak hour, that hour of service?  
 24 MR. DEAN: At say 6 a.m., no, I have  
 25 not.

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1 MR. MOENCH: Have you done any  
 2 independent analysis with trip generation for the  
 3 prayer service that takes place two hours after  
 4 sunset?  
 5 MR. DEAN: I have not.  
 6 MR. MOENCH: And have you done any  
 7 analysis with regard to the increase of total  
 8 traffic at intersections and community where there's  
 9 cars that drive in front of at that time two hours  
 10 after sunset?  
 11 MR. DEAN: Again, logically, if I  
 12 studied the peak hours, the time when traffic is  
 13 busiest, I recognize that there will be other times  
 14 when traffic is generated, but, logically, those  
 15 impacts are less.  
 16 MR. MOENCH: What I want to  
 17 understand --  
 18 MR. DEAN: I don't need to study it to  
 19 draw that conclusion.  
 20 MR. MOENCH: Sure. What I want to  
 21 understand, now you have a quiet suburban street on  
 22 a weekday, and now we're generating traffic at two  
 23 hours after sunset. I want to know how many cars  
 24 are going to be now on the road that weren't  
 25 previously when we're talking about a residential

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1 community at Mountaintop Road, and what you're  
 2 telling me, if I understand correctly, you have not  
 3 done that analysis.  
 4 MR. DEAN: I don't need to do that  
 5 analysis. You can infer your own opinion based on  
 6 the testimony you heard from the applicant as to the  
 7 number of people arriving or departing at those  
 8 hours. You know, Crim School obviously generates  
 9 traffic at those same hours. It may not be a peak.  
 10 There are after school activities. So I don't need  
 11 to do a study to tell you that the impacts will be  
 12 less than we've studied.  
 13 As I've said, your opinions as to the  
 14 social impacts are something altogether different,  
 15 but from a traffic engineering perspective, those  
 16 impacts, whether the system, a pipe can handle that  
 17 flow, absolutely, it can.  
 18 MR. MOENCH: So we should take comfort  
 19 in knowing, if there's 170 trips generated two hours  
 20 after sunset, in your professional testimony, the  
 21 roads can handle that increase of service.  
 22 MR. DEAN: Absolutely, they can.  
 23 There's certainly less traffic than there is Friday  
 24 afternoon, and there's less traffic than there is at  
 25 rush hour.

<p style="text-align: right;">Page 101</p> <p>1 MR. MOENCH: Your testimony is limited  2 to not commenting on the quality of life impacts of  3 those traffic impacts to the residents at two hours  4 after sunset?  5 MR. DEAN: Quality of life, insofar as  6 traffic engineering is concerned, is whether those  7 residents would experience a material change in  8 their travel patterns, and if delays were tripled or  9 even doubled to a point where congestion became part  10 of the equation, then I would say, yes, that's a  11 material impact, and there could be a rational nexus  12 for an applicant, regardless of where they are, to  13 mitigate those impacts. That's not the case with  14 this application.  15 MR. MOENCH: I have no questions right  16 now, but reading my notes, I may have more. Thank  17 you.  18 CHAIRMAN RUSAK: Any other members?  19 Mr. Charles.  20 MR. CHARLES: Can I have the mike? Mr.  21 Dean, I understand your comments you just made on  22 the social impacts.  23 Was there any consideration of -- in  24 addition to the counts, the qualitative nature of  25 the turns?</p>	<p style="text-align: right;">Page 103</p> <p>1 making a left onto Crim Road and I see the number is  2 now 43, and I understand the traffic study, the  3 nature of the traffic study being counts, but once  4 that left turn is made, are there any observations  5 as to the difficulty in making that left? There's  6 limited sight. It's a five-legged intersection.  7 Things like that ever a concern?  8 MR. DEAN: Difficulty to me is a  9 relative term, because if there's no traffic on Crim  10 Road, it's a very easy move, correct? I mean I  11 think we both agree. It's the function of the  12 ambient traffic and the breaks or the gaps along  13 Crim Road that difficult the ease or difficulty in  14 making that turn, but the conditions you described  15 relative to the sight distance the curvature of the  16 road and the drop at Crim, those are endemic to the  17 neighborhood, and whether it was the Redwood Inn or  18 some other development on this property, the  19 applicant has nothing do with that.  20 It's not part of their site. It's  21 considered an off-tracked location, and if it's  22 something that warrants improvement today, then it  23 should be improved, but if it's something that  24 existed free from defect, I understand that it's  25 limited, it's constrained, that there's no</p>
<p style="text-align: right;">Page 102</p> <p>1 So, for example, I noticed two things.  2 One is that, in the original study, the Mine --  3 Mountaintop and Crim Road, Staffler Road was not  4 included. Did you recognize Staffler Road in your  5 trip count?  6 Staffler comes up, actually, I would  7 submit probably closer to the other side of  8 Mountaintop than actually Mountaintop does. So I  9 don't know if you included that in your count.  10 MR. DEAN: I didn't include it in the  11 count. I'm aware of its presence, yes.  12 MR. CHARLES: When I talk about  13 qualitative nature, I see on the site generated  14 Friday peak hour that will go from I think about  15 five cars making a left onto Crim to 43 cars  16 according to figure nine. That's one of the  17 toughest left turns I think on that Mountaintop.  18 Was there any -- from your traffic  19 study, is there any comment or assessment as to the  20 difficulty of making that turn?  21 MR. DEAN: Well, difficulty to me is  22 measured by the availability of a break in traffic.  23 And this is Crim and Mountaintop, correct?  24 MR. CHARLES: Yeah, Crim and  25 Mountaintop. If you're coming on Mountaintop and</p>	<p style="text-align: right;">Page 104</p> <p>1 obligation on the part of anyone whether it is a  2 residential developer or this applicant.  3 MR. CHARLES: I didn't suggest that at  4 all. Was there any count on the cars, I don't see  5 it on your chart, relative to traffic along Crim  6 road?  7 All I see is the number of cars that  8 either turn or went along Mountaintop across Crim,  9 but I don't see any count of cars going along Crim  10 at that intersection.  11 MR. DEAN: Sure. I don't know which  12 peak hour, but if you turn I'll say back the other  13 way, figures 2, 3, 4, 5 and 6 --  14 MR. CHARLES: The non-peak, yep.  15 MR. DEAN: -- all show traffic along  16 Crim Road.  17 MR. CHARLES: Right, in the existing  18 level. I was looking at the peak at that point.  19 MR. DEAN: The figure you may have been  20 reviewing, figure 9, for example --  21 MR. CHARLES: There you go. In 11 you  22 got 133. Do we know what time Crim School lets out?  23 Does anyone on the board know what time the school  24 lets out?  25 MR. MOENCH: The audience probably</p>

<p style="text-align: right;">Page 105</p> <p>1 does.</p> <p>2 AUDIENCE MEMBER: 2:55.</p> <p>3 MR. CHARLES: All right. Thanks.</p> <p>4 Okay. Thank you. No further questions.</p> <p>5 MR. MOENCH: I have a few follow-up</p> <p>6 questions. Have you done any study or analysis as</p> <p>7 to where the traffic is coming from in terms of</p> <p>8 feeder roads into the area?</p> <p>9 MR. DEAN: Yes. One of the elements --</p> <p>10 and I didn't describe it in any elaborate details is</p> <p>11 we collect our traffic counts, we then make a</p> <p>12 prediction of site traffic. Part of that modeling</p> <p>13 is where does that traffic go? How does it get to</p> <p>14 the site?</p> <p>15 And I'll refer you to our 2010 report</p> <p>16 on page 7. We had a notation called site traffic</p> <p>17 distribution, and it showed generally car pooled</p> <p>18 direction northeast, southwest, the routes that site</p> <p>19 traffic would likely follow in order to arrive or</p> <p>20 depart from the site, and just as an example, 25</p> <p>21 percent to and from the east on Crim Road, 20</p> <p>22 percent to the west on Crim, 25 percent west on</p> <p>23 Mine, 5 percent continuing south on Mountaintop. So</p> <p>24 those types of components were included in the</p> <p>25 analysis.</p>	<p style="text-align: right;">Page 107</p> <p>1 from it is it was very voluminous. So I'm happy to</p> <p>2 commence now, but I'd like to reserve the right to</p> <p>3 come back after I've seen that report and have the</p> <p>4 witness come back.</p> <p>5 CHAIRMAN RUSAK: Surely, you can come</p> <p>6 back and we will continue at our next meeting. Any</p> <p>7 other members of the public wish to come up? There</p> <p>8 are 10 minutes left.</p> <p>9 MR. OROZCO: Wilson Orozco. I'd also</p> <p>10 like to go on record that I have now seen the second</p> <p>11 addendum report. Back in December 6th of 2013 I</p> <p>12 requested a copy of the OPRA, and I received the</p> <p>13 traffic impact from 2010. Right after that, about a</p> <p>14 month or six weeks after that, we got emailed to Ms.</p> <p>15 Forte(ph.). I asked are there any additional</p> <p>16 reports, and I was told that there were no other</p> <p>17 reports. So I'm also at a disadvantage to ask the</p> <p>18 proper questions.</p> <p>19 Having said that, is there a way to put</p> <p>20 in page 7 of the traffic impact analysis from 2010?</p> <p>21 MS. TUBMAN: I'm not sure I understand</p> <p>22 the question.</p> <p>23 MR. OROZCO: The question is traffic</p> <p>24 impact analysis from December 9th of 2010, is there</p> <p>25 a way to put table one on the screen?</p>
<p style="text-align: right;">Page 106</p> <p>1 They're general. I accept that. They</p> <p>2 lead to the various county arterial roads</p> <p>3 surrounding the site, principally, Washington Valley</p> <p>4 and Foothill Road, and then ultimately out to Routes</p> <p>5 202 and 206. So they are I'll say reflective of</p> <p>6 those patterns.</p> <p>7 MR. MOENCH: Sir, would you agree with</p> <p>8 me that there is no place to park along Mountaintop</p> <p>9 Road and parking on the road certainly is not</p> <p>10 feasible?</p> <p>11 MR. DEAN: Well, interestingly, it's</p> <p>12 not prohibited, but I would concur that it's not</p> <p>13 feasible, the width of the road, the alinement of</p> <p>14 the road, the absence of curbs, by and large, and</p> <p>15 its narrowness. Certainly, while there's not a</p> <p>16 restriction currently in place, the governing body</p> <p>17 always reserves the right to impose those types of</p> <p>18 restrictions.</p> <p>19 MR. MOENCH: Thank you.</p> <p>20 CHAIRMAN RUSAK: Anyone else? We now</p> <p>21 open up to the public. Any public questions?</p> <p>22 MR. EISDORFER: Mr. Chairman, I'm at</p> <p>23 something of a disadvantage because we have not seen</p> <p>24 the most recent report. Ms. Tubman, had the</p> <p>25 courtesy to show it to me, and all I could infer</p>	<p style="text-align: right;">Page 108</p> <p>1 MS. TUBMAN: No. We don't have that in</p> <p>2 that format.</p> <p>3 MR. OROZCO: How come?</p> <p>4 MS. TUBMAN: It's not required. It's</p> <p>5 not necessary and the reports have been on file.</p> <p>6 MR. OROZCO: How am I supposed to ask</p> <p>7 the proper questions so people can understand what</p> <p>8 I'm asking besides speaking from the microphone?</p> <p>9 MS. TUBMAN: You can speak to the</p> <p>10 report.</p> <p>11 MR. OROZCO: Is there --</p> <p>12 MR. COLLINS: Sir, Ms. Tubman's answer</p> <p>13 is correct, but you may ask questions from that</p> <p>14 report, and I believe you said you had that report.</p> <p>15 So the way to do that is you can identify the page</p> <p>16 of the report that you would like to address Mr.</p> <p>17 Dean to answer a question about.</p> <p>18 If it's not -- if it's more than one</p> <p>19 page, you may just refer to a series of pages. He</p> <p>20 has a very good memory, and he is charged with the</p> <p>21 duty to review the pages that you direct him to and</p> <p>22 analyze what else he wants to read and respond in</p> <p>23 whatever fashion he concludes he should respond.</p> <p>24 So you should use the report freely.</p> <p>25 It is part of the record, and you can refer directly</p>



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1 to it. You can even quote it if you'd like to.  
 2 MR. OROZCO: Thank you for the  
 3 guidance.  
 4 MS. TUBMAN: And may I add, for the  
 5 record, this second addendum was generated by the  
 6 report we received from Mr. Meth and was in response  
 7 and was filed at least 10 days in advance of this  
 8 hearing. It was not something withheld and not  
 9 available.  
 10 MR. OROZCO: Table one on page 7 of  
 11 your 2010 report, it says enter -- it's titled  
 12 projected trip generation. I says enter seven, exit  
 13 63, total 140. Is that correct?  
 14 MR. DEAN: Correct.  
 15 MR. OROZCO: Was that ever revised?  
 16 MR. DEAN: Yes.  
 17 MR. OROZCO: What was the revision?  
 18 MR. DEAN: I'll draw your attention to  
 19 page 4, table 4 on the January 6, 2014, report, that  
 20 presents a side-by-side comparison of those two  
 21 tables where the morning peak hour is 18 entering  
 22 and 16 exiting.  
 23 MR. OROZCO: All right. Going down the  
 24 line then, the second row says evening peak hours  
 25 235 students, schools, 40 children daycare. It says

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1 enter 48, exit 54, total 102. Is that number  
 2 correct or was it revised?  
 3 MR. DEAN: It was also revised.  
 4 MR. OROZCO: It was what?  
 5 MR. DEAN: It was also revised.  
 6 MR. OROZCO: It was also revised, and  
 7 then Friday midday 250 workshops. It has enter zero,  
 8 exit 169, total 169. Was the zero revised?  
 9 MR. DEAN: I'll say somewhat, and the  
 10 reason is, as I testified, that Friday worship  
 11 service we split and did two hours of an analysis.  
 12 Whereas, originally, we only did one, and we looked  
 13 at the hour preceding the service where we would  
 14 have 170 instead of 169 entering vehicles, and then  
 15 when the service concluded, 60 plus minutes  
 16 thereafter we would have 170 exiting vehicles.  
 17 So we actually added an additional  
 18 component of the analysis, but the general  
 19 parameters are unchanged. It represents the  
 20 capacity of the parking lot.  
 21 MR. OROZCO: How would those revisions  
 22 be characterized? Were they errors, change in data?  
 23 MR. DEAN: I don't think you're  
 24 listening. We added a level of analysis. There  
 25 were no changes.

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1 MR. OROZCO: I'm only talking about  
 2 table one as it refers to 2010. I'm not asking  
 3 questions about any revisions that were done 10 days  
 4 ago. I'm only asking about the 2010 table.  
 5 MR. DEAN: I understand.  
 6 MR. OROZCO: How would you characterize  
 7 those revisions? Were they just errors or was the  
 8 data wrong?  
 9 MR. DEAN: Neither.  
 10 MR. OROZCO: How come did we need  
 11 revisions then?  
 12 MR. DEAN: Because the proposal  
 13 changed. There's no longer a school associated with  
 14 the operation. The parking lot has increased by I  
 15 think it's one space. Our analysis is still the  
 16 same. There are no errors. There were no  
 17 omissions. We merely refined the analysis in  
 18 accordance with the plan that is currently before  
 19 the board.  
 20 MR. OROZCO: Now, it is my  
 21 understanding that the data that you collected to do  
 22 your impact analysis was taking certain times, and  
 23 due to your professional background, you selected  
 24 those times as which were the most appropriate that  
 25 you would use in your analysis. So you didn't take

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1 data from 24-hour period. You just selected  
 2 snapshots that were relevant to the study, correct?  
 3 MR. DEAN: Correct.  
 4 MR. OROZCO: And one of those were  
 5 times before 6 a.m. and then after 6 p.m. Some of  
 6 those data points were not collected.  
 7 MR. DEAN: Correct. Well, not entirely  
 8 true, because we studied Saturday and we studied --  
 9 really just Saturday beyond those parameters you're  
 10 describing.  
 11 MR. OROZCO: No more questions. Thank  
 12 you.  
 13 MR. DEAN: Thank you.  
 14 MS. BILLINGSBY: Marie Billingsby. I  
 15 want to say I moved to this area specifically to be  
 16 in what you described to be an A/B traffic pattern,  
 17 and I do object strongly to involuntarily being  
 18 forced, downgraded to C/D.  
 19 Having said that, you mentioned before  
 20 that there would be, and I don't know the  
 21 percentages, seconds for delay for some of the  
 22 traffic areas.  
 23 MR. DEAN: If we ignored the size of  
 24 this facility and the parking lot, how many cars can  
 25 fit, and we completed what I call the academic

1 exercise of arbitrarily assuming there will be even  
2 more traffic coming to the site. There's only one  
3 instance where the level of service changed.

4 The letter grade changed, and it was  
5 for the Friday worship service arrival, and it has  
6 almost -- I think it's 90 more vehicles included in  
7 the modeling that can fit on this site, but we did  
8 it to be responsive to the board's consultant. So I  
9 don't agree with it, but we did it to satisfy that  
10 sort of professional curiosity.

11 MS. BILLINGSBY: My question to you,  
12 maybe I wasn't correct in the way I phrased it, you  
13 said there would only be a fraction of a second  
14 delay at various sites, six seconds, or was it a  
15 fraction of a second or something?

16 MR. DEAN: There were three locations  
17 where we found a change in level of service beyond  
18 our own conclusions, and one location at Running  
19 Brook and Mountaintop, the delay increase would be  
20 .6.

21 MS. BILLINGSBY: My question then is is  
22 it per vehicle? So if there are 10 or 20 cars  
23 backed up, is it that second times 10 or 20 so the  
24 delay to the tenth car could actually be much  
25 longer?

1 MR. DEAN: That is the average delay  
2 per vehicle.

3 MS. BILLINGSBY: Per vehicle.

4 MR. DEAN: Correct. So as a user, as a  
5 driver, your experience of now traveling on Mine or  
6 Running Brook and coming to that stop sign with the  
7 phantom projections of traffic that greatly exceed  
8 the site would be a .6 second difference in your  
9 driving experience going through that intersection.

10 MS. BILLINGSBY: But possibly times 10?

11 MR. DEAN: No. It's for the  
12 individual, for your experience as a driver going  
13 through the intersection. It's not multiplied. We  
14 don't aggregate the impacts per vehicle. It's your  
15 experience as a driver, and because the levels of  
16 service are A and B, there's no cuing. There's no  
17 stacking. There are no 10 cars in line.

18 MS. BILLINGSBY: I've lived there 35  
19 years, and I'm sure there are going to be. I've  
20 lived there through the Redwood Inn, and whenever  
21 the Redwood Inn would have their occasional  
22 function, I would be there for much longer than a  
23 second or two seconds. Thank you.

24 MR. DEAN: You're welcome.

25 MR. JAKWAY: My name is Chris Jakway,

1 and I have testified before.

2 MR. COLLINS: Mr. Jakway, you  
3 understand that you're still under oath?

4 MR. JAKWAY: J-A-K-W-A-Y. When you  
5 first started to talk about the intersection of Mine  
6 and Crim, I'd like to go back to that for a second.

7 Are you familiar with the area, Mr.  
8 Dean? Have you driven these roads?

9 MR. DEAN: My office is in  
10 Martinsville.

11 MR. JAKWAY: As you're come up Crim  
12 Road northbound, there's a sign on the right-hand  
13 side. It says limited site distance. Are you aware  
14 of that sign?

15 MR. DEAN: Yes.

16 MR. JAKWAY: Big crest, vertical curve  
17 when you're coming northbound, it's a dangerous  
18 intersection. Have you looked at the crash rates?

19 MR. DEAN: I have to object to this  
20 characterization it's a dangerous intersection.  
21 There is a warning sign posted to advise motorists  
22 of something that may be atypical or unusual. Crim  
23 Road on the more northern section is generally  
24 level, fairly wide, runs in a straight alignment.  
25 As it starts to go up the mountain, there are

1 changes in alignment. So either public works or  
2 engineering elected to advise motorists of that  
3 condition. I don't characterize it as dangerous.

4 MR. JAKWAY: Did you collect the  
5 accident history?

6 MR. DEAN: I have not collected  
7 accident data. No.

8 MR. JAKWAY: And that's the  
9 intersection of Mountaintop comes out 50-degree  
10 skew. I don't think it's anything less than 60. So  
11 you're going to add hundreds of cars to this  
12 intersection. It's going to add an impact.

13 MR. DEAN: I can't agree with that  
14 testimony. I don't know if there's documentation to  
15 support that. It's an existing intersection. The  
16 applicant didn't create it. The Redwood Inn didn't  
17 create it. It's operated as it has presumably for  
18 decades. So as an off-track condition, and I'll  
19 defer to Mr. Collins, there's a certain limitation  
20 as to any individual's responsibilities to address  
21 something that doesn't meet a standard in 2014  
22 versus whenever it was constructed.

23 MR. JAKWAY: Okay. The trip generation  
24 rates -- well, first of all, let's go back to you  
25 said there's no significant increase. What's your

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1 definition of significant?  
2 MR. DEAN: I don't know if I said  
3 significant increase. I said there's no significant  
4 impact in terms of level of service, change or delay  
5 increase.  
6 MR. JAKWAY: Okay. But you realize  
7 mathematically it's over a thousand percent  
8 increase.  
9 MR. DEAN: Percentages are irrelevant  
10 to me.  
11 MR. JAKWAY: Well, it's a residential  
12 neighborhood, sir.  
13 MR. DEAN: With a commercial property  
14 in it. I agree. And as you just heard, the Redwood  
15 Inn certainly had a greater impact at least to one  
16 of your neighbors than did the subject application.  
17 MR. JAKWAY: Going back to trip  
18 generation, if a Walmart decided to come in here,  
19 would we rely on what the applicant said what they  
20 believe the traffic is going to be or would we do  
21 some studies and figure it out and look at the trip  
22 generation rates and figure out what it is that way?  
23 MR. DEAN: If there was a valid data  
24 sampling that could reasonably be used as an  
25 accurate barometer, then certainly it would be used.

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1 MR. JAKWAY: Did you look at the Muslim  
2 Center of Middlesex County? It's similar, 15  
3 minutes down the road.  
4 MR. DEAN: No, I did not.  
5 MR. JAKWAY: They're currently building  
6 a pedestrian bridge over Hoes Lane because people  
7 are parking in the residential properties across the  
8 street. They didn't want people crossing the street  
9 after the parking lot fills up. Now they're  
10 building a pedestrian bridge. I recommend you count  
11 that on Friday afternoons. It might be helpful to  
12 this.  
13 MR. DEAN: Counts are helpful where I  
14 don't have another means for traffic prediction.  
15 Assuming that the lot will fill is the most  
16 conservative means I can devise of predicting how  
17 much traffic can originate or leave from this site.  
18 There's no place else to fit those vehicles.  
19 They're not going to be stacked. It's not a valet  
20 parking operation.  
21 They physically can't fit on the site.  
22 So I can collect the data, but it's still a function  
23 of the very specific design of this piece of  
24 property.  
25 MR. JAKWAY: I just don't believe that

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1 any other applicant would be able to say that. If  
2 another person was trying to develop on Route 22,  
3 they would have to build the parking lot for the  
4 traffic that they can really expect. Maybe that's  
5 just a statement. It's not a question.  
6 One more thing I wanted to bring up,  
7 you said you looked at the safety of the site  
8 circulation and everything like that.  
9 MR. DEAN: Yes.  
10 MR. JAKWAY: Does that include the site  
11 distance as you're turning out? I don't know if you  
12 can get the site plan back on the monitor. As  
13 you're coming down Mountaintop Road --  
14 MR. DEAN: Which direction, north or  
15 south?  
16 MR. JAKWAY: You're heading west out of  
17 the driveway, south of the driveway and turning east  
18 to Mountaintop Road. There's a left turn horizontal  
19 curve. What's the site distance?  
20 MR. DEAN: Because there is a record on  
21 the site plan, and I know it's not on the exhibit,  
22 Mountaintop Road runs north, south. So if one turns  
23 left from the site driveway, they're traveling south  
24 on Mountaintop Road.  
25 MR. JAKWAY: Okay. That's the

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1 direction.  
2 MR. DEAN: Now, from which drive, the  
3 northerly side driveway or the southerly driveway?  
4 MR. JAKWAY: Southerly.  
5 MR. DEAN: Perhaps it would be easier,  
6 I'm referring to sheet 3 of 12 from the David A.  
7 Stires Associates site plan set.  
8 AUDIENCE MEMBER: I'm not sure we're  
9 going to have that. What are you looking for?  
10 MR. DEAN: The site plan. It's  
11 entitled horizontal control plan. There it is.  
12 Thank you. The north arrow, thank you, is featured  
13 in the upper left-hand corner of the exhibit. So  
14 there is a northerly side driveway which aligns  
15 opposite. I believe it's Lot 15.  
16 MS. TUBMAN: Yes.  
17 MR. DEAN: And then the southerly  
18 driveway is close to the common property. I'll say  
19 it aligns opposite Lot 14. Your question pertains  
20 to turning left from which driveway?  
21 MR. JAKWAY: From the southerly  
22 driveway turning left there's a horizontal curve as  
23 you're coming west or north on Mountaintop Road.  
24 MR. DEAN: Correct.  
25 MR. JAKWAY: What is the site triangle

1 from the left turn from the stop?  
 2 MR. DEAN: Well, a site triangle is an  
 3 area prescribed by ordinance or put on a site plan  
 4 wherein clearing is provided to provide adequate  
 5 sight lines. I don't know if Mr. Stires included  
 6 that on his plan. There is a proposed site easement  
 7 that is noted to the very left of the driveway and I  
 8 know there's millions of fonts and text on the plan,  
 9 but there is a proposed dedication to the township  
 10 that is for the specific purpose of providing a  
 11 clear line of sight looking left from the southerly  
 12 site driveway in a southerly direction to address  
 13 that horizontal curve situation.  
 14 MR. JAKWAY: Do proper intersection  
 15 sight distances matter?  
 16 MR. DEAN: Yes, that's the purpose for  
 17 the easement.  
 18 MR. JAKWAY: I'm going to need to see  
 19 some sort of triangle because I don't think you have  
 20 at least 200 feet sight distance.  
 21 MR. DEAN: That's fine. That's your  
 22 opinion. We have here engineering professionals,  
 23 and I will stipulate, since the applicant controls  
 24 that entire distance which is in excess of 200 feet  
 25 from the driveway, that they can provide it. The

1 easement is provided as an additional means of  
 2 assurance to the township for those sight lines.  
 3 MR. JAKWAY: It's a 35-mile-an-hour  
 4 road today. Do you have any plans to lower the  
 5 speed limit?  
 6 MR. DEAN: That's up to the mayor and  
 7 council. The applicant can't control the speed  
 8 limit.  
 9 MR. JAKWAY: I've done the distance  
 10 check. It doesn't meet the 35 miles an hour.  
 11 MR. DEAN: I don't know your  
 12 qualifications, and I'm not saying you're incorrect.  
 13 It's just, in terms of what is being offered, I  
 14 can't necessarily agree or not agree with you.  
 15 MR. JAKWAY: I am a professional  
 16 engineering. This is what I do. That's all the  
 17 questions I have.  
 18 MR. DEAN: Thank you.  
 19 CHAIRMAN RUSAK: Thank you. Because of  
 20 the hour, that will be the last one. We will  
 21 continue at our next meeting.  
 22 MR. COLLINS: We will confirm for the  
 23 record and for the public that there will be no  
 24 further notices, but the application will be carried  
 25 to a special meeting which will be held on April 22,

1 April 22, a Tuesday night, at the Vo-Tech at  
 2 the address of 14 Vogt Drive, V-O-G-T Drive, near  
 3 the library. There will be no further notice of  
 4 that meeting, and that location and the subsequent  
 5 meeting will be in May, May 12 at the high school  
 6 here, and there will likely be a meeting on June 30  
 7 also here at the high school. All the meeting times  
 8 will be 7 p.m. and is likely that there will be a  
 9 meeting on July 28 at 7 p.m., and if we need another  
 10 meeting, August 25 at 7 p.m., and we will carry --  
 11 so we're carrying tonight's meeting and the  
 12 continuation of this witness and the landscape  
 13 architect until April 22, 7 p.m. at the Vo-Tech. No  
 14 further notice.  
 15 (Proceedings conclude at 10:11 p.m.)  
 16  
 17  
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1 CERTIFICATE OF OFFICER  
 2  
 3  
 4 I CERTIFY that the foregoing is a true  
 5 and accurate transcript of the testimony and  
 6 proceedings as reported stenographically by me at  
 7 the time, place and on the date as hereinbefore set  
 8 forth.  
 9 I DO FURTHER CERTIFY that I am neither  
 10 a relative nor employee nor attorney or counsel of  
 11 any of the parties to this action, and that I am  
 12 neither a relative nor employee of such attorney or  
 13 counsel, and that I am not financially interested in  
 14 the action.  
 15  
 16 DIANE M. HOLMES, C.C.R.  
 17 Certificate No. XI01660  
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