

**PASSAIC COUNTY PLANNING BOARD  
MINUTES OF A REGULAR MEETING  
THURSDAY, December 13, 2018  
930 RIVERVIEW DRIVE, SUITE 250, TOTOWA, NJ 07512**

Chairman Gervens opened the meeting at 5:03 PM and read the notice that the requirements of the Open Public Meeting Act had been met. He then proceeded to the roll call.

**MEMBERS PRESENT:** William Gervens, Chairman; Kenneth Simpson, Vice Chairman; County Engineer Jonathan Pera; Miguel Diaz; Freeholder Terry Duffy

**OTHERS PRESENT:** John Abdelhadi, Planning Board Counsel; Michael La Place, Planning Director; Michael Lysicatos, Assistant Planning Director; Jason Miranda, Senior Planner

**MINUTES:** The minutes of the November 29<sup>th</sup>, 2018 meeting were read. There being no additions, corrections or deletions and upon motion being made by Vice Chairman Simpson and seconded by Commissioner Diaz the minutes as noted above are officially adopted. Freeholder Duffy and County Engineer Pera abstained.

**PLANNING DIRECTOR'S REPORT:** Planning Director Michael La Place reported on the following initiatives:

- The funding for the replacement of the Fair Lawn Avenue Bridge has been preliminary approved by the North Jersey Transportation Planning Authority (NJTPA).
- The Department is in the process of updating the mapping for the county parks.
- Efforts continue on the Highlands Rail Trail and Morris Canal Greenway projects.
- County staff is assisting with property mapping for the Greenwood Lake Commission.

**PUBLIC PORTION:** Freeholder Duffy made a motion to open the meeting to the public which was seconded by Vice Chairman Simpson. The motion passed unanimously.

Vice Chairman Simpson made a motion to close the public portion that was seconded by Commissioner Diaz. The motion passed unanimously.

**DEVELOPMENT REVIEW**

**SP-18-062 – AAA North Jersey – 418 Paterson-Hamburg Turnpike, Wayne**

This is a new site plan application in which the applicant has proposed to construct a new parking lot at an existing office building. The parking lot will be constructed between the building and the Paterson-Hamburg Turnpike frontage of the site. The new lot will add 39 parking spaces to the existing 68 spaces for a total of 107 on the property. New entry way doors will be built in the front of the building to accommodate the new parking lot. Access to the parking lot will be via the existing driveway along Duncan Lane. There is no access proposed along Paterson-Hamburg Turnpike. The parking lot will add 16,793 square feet of impervious surface. The plans show that two drains in the parking lot will connect into an on-site storm water recharge unit. There are six "Wichita Blue" Colorado red cedar trees and numerous shrubs to be planted throughout the site, although the plans do not propose shade trees along the property frontage.

Staff explained that there are conditions that must be satisfied before the application can be granted unconditional approval. The applicant must provide a survey, signed and sealed by a licensed surveyor.

The applicant must verify whether the Paterson-Hamburg Turnpike sidewalk extends to the property line to the north. If not, the sidewalk must be extended to the property line. The applicant must submit drainage calculations. Shade trees must be provided along the frontage of Paterson-Hamburg Turnpike. The applicant must submit copies of any required NJDEP permits. The applicant must provide the Corridor Enhancement Fee of \$4,488.00 payable to Passaic County.

Planning Director La Place requested that additional low plantings, including shrubs, be provided along the Paterson-Hamburg Turnpike frontage in order to further screen the parking from the roadway.

Jerome Vogel, the attorney for the applicant, made no additional comments in response to the staff recommendations. The applicant will comply with the drainage calculation requirement, as well as provide additional screening with shrubs and shade trees between the front yard parking and Paterson-Hamburg Turnpike.

Freeholder Duffy made a motion to grant **conditional approval** to the site plan application. Commissioner Diaz seconded that motion. The motion passed unanimously.

### **SP-18-039 – 9 Proposed Car Wash Facility – 105 Paterson-Hamburg Turnpike, Pompton Lakes**

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a 3,274 sq. ft. car wash facility on a portion of a vacant lot. The site has frontage along both Paterson-Hamburg Turnpike and Ringwood Avenue. The application was withheld by the Planning Board on October 25<sup>th</sup> with 6 conditions.

The site will have one-way circulation: vehicles will enter at a two-lane driveway along the southerly portion of the Ringwood Avenue frontage and exit onto Ringwood Avenue via a shared driveway at the northerly end of the property. The applicant has provided copies of the cross-easement allowing for shared use of the driveway with the owner of lot 11.05. The site will have a total of 19 off-street parking spaces. Per the Board's request, the applicant has proposed to replace the curbing and sidewalk along Paterson-Hamburg Turnpike and install curbing and sidewalk along the Ringwood Avenue frontage. The applicant has proposed to install inlets and trench drains on-site to collect stormwater. The on-site system will have an overflow connection into the Paterson-Hamburg Turnpike drainage system. The applicant has proposed to plant four zelkova trees, four honeylocust trees, two dogwood trees, and a red maple tree along the frontage of the site.

Before the application can be granted unconditional approval, the applicant must submit revised plans showing the curb ramp at the corner of Ringwood Avenue and Paterson-Hamburg Turnpike to be replaced with a ramp that satisfies current ADA requirements.

Jerome Vogel, the attorney for the applicant, stated that the applicant was willing to redesign the curb ramp according to ADA standards.

Commissioner Diaz made a motion to grant **conditional approval** to the site plan application. Freeholder Duffy seconded that motion. The motion passed unanimously.

**SP-18-063 – Warehouse & Prop. Retail – 441 Newark-Pompton Turnpike, Wayne**

Staff explained that this is a new site plan application in which the applicant has proposed to construct a one-story retail building. The building will have 12,810 sq. ft. of ground-floor retail. There are two existing, one-story buildings on the site; a 28,859 sq. ft. warehouse that will remain, and a two-story brick structure that will be demolished. The applicant has proposed 67 new parking spaces for the retail building. Parking will be accessed from two driveways, both via curb cuts along Newark-Pompton Turnpike. One driveway is already existing and is used to access the existing warehouse building. The second driveway is new. An existing curb cut that accesses the to-be-demolished brick building will be closed. There is currently no sidewalk along this property and none is proposed. The rear of the property is located along the Pompton River. There is an existing stormwater collection system associated with the existing warehouse building that will be used to collect stormwater runoff from the proposed retail building. Inlets from the parking lot and roof will feed into the existing underground storage basin. There are six “Green Mountain” sugar maple trees proposed to be planted along the frontage of the site. The proposed path of the Morris Canal Greenway runs through the rear of the site.

There are conditions that must be satisfied before the application can be granted unconditional approval. The zoning table must be revised to include an “existing” column in addition to those for “required” and “proposed” site information. The right-of-way width of Newark-Pompton Turnpike must be noted on the plans. The note stating “State Highway” should be removed. The proposed southerly driveway must be perpendicular to the Newark-Pompton Turnpike, with the stop bar located outside of the County right-of-way. Curbing and sidewalk must be provided along the entire Newark-Pompton Turnpike frontage. The sidewalk should connect to the site’s internal walkways. The plan should maintain space between the sidewalk and the right-of-way line, in order to allow for the erection of a historic marker. The applicant must provide the Corridor Enhancement Fee of \$5,871.00, payable to Passaic County.

Planning Director La Place requested that additional low plantings be provided in order to screen the parking lot from the Newark-Pompton Turnpike roadway.

Jerome Vogel, the attorney for the applicant, indicated that the plan is in the early stages of review with the Township of Wayne and that the applicant will address the Board’s comments.

Vice Chairman Simpson made a motion to **withhold** approval of the site plan application. Commissioner Diaz seconded that motion. The motion passed unanimously.

**SP-18-064 – Prop. Apartments – 920 Belmont Avenue, North Haledon**

Staff explained that this is a new site plan application in which the applicant has proposed to construct four residential buildings and a club house. There will be a total of 213,356 sq. ft. of residential space in 180 units. The site is located within North Haledon’s Belmont Avenue Redevelopment Area. A 181-unit, townhouse development (SP-15-021) was approved for the site in 2016, but was never constructed. The site will contain 389 parking spaces. The applicant will maintain an existing curb cut along Belmont Avenue, which will provide access to the buildings and parking. The client has proposed to connect the sidewalk along Belmont Avenue and provide sidewalks and curbing leading up the driveway from Belmont Avenue to the buildings. The site is sloped steeply away from Belmont Avenue. Inlets throughout the site will connect to a rear stormwater management basin. There are no proposed connections to the County’s drainage system. The applicant has proposed to plant a row of American elm trees adjacent to the entrance driveway along Belmont Avenue, along with median landscaping.

There are conditions that must be satisfied before the application can be granted unconditional approval. The applicant must provide a survey, signed and sealed by a licensed surveyor. The zoning table must be revised to include the square footage of building coverage and impervious coverage. The right-of-way width of Belmont Avenue must be noted on the plans. The traffic study underestimates the number of trips to be generated. For example, there are 180 proposed apartment units, but only 45 cars are predicted to exit the site during the AM peak hour. The calculations must be re-done using ITE Code 220 instead, with “vehicles” (not “dwelling units”) as the control parameter. R4-7 (“KEEP RIGHT”) signs must be installed at Stations 10+40 and 14+15. The stop bar must be noted as 12” wide, white, and thermoplastic. The exit driveway must be striped for a single 11’ lane. The applicant must submit copies of any required NJDEP permits.

Jerome Vogel, the attorney for the applicant, stated that there is still a pending agreement to redevelop the property as this is in a redevelopment zone in the Borough of North Haledon. The application has been submitted locally and the process will take several months.

Commissioner Diaz made a motion to **withhold** approval of the site plan application. Vice Chairman Simpson seconded that motion. The motion passed unanimously.

#### **SP-18-054 – Iglesia Christiana Pentecostal Church – 319-321 Straight Street, Paterson**

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a two-story, sanctuary and fellowship hall addition to an existing church building. An existing building on Lot 6 will be demolished and the existing church building will be partially demolished in order to accommodate the addition. The application was withheld by the Planning Board on September 27<sup>th</sup> with 15 conditions.

There will be a total of 16 on-site parking spaces. The applicant is requesting a waiver to allow parking spaces within 20 feet of the County right-of-way at the entrance driveway. The site will have one-way circulation: vehicles will enter from Straight Street and exit onto Essex Street. The applicant has proposed a valet parking service for church services, with a total of 28 valet parking spaces. A walkway will be constructed to connect the sidewalk to the rear entrance of the building. The site is sloped towards Straight Street; the applicant will collect storm water from the existing building’s roof and pipe it to seepage pits, but has no plan for the lot’s other impervious surface runoff. Per the Board’s request, the applicant has proposed to plant two hickory trees along the Straight Street frontage of the site.

There are conditions that must be satisfied before the application can be granted unconditional approval. The Straight Street driveway must be narrowed to 16’ in width. Two “DO NOT ENTER” (R5-1) signs, facing towards the lot, should be installed at the entrance driveway. The plans must show the Straight Street driveway with a raised driveway apron, with no curvature, and including sidewalk. The applicant has requested a waiver to allow the parking to remain. The waiver request is recommended under the condition that the two spaces closest to the driveway be signed for use only by employees of the church. A trench drain must be installed at the driveway and be connected to the proposed seepage pit system. The sidewalk cutouts for the shade trees should be a minimum of 3’ x 5’. The applicant must verify that the trees will not impact underground drainage pipes. The applicant must provide the Corridor Enhancement Fee of \$3,050.00, payable to Passaic County.

Freeholder Duffy recommended that the Corridor Enhancement Fee be reduced to \$250.00, as the site plan is for a non-profit use. Freeholder Duffy made a motion to **grant** the reduction in the Corridor Enhancement Fee. Commissioner Diaz seconded that motion. The motion passed unanimously.

Commissioner Diaz made a motion to **withhold** approval of the site plan application. Vice Chairman Simpson seconded that motion. The motion passed unanimously.

**15-014 – Hamburg 3517 Real Estate – 2000 Paterson-Hamburg Turnpike, Wayne**

Staff explained that this is a previously withheld minor subdivision application in which the applicant has proposed to subdivide an existing lot (Block 3517, Lot 46) in order to create two separate lots (46.01 and 46.02). The subdivision will facilitate the proposed construction of one single-family dwelling on each of the new lots. The property has frontage along Paterson-Hamburg Turnpike in Wayne. The application was withheld by the Planning Board on October 11<sup>th</sup>, 2018 with 3 conditions. Please see the attached letter outlining the conditions. Both dwellings will have driveways along Paterson-Hamburg Turnpike. The site is sloped towards the roadway; the applicant has proposed to install trench drains at both driveways. The trench drains, along with roof leaders from the proposed dwellings, will connect to on-site seepage pits. The plans show six (6) Red Maple Fastigiata trees along the site's frontage, outside of the County right-of-way. The applicant has provided an "if and when" agreement, pending Board of Chosen Freeholders approval, for the installation of sidewalks along Paterson-Hamburg Turnpike.

Before the application can be granted unconditional approval, the applicant must submit an executed copy of the previously reviewed "if and when" agreement to install sidewalks along Paterson-Hamburg Turnpike. The agreement will require signature by the Freeholder Director, which will require formal authorization from the Board of Chosen Freeholders.

Commissioner Diaz made a motion to grant **conditional approval** to the site plan application. Freeholder Duffy seconded that motion. The motion passed unanimously.

**SP-16-022 – V'va Salon – 200 East Main Street, Little Falls**

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to convert a doctor's office into a salon & spa. An existing second floor apartment is to remain. The subject property is at the corner of East Main Street and Browertown Road in Little Falls. The application was withheld by the Planning Board on May 26<sup>th</sup>, 2016 with 4 conditions.

All ingress/egress will be at a single combined driveway along East Main Street. The curbing and sidewalk along East Main Street will be reconstructed. A use variance was previously obtained to allow for the medical office use. A new use variance has been obtained from the Township of Little Falls for the proposed retail use. The applicant has proposed only interior and cosmetic exterior alterations. The building is not proposed to be expanded. The site slopes away from both Browertown Road and East Main Street. The applicant has proposed roof drainage, which will use downspouts to splash onto the ground. There are no proposed connections into the County drainage system. The applicant has not proposed any additional landscaping. There is an existing hedge along the frontage of the site.

There are conditions that must be satisfied before the application can be granted unconditional approval. The applicant must provide a copy of the referenced survey dated March 2, 2016, which must be signed and sealed by a licensed surveyor. The plans must include a graphic scale in addition to the written scale. The name and address of the applicant and the owner must be noted on the plans. The contours must be labelled. A "STOP" sign, stop bar, and centerline must be provided at the driveway. All striping must be noted as thermoplastic. The plans must show the Master Plan right-of-way (66' in width), in addition to the existing right-of-way. The plans must note that the curbing and sidewalk are to

be replaced. The applicant must provide the Corridor Enhancement Fee of \$5,545.00 payable to Passaic County. All on-street parking within the sight triangle should be prohibited. The applicant must request in writing that the Township of Little Falls prohibit parking between the site driveway and the adjacent driveway to the west, and provide copies of all correspondence. Signs stating "NO PARKING", with arrows designating the prohibited zone, should be installed between the site driveway and the adjacent driveway to the west. An additional sign stating "NO PARKING HERE TO CORNER" should be installed to the east of the site driveway. The applicant must provide shade trees along both frontages of the site, outside of the County right-of-way.

Commissioner Diaz made a motion to **withhold** approval of the site plan application. Vice Chairman Simpson seconded that motion. The motion passed unanimously.

### **SP-18-009 – Dayton Avenue Educational Campus – 70 Parker Avenue, Passaic**

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a four-story, 190,000 sq. ft. elementary and middle school on a vacant lot. The application was withheld by the Planning Board on July 26<sup>th</sup> with 8 conditions.

There will be 195 off-street parking spaces located on the property, with access along both Parker Avenue and Dayton Avenue. There will be two driveways along Parker Avenue, one of which will be used to access the primary parking and drop-off area. The applicant has proposed to utilize a traffic control office to manage the traffic flow and allow a two-lane exit. The other driveway will access an auxiliary parking area. All driveways accessing the site will be gated. There is an existing concrete sidewalk along the Parker Avenue frontage of the site. The property is crossed by Weasel Brook immediately adjacent to the Parker Avenue frontage. The applicant has proposed to construct a driveway bridge and a pedestrian bridge over Weasel Brook. The proposed driveway bridge will slope towards the County right-of-way. Inlets at the driveway will drain into Weasel Brook. The remainder of the site will drain into an underground detention basin, with an overflow connection into Weasel Brook. The applicant has proposed numerous shade trees and shrubs along the Parker Avenue frontage, with additional landscaping throughout the site.

Staff have reviewed the application, which was submitted by the New Jersey Schools Development Authority and is not required to obtain approval from local reviewing authorities, and have provided the following comments.

The applicant has proposed to utilize traffic directors to allow for a two-lane exit during busy periods. It is unreasonable to expect that traffic directors will always be available for this purpose. A school can have many busy periods, and a side-by-side exit can occur at any time outside of those periods. The exit should be a single lane or, if the applicant wishes to provide two exit lanes, signalized. The report states that only special needs students will be bused, and that the remainder (85%) of the students will walk. That does not account for how many students will be driven to school. The traffic study should be re-done to allow for the expected percentage of parent vehicular drop-offs. Although the district ends at Highland Avenue, it is likely that the school will generate traffic north of Highland and necessitates analysis of the intersection of Parker and Highland. Due to the unusual curves on Parker Avenue, the sight triangles should be shown at 25' intervals. The applicant should request that the City pass an ordinance to prohibit parking within the sight triangles along Parker Avenue. The plans should show the sight distance for the Van Buren Street through movement into the school. The applicant should revised the sight distance profiles for both Parker Avenue driveways, accounting for the revised sight distance

per the above comment. All crosswalks should be the continental style (ladder bar, no transverse lines) for enhanced visibility.

Commissioner Diaz made a motion to **memorialize** the board's comments on the site plan application. Vice Chairman Simpson seconded that motion. The motion passed unanimously and the letter will be addressed to the applicant to reflect that the Board wishes to see a resolution to the issues raised and a resubmission.

### **SP-18-032 – 9 Hamburg Urban Renewal – 7-9 Paterson-Hamburg Turnpike, Pompton Lakes**

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a three-story residential building. The building would have seven apartment units. The existing multi-family dwelling on the site will be demolished. The application was withheld by the Planning Board on July 12<sup>th</sup> with 14 conditions.

The site will have access along Paterson-Hamburg Turnpike at the westerly edge of the site. The driveway is now 10 feet from the property line, however it would be located opposite the intersection of Paterson-Hamburg Turnpike and Garden Road. There are now a total of 14 parking spaces located on the site (14 spaces are required). The existing curbing and sidewalk along the frontage of the site will be replaced. The applicant has proposed to construct a concrete walkway from the parking lot to the entrance of the building. The applicant has proposed to eliminate the walkway from the building to the sidewalk along the frontage of the site. At the Board's request, the applicant has proposed to place a bicycle rack at the rear of the building. The site is sloped slightly towards Paterson-Hamburg Turnpike at the location of the driveway; the applicant has not proposed any drainage at the driveway. A parking lot inlet and roof leaders from the building will connect to an underground retention system at the rear of the site. There are no proposed connections into the County drainage system. The applicant has proposed to plant three Eastern redbud trees along the frontage of the site.

There are conditions that must be satisfied before the application can be granted unconditional approval. The zoning table should include the proposed area of disturbance. All striping must be noted as thermoplastic. The plans must include a note that all curbing and sidewalk will be replaced. A pedestrian connection between the building entrance and the sidewalk should be provided. The plans show that the westerly utility pole will be relocated to the driveway on the adjacent property to the west. The applicant should confirm the final location of that utility pole, which in its current location will no longer impact the site driveway.

Vice Chairman Simpson made a motion to grant **conditional approval** to the site plan application. Commissioner Diaz seconded that motion. The motion passed unanimously.

### **SP-18-036 – Rooming House (Kopic) – 161 Lexington Avenue, Passaic**

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a driveway along the southerly side of his property, as well as a parking area and a two-car garage at the rear of the property. No structural modifications or changes to the existing three-story building are proposed. The first and second floors of the building each contain a two-bedroom apartment. The third floor contains 12 rooming house units. The rooming house is a legal, non-conforming use. The application was withheld by the Planning Board on August 9<sup>th</sup> with 10 conditions.

The parking area and garage will provide on-site parking for four vehicles and be reserved for use by the occupants of the two-bedroom apartments. The applicant will provide a 3-foot maximum retaining wall along the property line and, if needed, a 3-foot bollard in front of the neighbor's fence and one in front of the building to protect it from damage from cars traveling on the driveway. Lexington Avenue has on-street parking on both sides and has been designated a bike/pedestrian priority route. Construction of the 12-foot curb cut will result in the loss of on-street parking. The applicant has proposed to install a trench drain at the driveway, which will connect to an adjacent chamber. An additional trench drain further down the driveway will connect to two rear seepage pits. The plans do not indicate how roof drainage will be handled. The existing shade tree along the frontage of the site will remain.

There are conditions that must be satisfied before the application can be granted unconditional approval. The applicant must request a waiver to allow a driveway within 10' of a property line. The request must include a justification for the waiver. The submitted profile is too small to be legible and must be revised. The proposed drainage system only handles the garage and driveway; it must be resized to also handle the building, as was requested. The pipe from the trench drain must be 10" in diameter. The submitted cross-sections are too small to be legible and must be revised. The applicant must provide the Corridor Enhancement Fee of \$1,012.00, payable to Passaic County.

Freeholder Duffy made a motion to **withhold** approval of the site plan application. Vice Chairman Simpson seconded that motion. The motion passed unanimously.

#### **SP-18-061 – Prop. Retail & Apartments – 141-147 West Broadway, Paterson**

Staff explained that this is a new site plan application in which the applicant has proposed to rehabilitate a vacant two-story building into a three-story mixed-use building. The existing building will be converted into two units of ground-floor retail and four one-bedroom apartment units on the 2<sup>nd</sup> floor. The proposed 3<sup>rd</sup> floor addition will also have four one-bedroom apartment units. The applicant is also proposing to construct a three-story stair and elevator tower for access to the residential units. The site has frontage along West Broadway and is located within Paterson's First Ward Redevelopment Area. The site will contain 6 parking spaces, accessed by a one-way entrance from Matlock Street. The one-way exit will be at an existing curb cut along West Broadway. The plans show that existing curbing, striping, and catch basin will be relocated so as to not encroach into the County right-of-way. The site slopes towards West Broadway. The plans show that a trench drain along the driveway will connect into an on-site seepage pit. There are three evergreen trees proposed to be planted along the frontage of the site in existing tree wells.

There are conditions that must be satisfied before the application can be granted unconditional approval. A graphic scale must be provided for all plan diagrams, as well as on the survey, in addition to a written scale. The name and address of the applicant and the owner must be noted on the plans. The zoning table must be revised to include an "existing" column in addition to those for "required" and "proposed" site information. The proposed area of disturbance should be noted. An on-site walkway, with a minimum of 4' in width, should be provided from the sidewalk to the proposed building entrances. A raised driveway apron must be provided at the West Broadway driveway, per County detail. Parking should be prohibited adjacent to the exit driveway, for 25' looking left and 20' looking right, measured from the end of the curb cut. The applicant must request, in writing, that the City pass an ordinance prohibiting the parking and provide copies of any correspondence. Signs stating "NO PARKING" with arrows designating the prohibited zones, should be installed. A "STOP" sign and stop bar must be provided at the exit driveway. The striping must be noted as thermoplastic. The applicant



should provide a copy of the City of Paterson's Planning Board resolution, which will verify whether the requested parking variances have been granted. The plans must show a maximum 2% driveway slope for 50' from the right-of-way line. The applicant must submit drainage calculations, accounting for all drainage runoff and not only the additional impervious surfaces. The plans must show how roof runoff will be addressed. A planting table, indicating the species of all existing and proposed landscaping, must be included. The applicant must provide the Corridor Enhancement Fee of \$2,000.00, payable to Passaic County.

Vice Chairman Simpson requested that the applicant clarify how garbage and other refuse will be removed from the property as well as the shared access between the applicant's parking lot and the adjacent parking lot. The applicant should clarify if there is a barrier or curb that is existing or planned or if the parking lots are to be shared, which will require a cross easement.

The Board requested that the applicant replace the curb ramp on the corner West Broadway and Matlock Street.

The Board requested that staff conduct further research to determine if there should be a turn restriction at the West Broadway driveway.

The Board requested that the applicant clarify whether the proposed handicapped space is ADA-compliant.

Commissioner Diaz made a motion to **withhold** approval of the site plan application. Vice Chairman Simpson seconded that motion. The motion passed unanimously.

## **OLD BUSINESS**

### **Resolution – Green Stormwater Infrastructure Element**

Staff explained that this is a resolution of approval for the Green Stormwater Infrastructure Element, which is proposed as an additional element of the Passaic County Master Plan and was reviewed and approved by the Board at the November 29 meeting.

Following discussion, it was determined that the resolution should be pushed to the next meeting in order for Planning Board Counsel Abdelhadi to revise the language.

### **Resolution – 2019 Planning Board Meeting Dates**

Staff explained that this is a resolution approving 2019 Planning Board meeting dates. The meetings originally scheduled for January 2 and 17, 2019 have been cancelled and are proposed to be replaced with meetings on January 10 and 24.

Vice Chairman Simpson made a motion to accept the 2019 Planning Board meeting dates. Commissioner Diaz seconded that motion. The motion passed unanimously.

## **NEW BUSINESS – None.**

## **CORRESPONDENCE**

Staff provided correspondence from a concerned resident that was received in regards to the proposed Taco Bell at the intersection of Union Avenue and Greenwood Avenue in Wanaque. Staff clarified that the application (SP-17-032) received a conditional approval from the Board, following extensive review and revision of the proposed access and traffic generation.

## **ADJOURNMENT**

Commissioner Diaz made a motion to adjourn the meeting at 6:19 PM that was seconded by Chairman Gervens.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Michael Lysicatos". The signature is stylized and includes a long horizontal flourish at the end.

Michael Lysicatos for

MICHAEL LA PLACE

**PASSAIC COUNTY PLANNING BOARD SCHEDULED MEETINGS – 2019**

January 10 (Submission Deadline: 12/21/2018)  
January 24 (SD: 1/11)

February 7 (SD: 1/25)  
February 21 (SD: 2/8)

March 7 (SD: 2/22)  
March 21 (SD: 3/8)

April 4 (SD: 3/22)  
April 18 (SD: 4/5)

May 2 (SD: 4/18)  
May 16 (SD: 5/3)  
May 30 (SD: 5/17)

June 13 (SD: 5/31)  
June 27 (SD: 6/14)

July 11 (SD: 6/28)  
July 25 (SD: 7/12)

August 8 (SD: 7/26)  
August 22 (SD: 8/9)

September 5 (SD: 8/23)  
September 19 (SD: 9/6)

October 3 (SD: 9/20)  
October 17 (SD: 10/4)  
October 30 (Wednesday) (SD: 10/18)

November 14 (SD: 11/4)

December 5 (SD: 11/22)  
December 19 (SD: 12/6)

January 2, 2020 (SD: 12/17)  
January 16, 2020 (SD: 1/3/2020)

All Passaic County Planning Board Meetings are held on Thursdays at 5:00 p.m. in Suite 250, in the Office of the Passaic County Planning Department, located at the Totowa Business Center, 930 Riverview Drive, Totowa, New Jersey 07512.

  
**JOHN A. ABDELHADI, ESQ.**  
**ATTORNEY FOR THE PASSAIC COUNTY PLANNING BOARD**

## **RESOLUTION**

WHEREAS, pursuant to the provisions of the New Jersey Open Public Meetings Act (N.J.S.A. 10:4-6 et seq) which governs the meetings of certain public bodies, said public bodies must meet at least once each year, within seven (7) days following the annual organization or reorganization meeting of a public body, or, if there be no such organization or reorganization meeting in the year, then by no later than January 10 of such year, shall prominently post and maintain prominently posted throughout the year in at least one (1) public place reserved for such or similar announcements; mail, telephone, telegram, post on the county web site or hand delivery to at least two (2) newspapers designated by the public body to receive such notices, one (1) of which shall be the official newspaper; and file with the County Clerk, County of Passaic, for the purpose of public inspection, a schedule of the regular meetings of the public body to be held during the succeeding year, according to the specific provisions of Sections 2 (N.J.S.A. 10:4-8) and 13 of said Act (N.J.S.A. 10:4-18) respectively; and

WHEREAS, such schedule shall contain the location of each meeting to the extent it is known, as well as, the time and date of such meeting according to the provisions of Section 13 of said Act (N.J.S.A. 10:4-18); and

WHEREAS, the Passaic County Planning Board is a “public body” conducting “public business” and holding “meetings” upon “adequate notice” pursuant to the definitions provided in Section 2 of said Act (N.J.S.A. 10:4-8 (a), (b), (c) and (d)); and

WHEREAS, the reorganization meeting of the Passaic County Planning Board will be held on Thursday, January 10, 2019 at 5:00 p.m., in Suite 250, in the Office of the Passaic County Planning Department, located at the Totowa Business Center, 930 Riverview Drive, Totowa, New Jersey 07512;

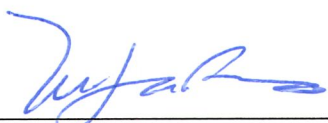
WHEREAS, the annual schedule of regular meetings was established by the Passaic County Planning Board at a regularly scheduled meeting which took place on Thursday, December 13, 2018 at 5:00 p.m., in Suite 250, in the Office of the Passaic County Planning Department, located at the Totowa Business Center, 930 Riverview Drive, Totowa, New Jersey 07512;

NOW, THEREFORE, BE IT RESOLVED that the attached schedule of the regular meetings of the Passaic County Planning Board be posted throughout the year in at least one (1) public place reserved for such or similar announcements; be emailed to at least one (1) public place reserved for such or similar announcements; be emailed to at least (2) newspapers designated by the Board to receive such notices, one (1) of which shall be the official newspaper, and be filed with the County Clerk for the County of Passaic, for the purpose of public inspection as required by Section 2 of the Open Public Meetings Act (N.J.S.A. 10:4-8 and 9);

BE IT FURTHER RESOLVED that the attached schedule of the regular meetings of the Passaic County Planning Board, which contains the location of each meeting to the extent it is known, and the time, date and place of each meeting as required by Section 13 of the Open Public Meetings Act (N.J.S.A. 10:4-18) be posted, mailed, and submitted within seven (7) days following the regular meeting of Passaic County Planning Board reorganization meeting of Thursday, January 10, 2019 also as required by Section 13 said Act (N.J.S.A. 10:4-18).

BE IT FURTHER RESOLVED that certified copies of this Resolution be posted, mailed, and submitted to all persons or public entities as required by the aforementioned Open Public Meetings Act.

BE IT FURTHER RESOLVED that this Resolution be spread full in the minutes of this meeting.



MICHAEL LA PLACE, Secretary  
PASSAIC COUNTY PLANNING  
DEPARTMENT



WILLIAM GERVENES, Chair  
PASSAIC COUNTY PLANNING BOARD

DATED: December 13, 2018

Van Buren  
156 Greenwood Ave  
Haskell, NJ 07420

Passaic County Planning Board  
930 Riverview Dr.  
Totowa, NJ 07512  
973-569-4040  
Michael La Place

Re: Proposed Access to Union Ave in Haskell NJ for a Taco Bell Store

Mr. La Place,

I was notified Saturday that there is a planning board meeting for Wanaque regarding the application for multiple zoning variances and revised site plans for the proposed Taco Bell. As per the meeting where Wanaque initially rejected the original application due to the burden it would place on Greenwood Ave, to request that Passaic County allow access to Union Ave from the property. We have since found out that the application and conditional approval was done on September 13<sup>th</sup>. Since we were not notified, we were not at the September 13<sup>th</sup> meeting.

The neighbors and I have strong reservations about the ability to accommodate the extra traffic that will be experienced during the hours of Taco Bells operation. I will start with the current arrangement and traffic patterns. Going west on Union from the 287 interchange, there is a right onto Haskell Ave, a left at the same intersection into Union Ct, a right into the sports bar, a right into Greenwood Ave, a left into Burger King / Holiday Inn, directly across from Greenwood Ave, a left into Holiday Inn, a right into a private drive, a little further up Union is an automotive repair on the right and the college entrance also on the right. This doesn't include the Stop and Shop entrance, which is directly across from the ramp to 287S.

Currently during peak hours, the traffic is very heavy on Ringwood Ave and many people divert to Union and then make a right onto Greenwood. This runs parallel to Ringwood and allows cars to circumvent the traffic and get back on Ringwood using Doty Rd. This is problem 1. Greenwood Ave, and Union Ave already see a substantial overflow from the extremely undersized Ringwood Ave. At the intersection of Stop and Shop / 287 ramp, to the best of my knowledge there has been multiple accidents. Currently the amount of traffic is barely tolerable due to volume. I am sure that 20 years ago this all looked good on paper, but with all that has been built, this area is not suitable for the current traffic.

The newly revised plans for Taco Bell.

In reviewing the drawings for the proposed Taco Bell, there are many things that are troublesome partly due to the increased volume and just some common-sense applications that should be addressed.

- If you're going west on Union, if someone is exiting Greenwood Ave, regardless of which way they are going, there is an increased chance of an accident. Now you're adding someone putting a blinker on to make the turn, assuming they use a blinker, and the person exiting Greenwood to realize what the intent is, for the turn. These two possible turns are barely 20' apart. It's a very busy intersection and there are already many instances due to the fact it is a direct intersection with the Burger King / Holiday Inn shared driveway. It will be overly confusing.
- Getting back on 287: If you go through the drive through and exit the easiest way, which we can agree most of the customers will do, they will have no way of getting back on the highway, unless they do the following:
  - o Make a left and go through the Holiday Inn parking lot and out the shared driveway. I do not believe Holiday Inn will be on board with this.
  - o Directly across from Holiday Inn's entrance is a private driveway. They could pull in and perform an illegal U turn. This is the most likely scenario. I do invite you to come perform this maneuver as it is a blind curve

with an incline. You cannot see anyone heading east on Union at that junction. You will be inviting an accident, which will be inevitable.

- o Further up is the Autobody and other group of businesses and that would be another area they would be left to turn around in. This is probably private property and should not be encouraged, repeated turns will probably end in those people having to take action.
- The other option would be to go back through the Taco Bell parking lot. But let's look at that. They would have to go left and over a pedestrian designated crosswalk, they would have to go through a very small parking lot. (Needs variances due to its size for approval), then make a right just to get to the end of the driveway. Except the people coming in that way and going through the drive through will have it backed up directly in front of that right turn. Therefore, causing a jam inside the lot itself. Then getting to the end of the drive, the inlet radius is too small. A car making a right out of the Taco Bell will need to swing into incoming traffic, those heading north on Greenwood, but not only that, the traffic could very well be in line to get into the Taco Bell which means no one is moving.
- Potential hazard due to the drive thru. Accessing from Greenwood Ave there is 80' to the menu board and ordering station. Let's call it 5 cars. In 60 feet the entrance out of the lot will be blocked. At the same time the entrance into the lot from Greenwood will be blocked. Now you have people who see the jam and go into the parking lot through the Union Ave access, they will eventually jam the lot at that point. How does an emergency vehicle gain access? This should be a major concern.
- It should also be noted at this point, there is another busy business, a laundry mat, directly across with yet another driveway directly across from the proposed Greenwood Ave entrance. Adding yet more complications to getting in and out of Greenwood Ave and this also ties into emergency vehicle access for that end of Greenwood.

The bottom line, this is not the business for this corner. We in the neighborhood would have no issues with a Dr's office, dental, whatever. The fact is this business has had to ask for a multitude of zoning variances, which Wanaque/Haskell gives away with no regard to its citizens. It's the mayor's property, which in my opinion is a huge conflict of interest.

The entire area and its infrastructure are under designed for the traffic it currently sees. I implore you to send up a traffic engineer, not one paid for by the applicant, and see what this intersection is like. But the reality is you do not have to be a traffic engineer to know what is going to happen based on the proposal and the drawings, a small degree of common sense, will show you this should not be granted any variances just for the sake of putting a business there. Union Ave for this to be done correctly would need to be widened, with proper lanes for turning, and staying straight. In addition, a traffic light, would probably be required.

Best regards,

Joseph Van Buren III  
201-888-1098