

VILLAGE OF RIDGEWOOD
 PLANNING BOARD
 MONDAY, FEBRUARY 22, 2010
 COMMENCING AT 8:44 P.M.

.....
 IN THE MATTER OF: :
 VALLEY HOSPITAL : TRANSCRIPT OF
 PRESENTATION ON H-ZONE : PROCEEDINGS

B E F O R E:

VILLAGE OF RIDGEWOOD PLANNING BOARD
 THERE BEING PRESENT:

- DAVID NICHOLSON, CHAIRMAN
- ANNE ZUSY, COUNCILWOMAN
- JIM BOMBACE, FIRE CHIEF
- MORGAN HURLEY, MEMBER
- ANNE WARD, MEMBER
- TOM RICHE, ALTERNATE MEMBER

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I N D E X

S P E A K E R S:

RAYMOND SKORUPA	7
Questions by the Board:	50
LAURENCE W. KELLER, P.E.	42
Questions by the Board:	50

E X H I B I T S

<u>NUMBER</u>	<u>DESCRIPTION</u>	<u>EVID.</u>
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(NO EXHIBITS MARKED)

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A L S O P R E S E N T:

- BLAIS BRANCHEAU, PP, VILLAGE PLANNER
- CHRIS RUTISHAUSER, PE, VILLAGE ENGINEER
- BARBARA CARLTON, RECORDING SECRETARY
- RAYMOND SKORUPA, Medical Planning and Research International
- LARRY W. KELLER, P.E., Whitestone Associates

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

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 Counsel for The Valley Hospital

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CHAIRMAN NICHOLSON: Ladies and gentlemen, we'll get started momentarily. Thank you for joining us tonight.

(Pause.)

I'd like to call this special public meeting and work session of the Ridgewood Planning Board to order.

In accordance with the provisions of Section 10-4-8D of the Open Public Meetings Act, the date, location and time of the commencement of this meeting is reflected in a meeting notice, a copy of which schedule was filed with the Village Manager and the Village Clerk and a copy of which schedule was mailed to The Ridgewood News and The Record newspapers of general circulation throughout the Village of Ridgewood. And a copy of which schedule was prominently posted on the bulletin board in the entry lobby of the Village Municipal Offices at 131 North Maple Avenue and on the Village website.

All of the foregoing notice procedures having been accomplished in accordance with the provisions of the Act.

Please rise for the flag salute.

(Whereupon, everyone stands for a recitation of the Pledge of Allegiance.)

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1 CHAIRMAN NICHOLSON: As we do at every
 2 meeting, I now ask for comments from the public on
 3 items not listed on tonight's agenda.
 4 Is there anyone here for that purpose?
 5 (NO RESPONSE.)
 6 CHAIRMAN NICHOLSON: Seeing no one then
 7 we'll move to our first agenda item which is a
 8 continuation of our Valley H-Zone work session that
 9 we commenced at our last meeting.
 10 MR. RICHE: Mr. Chairman, roll call.
 11 CHAIRMAN NICHOLSON: I'm sorry?
 12 MR. RICHE: Roll call.
 13 CHAIRMAN NICHOLSON: Thank you.
 14 Barbara?
 15 Tom's keeping an eye on me.
 16 MS. CARLTON: Mayor Pfund?
 17 (NO RESPONSE.)
 -01:-18 18 MS. CARLTON: Councilwoman Zusy?
 -01:-18 19 COUNCILWOMAN ZUSY: Here.
 -01:-18 20 MS. CARLTON: Mr. Bombace?
 -01:-18 21 MR. BOMBACE: Here.
 -01:-18 22 MS. CARLTON: Chairman Nicholson?
 -01:-18 23 CHAIRMAN NICHOLSON: Here.
 -01:-18 24 MS. CARLTON: Mr. Nalbantian?
 -01:-18 25 (NO RESPONSE.)

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-01:-18 1 MS. CARLTON: Mr. Hurley?
 -01:-18 2 MS. HURLEY: Here.
 -01:-18 3 MS. CARLTON: Ms. Ward?
 -01:-18 4 MS. WARD: Here.
 -01:-18 5 MS. CARLTON: Mr. Pucciarelli?
 -01:-18 6 (NO RESPONSE.)
 -01:-18 7 MS. CARLTON: Mr. Tsapatsaris?
 -01:-18 8 (NO RESPONSE.)
 -01:-18 9 MS. CARLTON: Mr. Barclay?
 -01:-18 10 (NO RESPONSE.)
 -01:-18 11 MS. CARLTON: Mr. Riche?
 -01:-18 12 MR. RICHE: Here.
 -01:-18 13 CHAIRMAN NICHOLSON: Thank you,
 -01:-11 14 Barbara.
 -01:-11 15 As I was saying, this is a continuation
 -01:-12 16 of a work session and that we started in at our last
 -01:-12 17 meeting with the Board professionals and the
 -01:-12 18 consultants that the Board has engaged.
 -01:-12 19 So, what we're going to do is turn the
 -01:-12 20 presentation over to them after the Board's going to
 -01:-12 21 take seats in the auditorium, so we can also see the
 -01:-12 22 presentation on the screen behind us.
 -01:-12 23 And we will listen and the Board will
 -01:-12 24 ask questions.
 -01:-12 25 There'll be no opportunity for the

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-01:-12 1 public to speak tonight, but, we do, of course hope
 -01:-12 2 to get to a point where we can resume the public
 -01:-12 3 hearing process for our suggested modifications to
 -01:-11 4 the Master Plan as soon as we possibly can.
 -01:-11 5 So, having said that, Ray, I'll turn
 -01:-11 6 the microphone over to you and invite the Board
 -01:-11 7 Members to take a seat in the auditorium.
 8 MR. SKORUPA: Is the focus okay. Can
 9 people see this is okay?
 10 CHAIRMAN NICHOLSON: Yes.
 11 MR. SKORUPA: It's good to be in
 12 Ridgewood again. Last time I was here it was
 13 snowing, so I hope it doesn't snow tonight.
 -01:-10 14 We want to accomplish a few things
 -01:-10 15 tonight. And we've listed about a half a dozen items
 -01:-10 16 here. And the first thing is, at the last Planning
 -01:-10 17 Board, the Board asked us to go back and look at the
 -01:-10 18 options in light of the report that Larry gave, which
 -01:-10 19 had to do with the subsoil conditions. So we've done
 -01:-10 20 that.
 -01:-10 21 And what we want to do in the options
 -01:-10 22 that we present tonight really are to do two things.
 -01:-10 23 One is to address the subsoil conditions as we now
 -01:-10 24 understand them based on the Whitestone report. And
 -01:-10 25 then, secondly, to see if within that context we can

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-01:-09 1 still meet some of the objectives that we had
 -01:-09 2 outlined in the October 2nd Master Plan Report that
 -01:-09 3 we gave some time ago.
 -01:-09 4 Tonight, we're going to look at four
 -01:-09 5 options: Option 3B, which you saw last time. There
 -01:-09 6 were four options that we presented. 3B, was the
 -01:-09 7 last one, and in our view the one that we thought
 -01:-09 8 came to closest to meeting the Master Plan
 -01:-09 9 objectives. And that option, as you recall, had been
 -01:-09 10 worked out in work sessions that we had with the
 -01:-09 11 Valley team of consultants.
 -01:-09 12 We'll also present an option 3C, which
 -01:-09 13 are some add-ons to option 3B.
 -01:-09 14 Then we'll present two new options
 -01:-09 15 which are options 4 and 5, which really focus on the
 -01:-09 16 extent of underground parking, because in our view,
 -01:-09 17 we think the main issues that stand between what
 -01:-09 18 we've seen thus far and the option -- or the status
 -01:-09 19 of where we are today, we think really has to do with
 -01:-08 20 the Phillips -- the proposed Phillips parking
 -01:-08 21 structure.
 -01:-08 22 Just to remind people in options 3B and
 -01:-08 23 3C, a new parking structure is envisioned in the
 -01:-08 24 Phillips footprint.
 -01:-08 25 Do I think -- I guess I do need this.

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-01-08 1 And there are four levels of parking.
 -01-08 2 It's about 260,000 square feet of parking above-grade
 -01-08 3 and about two levels of parking below-grade and
 -01-08 4 that's about 130,000 square feet.

-01-08 5 So, the options that you will see in
 -01-08 6 options 4 and 5, really look at putting the parking
 -01-08 7 below-ground.

-01-08 8 In other words, option 4 and 5 say,
 -01-08 9 let's not build above-grade in the parking -- in the
 -01-08 10 Phillips footprint, but take that parking and put it
 -01-08 11 below-grade.

-01-08 12 And then the last point we'll do will
 -01-08 13 be to go through an evaluation of the four options.
 -01-07 14 And then, obviously, throw it open to questions and
 -01-07 15 answers.

-01-07 16 And I presume that the Planning Board
 -01-07 17 will jump in whenever they think there's a question
 -01-07 18 that needs to be addressed or has not been addressed.

-01-07 19 CHAIRMAN NICHOLSON: Well, we will if
 -01-07 20 we feel it is necessary.

-01-07 21 MR. SKORUPA: This is sort of a summary
 -01-07 22 of the main points that we saw in the Whitestone
 -01-07 23 Report.

-01-07 24 What the Whitestone Report said that
 -01-07 25 there was soft rock below the surface, by that it

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-01-07 1 means rock that you could probably remove without
 -01-07 2 using blasting. It could be ripped out, as opposed
 -01-07 3 to need to be blasted out.

-01-07 4 The second point was that the high
 -01-07 5 point of the rock was at 20 feet above -- below the
 -01-07 6 nominal finished grade, which is about 105-106 feet.
 -01-07 7 And it occurs about midpoint along Van Dien.

-01-07 8 There's a knoll of rock that rises up
 -01-07 9 there. Most of the site is 40 feet or so below,
 -01-06 10 especially the parts that have been looked at which
 -01-06 11 are really the middle part and the northern part of
 -01-06 12 the site. The architects and engineers have done
 -01-06 13 testing of that with boring and that indicates that
 -01-06 14 the rock is fairly quite deep, although it does rise
 -01-06 15 up at this one point on the western, sort of
 -01-06 16 midpoint, of the site.

-01-06 17 Water table is about 20 feet
 -01-06 18 below-grade and that varies. It's seasonal. We're
 -01-06 19 saying it's 85. Maybe it's 84. Maybe it's 86. But
 -01-06 20 it's somewhere in that range. And the team is also
 -01-06 21 doing further testing, in terms of seeing where the
 -01-06 22 water is.

-01-06 23 The next point is the water could be --
 -01-06 24 the rock could be ripped out. As we said, it's soft
 -01-06 25 and was not -- I mean as far as it goes in terms of

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-01-06 1 the structural capacity, it's very good rock. Except
 -01-06 2 in terms of removing it, it's easier to remove it
 -01-06 3 than if it were more dense rock.

-01-06 4 The last two points are related, there
 -01-06 5 needs to be dewatering. In all the schemes that
 -01-05 6 we've looked at, whether the Valley proposals or any
 -01-05 7 schemes that we've looked at subsequent to that,
 -01-05 8 dewatering is an issue both during construction and
 -01-05 9 then potentially permanently, in terms of --
 -01-05 10 depending on where the final elevations of the
 -01-05 11 structures below-grade.

-01-05 12 And so these are the Whitestone
 -01-05 13 takeaways that we want to try to see if we can
 -01-05 14 fulfill.

-01-05 15 What you're going to see is that the
 -01-05 16 structured parking is no deeper than 20 feet. In
 -01-05 17 other words, we're proposing to put two levels of
 -01-05 18 parking with a floor-to-floor clearance of 10 feet.

-01-05 19 We believe that one is able to
 -01-05 20 accomplish the parking that we need to do within
 -01-05 21 those two levels. Obviously, one can go deeper and
 -01-05 22 that's still an option. If one wanted to put parking
 -01-05 23 at the lower level.

-01-05 24 And, certainly, the team could do that,
 -01-05 25 if they felt there was some advantage for doing that,

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-01-04 1 for example, it may free up other parts of the site
 -01-04 2 if we were to put three levels of parking.

-01-04 3 If we do this, then we've eliminated
 -01-04 4 pretty much all of the rock excavation, except there
 -01-04 5 may be a small amount in the knoll that we talked
 -01-04 6 about mid-shift along Van Dien.

-01-04 7 What we've also proposed is for
 -01-04 8 structures that are underground that come up along
 -01-04 9 Steilen and Ben Franklin, we're proposing to pull
 -01-04 10 those back a little bit, because it's feasible to do
 -01-04 11 that. Although, if we pull them back -- and you'll
 -01-04 12 see in the scheme that we have done that -- we don't
 -01-04 13 need to build underground parking along those edges,
 -01-04 14 in order to get sufficient parking. Then it avoids
 -01-04 15 the problem of having to get permission to do
 -01-04 16 tiebacks and things of that sort. And we would use
 -01-04 17 those for other functions that we think are probably
 -01-04 18 more appropriate along those edges. And you'll see
 -01-03 19 that.

-01-03 20 And the same is -- however, though,
 -01-03 21 along Van Dien and Linwood, because this is Village
 -01-03 22 property, the utilities that are currently in the
 -01-03 23 street are fairly close to the surface. And in those
 -01-03 24 locations, we're proposing to build up to the edge of
 -01-03 25 the property and then use tiebacks that go either

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-01-03 1 into Van Dien or at some future point into Linwood.
 -01-03 2 You'll see that Linwood is really a
 -01-03 3 future building area for parking, not an immediate
 -01-03 4 one.
 -01-03 5 In terms of -- in our original Master
 -01-03 6 Plan proposal, we had suggested that move all the
 -01-03 7 parking three to 4 feet below-grade, so that we could
 -01-03 8 put more soil on top of that. And, in turn, get
 -01-03 9 larger shrubbery, trees and things of that sort.
 -01-03 10 Given the soil condition, we're saying
 -01-03 11 let's keep the -- nominally 105 feet, 106 feet, as
 -01-03 12 the top of the parking structure. And then in order
 -01-03 13 to get more planting on top of that, we're proposing
 -01-02 14 to berm up. And to actually lift up the elevation of
 -01-02 15 that. You know it could be -- for example, this
 -01-02 16 would be something that would be left up to the team
 -01-02 17 to do, in terms of deeper soil, for example, would
 -01-02 18 occur over column points, but not at mid-span, so
 -01-02 19 that one could get some sort of greater coverage of
 -01-02 20 the structure and have larger plants, but not have to
 -01-02 21 pay the full penalty of reinforcing the structure for
 -01-02 22 that amount.

-01-02 23 And also may be even looking at
 -01-02 24 existing structure, in terms of its capacity and
 -01-02 25 whether or not some berming could be done in that

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-01-01 1 accomplish the other things that we want to do.
 -01-01 2 And, then, the last thing is to create
 -01-01 3 a service zone for trucks and compactors and, so
 -01-00 4 forth. I think you've seen that part.
 -01-00 5 In terms of the overview of what we
 -01-00 6 think is underground structures, and you've seen this
 -01-00 7 before, but we'll briefly repeat it. We believe that
 -01-00 8 the Hospital, in order to be a 545 bed hospital for
 -01-00 9 current standard, needs about a million square feet
 -01-00 10 of space.

-01-00 11 And we said that in order to
 -01-00 12 accommodate structured parking, and this could be
 -01-00 13 structured parking either above-grade or below-grade
 -01-00 14 about 2,000 cars, we're envisioning about
 -01-00 15 700,000 square feet of space for that.

-01-00 16 So what we've proposed and recommended
 -01-00 17 is a total development of a 1,700,000 square feet of
 -01-00 18 space. Part of which for the Hospital. Part of
 -01-00 19 which for parking, because in our view, a modern
 -01-00 20 hospital parking is an extremely important part of
 -01-00 21 the functionality of a hospital. And we think that
 00-59 22 trend is certainly going to continue for another two
 00-59 23 decades or so, maybe longer. You know it's going to
 00-59 24 be impacted at some point, we think, maybe four
 00-59 25 decades down the road by the cost of energy and

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-01-02 1 situation.
 -01-02 2 The last two things are related to --
 -01-02 3 the last three things are actually related together.
 -01-02 4 We want to create a zone that would be dedicated to
 -01-02 5 collecting the runoff water, because in any case, all
 -01-02 6 the schemes, I believe envisions a fair amount of
 -01-02 7 retention of stormwater that has to be released into
 -01-01 8 the -- off of the site at some point.

-01-01 9 And so you'll see that we're preserving
 -01-01 10 one area of about three to four acres of land that
 -01-01 11 would be used for potential retention with an
 -01-01 12 underground method to contain that, either some
 -01-01 13 vaulting or some other method that the design team
 -01-01 14 would choose to do.

-01-01 15 We also want to create a zone for the
 -01-01 16 incoming utilities. And also a zone for distribution
 -01-01 17 on the site.

-01-01 18 As you know the new -- the power plant
 -01-01 19 -- the current power plant is coming down. It's
 -01-01 20 going to be moved to the north end of the site. And
 -01-01 21 then one has to back-feed the existing buildings, and
 -01-01 22 so, that needs some space. We know that new electric
 -01-01 23 service is coming onto the campus.

-01-01 24 And, so, these are things that we want
 -01-01 25 to identify and make provision for so that we can

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00-59 1 things of that sort. But it would be difficult to
 00-59 2 imagine a modern hospital that didn't provide
 00-59 3 sufficient parking because we think those are linked
 00-59 4 together in terms of patients coming, staff coming,
 00-59 5 visitors coming. And, so, that's an important part
 00-59 6 of the total complex.

00-59 7 As a matter of fact, I think we're
 00-59 8 essentially in agreement. I think what we said and
 00-59 9 at least what we've heard thus far, I think the
 00-59 10 professional team sort of agrees in terms of the
 00-59 11 number of parking spaces. We both are using
 00-59 12 somewhere in the range of 2,000 cars. And I think in
 00-59 13 the Valley Proposal we're a little bit higher in
 00-59 14 terms of the amount of square footage. I think the
 00-59 15 last material that we saw was 101,100 --
 00-59 16 1,150,000 square feet.

00-59 17 So, we're a little bit -- in our view
 00-58 18 it's a little high. But we're not substantially
 00-58 19 indifferent -- at great odds on that.

00-58 20 And I think hat the next part is where
 00-58 21 -- this is actually a mistake; 700,000 square feet of
 00-58 22 total parking -- I'm sorry. The next two parts are
 00-58 23 looking at the functions as we see them, in terms of
 00-58 24 combining hospital and parking.

00-58 25 What we envision is about a million
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00:-58 **1** square feet below grade. And that would be a
 00:-58 **2** combination of both hospital functions and parking
 00:-58 **3** functions and about 700,000 square feet of facility
 00:-58 **4** above-grade, some of which would be parking and
 00:-58 **5** covered things for other functions, and about 600,000
 00:-58 **6** of that for hospital space. And those two figures
 00:-58 **7** together come back to the million-seven square feet
 00:-58 **8** that we had proposed.

00:-58 **9** And so that gets us to, I think, the
 00:-57 **10** fundamental difference thus far, is where does --
 00:-57 **11** what's the extent and what goes underground. And
 00:-57 **12** that's really going to be the focus of what we're
 00:-57 **13** going to talk about for the rest of the presentation
 00:-57 **14** this evening.

00:-57 **15** The current site is about 650,000
 00:-57 **16** square feet. And what we're proposing with a million
 00:-57 **17** square feet of parking and hospital functions
 00:-57 **18** below-grade, it means we need a footprint of about a
 00:-57 **19** half million square feet. If we do that on two
 00:-57 **20** levels, which is what's proposed -- and I think,
 00:-57 **21** we're also fairly consistent in terms of both
 00:-57 **22** approaches. I think it's a question of how much of
 00:-57 **23** the parking goes below-grade, but thus far the
 00:-57 **24** proposals that have been presented by the Valley
 00:-57 **25** Hospital team have envisioned two levels of parking,

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00:-57 **1** roughly at 85 feet and at 95 feet. And then two
 00:-57 **2** levels of parking -- of hospital space for those
 00:-56 **3** functions that are new. And we've seen that for the
 00:-56 **4** North Building. And those go down to a deeper
 00:-56 **5** elevation. The basement level for hospital function
 00:-56 **6** in the new North Wing is proposed at 90 feet, I
 00:-56 **7** believe. And then for the subbasement at 75.

00:-56 **8** And we think those are appropriate for
 00:-56 **9** a modern hospital function, in terms of a getting the
 00:-56 **10** proper clearances for the ventilation systems, the
 00:-56 **11** infrastructure that's needed in a modern hospital.

00:-56 **12** And then when you look at the
 00:-56 **13** 650,000 square feet of site, and the fact that we
 00:-56 **14** need a half-a-million for underground structures of
 00:-56 **15** some sort, that's about 75 percent of the lot
 00:-56 **16** coverage. And that leaves us about 150,000 square
 00:-56 **17** feet for the utility functions, which we talked
 00:-56 **18** about, which were retention, pathways for major
 00:-55 **19** utilities coming onto the site, and pathways for
 00:-55 **20** utilities that are needed on the site. For example,
 00:-55 **21** back-feeding Bergen from the new power plant. Oxygen
 00:-55 **22** lines, for example. A place for the oxygen farm.

00:-55 **23** And that's almost four acres of
 00:-55 **24** property which we think is quite sufficient for that.

00:-55 **25** So, this is a summary of the elements

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00:-55 **1** that we're talking about from our perspective, in
 00:-55 **2** terms of the underground elements. A 10 foot
 00:-55 **3** floor-to-floor height. We've had conversation, Larry
 00:-55 **4** had conversation with the Fire Marshal about the
 00:-55 **5** height of that. I think there was some concern about
 00:-55 **6** whether or not the 7 foot clearance or so that we
 00:-55 **7** would get would be adequate for -- from a fire safety
 00:-55 **8** point of view for the emergency teams that have
 00:-55 **9** access to people. And as best we understand it, this
 00:-55 **10** would be acceptable to the Fire Chief, provided that
 00:-54 **11** we do certain other things in terms of sprinklering
 00:-54 **12** and other things that would be add-ons. And we think
 00:-54 **13** those are very appropriate things.

00:-54 **14** We're going to limit the parking to
 00:-54 **15** 20 feet, two levels of that. We want green roofs on
 00:-54 **16** the garages, whether they're existing or new. And as
 00:-54 **17** we said earlier, we are suggesting that be
 00:-54 **18** accomplished by using of berms, rather than dropping
 00:-54 **19** the entire top level of the parking another three
 00:-54 **20** feet or so below-grade.

00:-54 **21** What we're proposing is to limit the
 00:-54 **22** closeness along the property edges. And there are
 00:-54 **23** two condition there's the Van Dien/Linwood, which we
 00:-54 **24** think permits us to get closer to those edges of
 00:-54 **25** property with tiebacks or some other method that the

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00:-53 **1** contractors would want use, so that we can maximize
 00:-53 **2** the underground use of the site.

00:-53 **3** But along the Benjamin Franklin
 00:-53 **4** property and the Steilen properties, we're suggesting
 00:-53 **5** pulling back 30 feet or so in order to prevent the
 00:-53 **6** need to have to get permission from the property
 00:-53 **7** owners to do tiebacks and so forth along those edges.

00:-53 **8** The hospital functions at basement at
 00:-53 **9** 90 feet and the subbasement at 75 feet.

00:-53 **10** So having those principles then, the
 00:-53 **11** next slides are going to look at what we're going to
 00:-53 **12** propose in terms of underground parking. I'm going
 00:-53 **13** the switch to a different format here.

00:-53 **14** This is the site. And this is Van
 00:-52 **15** Dien. Linwood is here. Benjamin Franklin is here.
 00:-52 **16** Steilen properties are there (indicating).

00:-52 **17** The current Linwood parking existing is
 00:-52 **18** shown here (indicating).

00:-52 **19** Then in the middle of the site, the red
 00:-52 **20** indicates the zone for the new North Building. This
 00:-52 **21** is about 70,000 square feet of space just for that
 00:-52 **22** block.

00:-52 **23** The existing Cheel Building is shown
 00:-52 **24** here (indicating). And this by the footprint at the
 00:-52 **25** basement level.

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00:-52 **1** And then in green is shown (indicating)
 00:-52 **2** the location for the new West Building or Phase IIA.
 00:-52 **3** And then in magenta color would be the
 00:-52 **4** proposal for the new South Building(indicating, which
 00:-52 **5** would be built once Bergen comes down.
 00:-52 **6** What we're showing here then is a
 00:-52 **7** diagram, in terms of the level minus two: The
 00:-51 **8** subbasement of parking, which shows parking being
 00:-51 **9** built up to the edge of the property, 130 feet or so
 00:-51 **10** back from the edge of the property. And we're
 00:-51 **11** showing building into this in Phase I, for example,
 00:-51 **12** when the North Wing is completed, this would become
 00:-51 **13** the new entry zone with the atrium and so forth in
 00:-51 **14** this location (indicating).
 00:-51 **15** So, what we're suggesting, and we'll
 00:-51 **16** talk a little bit more about that later on, is that
 00:-51 **17** this becomes then -- this northern third or northern
 00:-51 **18** half of this becomes the building zones, with parking
 00:-51 **19** being built here (indicating). The new North Wing
 00:-51 **20** being built here (indicating).
 00:-51 **21** And then in the back this would be the
 00:-51 **22** zone that we're suggesting in terms of the utility
 00:-51 **23** zone, which would be the place where there would be
 00:-51 **24** the retention for surface water to be retained
 00:-51 **25** (indicating).

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00:-49 **1** 36-inch reinforced concrete pipe here (indicating).
 00:-49 **2** So, this then would envision one level
 00:-49 **3** of parking here (indicating).
 00:-49 **4** And then in a Phase II, once the
 00:-49 **5** Phillips Building comes down, which is located here
 00:-49 **6** (indicating) -- I'm sorry -- which is located here
 00:-49 **7** (indicating). Then we would envision completing this
 00:-49 **8** and building two levels of parking underneath where
 00:-49 **9** the current Phillips Building, but extending that and
 00:-49 **10** connecting into parking here (indicating).
 00:-49 **11** So, both at level one and at level two,
 00:-49 **12** this is a level two plan, showing a similar
 00:-49 **13** arrangement of parking in this area (indicating).
 00:-49 **14** With these two levels of parking and
 00:-49 **15** with the existing parking in the Linwood parking,
 00:-49 **16** that total then would give us equal parking to what's
 00:-49 **17** proposed in the Phase I for the Valley Proposal.
 00:-48 **18** In the future, in yellow
 00:-48 **19** (indicating)would be shown existing -- additional
 00:-48 **20** parking both two levels. And this is also consistent
 00:-48 **21** with option 3B, which had proposed about 500 or so
 00:-48 **22** cars in the former Bergen footprint.
 00:-48 **23** So, the Phase 3 parking, Phase I
 00:-48 **24** parking, existing parking (indicating), would give us
 00:-48 **25** about 2,000 square feet of cars.

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00:-50 **1** And then along the edges, along
 00:-50 **2** Steilen, the setback about 35 feet or so, would be
 00:-50 **3** the zone that we would preserve for bringing
 00:-50 **4** utilities on to the site and for distribution of the
 00:-50 **5** utilities.
 00:-50 **6** As we understand it in Linwood there
 00:-50 **7** will be new electric service coming on feeding the
 00:-50 **8** power plant which is here (indicating), so that would
 00:-50 **9** be the location for that. So, we could put that in
 00:-50 **10** place.
 00:-50 **11** And we think it could be done, you
 00:-50 **12** know, we -- in our view all of this would be the
 00:-50 **13** building zone (indicating)for the first phase of the
 00:-50 **14** project.
 00:-50 **15** And, if there's a need to bring
 00:-50 **16** utilities, for example, to Linwood, and for example,
 00:-50 **17** if the retention area is here (indicating), then
 00:-50 **18** there would have to be a pathway for bringing that.
 00:-50 **19** And, we're suggesting that that come along the north
 00:-50 **20** end, along the Benjamin Franklin property, and link
 00:-50 **21** into the -- there's a current discharge point here
 00:-50 **22** (indicating) and, so, it would have to tie into that.
 00:-50 **23** This would bring it very close to that
 00:-49 **24** location. And then it would have the cross the
 00:-49 **25** street and tie into the existing, I think it's a

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00:-48 **1** Then on the first level, at grade
 00:-48 **2** level, we would have parking below-grade which
 00:-48 **3** wouldn't show up. We would have parking in this area
 00:-48 **4** which would be below-grade (indicating). And then
 00:-48 **5** the existing parking along Linwood.
 00:-48 **6** And what we would show then above-grade
 00:-48 **7** would be the zone for the Phase I, building, the
 00:-48 **8** North Building. A future Phase IIA building and then
 00:-48 **9** a replacement for Bergen in a Phase II building with
 00:-47 **10** Cheel staying in its place.
 00:-47 **11** And one of the things that we've talked
 00:-47 **12** about is out back behind the new North Wing and the
 00:-47 **13** Cheel Building would be a single level of cover which
 00:-47 **14** would house the maneuvering and turnaround space and
 00:-47 **15** containment space for all of the service area that
 00:-47 **16** would be located in this area (indicating).
 00:-47 **17** Then in a future phase, we've suggested
 00:-47 **18** that the drop-off -- because as we understand it,
 00:-47 **19** when the Bergen Building comes down, at level one and
 00:-47 **20** the Cheel Building will be the new relocated
 00:-47 **21** emergency room.
 00:-47 **22** And what we're suggesting would take
 00:-47 **23** place in the Phase II, when that takes place, would
 00:-47 **24** have a second covered area, a single level. It can
 00:-47 **25** either come up to the edge of the property or we

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00:47 **1** would -- it could even setback with even an
 00:47 **2** additional buffering zone here (indicating). And
 00:47 **3** this then would cover up all of -- undercover then
 00:46 **4** would be all of the main, either industrial or more
 00:46 **5** disruptive hospital functions, service area being
 00:46 **6** here (indicating). And then drop-off and parking for
 00:46 **7** the new emergency room would be under cover.
 00:46 **8** The remaining part of the site then
 00:46 **9** would be open. The future or the Phase III building
 00:46 **10** which would be the replacement of the Bergen Building
 00:46 **11** would be here (indicating).
 00:46 **12** And this then we would -- it would --
 00:46 **13** at the end of Phase IIB and/or III, we would then end
 00:46 **14** up with all the buildings with 600 or so thousand
 00:46 **15** square feet of space above-ground in the northern
 00:46 **16** half of the property. And all of the parking
 00:46 **17** below-grade including the existing.
 00:46 **18** One of the things that we looked at in
 00:46 **19** an option which we're not going to show tonight is
 00:46 **20** replacement of the Linwood parking because we think
 00:46 **21** at some point one has to consider replacing the
 00:46 **22** Linwood parking structure. I believe it was built
 00:46 **23** about 30 years ago.
 00:45 **24** And parking structures are subject to a
 00:45 **25** lot of wear because of the corrosive elements that
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00:44 **1** radius.
 00:44 **2** This shows that if we move the parking
 00:44 **3** to the north, what this would do, we would get a fair
 00:44 **4** amount of the parking within a 250 travel radius,
 00:44 **5** some within 500. And then most of it, although some
 00:43 **6** pieces of the existing Linwood parking would beyond
 00:43 **7** 750-feet.
 00:43 **8** We were envisioning the center of
 00:43 **9** gravity some place here (indicating), that probably
 00:43 **10** being the place that the new entries would occur.
 00:43 **11** We also would envision on the levels
 00:43 **12** one and two the potential for putting direct entries
 00:43 **13** into the Hospital from these areas.
 00:43 **14** For example, on the basement level
 00:43 **15** since this is earmarked as the consolidated
 00:43 **16** surgery/cardiac cath, endoscopy, ex cetera, one would
 00:43 **17** probably want to preserve this as a continuous block
 00:43 **18** of space, but it could certainly well have some
 00:43 **19** penetration through here (indicating) so that one
 00:43 **20** could get directly into elevators which would be
 00:43 **21** located somewhere in this location (indicating).
 00:43 **22** The next element that we want to
 00:43 **23** discuss briefly is the staging.
 00:41 **24** And I apologize, we've lost the diagram
 00:41 **25** for the phasing. I'll use another one then.
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00:45 **1** cars bring in, and the damage that is done to the
 00:45 **2** reinforcement, et cetera.
 00:45 **3** So, at some point one would have to
 00:45 **4** consider replacing the Linwood parking. And if that
 00:45 **5** were replaced, then we would suggest that its
 00:45 **6** footprint be increased to go to the edge of the
 00:45 **7** property. And some additional parking would be
 00:45 **8** gained there, actually going in excess of the 200
 00:45 **9** cars that we had talked about.
 00:45 **10** The next issue that we want to talk
 00:45 **11** about is travel distance. This is a plan of the
 00:44 **12** proposed parking that would go along Van Dien. We'll
 00:44 **13** call it the "Van Dien Parking Area".
 00:44 **14** And again we have Van Dien here,
 00:44 **15** Linwood here. The existing parking here
 00:44 **16** (indicating).
 00:44 **17** And what's proposed in Phases I, II and
 00:44 **18** III with remaining building here, which is the Cheel
 00:44 **19** Building here (indicating).
 00:44 **20** So, we envision a four building complex
 00:44 **21** the North, the West, the South and existing Cheel.
 00:44 **22** Then we've indicated because the center
 00:44 **23** of gravity, we've said, of the Hospital's moving
 00:44 **24** further north, and we've indicated a 250-foot radius,
 00:44 **25** a 500-foot radius and a 700-foot radius -- 750-foot
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00:41 **1** What we're envisioning then in terms of
 00:41 **2** phasing of the projects would be a Phase I, which
 00:41 **3** would include parking along Van Dien, construction of
 00:41 **4** the new North Wing and then the upgrading of the
 00:41 **5** utilities, retention and so forth out back.
 00:41 **6** Essentially, we see everything from
 00:40 **7** this edge of the property (indicating) being isolated
 00:40 **8** so that the north end of the building becomes the
 00:40 **9** construction zone for all of Phase I.
 00:40 **10** The plan's a little bit misleading
 00:40 **11** because the Bergen Building is here (indicating).
 00:40 **12** And so, as we understand it -- and the Phillips
 00:40 **13** Building is located here (indicating). We understand
 00:40 **14** the current plan is to close down the main entry and
 00:40 **15** to transfer it into this end (indicating) of the
 00:40 **16** site, so that the drop-off function can still occur.
 00:40 **17** The advantage of doing -- of closing
 00:40 **18** off this would permit us then to build both the
 00:40 **19** parking, at least half of the parking as an early
 00:40 **20** stage, doing all of the North Wing, and also we --
 00:40 **21** and we think that probably it makes sense to build
 00:40 **22** the Phase IIA as part of the Phase I. It could be
 00:39 **23** shelled, for example, or it could be used for some
 00:39 **24** other function because if we build parking here and
 00:39 **25** the new North Building here (indicating). It would
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00:-39 1 be much more difficult to come back at some point and
 00:-39 2 to build this structure (indicating) in place.
 00:-39 3 So in our mind we would recommend that
 00:-39 4 this part (indicating) of the future Bergen
 00:-39 5 replacement building be put in place.

00:-39 6 I know that in some of the work
 00:-39 7 sessions we've discussed this, in terms of maybe some
 00:-39 8 temporary use for that, that would become the basis,
 00:-39 9 for example, for -- for example, for doing some other
 00:-39 10 functions.

00:-39 11 One of the things that we've talked
 00:-39 12 about is the renovation of the basement level of the
 00:-39 13 Cheel Building, which is currently the operating room
 00:-39 14 and recovery.

00:-39 15 This would then permit one to even
 00:-39 16 consider in this stage to build new space for the
 00:-39 17 expansion of the ORs rather than renovate, and maybe
 00:-39 18 this could become some other function (indicating).

00:-39 19 At least those are possibilities, we
 00:-38 20 think, in terms of looking at, in terms of
 00:-38 21 development of the scheme.

00:-38 22 We think construction of this is
 00:-38 23 essential because when the new IIB is built, then one
 00:-38 24 wants to get continuous access in this level
 00:-38 25 (indicating) from basement through the new

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00:-38 1 replacement building here. And we envision both the
 00:-38 2 subbasement and the basement being completed in those
 00:-38 3 areas.

00:-38 4 The next part we want to go to are the
 00:-38 5 four options that we've developed.

00:-38 6 I want to go back to the -- this is the
 00:-38 7 diagram, I was looking for (indicating).

00:-37 8 This is Phase I (indicating). This
 00:-37 9 would be Phase II (indicating). This envisions the
 00:-37 10 construction zone for Phase I. Cheel Building is
 00:-37 11 here (indicating). The current Bergen Building is
 00:-37 12 here (indicating). Phillips is here (indicating).
 00:-37 13 And the current Linwood Garage is here (indicating).

00:-37 14 This would be constructed, and at the
 00:-37 15 end of that construction then we would come back and
 00:-37 16 build in the -- because Phillips has disappeared, we
 00:-37 17 would then build the new structure for -- build the
 00:-37 18 new structure for parking at two levels here
 00:-37 19 (indicating) connecting it to the parking that is
 00:-37 20 located here (indicating).

00:-37 21 And then that would position us then
 00:-37 22 for the second -- the IIA Phase and IIB Phase which
 00:-36 23 would be the demolition -- the replacement and
 00:-36 24 demolition of the Bergen Building.

00:-36 25 The next slide represents -- the four

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00:-36 1 slides represent the options that we've looked at.
 00:-36 2 We thought the best way to present these would be in
 00:-36 3 a diagrammatic section. And these are not, you know,
 00:-36 4 true a hundred percent, but they're true in terms of
 00:-36 5 the major features of the four options. It's sort of
 00:-36 6 a view looking to the west although it's -- to the
 00:-36 7 east, but it's not fully that way.

00:-35 8 So, these represent the hospital
 00:-35 9 functions; the four buildings that are envisioned
 00:-35 10 (indicating). And this represents the parking
 00:-35 11 (indicating).

00:-35 12 So, option 3B which we looked at last
 00:-35 13 time retains the Cheel Building, builds a new Phase
 00:-35 14 I, North Building, builds a Phase IIA -- we call it
 00:-35 15 the West Building. And then a Phase II-B South
 00:-35 16 Building (indicating).

00:-35 17 And these numbers indicate the square
 00:-35 18 footages that have been indicated by the design team
 00:-35 19 (indicating).

00:-35 20 And this indicates the parking
 00:-35 21 (indicating). This is the Phillips structure which
 00:-35 22 has two levels below grade, four levels above. And a
 00:-35 23 Phase IIA, parking which we can call the Bergen
 00:-35 24 parking, which is proposed in the Bergen -- in the
 00:-35 25 footprint of the former Bergen Building. And then

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00:-35 1 the existing Linwood.

00:-35 2 So, when you look at the total square
 00:-35 3 footage of the buildings, this is the total for the
 00:-35 4 individual buildings (indicating).

00:-35 5 And then this is the total for the
 00:-34 6 Hospital (indicating). We have 211,000 square feet
 00:-34 7 in Cheel. The North Building is 520. The West
 00:-34 8 Building is 200. And the South Building is 230.
 00:-34 9 These numbers were taken from the material that was
 00:-34 10 given to us by the design team.

00:-34 11 And then in terms of parking, we have
 00:-34 12 about 400,000 square feet in the Phillips Building,
 00:-34 13 about 180,000 square feet in the Linwood Phase II.
 00:-34 14 And then in the existing about 150,000 square feet.

00:-34 15 And when you look at this scheme, it
 00:-34 16 shows 730,000 square feet of total space -- of
 00:-34 17 hospital space above-grade and 375,000 square feet of
 00:-34 18 hospital below-grade, for a total of 159,000 --
 00:-34 19 1,105,000.

00:-34 20 In terms of parking it has above-grade
 00:-33 21 -- sorry, this is incorrect. It has four levels of
 00:-33 22 parking above-grade and then the three levels of
 00:-33 23 parking below-grade. The three sections of parking
 00:-33 24 at two levels per grade.

00:-33 25 In option 3C, what we have then is a

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00:-33 1 similar configuration and these are the add-ons that
 00:-33 2 we're proposing for that (indicating).
 00:-33 3 Shown in heavier line here would be
 00:-33 4 some architectural treatment for the parking for
 00:-33 5 Phillips (indicating). I'm sure the architects that
 00:-33 6 would consider this, in order to make it a more
 00:-33 7 attractive structure.
 00:-33 8 And we also suggested to put a cover --
 00:-33 9 the current proposal has four levels of parking, but
 00:-33 10 it's open at the top.
 00:-32 11 In this scheme we're saying add a roof
 00:-32 12 and make this into a green roof. Same quantity of
 00:-32 13 parking, except instead of it being open at the top
 00:-32 14 level, it would be enclosed with a green roof.
 00:-32 15 And then out back we're suggesting to
 00:-32 16 enclose the service area. Currently, there is some
 00:-32 17 enclosure of that. We're saying make that extend to
 00:-32 18 the property line or close to the property line.
 00:-32 19 About 15,000 square feet for maneuvering area, green
 00:-32 20 roof on top of that.
 00:-32 21 And then in a Phase II, we would have
 00:-32 22 the covered area for emergency room drop-off and
 00:-32 23 parking that we had suggested in the previous floor
 00:-32 24 plan.
 00:-32 25 Now, these two next schemes are a

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00:-32 1 little different, because here we're proposing that
 00:-32 2 the Phillips parking structure (indicating),
 00:-32 3 essentially, be eliminated and be placed
 00:-32 4 below-ground. This scheme has -- in option 4, we're
 00:-31 5 proposing four structures of hospital and one level
 00:-31 6 of mechanical, different from the 3B and 3C schemes.
 00:-31 7 It goes back to an earlier scheme that we had
 00:-31 8 suggested. It shows a million square feet --
 00:-31 9 1,042,000 square feet. And, again, I don't want to
 00:-31 10 get hung up too much on the 1,040,000 versus
 00:-31 11 1,050,000 or 60 because this is simply a diagram.
 00:-31 12 And it indicates the order of magnitude.
 00:-31 13 I don't want to suggest that we should
 00:-31 14 choose a scheme because one has a 1,040,000 versus a
 00:-31 15 scheme that has 1,080,000 square feet.
 00:-31 16 But this is where the differences
 00:-31 17 occur.
 00:-31 18 This shows all the parking below-grade,
 00:-31 19 other than the covered area in the back. And we're
 00:-31 20 not really counting that as actual parking space.
 00:-31 21 This would be the two stages of Van Dien parking.
 00:-30 22 One that's part of the initial construction. And
 00:-30 23 then second in the Phillips footprint wrapping around
 00:-30 24 in front of Van Dien.
 00:-30 25 Phase II, would be the Bergen Parking

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00:-30 1 and the 40,000 square feet would be indication for
 00:-30 2 covered area, covering the emergency room drop-off.
 00:-30 3 And then the 20,000 would be the
 00:-30 4 covered area for the service entry, and then the same
 00:-30 5 75,000 square feet for existing.
 00:-30 6 So this scheme then envisions four
 00:-30 7 levels of hospital, a mechanical level, two levels of
 00:-30 8 hospital below-grade. And all new construction, one
 00:-30 9 level below-grade, for the existing Cheel Building.
 00:-30 10 And then all of the parking, two levels
 00:-30 11 below-grade with some minor amount of service and
 00:-30 12 other things above-grade out back.
 00:-30 13 This gives us a total of 1,420,000
 00:-30 14 square feet of hospital space. It gives us
 00:-30 15 715,000 square feet of parking -- of structured
 00:-29 16 parking. It gives us a total of 2,043 parking
 00:-29 17 spaces, 43 percent of the area is above-grade and 56
 00:-29 18 percent of it is below-grade.
 00:-29 19 And then option 5 is a five story
 00:-29 20 hospital structure with mechanical at top, puts all
 00:-29 21 of the parking underneath.
 00:-29 22 Here we show in the four buildings that
 00:-29 23 would be envisioned, 1,095,000 square feet, a little
 00:-29 24 bit larger. Again, I don't want to get hung up on
 00:-29 25 the exact number. And then an identical parking

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00:-29 1 structure below-grade, giving us a total of 2,043
 00:-29 2 (indicating).
 00:-29 3 One of the things that -- when we began
 00:-29 4 to look at a little more detail at the replacement of
 00:-29 5 the Bergen Building, one of the concerns that we have
 00:-29 6 is getting enough space in a Phase II footprint in
 00:-29 7 order the accommodate that.
 00:-28 8 The Bergen Building currently has about
 00:-28 9 200,000 feet of space. And when we began to look at
 00:-28 10 the footprint of the -- what's available in the Phase
 00:-28 11 I it became very tight. And one way to solve the
 00:-28 12 problem would be to relax the setback requirement in
 00:-28 13 that area, which is what the design team had done, by
 00:-28 14 pulling it, rather than 120 or so feet back, to set
 00:-28 15 it at 100 feet. And that would be a possibility, for
 00:-28 16 example, in option 4, because we're concerned in
 00:-28 17 option 4, about the quantity of building that we to
 00:-28 18 get. This shows about 175,000 feet for the
 00:-28 19 replacement of Bergen (indicating). And one option
 00:-28 20 would be to pull that building out a little closer to
 00:-28 21 the property line. And, therefore, get some
 00:-28 22 additional space for that.
 00:-28 23 In option 5, it's a little simpler,
 00:-28 24 because we're going one story higher up, and it's a
 00:-28 25 little easier to get the additional square foot.

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00:-28 1 Here, we're approaching 200,000 square feet as the
 00:-28 2 footprint for that (indicating).
 00:-27 3 So, these are the three options -- the
 00:-27 4 four options that we looked at. Three new ones and
 00:-27 5 one, taking option 3B.
 00:-27 6 So, let's go next, we're going to
 00:-27 7 briefly go through an evaluation of those.
 00:-27 8 And this is a graphic representation of
 00:-27 9 the four schemes. This is option 3B. This is
 00:-27 10 options 3C, option 4, option 5 (indicating). And
 00:-27 11 we've listed about a dozen or so criteria that we
 00:-27 12 looked at.
 00:-27 13 This is about half the number that we
 00:-27 14 used in our presentation last time. I think last
 00:-27 15 time we had 32 or 33 different criteria. And we've
 00:-27 16 whittled these down to only about a dozen or so
 00:-27 17 because we really want to look at the major
 00:-27 18 difference which I think has to do with these things.
 00:-27 19 One, the amount of subsurface parking, covering of
 00:-27 20 the service and disruptive functions out back. I
 00:-26 21 think those are the two biggest things that are
 00:-26 22 differentials between the schemes that we're looking
 00:-26 23 at.
 00:-26 24 So these options sort of focus on those
 00:-26 25 issues as opposed to some of the other things which,

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00:-26 1 I think the schemes agree on more or less.
 00:-26 2 And the scheme that we used, which is
 00:-26 3 similar to what we did before green is good, yellow
 00:-26 4 is okay and red is a problem (indicating).
 00:-26 5 So, when you look at this we end up
 00:-26 6 with a -- sort of a patchwork of the schemes. None
 00:-26 7 of them being perfect. All of them having some,
 00:-26 8 either negative or positive attributes. But let me
 00:-26 9 just touch upon some of them.
 00:-26 10 For example, all of them put parking in
 00:-26 11 structures. The difference between 3, 3B, 3C and 4
 00:-26 12 and 5 has to do with the amount below-grade. So, we
 00:-26 13 gave 3B and 3C, in our view, a poorer score, because
 00:-26 14 more of the parking is above-grade. And then gave
 00:-25 15 options 4 and 5 a better score, because parking is
 00:-25 16 below-grade.
 00:-25 17 In terms of travel distance, options 3B
 00:-25 18 and 3C put more parking to the south. Options 4 and
 00:-25 19 5 move more parking to the north. And, therefore,
 00:-25 20 are better in that regard.
 00:-25 21 We scored the options not so good in
 00:-25 22 terms of covering the service area. The 3B does very
 00:-25 23 little, whereas 3C does a little more and 4 and 5 do
 00:-25 24 more.
 00:-25 25 We think the options 3C, 4 and 5 create

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00:-25 1 a little more green roof. However, because of the
 00:-25 2 benefits that we get in terms of coverage or
 00:-25 3 below-grade, we see that options 4 and 5 require more
 00:-25 4 excavation. Options 4 and 5 require greater
 00:-25 5 construction length. And options 4 and 5 will
 00:-24 6 probably cost more.
 00:-24 7 We think that one of the advantages for
 00:-24 8 options 4 and 5, in terms of parking, is that we can
 00:-24 9 get parking earlier because in options 3B and 3C
 00:-24 10 substantial parking comes after the North Building is
 00:-24 11 done. Whereas, in options 4 and 5 by moving the
 00:-24 12 parking north, we can get some parking earlier on.
 00:-24 13 And in terms of underground water, we
 00:-24 14 think all of them create a problem. And that has to
 00:-24 15 be dealt with both in the construction process and
 00:-24 16 permanently once the facilities are in place.
 00:-23 17 So I'm going to take just a few minutes
 00:-23 18 of going through the evaluation and sort of a verbal
 00:-23 19 way, looking at the five options -- four options and
 00:-23 20 talking about about them, having seen sort of the
 00:-23 21 graphic representation of that.
 00:-23 22 Option 3B, satisfies many of the
 00:-23 23 objectives that we had set out in our October 2nd
 00:-23 24 Master Plan. It has more massing above-grade than
 00:-23 25 either options 4 or 5. It's a five story hospital,

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00:-23 1 plus mechanical space, therefore has a height of
 00:-23 2 about 94 feet. It has more parking above-grade,
 00:-23 3 about 260,000 square feet, which is the parking
 00:-23 4 that's contained in the Phillips parking structure.
 00:-23 5 It had longer travel distance. It has fewer green
 00:-23 6 roofs. It moves the face of Phase II, which is the
 00:-22 7 Bergen Building, closer to Van Dien, in order to get
 00:-22 8 the footprint that we had talked about earlier, to
 00:-22 9 give enough space to permit the tearing down of
 00:-22 10 Bergen Building. It has less roof coverage for
 00:-22 11 service and ED. It has less excavation. It has a
 00:-22 12 shorter construction time. And it has a lower cost.
 00:-22 13 Option 3C is similar, except for these
 00:-22 14 things, it covers some of the maneuvering area for
 00:-22 15 the service area. It adds an architectural façade to
 00:-22 16 the Phillips garage. It covers the upper level of
 00:-22 17 the Phillips garage. And it adds a green roof to
 00:-22 18 Phillips.
 00:-22 19 In our view option 4, satisfies even
 00:-22 20 more of the October 2nd Master Plan objectives. It
 00:-22 21 has the lowest above-ground massing. And as we said,
 00:-22 22 it's approaching about 600 or so thousand square feet
 00:-21 23 above-grade. It puts most of the parking
 00:-21 24 underground, about 90 percent. There would be some
 00:-21 25 parking in the back along Steilen, under the cover.

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00:-21 1 It moves parking closer to the Hospital. It covers
 00:-21 2 the service area and the maneuvering area. It
 00:-21 3 requires more excavation. We think it actually
 00:-21 4 consolidates the Phase I construction. It has a
 00:-21 5 longer construction time. It's more costly. It's
 00:-21 6 four stories, plus mechanical, which makes it about
 00:-21 7 14 feet shorter than options 3B or 3C. And it
 00:-21 8 permits the demolition of Bergen, by moving the face
 00:-21 9 of the building about 20 feet closer to Van Dien.
 00:-21 10 Then option 5 is similar to 4. It has
 00:-21 11 the lowest massing. It moves parking closer to the
 00:-20 12 Hospital. It covers the service and ED areas. It
 00:-20 13 requires more excavation. It consolidates Phase I.
 00:-20 14 It has longer construction time. It's more costly.
 00:-20 15 And it's five stories. It goes back to five stories
 00:-20 16 of hospital space in 94 feet.
 00:-20 17 And we think the major advantage of
 00:-20 18 option 4 over 5 is the fact that we think it
 00:-20 19 facilitates the removal of Bergen, but does not
 00:-20 20 require moving the building closer to Van Dien.
 00:-20 21 So, those of the four options that
 00:-20 22 we've looked at. We've looked at an evaluation of
 00:-20 23 those.
 00:-20 24 That -- I'm wondering, Larry, do you
 00:-20 25 want to make any comments about any of these now or

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00:-20 1 will that come up in question and answer in terms of
 00:-20 2 construction?
 00:-20 3 CHAIRMAN NICHOLSON: No, I would like
 00:-20 4 to hear from Larry.
 00:-20 5 MR. SKORUPA: Okay. So, this concludes
 00:-19 6 the formal part that we've done. So, Larry, it's
 00:-19 7 yours.
 00:-19 8 MR. KELLER: Thanks, Ray.
 00:-19 9 Good evening everybody. I'll use a bit
 00:-19 10 of Ray's presentation and a little of a recap of my
 00:-19 11 presentation from the February 2nd meeting. So, I
 00:-19 12 want to dive into that and at least look at the
 00:-19 13 bedrock elevation map, just to refresh everybody's
 00:-19 14 memory from last time.
 00:-19 15 So, this is the bedrock surface contour
 00:-19 16 map that I displayed at the February 2nd workshop.
 00:-19 17 As can you see in red, I don't expect you to see the
 00:-19 18 exact elevations of the bedrock contours, but as you
 00:-19 19 can see in red, this is the highest elevation of
 00:-18 20 bedrock (indicating) which is about 85. And it is at
 00:-18 21 the central portion of the property along Van Dien.
 00:-18 22 And Ray spoke to that previously as well.
 00:-18 23 Can everybody hear me again as well?
 00:-18 24 Thanks.
 00:-18 25 And as you move to the northern

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00:-18 1 portions of the property, you can see in green the
 00:-18 2 bedrock is a little deeper (indicating). This is
 00:-18 3 along the 40-foot depth that Ray also spoke about.
 00:-18 4 The three issues, when you're dealing
 00:-18 5 with below-grade construction, that we discussed --
 00:-18 6 and I want to go over in terms of the concepts that
 00:-18 7 Ray had presented tonight are, again, groundwater,
 00:-18 8 bedrock, excavation support. I don't think I'm --
 00:-18 9 excuse me, I don't think we need to go back through
 00:-18 10 this entire presentation, but just for the sake of
 00:-18 11 bringing everybody back up to where we were last
 00:-17 12 time.
 00:-17 13 This is a graphic of the proposed North
 00:-17 14 Building as presented by the Hospital's design team
 00:-17 15 from the standpoint of the bottom elevation of the
 00:-17 16 foundation of the North Building, which is at
 00:-17 17 elevation 69. What you see in blue (indicating) --
 00:-17 18 I'll indicate it with the laser. What you see in
 00:-17 19 blue here (indicating) is groundwater, at least
 00:-17 20 groundwater that it was measured in borings in the
 00:-17 21 location of the North Building. And it is at
 00:-17 22 elevation 86 in this instance. The bottom of that is
 00:-17 23 at elevation 69 (indicating).
 00:-17 24 Then one more graphic that I'll display
 00:-16 25 right now is the excavation support shoring. What

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00:-16 1 we're looking at now is the east property line. This
 00:-16 2 would be the rear property line along Steilen.
 00:-16 3 Considering the outline or the wall of the North
 00:-16 4 Building, there's a 20-foot buffer between the
 00:-16 5 property line and the North Building.
 00:-16 6 And what we're showing here are
 00:-16 7 tiebacks that would extend at least 20 feet to the
 00:-16 8 property line, and then extend 50-feet or so back
 00:-16 9 beyond the excavation. This would be the excavation
 00:-16 10 phase or the edge of the building. And your tiebacks
 00:-16 11 that we had talked about in the shoring process would
 00:-16 12 extend about 50-feet beyond that (indicating).
 00:-15 13 I apologize, I said the last one was
 00:-15 14 the last graphic, but I will show you one more. This
 00:-15 15 is the Phillips Building. And the proposed garage to
 00:-15 16 the Phillips Building, which you can see a
 00:-15 17 subbasement level at 85 and a third possible level at
 00:-15 18 elevation 74.
 00:-15 19 So, subbasement elevation two, I should
 00:-15 20 say elevation 85, would be the second level. This
 00:-15 21 would be the third level. And the red (indicating)
 00:-15 22 indicates where rock would be encountered in that
 00:-15 23 excavation.
 00:-15 24 Now, I'll move to Ray's presentation
 00:-15 25 and discuss some of the implications of those

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00:-15 **1** concepts to the concepts 3C, 3B, also, 4 and 5.
 00:-15 **2** MR. SKORUPA: Do you want the section?
 00:-14 **3** MR. KELLER: Yes, Ray, if you could
 00:-14 **4** pull up the sections.
 00:-14 **5** That's it. I think that's fine. Okay.
 00:-14 **6** Thank you.
 00:-14 **7** So, from a standpoint of subsurface
 00:-14 **8** construction what we're looking at is option 3B. And
 00:-14 **9** what we're looking in option 3B is, in essence, the
 00:-14 **10** building construction representing what Ray has
 00:-14 **11** outlined as above-grade 730,000 square feet,
 00:-14 **12** below-grade 375,000 square feet, and parking for the
 00:-14 **13** Phillips Phase I, which is represented as 390,000
 00:-13 **14** square feet.
 00:-13 **15** From a below grade standpoint, 3B and
 00:-13 **16** 3C, there's not a great difference. As you see, I'll
 00:-13 **17** toggle between the two and really what turns up in
 00:-13 **18** the diagram is the above-grade or one level parking
 00:-13 **19** at the Phase I East and Phase II East.
 00:-13 **20** So, if I go back to 3B, just for a
 00:-13 **21** second, and then back over to 3C, there's really no
 00:-13 **22** difference from a below-grade perspective.
 00:-13 **23** Moving to concepts 4 and 5, from a
 00:-13 **24** below-grade perspective, it's -- in essence, it's the
 00:-13 **25** Phase I West Parking and the Phase I Phillips

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00:-11 **1** second subbasement level is 85.
 00:-11 **2** So, there's may be a foot of
 00:-11 **3** groundwater in the excavation to deal with, before
 00:-11 **4** you start to construct the foundations.
 00:-11 **5** So, in essence, this is a reduction in
 00:-11 **6** the amount of groundwater that you would have to
 00:-11 **7** handle if you were looking at three levels
 00:-11 **8** below-grade or greater.
 00:-11 **9** It is a greater deal of groundwater,
 00:-11 **10** you'd have to address, if you were looking at options
 00:-11 **11** 3B or 3C.
 00:-11 **12** On a final note on groundwater, I just
 00:-11 **13** want to reiterate, there's still the issue of how the
 00:-11 **14** groundwater is going to be handled, where it's going
 00:-11 **15** to be sent, and how it will be removed from this
 00:-11 **16** site.
 00:-11 **17** So, I think that should be addressed at
 00:-11 **18** some point. And that is typically completed by a
 00:-10 **19** study with wells and pump tests that haven't been
 00:-10 **20** completed at this point in time.
 00:-10 **21** And, similarly, from the standpoint of
 00:-10 **22** the two levels below-grade, when we take a look at
 00:-10 **23** bedrock and excavation, we're minimizing the bedrock
 00:-10 **24** that would be excavated by staying two levels above
 00:-10 **25** grade. That minimizes some of the blasting that

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00:-13 **1** Parking, which are both below-grade now.
 00:-13 **2** So, here is 4 (indicating). Here is 5
 00:-13 **3** (indicating). In essence, it's no real difference.
 00:-12 **4** Now, looking at groundwater. The
 00:-12 **5** impacts of groundwater from the concept of 3B, 3C, in
 00:-12 **6** essence, it's no different than it would be from 4
 00:-12 **7** and 5.
 00:-12 **8** But when we take a look at the parking,
 00:-12 **9** the below-grade structures, what this concept -- and
 00:-12 **10** when I say "this concept", I say options 4 and 5,
 00:-12 **11** what these concepts, I should say, what they
 00:-12 **12** represent are two below-grade levels, as Ray had
 00:-12 **13** pointed out, with 10 foot difference between
 00:-12 **14** floor-to-floor height.
 00:-12 **15** So, when you construct it, there's
 00:-12 **16** going to be a foundation below that. So, we're
 00:-12 **17** really looking at maybe 20 to 25 feet, in terms of an
 00:-12 **18** excavation, depending on how the foundations are
 00:-12 **19** constructed. But for the sake of discussion at this
 00:-12 **20** point it's a reasonable assumption.
 00:-12 **21** What that means from a groundwater
 00:-12 **22** perspective is that the dewatering has been somewhat
 00:-11 **23** minimized in that we're seeing groundwater levels at
 00:-11 **24** around 86. It's from a below-grade perspective.
 00:-11 **25** The proposed floor elevation of the

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00:-10 **1** could need to take place. It would also minimize
 00:-10 **2** some of the -- if it wasn't blasting, it would be
 00:-10 **3** ripping.
 00:-10 **4** One point that I do want to make and
 00:-10 **5** Ray had mentioned that the bedrock is soft. And I
 00:-10 **6** don't anyone to get the misconception that because
 00:-10 **7** it's soft in terms of rock mechanics that it's soft
 00:-10 **8** as most people would think of soft. When I think of
 00:-10 **9** it as soft in terms of rock mechanics, I think of it
 00:-10 **10** as hard as concrete. So, take that under
 00:-10 **11** consideration as well.
 00:-09 **12** The thing to note about the two levels
 00:-09 **13** below-grade with the parking lot options 4 and 5 is
 00:-09 **14** that you still have a large amount of excavation that
 00:-09 **15** would take place. Within that footprint, you are
 00:-09 **16** looking at roughly 150,000 cubic yards of material
 00:-09 **17** that would be excavated for options 4 and 5, for the
 00:-09 **18** parking garage structures.
 00:-09 **19** In terms of how many trucks that would
 00:-09 **20** be, in terms of the duration of construction, that
 00:-09 **21** depends on means and methods to a larger degree, but
 00:-09 **22** it will also translate to about 10,000 trucks, almost
 00:-09 **23** a year's worth of construction.
 00:-08 **24** And if the trucks are larger, if you
 00:-08 **25** run more trucks, it would be, obviously, the time

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00:-08 1 frame is less.
 00:-08 2 Lastly, the concepts that have been
 00:-08 3 presented here have an impact on shoring from the
 00:-08 4 standpoint of the West garages are now closer to Van
 00:-08 5 Dien. There would need to be some type of shoring
 00:-08 6 along that property line. That shoring could easily
 00:-08 7 impact upon the roadway of Van Dien.
 00:-08 8 So, there would have to be some type of
 00:-08 9 consideration for tiebacks in the street and/or some
 00:-08 10 type of requirement for no tiebacks in the street and
 00:-08 11 shoring to be performed inside the excavation, which
 00:-08 12 is done by rakers instead of tiebacks. And that is
 00:-07 13 an option that could be considered with the West
 00:-07 14 parking garage below-grade.
 00:-07 15 In that same sense, Ray had talked
 00:-07 16 about extending parking along Linwood, possibly in
 00:-07 17 the future. Any utilities in the roadway, there
 00:-07 18 would have to be concern for utilities in the
 00:-07 19 roadway. There's a large water line in Linwood, and
 00:-07 20 you would need to avoid that with tiebacks as the
 00:-07 21 best that you could.
 00:-07 22 And really those are the main issues
 00:-07 23 that these new impacts or these new concepts, rather,
 00:-07 24 have on the key subsurface concerns.
 00:-06 25 With that, if there's any questions
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00:-04 1 MR. KELLER: You're saying that to me?
 00:-04 2 COUNCILWOMAN ZUSY: I'm talking to both
 00:-04 3 of you.
 00:-04 4 I'm trying to put together what you
 00:-04 5 were both saying. I think we heard a lot -- we saw a
 00:-04 6 lot of statistics. And I would love, perhaps, an
 00:-04 7 everyman's English translation of that. But I'm
 00:-04 8 trying to ascertain what it is that you're saying.
 00:-04 9 And I think what you're saying, unless I missed it,
 00:-04 10 is that you are proponents of an approach that would
 00:-04 11 require what I just said, to quote -- to quote both
 00:-04 12 you and you simultaneously (indicating).
 00:-04 13 Am I -- is that right? Is that what
 00:-04 14 you're suggesting? Can you both answer that?
 00:-04 15 Ray, why don't you start? And I'd love
 00:-04 16 to hear it in, again in everyman's English, why you
 00:-03 17 think this is the best way to go about it. If it's
 00:-03 18 going to be mean all this stuff.
 00:-03 19 MR. SKORUPA: Yes, I am a proposing --
 00:-03 20 I am a proponent of putting as much of the Hospital
 00:-03 21 and parking, as one can, below-grade.
 00:-03 22 And as we said in earlier
 00:-03 23 presentations, there is a consequence for that. It
 00:-03 24 may impact construction length. It may impact the
 00:-03 25 cost of construction. Those being the two biggest
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00:-06 1 that you have on this end of it, I have really a
 00:-06 2 short presentation tonight, but the concepts are
 00:-06 3 similar. It's how they -- they're valued, I guess,
 00:-06 4 to the community and to the Board.
 00:-06 5 CHAIRMAN NICHOLSON: Thank you, Larry.
 00:-06 6 Any Board Members have any questions
 00:-06 7 for Ray or Larry at this point?
 00:-06 8 If there are lots of questions then why
 00:-06 9 don't we go back up front. All right?
 00:-05 10 Who would like to start us off?
 00:-05 11 The gentlemen to my right, anybody?
 00:-05 12 No?
 00:-05 13 MR. HURLEY: Not at this time.
 00:-05 14 CHAIRMAN NICHOLSON: Anne?
 00:-05 15 COUNCILWOMAN ZUSY: I just want to
 00:-05 16 double-check something.
 00:-05 17 You're, gentlemen, proponents of a
 00:-05 18 particular proposal that would involve 10,000 more
 00:-04 19 truckloads of earth; one year more of construction;
 00:-04 20 tiebacks in the street of North Van Dien, with
 00:-04 21 concern over what might happen there; as well as
 00:-04 22 concern over utilities and the roadway at Linwood; is
 00:-04 23 that correct?
 00:-04 24 Is that what we're talking about or
 00:-04 25 have I missed the boat?
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00:-03 1 ones, I guess.
 00:-03 2 And having -- Larry is the one who
 00:-03 3 says, "if we put all of the parking below-grade".
 00:-03 4 Let me just clarify that one thing.
 00:-03 5 Larry, your figure had only to do with
 00:-03 6 the additional parking that was below-grade or was it
 00:-03 7 all of the parking below-grade.
 00:-03 8 MR. KELLER: No, that is 150,000 square
 00:-03 9 feet of the West Building --
 00:-03 10 MR. SKORUPA: Okay.
 00:-03 11 MR. KELLER: -- and the Phillips.
 00:-03 12 MR. SKORUPA: Okay, so, let me reframe
 00:-02 13 that then.
 00:-02 14 The amount of parking in the current
 00:-02 15 proposal for Phillips is two levels of parking
 00:-02 16 below-grade and four levels of parking above-grade.
 00:-02 17 And that's about 250,000 square feet of parking.
 00:-02 18 What we had proposed is moving that.
 00:-02 19 In options 4 and 5, we said move the 250,000 square
 00:-02 20 feet of parking below-grade. And that's where Larry
 00:-02 21 comes up with the figure of 120,000 square foot
 00:-02 22 footprint, two levels, and that gives you the
 00:-02 23 one year, 10,000 trucks is that what you said?
 00:-02 24 COUNCILWOMAN ZUSY: Yes, 10,000 trucks
 00:-02 25 and one year. Yes.
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00:02 1 MR. SKORUPA: Okay.
 00:02 2 So to answer your question, I'm a
 00:02 3 proponent of moving the parking below-grade.
 00:02 4 COUNCILWOMAN ZUSY: And why would --
 00:02 5 again, why would -- you also said it would be much
 00:02 6 more expensive, right? Why would the Hospital and/or
 00:01 7 the residents of the area ever want to consider
 00:01 8 something that would involve this huge magnitude of
 00:01 9 work and money and everything. Even though you think
 00:01 10 it is the best way to go. It's fascinating.
 00:01 11 MR. SKORUPA: I think we're looking at
 00:01 12 a short term versus long term gain.
 00:01 13 Parking during construction, obviously
 00:01 14 there is great traffic. But once construction is
 00:01 15 over that problem is no longer a problem.
 00:01 16 COUNCILWOMAN ZUSY: Yeah, but meanwhile
 00:01 17 you have possibilities of all hell breaking loose in
 00:01 18 the near by locals. You the cost of the money. You
 00:01 19 have the residents. I mean to me it sounds like a
 00:01 20 Ridgewood rendition of a nightmarish horror movie,
 00:01 21 you know, "Invasion of the Body Snatchers" becomes
 00:01 22 "Invasion of Valley's Renewal Process" and what is
 00:00 23 means for everybody.
 00:00 24 MR. SKORUPA: Is that a question?
 00:00 25 COUNCILWOMAN ZUSY: Yes, it is.

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00:00 1 Now, I don't know -- no one has done a
 00:00 2 cost analysis in terms of the actual costs of putting
 00:00 3 parking above-grade below-grade. We know it's more
 00:00 4 expensive, but we don't know the order of magnitude
 00:00 5 of how expensive it is.
 00:00 6 COUNCILWOMAN ZUSY: Well, you know I'm
 00:00 7 with you totally in terms of not having space in your
 00:00 8 face, you know that.
 00:00 9 But I just wondered what kind of cost
 00:00 10 we're talking about both financial and human.
 00:01 11 MR. SKORUPA: I don't know. I mean
 00:01 12 it's certainly something that could be determined,
 00:01 13 but I don't think -- I don't think that it's
 00:01 14 something that certainly that we haven't looked at.
 00:01 15 We don't have the expertise to look at that. And I
 00:01 16 don't think Larry has looked at that either.
 00:01 17 MR. KELLER: Well, I could say in round
 00:01 18 numbers what the excavation would be.
 00:01 19 I can say in round numbers what the
 00:01 20 excavation would be. There's a lot of moving parts
 00:01 21 with this, if -- you know when you excavate and
 00:01 22 export 150,000 yards, it's -- it's about trucking.
 00:01 23 It's about will somebody take it. Does somebody else
 00:01 24 need 150,000 yards that they would take for free so
 00:01 25 now they don't have to buy it.

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00:00 1 MR. SKORUPA: Okay.
 00:00 2 COUNCILWOMAN ZUSY: I mean it just --
 00:00 3 there's so much serious stuff that you've laid on the
 00:00 4 tables as we go forward with what you consider as the
 00:00 5 best proposal. And I have concern about that.
 00:00 6 MR. SKORUPA: Well, as I see it, there
 00:00 7 is a short term versus long term problem.
 00:00 8 In my view, once this hospital is
 00:00 9 built, it's there for 50 years, 75 years. It's
 00:00 10 there. It's a problem that is there in terms of the
 00:00 11 massing of the building. That will not go away.
 00:00 12 Whereas, by putting the parking
 00:00 13 below-grade, we've minimized the massing as long as
 00:00 14 the Hospital is there. We don't have that problem of
 00:00 15 its impact on the neighborhood, in terms of the
 00:00 16 massing.
 00:00 17 I mean currently there's about a half
 00:00 18 of million square feet of space. And we're going to
 00:00 19 substantially increase that. And depending on which
 00:00 20 scheme is followed, it could be a substantial amount
 00:00 21 or it could be less of an amount.
 00:00 22 So in our view we think it's important
 00:00 23 to minimize the amount of massing above-grade. It
 00:00 24 certainly does cost an impact in the construction.
 00:00 25 It does cost more.

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00:01 1 Like I said, there's a lot of moving
 00:01 2 parts.
 00:01 3 In round numbers, in terms of removing
 00:01 4 150,000 yards, you could be looking at upwards of
 00:01 5 \$3 million, if you had to just get rid of it.
 00:01 6 COUNCILWOMAN ZUSY: How many?
 00:01 7 MR. KELLER: I said \$3 million. There
 00:01 8 would be shoring involved with that as well. A
 00:01 9 typical H-pile and Lagging Shoring System runs about
 00:02 10 \$125 a square feet. I haven't calculated the square
 00:02 11 footage of that excavation, but off the top of my
 00:02 12 head say another \$2 million maybe, maybe even more.
 00:02 13 COUNCILWOMAN ZUSY: So, the overall
 00:02 14 cost of the 10,000 plus trucks in the year plus more
 00:02 15 of construction would be, what would be your
 00:02 16 estimate?
 00:02 17 MR. KELLER: Again, off the top of my
 00:02 18 head just standing here talking to you --
 00:02 19 COUNCILWOMAN ZUSY: Just give me --
 00:02 20 MR. KELLER: -- right now, I would say
 00:02 21 \$3 to 5 million.
 00:02 22 COUNCILWOMAN ZUSY: Well, that's not
 00:02 23 humongous. It could be 50 to 80.
 00:02 24 MR. KELLER: Right.
 00:02 25 COUNCILWOMAN ZUSY: Okay. Thanks.

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00:02 1 MR. KELLER: Sure.

00:02 2 CHAIRMAN NICHOLSON: Ray and Larry, I

00:02 3 want to make sure I understand what you had proposed

00:02 4 in options 4 and 5 with respect to the northeast

00:02 5 corner of this site.

00:02 6 Ray, did I understand you to say you're

00:02 7 proposing to move underground structures further away

00:02 8 from the property lines in that corner. You

00:02 9 mentioned -- yes?

00:02 10 MR. SKORUPA: Yes, right.

00:03 11 CHAIRMAN NICHOLSON: You mentioned the

00:03 12 distance 35 feet.

00:03 13 Is that enough, Larry, to eliminate the

00:03 14 issue of having to tieback across the property line?

00:03 15 MR. KELLER: It depends.

00:03 16 Again, it's close. You're -- now, your

00:03 17 excavation isn't as deep, it's only 20 feet down.

00:03 18 You would have to angle steeper. It's -- it's close.

00:03 19 CHAIRMAN NICHOLSON: Close, but doable.

00:03 20 MR. KELLER: It's very close.

00:03 21 CHAIRMAN NICHOLSON: And with respect

00:03 22 to the tiebacks in Linwood and Van Dien, did you have

00:03 23 an opportunity to actually study the depths of

00:03 24 utilities there to see --

00:03 25 MR. SKORUPA: No, I haven't seen the

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00:04 1 most part, we're looking at utilities which are above

00:04 2 the area that one would be doing tiebacks in. And it

00:05 3 seems like to me that it would be, you know, less of

00:05 4 a problem because of that.

00:05 5 I mean Chris, you probably know more

00:05 6 about this than any of us, so it would be interesting

00:05 7 to hear what you have to say about this.

00:05 8 MR. RUTISHAUSER: We have the drawings

00:05 9 for the 48-inch water main. We'd have to check.

00:05 10 I think it's on the north side of

00:05 11 Linwood on the westbound direction. But we can

00:05 12 confirm that. And it's generally got about 11,

00:05 13 12 feet to its invert. That's the principal, I

00:05 14 believe there's also storm and sanitary in Linwood.

00:05 15 As you said, Van Dien has relatively

00:05 16 minor utilities. And then there's also the storm

00:05 17 drain that goes down Meadowbrook.

00:05 18 CHAIRMAN NICHOLSON: But in any case

00:05 19 with respect to Linwood, your proposal in four and

00:05 20 five actually is to retain the existing structure

00:05 21 there.

00:05 22 MR. SKORUPA: Right.

00:05 23 CHAIRMAN NICHOLSON: At least the

00:05 24 foreseeable future?

00:05 25 MR. SKORUPA: Yes, right.

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00:03 1 depth of the waterline in Linwood or the depths of

00:03 2 the utilities, but there has been some discussion on

00:03 3 it.

00:03 4 The discussion was most of the

00:03 5 utilities are about seven to 8 feet at their deepest

00:03 6 depths in Van Dien. I haven't seen plans. I haven't

00:03 7 verified that, that's just been some discussions with

00:03 8 some workshop meetings.

00:04 9 CHAIRMAN NICHOLSON: I think Anne

00:04 10 brings up --

00:04 11 MR. SKORUPA: Can I? Let me add to

00:04 12 that.

00:04 13 CHAIRMAN NICHOLSON: Please.

00:04 14 MR. SKORUPA: On the existing -- on the

00:04 15 survey that was given to us, in Van Dien the lowest

00:04 16 utility in the street was the sanitary.

00:04 17 And, I believe the Hospital connects

00:04 18 into it at about elevation 92, I believe, something

00:04 19 in that range. And the other stuff, I would presume,

00:04 20 would be a little bit higher up.

00:04 21 In Linwood the water main that Larry

00:04 22 referred to is on the south side according to the

00:04 23 survey of Linwood, which means it's furthest away

00:04 24 from the hospital side of the property.

00:04 25 So, it seems like to me, that for the

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00:05 1 I think what we said at some point

00:05 2 Linwood would be -- needed to be replaced, because

00:06 3 just the age of it. And then you would consider

00:06 4 those things, when that were to happen. But the

00:06 5 parking count that we did was based on it staying as

00:06 6 it is with no changes.

00:06 7 CHAIRMAN NICHOLSON: Anybody else?

00:06 8 MR. RICHE: Yes, could I jump in?

00:06 9 CHAIRMAN NICHOLSON: Yes.

00:06 10 MR. RICHE: Ray, I'm going to ask you

00:06 11 to come back up again, but let me just make my

00:06 12 comments first.

00:06 13 Let me just back up and put it all in

00:06 14 perspective. This Board engaged you initially to

00:06 15 comment on the validity of Valley Hospital's plan, in

00:06 16 term of whether or not it was realistic for a modern

00:06 17 hospital. And you did that.

00:06 18 And based upon their plan, you came to

00:06 19 us with several options for addressing some of the

00:06 20 concerns that the neighborhood had in terms of green

00:07 21 space, in terms of buffers and so forth.

00:07 22 Initially -- I'm just speaking in

00:07 23 general now. Initially, some of your proposals were

00:07 24 generally viewed positively by this Board and the

00:07 25 community at large. Again, I'm not speaking on

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00:07 1 anybody's behalf here.
 00:07 2 But the Hospital came back and said we
 00:07 3 think that your plans might be too costly or might
 00:07 4 not be -- might be a problem because of the geologic
 00:07 5 conditions on the site.

00:07 6 And although this Board really never
 00:07 7 takes cost into consideration with any application
 00:07 8 that comes before this Board, we are sensitive to
 00:07 9 that particular concern.

00:07 10 At the last meeting there was some
 00:07 11 discussion about whether or not the plan was feasible
 00:07 12 based upon the geological reports.

00:07 13 So now we've come back tonight. And
 00:07 14 now we're here with a couple new alternatives.

00:07 15 Is it fair to say that regardless of
 00:08 16 whether we were looking at option 1 -- I'm not even
 00:08 17 sure if there was an option 1 at one point and now
 00:08 18 option 5, that substantially this is a very large
 00:08 19 project, regardless of what option is chosen.

00:08 20 Is that a fair statement?

00:08 21 MR. SKORUPA: Yes.

00:08 22 MR. RICHE: And that when we do
 00:08 23 excavations of this size, we're going to have a lot
 00:08 24 of truck loads of dirt regardless of whether it's
 00:08 25 option 1 or option 5. There may be more in option 5,

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00:08 1 than there would be in option 1.

00:08 2 And, now, speaking for myself, one of
 00:08 3 the things that -- my biggest concern for this whole
 00:08 4 project has been to strike a compromise, recognizing
 00:08 5 that the neighborhood is really important, in terms
 00:08 6 of the impact that it has on the neighborhood.

00:08 7 I don't want to say "less concerned",
 00:08 8 but I agree when you said that it's short term pain
 00:08 9 for a long term better solution. But there will be
 00:08 10 pain during the construction process without a doubt.

00:08 11 But the end product is really important
 00:09 12 in terms of how that neighborhood is impacted down
 00:09 13 the road. And how much there is in terms of buffers
 00:09 14 and so forth.

00:09 15 So having said all of that, and we've
 00:09 16 gone on-and-on with that, is it your recommendation
 00:09 17 right now that option 4, as you presented, is a
 00:09 18 better solution than option 5, in taking into concern
 00:09 19 what Larry has to say, too? Or are you still pushing
 00:09 20 for option 5, as your best solution?

00:09 21 MR. SKORUPA: I think all of the
 00:09 22 options that were on the -- that we've looked at are
 00:09 23 doable options.

00:09 24 I think, they -- in my view, some
 00:09 25 satisfy some of the objectives more than others. And

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00:09 1 we've given up some.

00:09 2 For example, we've not had any
 00:09 3 discussion about moving the mechanical equipment
 00:09 4 that's upstairs down below-grade. I mean that issue
 00:09 5 has somewhat disappeared from the conversation,
 00:09 6 partly because of our interaction with the Hospital
 00:10 7 team.

00:10 8 And it was viewed by us, by me, as
 00:10 9 being probably a fruitful path to pursue even though,
 00:10 10 I'm still convinced that it would be the right thing
 00:10 11 to do.

00:10 12 So, I guess, Tom, what I'm trying to
 00:10 13 say is that I think we put on the table a range of
 00:10 14 options, all of them satisfy a lot of the things that
 00:10 15 we've talked about, whether it's parking above-grade,
 00:10 16 whether it's parking below-grade, whether it's
 00:10 17 setbacks. I mean there has been an improvement in
 00:10 18 the scheme, but -- there was an option 1; by the way.
 00:10 19 Option 1, was the scheme that was formerly submitted
 00:10 20 back two years ago? Three years ago? The date, I'm
 00:10 21 not sure of when it was, but that was option 1.

00:10 22 So, we have made movement. And there's
 00:10 23 been movement, I think, on at least the two parties
 00:11 24 engaged in this, you know, the consulting team and
 00:11 25 the Hospital team. We've made some adjustments.

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00:11 1 So, there are options on the table that
 00:11 2 are doable. And they do a lot to satisfy the
 00:11 3 requirements, I think, of a modern hospital.

00:11 4 Now, are the options, some better than
 00:11 5 others? In my view option 5, is probably the best.
 00:11 6 Option 4 is certainly a workable one. And option 3C,
 00:11 7 I think, is a workable one.

00:11 8 I think we've now come down to the
 00:11 9 point where there are some issues that I don't think
 00:11 10 the consulting team can really give the answer.

00:11 11 I don't know if the community would
 00:11 12 rather have more construction and a lower building,
 00:11 13 you know, that's something I don't know.

00:11 14 MR. RICHE: Right.

00:11 15 MR. SKORUPA: From my perspective,
 00:11 16 though, I think we've got four options on the table.

00:11 17 In various degrees, they satisfy
 00:11 18 requirements that we've announced, some better than
 00:12 19 others.

00:12 20 And it seems like to me that the
 00:12 21 quantity of things that goes below-grade is now an
 00:12 22 issue that has to be looked at from the point-of-view
 00:12 23 of what pain is the community willing -- you know
 00:12 24 what does the community value?

00:12 25 And from the Hospital's perspective, I
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00:12 1 mean, there is an added cost, but I think it's an
 00:12 2 incremental cost. You know it's not -- I don't think
 00:12 3 it's going -- in my view, it's not a cost that is
 00:12 4 going to be twice the amount, you know, it's going to
 00:12 5 be some percentage over that.

00:12 6 So, I don't know, Tom, I may not have
 00:12 7 answered your question. I sort of waltzed --

00:12 8 MR. RICHE: No, I think you did.

00:12 9 MR. SKORUPA: -- around it, but...

00:12 10 MR. RICHE: Well, let me -- and I think
 00:12 11 that you said this, so let me just without putting
 00:12 12 the words in your mouth.

00:12 13 Once a project like this is completed,
 00:12 14 there's a certain amount of activity that takes place
 00:12 15 on a piece of property like this, for a facility like
 00:12 16 this. And to the greatest extent it's mostly traffic
 00:13 17 in and out of the Hospital, whether it be services
 00:13 18 and deliveries and/or patients or visitors and so
 00:13 19 forth going back and forth, ambulances.

00:13 20 And I think what I've heard you say is
 00:13 21 that for the long term benefit of the neighborhood
 00:13 22 specifically, the more you can minimize those
 00:13 23 activities, those daily activities, the better it is.

00:13 24 And I think that what I've heard from
 00:13 25 you is that if you move as much as of that as you can

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00:14 1 additional excavation and the 10,000 additional
 00:14 2 trucks approximately come into play with 3B and 3C
 00:14 3 and 4 and 5 or just with 4 and 5?

00:14 4 MR. KELLER: Well, in this case it's
 00:14 5 really more so on 4 and 5, than it is on 3. And I'll
 00:14 6 try to pull the presentation back up, I don't know if
 00:14 7 everybody wants to turn around quickly.

00:14 8 I hate to do this to you, but it's
 00:14 9 pretty easy right here (indicating). If you look at
 00:14 10 3B and 3C, to the left of the boxes represent the
 00:14 11 building to the right you have parking, covered
 00:14 12 access.

00:14 13 3B, you can see what's below-ground.
 00:15 14 3C its the same, below-ground.

00:15 15 And then when we get to 4 and 5, you
 00:15 16 see this green roof (indicating). The two levels
 00:15 17 below-grade at the Phase I West and Phase I Phillips.

00:15 18 So, that's where those issue really
 00:15 19 come in. You're going to have some below-grade
 00:15 20 construction no matter what you do.

00:15 21 MS. RAZIN: Right. Okay.

00:15 22 MR. KELLER: But from a parking
 00:15 23 standpoint, when you jump to 4 and 5 that's where you
 00:15 24 see a climb in it.

00:15 25 CHAIRMAN NICHOLSON: Ray, is it fair to
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00:13 1 either covered or hidden or underground, then the
 00:13 2 long term impact on the community is far less.

00:13 3 Is that fair to say.

00:13 4 MR. SKORUPA: Yes.

00:13 5 MR. RICHE: Is that your point?

00:13 6 MR. SKORUPA: Yes.

00:13 7 MR. RICHE: Okay. Great. Thank you.

00:13 8 CHAIRMAN NICHOLSON: Katie?

00:13 9 MS. RAZIN: I just wanted to -- is the
 00:13 10 mike on?

00:13 11 I just want to clarify, the issues
 00:13 12 between or the differences between 3B and 3C and 4
 00:13 13 and 5 are generally the movement of the Phillips
 00:13 14 parking to the location along Van Dien. That's the
 00:14 15 primary difference between -- so 3B and 3C are much
 00:14 16 more similar than 4 and 5?

00:14 17 MR. SKORUPA: Yes. Right.

00:14 18 MS. RAZIN: And the issues --

00:14 19 MR. COLLINS: And it is a major

00:14 20 difference is parking.

00:14 21 MS. RAZIN: The relocation of that
 00:14 22 Phillips parking to that front area along Van Dien.

00:14 23 MR. SKORUPA: Yes.

00:14 24 MS. RAZIN: But those issues that --

00:14 25 Larry, that you're talking about in terms of

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00:15 1 say, and I mean you've been working on this issue
 00:15 2 since, I think, August of last year. And, Larry,
 00:15 3 from October. And the Hospital's professionals for
 00:16 4 certainly longer than even this Board has been
 00:16 5 considered it. So, I don't want to over-simplify it,
 00:16 6 but I will ask the question anyway.

00:16 7 The concepts of covering the service
 00:16 8 areas in the back of the Hospital facing the Steilen
 00:16 9 Avenue properties is really independent of some of
 00:16 10 these other issues that we're talking about. One
 00:16 11 could do that, whether it was an option 1 scheme or
 00:16 12 an option 5 scheme. They both had service and
 00:16 13 emergency in that corner of the site and covering
 00:16 14 them serves the purpose of mitigating their presence,
 00:16 15 their negative -- the negative aspects of their
 00:16 16 presence on the neighbors on that side of the
 00:16 17 property.

00:16 18 Is that a fair statement?

00:16 19 MR. SKORUPA: That's true, yes.

00:16 20 CHAIRMAN NICHOLSON: And is it also
 00:16 21 fair to say, again over-simplifying, that added
 00:16 22 height gets us added setback, regardless of which
 00:17 23 scheme seems the most attractive with respect to,
 00:17 24 say, parking elements?

00:17 25 MR. SKORUPA: Well, all the schemes on
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00:17 1 the table are back, you know, 120, 130 feet depending
 00:17 2 on, you know, which scheme you look at.
 00:17 3 So, yes, the answer is -- the simple
 00:17 4 answer is, yes.
 00:17 5 CHAIRMAN NICHOLSON: So -- and
 00:17 6 personally, speaking for myself, I think all those
 00:17 7 things are positive steps in reaching a consensus on
 00:17 8 what this should be.
 00:17 9 But, I'm struggling, I think, like Anne
 00:17 10 is, with the trade-off on the parking. The
 00:17 11 Hospital's -- and I'll just throw this out as kind of
 00:17 12 a devil's advocate.
 00:17 13 The Hospital's scheme did put the
 00:17 14 highest parking structure, as dead center on the site
 00:18 15 as they really could have possibly gotten it.
 00:18 16 It was the place where a four story
 00:18 17 parking structure would have the least impact, in
 00:18 18 terms of setbacks and its impact on light and air to
 00:18 19 adjoining properties.
 00:18 20 So, although I like the idea of
 00:18 21 maintaining as green a site as we possibly can, is
 00:18 22 there perhaps a -- I don't want to use the word
 00:18 23 "compromise" but is there a scheme that maintains
 00:19 24 some of that parking above-ground and some of it
 00:19 25 underground that would reduce the impact of the

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00:20 1 But it's a substantial amount of
 00:20 2 parking that could be directly accessible by people
 00:20 3 coming into a parking garage, going into the Hospital
 00:20 4 directly without, you know, at short distance.
 00:20 5 You know now, Phillips is, you know, a
 00:20 6 couple of hundred feet to the south of the parking.
 00:20 7 And I think travel distance for infirm people is an
 00:20 8 issue. For example, you would probably say the
 00:20 9 parking at the north end would be for patients and
 00:20 10 visitors and the parking at the south end would
 00:20 11 probably be for staff, you know, so that you could
 00:20 12 get some sort of -- I mean, I'm not sure that the
 00:20 13 Hospital would agree with this, but you would try to
 00:21 14 differentiate it in some way, so, that you could get
 00:21 15 more convenient parking. I mean, I think that's
 00:21 16 another advantage which we haven't underscored on
 00:21 17 putting the parking to the north.
 00:21 18 But the answer -- yes, there obviously
 00:21 19 is, you know, another scheme in between those of
 00:21 20 putting half of it to the north and half of it
 00:21 21 above-grade. I mean, we view our job as bringing
 00:21 22 this to a conclusion at some point, you know, so, I
 00:21 23 mean, I think there's been -- yes, you know, there's
 00:21 24 been movement on both sides of this, you know, I'm
 00:21 25 saying we represent one side of the Hospital to the

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00:19 1 excavation and dewatering that would still achieve
 00:19 2 some of those goals that you were -- that you've
 00:19 3 espoused and presented to us?
 00:19 4 MR. SKORUPA: Maybe scheme
 00:19 5 three-and-a-half or something like that.
 00:19 6 I would say yes, there has to be. I
 00:19 7 mean there's -- you know, here we have -- I'll use
 00:19 8 the round number 250,000 square feet of parking
 00:19 9 above-grade at Phillips and 4 and 5 take that and put
 00:19 10 it below-grade.
 00:19 11 Is there a scheme which puts half of it
 00:19 12 below-grade? I mean we haven't looked at it. But,
 00:19 13 yes, there could be a scheme.
 00:19 14 I mean, one of the things that hasn't
 00:19 15 been touched upon in the question and answer is --
 00:19 16 has to do with the location of the parking. I think
 00:19 17 it's very important that parking be close to the
 00:19 18 front door. And that's the significant advantage of
 00:20 19 putting parking up on the north end.
 00:20 20 I mean in my mind, I envisioned -- you
 00:20 21 know, I believe the numbers are somewhere approaching
 00:20 22 500 square feet -- 500 cars, in that vicinity, you
 00:20 23 know. And if you look at both Phase I and Phase II.
 00:20 24 I mean don't hold me to those numbers because we
 00:20 25 didn't sort of divide them in that way.

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00:21 1 other, and there has been movement. I have to
 00:21 2 recognize that. And I think the scheme has gotten
 00:21 3 better because of that.
 00:21 4 CHAIRMAN NICHOLSON: Thank you, Ray.
 00:21 5 Chris?
 00:21 6 MR. RUTISHAUSER: Thank you, Mr.
 00:21 7 Chairman.
 00:21 8 Just one quick question for Larry to
 00:21 9 possibly clarify the quantity of excavation. Were
 00:21 10 you able to compare the proposed excavation for what
 00:22 11 Valley had originally proposed to the Board versus
 00:22 12 the schemes that you and Ray had just developed?
 00:22 13 MR. KELLER: Not the overall, I don't
 00:22 14 have those with me tonight, but I can put those
 00:22 15 together.
 00:22 16 What I looked at recently was the
 00:22 17 option 4 or option 5 compared to the options 3B and
 00:22 18 3C because that was the focus of tonight's
 00:22 19 discussion.
 00:22 20 MR. RUTISHAUSER: Because I think that
 00:22 21 would help Ms. Zusy and some of the other Board
 00:22 22 Members better understand the volume of material that
 00:22 23 some of the options they saw tonight would require
 00:22 24 removal and trucking too.
 00:22 25 MR. SKORUPA: In all -- the similarity

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00:22 1 in all four schemes, and I think these numbers are
 00:22 2 somewhat accurate, we've got 2,000 cars. And scheme
 00:22 3 3B and 3C have -- I believe it's about a quarter of
 00:23 4 those above-grade and three-quarters below-grade.
 00:23 5 Again, don't hold me on the exact. We
 00:23 6 have them, but I just can't remember what they are.
 00:23 7 So, there's a substantial amount of
 00:23 8 excavation, to go back to Tom's point, in every one
 00:23 9 of these. You know we've got a huge amount of space
 00:23 10 that's going below-grade and that's appropriate, I
 00:23 11 think. And, you know, even if you look at 4 -- 3B,
 00:23 12 3C and look as Phase II. We haven't talked about
 00:23 13 Phase II, because all of the schemes propose putting
 00:23 14 about 500 cars below-grade in Phase II, which is the
 00:23 15 Bergen -- the old, you know, what would become the
 00:23 16 Bergen footprint.

00:23 17 MR. RUTISHAUSER I think the Board and
 00:23 18 for the public also it would be a good idea to see
 00:23 19 what the benefits are of your proposals versus the
 00:23 20 additional excavation that might be entailed in
 00:23 21 comparison to what Valley had originally proposed.
 00:23 22 If that would be possible.

00:23 23 And then the other question I have
 00:23 24 primarily for Ray with the schemes presented tonight,
 00:24 25 did you have an opportunity to look at how the

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00:24 1 circulation for the services, the Hospital, itself
 00:24 2 needs, ambulances, sanitation and so forth, how would
 00:24 3 they work or is that yet to be determined?

00:24 4 MR. SKORUPA: Well, we're proposing
 00:24 5 that the emergency room and service are pretty much
 00:24 6 consistent. Their locations are pretty much
 00:24 7 consistent with what the Valley group -- the Valley
 00:24 8 design team has talked about. Services are located
 00:24 9 up in the northeast corner. And emergency is
 00:24 10 eventually moved to the first level of the Cheel
 00:24 11 Building, you know, in a Phase II. And that
 00:24 12 emergency and service are on the Steilen side of the
 00:24 13 property.

00:24 14 The scheme that we're currently showing
 00:24 15 does not -- the options 4 and 5 do not put a service
 00:24 16 entry off of Van Dien. It could be, because there
 00:24 17 is -- you know, there is an area that you could, but
 00:25 18 it assumes that it would probably stay off of
 00:25 19 Linwood.

00:25 20 So, I guess to answer to your question
 00:25 21 is I think we're very close to the Valley scheme, in
 00:25 22 terms of location and access to both of those
 00:25 23 services.

00:25 24 The main differences is, I think, we
 00:25 25 want to cover them when they get to their terminal

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00:25 1 point as opposed to having them just open or shielded
 00:25 2 by some other things.

00:25 3 Does that answer your question?
 00:25 4 MR. RUTISHAUSER: Yes. Thank you.

00:25 5 COUNCILWOMAN ZUSY: Blais has a
 00:25 6 question.

00:25 7 CHAIRMAN NICHOLSON: Blais?

00:25 8 MR. BRANCHEAU: Ray, in the options 4
 00:25 9 and 5 where you have the parking below-grade along
 00:25 10 the Van Dien frontage, I know you talked about the
 00:25 11 landscape screening that would be under those
 00:25 12 alternatives would be placed on top of the parking,
 00:25 13 is that my understanding?

00:25 14 MR. SKORUPA: Yes, I suggested berming
 00:26 15 of some sort. You have the mounding up of dirt and
 00:26 16 things like that. I mean, obviously, that would be
 00:26 17 covered with a few inches of soil so if you want to
 00:26 18 cover them with grass, but then one could get more
 00:26 19 coverage by having berm in some creative way so that
 00:26 20 we could not have to pay the cost of, you know,
 00:26 21 lowering it or reinforcing the structure, but paying
 00:26 22 attention to the structural frame, column points and
 00:26 23 trying to use that as a prime ingredient.

00:26 24 I think the thing I tried to say most
 00:26 25 of all was not to lower it the three feet that we had

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00:26 1 originally proposed in order to put a big coverage
 00:26 2 over it and, therefore, more flexibility in terms of
 00:26 3 where plantings occur.

00:26 4 MR. BRANCHEAU: So, the type of
 00:26 5 plantings you've envisioning would be -- ultimately,
 00:26 6 would become full size trees. Is that what you're
 00:26 7 indicating?

00:26 8 MR. SKORUPA: I don't know exactly,
 00:26 9 Blais, because I mean that's -- you know, we're not
 00:26 10 landscape architects. What we were trying to create
 00:27 11 a scheme in which we could get substantial shrubs and
 00:27 12 trees without having to pay the cost of, you know, a
 00:27 13 lot of soil and supporting that soil on the top of
 00:27 14 the roof. That was the concept.

00:27 15 MR. BRANCHEAU: Right. And I guess I'm
 00:27 16 trying to layout for the Board a balance -- you know
 00:27 17 in all of these things there's a balancing of costs,
 00:27 18 benefits, short term, long term.

00:27 19 One of the benefits is -- obviously of
 00:27 20 putting the parking underground is less mass above
 00:27 21 the ground. I'm wondering whether or not we get
 00:27 22 equivalent screening/landscaping with that, that we
 00:27 23 would without that.

00:27 24 And that's really where the question
 00:27 25 was guided, was going towards. Is the plantings that

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00:27 **1** would result on top of a subsurface parking deck be
 00:27 **2** equivalent from a screening perspective to what we
 00:28 **3** would have without a parking deck below-grade.
 00:28 **4** MR. SKORUPA: Well, I think, if I
 00:28 **5** understand the purpose of the current screening,
 00:28 **6** currently Valley has three buildings and it's
 00:28 **7** surrounding by a sea of parking.
 00:28 **8** And it was my understanding that the
 00:28 **9** screening along the edge of the property was mainly
 00:28 **10** to shield the parking in terms of, you know, its
 00:28 **11** vision, lights, things of that sort.
 00:28 **12** If parking were disappeared, I think
 00:28 **13** you would have a different problem in terms of what
 00:28 **14** are you screening and what do you want to see or not
 00:28 **15** to see.
 00:28 **16** One of the characters of the
 00:28 **17** neighborhood is this open space between the edge of
 00:28 **18** the street and the buildings, you know, the setbacks
 00:28 **19** in a certain way put a green zone by pulling the
 00:28 **20** buildings back.
 00:28 **21** And, I think, there's less need for
 00:28 **22** screening in that scenario than if the buildings were
 00:28 **23** closer to the edge of the property.
 00:28 **24** MR. BRANCHEAU: I know early on in the
 00:28 **25** process we've used screening as one of the issues.

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00:30 **1** it would be inappropriate if we speak -- get a chance
 00:30 **2** to speak to that?
 00:30 **3** CHAIRMAN NICHOLSON: Well --
 00:30 **4** MS. WARD: Since these issues are fresh
 00:30 **5** in our memories. I mean fresh in our thoughts.
 00:30 **6** CHAIRMAN NICHOLSON: I'd rather not do
 00:30 **7** that, Anne. I'm sure they have quite a few things
 00:30 **8** that they want to say. And we've already had
 00:30 **9** conversations with Mr. Collins about when that
 00:30 **10** opportunity will be, so I'd rather not --
 00:30 **11** MS. WARD: That will be addressed
 00:30 **12** though.
 00:30 **13** CHAIRMAN NICHOLSON: -- I would rather
 00:30 **14** not broach that tonight.
 00:30 **15** MS. WARD: I was just curious. I
 00:30 **16** understand. Thank you.
 00:30 **17** CHAIRMAN NICHOLSON: Anybody else?
 00:30 **18** As you gentlemen know, we've also
 00:30 **19** reserved March 2nd for another meeting concerning the
 00:30 **20** H-Zone in which, as tonight, you gentlemen will be
 00:30 **21** the prime players.
 00:30 **22** What we'd like you to prepare for that
 00:30 **23** evening is essentially your final report, what you
 00:31 **24** presented tonight, of course, was built on what you
 00:31 **25** had presented last week and the months before for

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00:29 **1** We obviously were dealing with
 00:29 **2** buildings with -- particularly from Van Dien of a
 00:29 **3** much lesser setback, but even so with a 5-story
 00:29 **4** building, I think part of the issue of screening was
 00:29 **5** to screen the buildings, themselves, and not just the
 00:29 **6** parking decks, from view of the street.
 00:29 **7** So, that's really where the question
 00:29 **8** was going is would the screening of the buildings be
 00:29 **9** effective under this alternative or would it be
 00:29 **10** compromised in the anyway?
 00:29 **11** MR. SKORUPA: I think that's an issue
 00:29 **12** we could look at a little closer in terms of, you
 00:29 **13** know, probing what does it mean by berming and what
 00:29 **14** sort of trees could one expect and things of that
 00:29 **15** sort if we were to do something like that.
 00:29 **16** MR. BRANCHEAU: All right. Thank you.
 00:29 **17** CHAIRMAN NICHOLSON: Anybody else?
 00:29 **18** MS. WARD: Just let me give a comment
 00:29 **19** and then a question.
 00:29 **20** CHAIRMAN NICHOLSON: Ms. Ward?
 00:29 **21** MS. WARD: I noticed when Ray was
 00:29 **22** testifying as to the need to have the parking near
 00:29 **23** the entrance, there seemed to be a pretty animated
 00:30 **24** response from some Valley representatives. And I
 00:30 **25** know it's not on the agenda, but I was wondering if

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00:31 **1** Members of the Board that was perfect material. But
 00:31 **2** for our presentation on March 5th, I would ask that
 00:31 **3** you both --
 00:31 **4** COUNCILWOMAN ZUSY: March 2nd.
 00:31 **5** CHAIRMAN NICHOLSON: -- on March 2nd,
 00:31 **6** sorry, that you both prepare a presentation that is
 00:31 **7** the whole.
 00:31 **8** That starts where you started in
 00:31 **9** October, Ray, and presents the whole gambit of
 00:31 **10** options.
 00:31 **11** And, of course, Larry, you have
 00:31 **12** slightly less of a job to prepare.
 00:31 **13** But we anticipate on March 2nd that
 00:31 **14** there'll be a large crowd. It's their opportunity to
 00:31 **15** hear the whole thing, rather than pieces.
 00:32 **16** COUNCILWOMAN ZUSY: Can I add something
 00:32 **17** to that?
 00:32 **18** CHAIRMAN NICHOLSON: Excuse me?
 00:32 **19** COUNCILWOMAN ZUSY: Can I add something
 00:32 **20** to that?
 00:32 **21** CHAIRMAN NICHOLSON: Go right ahead.
 00:32 **22** COUNCILWOMAN ZUSY: I would just say
 00:32 **23** that as part of what Dave is asking you to do, if you
 00:32 **24** would be willing to consider the "C" word. The
 00:32 **25** compromise word to think of ways --

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00:32 1 MR. SKORUPA: Sorry. I didn't hear
 00:32 2 you.
 00:32 3 COUNCILWOMAN ZUSY: If part of what
 00:32 4 Dave was asking you to do, if you would be willing to
 00:32 5 consider the "C" word, the compromise notion of
 00:32 6 taking a little bit of this and little bit of that
 00:32 7 and seeing how we might make this into the best of
 00:32 8 all possible worlds.
 00:32 9 CHAIRMAN NICHOLSON: Perhaps without
 00:32 10 preparing yet another graphic.
 00:32 11 COUNCILWOMAN ZUSY: Right, exactly.
 00:32 12 CHAIRMAN NICHOLSON: But, I think Chris
 00:32 13 raised some question, Blais raised some question, so
 00:32 14 did Tom and Anne.
 00:32 15 And, perhaps, in the final edition of
 00:32 16 your report, you can just touch on those questions
 00:32 17 that we raised tonight as well.
 00:32 18 MR. KELLER: And while you had some
 00:32 19 discussion, I had a chance to take a look at -- of
 00:32 20 those 10,000 trucks about 3300 of those trucks would
 00:32 21 have been dedicated to the underground parking of the
 00:33 22 Phillips garage in options 3B and 3C.
 00:33 23 So I think there were a couple of
 00:33 24 questions to that effect and I hope that answers it
 00:33 25 at this point.

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00:33 1 CHAIRMAN NICHOLSON: Well, if you could
 00:33 2 include in your report, as Chris suggested, a
 00:33 3 comparison of the cubic yards from option 1 to option
 00:33 4 5, to get us the range.
 00:33 5 MR. KELLER: Okay.
 00:33 6 CHAIRMAN NICHOLSON: You know, what's
 00:33 7 the magnitude of the difference? Is it twice as
 00:33 8 much? Is it three times as much, is it --
 00:33 9 MR. KELLER: I would just say we just
 00:33 10 need to have a baseline, because it's all about how
 00:33 11 you slice it.
 00:33 12 COUNCILWOMAN ZUSY: But, I think it's
 00:33 13 less about statistics then it is about painting an
 00:33 14 overview in very human terms is what we're talking
 00:33 15 about.
 00:33 16 MR. KELLER: Okay.
 00:33 17 CHAIRMAN NICHOLSON: Okay. Gentlemen,
 00:33 18 thank you very much. We appreciate it.
 00:33 19 The Board is going to take a five
 00:33 20 minute recess we have other business we have the
 00:33 21 conduct.
 00:33 22 I would appreciate it if you want to
 00:34 23 have a conversation about tonight's discussion or
 00:34 24 something else, perhaps more interesting, please take
 00:34 25 it into the hallway, so we can finish when we come

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00:34 1 back.
 00:34 2 Thank you.
 3 (Whereupon, this matter will be
 4 continuing at a future date. Time noted 9:30
 5 p.m.)
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1 C E R T I F I C A T E
 2
 3
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