



same as it currently is. The Regulations forced them to push the proposed building toward the front of the parcel. He said regarding the parking, 25 Germantown has 108 spaces and 41 Germantown has 175 spaces, so they would share these. He said they proposed 162 spaces and they have 181 meaning there are 12 more than what is required or they needed 450 spaces versus having 462 spaces plus 9 handicapped spaces. Mr. Urice asked if they used the new parking calculation for medical offices. Mr. Virbickas said they did because this is shared parking. Mr. Urice said they can't change the parking calculation for the buildings that are already built and he thinks the calculations for each building should be kept separate. Mrs. Emminger said the Regulations do allow for shared parking. Attorney Jaber said they will have the rights to pass and repass. Mr. Virbickas said the parking space sizes have changed over the years. Mrs. Emminger said it is Sec. 8.C.1.b.(3) of the Zoning Regulations that allows for shared parking although they have to demonstrate that the proper easements are in place. Chairman Finaldi said he agreed and suggested they move on. Mr. Virbickas said both existing buildings have municipal water and sewer and both will be available to the new building. He briefly explained the drainage systems and the landscaping plan. He said they got comments from the Engineering Dept. but they were nothing that can't be addressed. He showed them renderings of the proposed building from different views. Attorney Jaber then said in 1984 when medical parking was broken out, it forced the medical businesses to restrict their growth. If there were any medical offices in the building at all, the entire building was forced to comply with medical calculation so it worked to the City's advantage in that case.

Henry Dittman, Barkan & Mess Traffic Engineers, said his office had prepared the traffic report that was submitted with this application. He said anything that is built would generate traffic so this is no exception. He said he had met with the City Traffic Engineer about how they would calculate the traffic and they decided to use the ITE numbers. He said they were comparable with the numbers for 25 Germantown. They looked at morning peak traffic (65 new vehicle trips) as well as afternoon peak (100 new vehicle trips). He said that people do use mass transit HART buses to get to this site. Sharing the parking is a good thing and splitting the traffic between the three driveways would keep it spaced out enough so it would have very little impact on the roadway. He said adding the potential traffic to the existing traffic keeps it at level "D" which is considered acceptable. He said the intersection with Rockwell Rd. is unfortunately at a level "F" – tough to get out of as it is controlled by a stop sign. The intersection with Beaver Brook Rd. is also a questionable one. Mr. Urice asked Mr. Dittman to describe how he arrived at the number of trips for this building. Mr. Dittman said statistical data is used and he also looked at other medical buildings to confirm this number. Attorney Jaber then submitted a copy of the report Mr. Dittman had prepared in conjunction with the petition to amend the Regulations. Approval of this petition changed the parking calculation for medical offices. Mr. Dittman said they actually sent people out to the sites to count spaces at different times of day and if you calculate these percentages on the new building, you still come up with the same number. He said the driveways have poor line of sight because of problems exiting the site; right turn operates quite well, but left turn is always a problem. In closing, he recommended they be sure that there are stop signs, as well as parking and stop lines, and to be diligent about keeping the visibility clear for cars pulling out into traffic.

Chairman Finaldi asked if there was anyone to speak in opposition to this petition.

Mrs. Emminger said they are still waiting for responses from Highway and the Traffic Authority so they need to continue the hearing.







