



**PASSAIC COUNTY PLANNING BOARD
MINUTES OF A REGULAR MEETING
Thursday, February 21, 2019
930 RIVERVIEW DRIVE, SUITE 250, TOTOWA, NJ 07512**

Chairman Simpson 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: Kenneth Simpson, Chairman; Stephen Martinique; Joseph Metzler; Nakima Redmon; Steven Edmond, Alternate (voting in place of Vice Chairman Diaz); County Engineer Jonathan Pera; Freeholder Deputy Director Cassandra Lazzara, Alternate (voting in place of Freeholder Director John Bartlett); Freeholder Terry Duffy.

OTHERS PRESENT: John Abdelhadi, Planning Board Counsel; Michael Lysicatos, Acting Planning Director; Jason Miranda, Senior Planner; Mike Donnelly, Assistant Planner.

MINUTES: The minutes of the February 7, 2019 meeting were read. Commissioner Martinique noted the misspelling of his name. Commissioner Martinique made a motion to accept the minutes with the requested correction. The motion was seconded by Commissioner Redmon. The minutes as noted above are officially adopted. Freeholder Duffy abstained.

PLANNING DIRECTOR'S REPORT: Acting Planning Director Michael Lysicatos reported on the following initiatives:

- Planning staff worked with Engineering staff on incorporating Complete Streets into the 2019 County Resurfacing project. This is the 7th year where the Department has collaborated with Engineering on Complete Streets as part of resurfacing.
- Planning staff will be submitting requests in March to the NJ Department of Environmental Protection for permits for the Highlands Rail Trail. Staff met with a local property owner whose property the trail will run through.
- The County's Green Stormwater Infrastructure Element was presented at the most recent meeting of the New Jersey County Planners Association. This plan represents a continuation of new plan implementation presented by Planning staff and adopted by the Board.

PUBLIC PORTION: Commissioner Martinique made a motion to open the meeting to the public which was seconded by Commissioner Redmon. The motion passed unanimously.

Commissioner Martinique made a motion to close the public portion that was seconded by Commissioner Redmon. The motion passed unanimously.

DEVELOPMENT REVIEW

19-004 – NJDC Subdivision – 169 Minnisink Road, Totowa

This is a new major subdivision application in which the applicant has proposed to subdivide an existing lot in order to create a total of three lots (19.031, 19.05 & 19.06). The lots have frontage along Minnisink Road and is located in the Minnisink Road Redevelopment Zone. These lots are a part of the NJDC Redevelopment Plan, with phased implementation that includes a future data center and a currently proposed (SP-19-004) medical office building on lot 19.031, a future assisted living complex on

lot 19.05, and a future R&D center on lot 19.06. Lot 19.03 was previously subdivided in 2018 (17-016) as part the NJDC Redevelopment Plan.

Staff explained that there are conditions that must be satisfied before the application can be granted unconditional approval. On the subdivision map, a note must be added stating that there may be no access to or from Minnisink Road other than Roads A and B. The applicant should submit copies of all referenced easements.

Chairman Simpson inquired about the wording of "...may be no access via Minnisink Road..." and recommended that "may" should be changed to "shall."

Commissioner Edmond inquired whether there will be access to the subdivision via Totowa Road or if the only access will be from Minnisink Road and Vreeland Avenue. He also asked for clarification on the proposed subdivided lot lines.

Glen Domenick was sworn in and represented the applicant as the Vice President of Development. Mr. Domenick clarified the location of the lot lines. He also clarified that the only access to the subdivided lots will be through Road A and Road B and that access from Hideaway Drive will be restricted to emergency access only. Easements will need to be provided and subsequent plans must show the lot lines more clearly.

Commissioner Edmond made a motion to grant **conditional approval** to the minor subdivision application. Commissioner Martinique seconded that motion. The motion passed unanimously.

SP-19-004 – NJDC Medical Office Building – 169 Minnisink Road, Totowa

Staff explained that this is a new site plan application in which the applicant has proposed to construct a four-story medical office building. The medical office building will have approximately 125,000 sq. ft. of commercial space. The development has frontage along Minnisink Road and is located in the Minnisink Road Redevelopment Zone. This application is a part of the NJDC Redevelopment Plan. There are 520 proposed surface parking spaces. Access to the site will be via a previously approved (SP-17-059) driveway (Road A) on Minnisink Road and via a newly proposed driveway on Vreeland Avenue, a municipal road. The site slopes towards Minnisink Road. Road A, the site's main driveway, has an artificial low point designed to prevent water from entering roadway. Inlets and roof leaders connect to an on-site detention basin. Sidewalk is proposed along the Minnisink Road frontage. The applicant is also proposing to widen Minnisink Road from Vreeland Avenue to Road B in order to create a left turn lane into the site at both driveways. The proposed site improvements include new lighting along Main Street and new landscaping, including 92 shade trees, 19 ornamental trees, and 6 evergreen trees, all of various species.

There are conditions that must be satisfied before the application can be granted unconditional approval. The roadway improvement plans must show a raised driveway apron, per County detail, across proposed Public Way B. The site plan and roadway improvement plans must both show ADA-compliant curb ramps and continental-style crosswalks (horizontal bars, no transverse lines) across proposed Public Way A. The proposed sidewalk along Minnisink Road must extend to the intersection with Vreeland Avenue. Curb ramps, per ADA standards, must be installed at the intersection. The proposed sidewalk along Minnisink Road must be extended across the entire property frontage of Lot 19.02, with raised driveway aprons provided at the existing site driveway. It must be clarified where

Parcels 1 and 2 are located, as the traffic study does not account for proposed development on Parcels 1 and 2 as was originally proposed. The applicant must provide backup for the proposed ITE Trip generation used, as it appears the proposed number of trips are underestimated. Vreeland Avenue is under NJDOT jurisdiction between Minnisink Road and the Route 80 WB on-ramp; therefore, the proposed signal at Minnisink Road and Vreeland Avenue will be a NJDOT signal, and is subject to NJDOT review and approval, and a four-party jurisdictional agreement. The applicant has proposed to only monitor the operation of the intersection of Road A with Minnisink Road in the future in order to assess the need for a traffic signal, despite the fact that: The current traffic study states that the left turn out of Road A will operate at a Level of Service of "F" in both the AM and PM peak hours (including a projected 400 second delay during the PM); The original traffic study submitted for this project included a signal for Road A; and The signal at Road A should be installed before a certificate of occupancy is issued for the medical building. The applicant must submit signal plans for review and approval for the intersections of: Minnisink Road and Road A; and Minnisink Road and Vreeland Avenue. The signal at Minnisink Road and Vreeland Avenue is warranted now, and should be installed as part of this site plan application. A signal at Minnisink Road and Road A must also be provided as part of this site plan application. If Road B is to be an unsignalized intersection with Minnisink Road, then left-out turns must be prohibited. Those turns can be made at the signalized intersection with Road A. The applicant must specify which structural and non-structural low impact development practices are proposed. It is recommended that porous pavement or asphalt be used for the proposed parking lot. The "Overall Site Plan" should be updated per the current master plan for the NJDC Urban Renewal Redevelopment.

Chairman Simpson inquired about the shape of the end of Road A and if it is a roundabout. He also inquired as to the reason for the underestimation of the site's trip generation.

Commissioner Edmond inquired about whether or not the only two signals being proposed as part of this re-development plan are at the intersection of Minnisink Road and Vreeland Avenue and at the intersection of Minnisink Road and the Route 80 East exit ramp. County Engineer Pera stated that the original plans included four proposed signals, but this application now only proposed a signal at the intersection of Minnisink and Vreeland.

Commissioner Edmond also asked if Road A and Road B connect on site and if the proposed landscaping would be located behind the sidewalk or in front of the sidewalk (i.e. between the sidewalk and the street).

Glenn Domenick was already sworn in.

Robert Freud was sworn in and represented the applicant as the principal site plan engineer.

Mr. Domenick asked if testimony from the site plan engineer was necessary as most of the comments and inquiries from the Board pertain to traffic. Acting Director Lysicatos and County Engineer Pera explained the review process and Mr. Domenick agreed to proceed with testimony from Mr. Freud.

Exhibit A, a general site plan, was entered.

Mr. Freud explained the overall site plan and the division of lots. He also explained how Road A will be the primary point of access for the proposed medical office building and further clarified the overall traffic circulation for the site. County Engineer Pera asked if Road A and Road B connect on site. Mr. Freud explained that they do not except for emergency access.

Mr. Edmond asked how drivers who use Road B will be able to go left out of the site if Road B is restricted to only right turns and does not connect with Road A.

Exhibit B, the site plan for the current application, the medical office building on NJDC Parcel 5, was entered.

Mr. Freud explained about the access points to and from the medical office building and how circulation and parking will work. He also explained how runoff will work and the stormwater flows towards Vreeland Avenue and will be collected on site via inlets and roof leaders and fed into the NJ Department of Transportation system. He continued to explain about the proposed landscaping and that this site plan has already been approved by the Totowa.

Chairman Simpson inquired if the lot line reflects the future road widening.

Exhibit C, the intersection plans, was entered.

Mr. Freud explains the phases of their circulation and road widening plans. One phase would include adding left turn lanes to Minnisink Road and another phase would include installation of the proposed signals.

Commissioner Edmond suggested Planning staff reexamine a raised sidewalk at Road A, given the high number of parking and trips generated, because that sort of sidewalk would not be ideal for that level of traffic volume. County Engineer Pera clarified that the raised sidewalk is only proposed for Road B, not Road A.

County Engineer Pera asked why the current plans only show the signal on Minnisink Road at Vreeland Avenue, and do not include a signal at Roadway A as was in the applicant's original proposal. Mr. Freud suggested this question would be better asked of the applicant's traffic engineer.

Commissioner Edmond noted that drainage from this area has historically caused flooding issues along Riverview Drive near Route 80 and asked if drainage from this site will impact that. Mr. Freud commented that they have not checked the draining impacts that far out from the site.

Commissioner Martinique inquired about the construction of the data center, from a previously approved NJDC site plan application. Mr. Domenick noted that walls are currently in the process of being constructed.

Commissioner Martinique made a motion to **withhold approval** of the site plan application. Commissioner Redmon 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 December 13, 2018 with 5 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 two "DO NOT ENTER" (R5-1) signs must be noted as facing towards the lot. The sidewalk should be hatched across the raised driveway apron. The plans must include a trench drain detail, Campbell Foundry pattern 4526A or equivalent, for the trench drain which is to be installed at the driveway and be connected to the proposed seepage pit system. The applicant must provide the Corridor Enhancement Fee of \$3,050.00, payable to Passaic County. The call-out bubbles should be removed from the plans and notes.

Chairman Simpson asked if this applicant will be requesting a Corridor Enhancement Fee waiver due to their non-profit status.

Yessenia Collazo was sworn in and represented the applicant. Ms. Collazo testified that the Board had previously voted on and approved a waiver and that the fee would be \$250. Ms. Collazo also stated that this fee had already been paid. Senior Planner Miranda confirmed.

Commissioner Metzler made a motion to grant **conditional approval** to the site plan application. Commissioner Martinique seconded that motion. The motion passed unanimously.

18-009 – Paterson Habitat for Humanity Subdivision – 142-144 Hamilton Avenue, Paterson

This is a previously withheld minor subdivision application in which the applicant has proposed to subdivide an existing lot in order to create a total of two lots (1.01 & 1.02). The applicant has proposed to construct a single-family dwelling on each of the new lots. The property is currently vacant. The site has frontage along Straight Street to the west, but is exempt from site plan review as less than five dwelling units are proposed. The application was withheld by the Board on January 24, 2019 with 4 conditions.

The applicant has proposed to construct driveways along the Hamilton Avenue frontage of the site. At the Board's request, the applicant has proposed to install new curbing and sidewalk along the Straight Street frontage of the site. The applicant has proposed to install storage chambers to the rear of the dwellings, which will connect to the roof leaders.

Staff explained that there are conditions that must be satisfied before the application can be granted unconditional approval. The applicant must submit drainage calculations that include the calculations for the required storage in cubic feet based on the design flow in cubic feet per second.

Commissioner Metzler made a motion to **withhold approval** of the minor subdivision application. Commissioner Redmon seconded that motion. The motion passed unanimously.

19-003 – Park Lane Subdivision – 335-415 Main Street, Little Falls

This is a new minor subdivision application in which the applicant has proposed to consolidate the existing lots in order to create a two remainder lots (3.01 & 3.02). As part of a corresponding site plan application (SP-19-003), a single four-story, multi-family apartment building with 185 units and a parking garage will be constructed on proposed Lot 3.01. Ten buildings totaling 102 new townhouse units and surface parking will be constructed on proposed Lot 3.02. Both proposed lots will have frontage along

Main Street. The existing uses on these lots contain a mix of single-family residential, business and industrial offices, warehousing, and a restaurant. The lots are located in the Singac Industrial Zone Redevelopment Area.

Staff explained that there are conditions that must be satisfied before the application can be granted unconditional approval. The applicant must submit the subdivision plat separate from the site plan set. The applicant should verify the future ownership of the two proposed lots.

County Engineer Pera noted that the plans show an existing 15-foot drainage easement, but they do not state whose it is. The applicant will need to clarify.

Commissioner Edmond inquired about whether a cul-de-sac shown on the plans is a public roadway. The applicant will need to clarify.

Commissioner Metzler made a motion to **withhold approval** of the minor subdivision application. Commissioner Redmon seconded that motion. The motion passed unanimously.

SP-19-003 – Park Lane Development – 335-415 Main Street, Little Falls

Staff explained that this is a new site plan application in which the applicant has proposed to construct a 4-story, multi-family apartment building and 10 three-story townhouse buildings on two newly subdivided lots. The apartment building will have 185 units and the townhouses will have 102 units, for a total of 287 new residential units and 412,854 sq. ft. There are several existing uses, which includes a mix of single-family residential, business and industrial offices, warehousing, and a restaurant. All of these buildings will be demolished. The development has frontage along Main Street and is located in the Singac Industrial Zone Redevelopment Area. The applicant has proposed to reconstruct the curbing and sidewalk and create two driveways along Main Street. There are 550 parking spaces proposed, which will be divided amongst surface parking, town house garages, and a parking garage located behind the apartment building. The proposed site improvements include new lighting along Main Street and new landscaping, including 126 shade trees, 59 evergreen trees, and 36 ornamental trees, all of various species. Stormwater runoff is collected on-site, but no detention has been proposed. All stormwater is directed into existing drainage systems. The section of Main Street adjacent to the site is designated as a bicycle and pedestrian priority route in the Passaic County Master Plan, which states that bicycle and pedestrian concerns should be prioritized during the development review process.

There are conditions that must be satisfied before the application can be granted unconditional approval. The applicant must submit a copy of the referenced topographical survey, signed and sealed by a licensed surveyor. Both the survey and plans must note the right-of-way width of Main Street. If the width varies, all variations must be noted in the correct location. The applicant must provide curbing and sidewalk (minimum width of 5') per County detail. All driveways must have raised aprons in accordance with the County's driveway apron detail. The applicant must provide a new centerline at the westerly driveway. All striping shall be noted as thermoplastic. At the easterly driveway, the applicant must provide a "KEEP RIGHT" (R4-7) sign at the north end of the island. The exit must be narrowed so that two cars cannot exit side-by-side. The island should be extended to the requested sidewalk apron in order to provide a pedestrian refuge. The trip generation figures presented are too low, and use incorrect ITE codes for the two land uses (townhouses and an apartment building). For the apartments, the AM and PM trips should be 94 and 119, not 63 and 80; for the townhouses, the AM and PM trips should be 52 and 61, not 47 and 57. The proposed mitigation at the two nearby signals (Main/Union,

Main/Route 23) must be recalculated. Per NJDEP Regulations, a major development must include post-development hydrographs that are always at or below the pre-development hydrographs. The submitted hydrographs only show that the peak runoff rates are at or below pre-development levels. An inlet must be added to the westerly side of Road A1, opposite inlet C3. A note must be added, stating that all roof leaders shall discharge into an underground system. Line 39 (from inlet C1 to the existing inlet) must be analyzed using a time of concentration of 10 minutes, not 64.4 minutes. The flow from the 12-inch roof drain must be included in the analysis. It must be demonstrated, by grate capacity calculations, that no excess runoff will flow from Road A or B into Main Street. The plans must show where inlet B11 discharges. The applicant must submit calculations for the upgraded culvert in Main Street. The plans must show the route of stormwater downstream of the upgraded Main Street culvert, and provide calculations showing that the system can accommodate the proposed flow. No additional flow, based on existing conditions, may be allowed from existing inlet A1. New easements must be provided for the new 34" x 53" elliptical pipe running through the property. The applicant must clarify the grantee of the existing easement. The applicant must provide the analysis and calculations (drainage area map, time of concentration determination, runoff curve numbers, etc.) that determined the 56.80 cfs flow in line A7-A6. The headwall at manhole A7 must be replaced. A 5' continuous planting strip must be provided between the sidewalk and the roadway. The County recommends that the shade trees be native to New Jersey. The County recommends that the applicant consider use of green stormwater infrastructure practices to handle stormwater generated by the site, in accordance with the Green Stormwater Infrastructure Element of the Passaic County Master Plan. The site should utilize non-structural green infrastructure practices within the requested 5' planting strip adjacent to the roadway. The applicant should provide lighting and streetscaping in accordance with municipal standards. The applicant must submit a maintenance agreement for the proposed lighting within the County right-of-way. The existing NJ Transit bus stops must be indicated on the survey and plans. The applicant must submit any architectural plans for the proposed development, which should be identical to those submitted to the Township. It is recommended that the applicant provide on-site bicycle parking. The applicant must submit copies of any required NJDEP permits. The applicant must provide the Corridor Enhancement Fee of \$22,176.00 payable to Passaic County.

Commissioner Metzler inquired as to whether stormwater runoff from this site drains to the Peckman River. Staff confirmed that this site runs off to the Passaic River.

Commissioner Edmond asked for clarification on the 5-foot planting strip, whether the proposed lighting is breakaway lighting and if the lighting is designed for the roadway or the sidewalk, and suggested the applicant provide bus shelter at the bus stop along the site frontage.

Staff clarified that the 5-foot planting strip would be reserved for non-structural green infrastructure and would not have any shade trees. The right-of-way should be reserved for sidewalk lighting only. The requested bus shelter will require a maintenance agreement.

Commissioner Edmond additionally requested that the 5-foot planting strip should be included in a maintenance agreement.

Freeholder Deputy Director Lazzara inquired as to a pest control plan for when the existing buildings are demolished. It was discussed by the Board and confirmed that the Township typically requires pest control plans for demolition.

Commissioner Metzler made a motion to **withhold approval** of the site plan application. Commissioner Martinique seconded that motion. The motion passed unanimously.

SP-19-005 – NJCDC Front Street Redevelopment – 52 Front Street, Paterson

Staff explained that this is a new site plan application in which the applicant has proposed to construct a new parking lot at an existing youth center. The parking lot will be constructed to the rear of the building, between Front Street and the Passaic River. The proposed parking lot will be located at the current site of a compacted gravel lot, which is used as excess parking. The site has frontage along Front Street in Paterson. The new lot will result in 49 official parking spaces; the current setup on the compacted gravel accommodates approximately 50 vehicles. Access to the parking lot will be via the existing driveway along Front Street. The parking lot will remove 118 sq. ft. of impervious area. The site slopes away from Front Street towards the Passaic River. The plans show that an infiltration trench will be built to the rear of the parking lot at the bottom of the property's slope. There are no proposed landscaping improvements.

There are conditions that must be satisfied before the application can be granted unconditional approval. A written scale must be added to the plans. The applicant must submit copies of the referenced survey, signed and sealed by a licensed surveyor. The plans must show a double-yellow centerline at the site driveway. The stop bar must be noted as white. All striping must be noted as thermoplastic. The applicant must provide the Corridor Enhancement Fee of \$2,000.00 payable to Passaic County.

Chairman Simpson stated concern for the slope of the property and the drop off from the rear of the property down to the Passaic River and asked the Board to suggest to the applicant that they install higher curbing to protect vehicles from jumping the curb and descending down to the river.

Freeholder Deputy Director Lazzara agreed with Chairman Simpson's concern and concurred that the Board should ask the applicant to install protective measures against vehicles jumping the curb, such as guard rails.

Commissioner Edmond inquired as to whether or not an NJDEP permit is required for this site plan due to its location along the Passaic River. Staff agreed to add a comment requesting clarification on any NJDEP requirements and copies of any required permits.

The Board agreed to reduce the Corridor Enhancement Fee to a flat \$250 as long as the applicant can provide proof of non-profit status.

Commissioner Martinique made a motion to grant **conditional approval** to the site plan application. County Engineer Pera seconded that motion. The motion passed unanimously.

OLD BUSINESS – None.

NEW BUSINESS

Letters of Support Requested for Green Acres Grants

Acting Director Lysicatos noted that the Board has received six requests for letters of support for Green Acres grants. Two requests came from the City of Paterson: one to develop a more detailed plan for Vista Park; one for a stewardship plan for the Valley of the Rocks. Two requests came from Passaic County: one for Phase 1 of Rifle Camp Park; one for the restoration of plantings around Vanderhoef House. Two requests came from Friends of Parks: one to improve and upgrade the athletic fields at Highlands Preserve; one for landscape improvements at Rea House.

CORRESPONDENCE – None.

ADJOURNMENT

Commissioner Metzler made a motion to adjourn the meeting at 6:42 PM that was seconded by Commissioner Edmond.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael Donnelly", with a long horizontal flourish extending to the right.

Michael Donnelly for

MICHAEL LYSCATOS



LEGEND:

- RESEARCH AND DEVELOPMENT
- DATA CENTER
- CLASS A OFFICE SPACE
- ASSISTED LIVING RESIDENCES



REV.	DATE	COMMENTS	BY
3	10/12/18	REV. PER BOROUGH COMMENTS	MPR
2	10/02/18	REV. PER CLIENT COMMENTS	MPR
1	08/29/18	REV. PER CLIENT COMMENTS	ALPH

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION.

CONSTRUCTION CHECK: _____ DATE: _____

PROJECT: NJDC URBAN RENEWAL, LLC
 BLOCK 154, LOT 19.03
 MINNISINK ROAD (CR 642)
 BOROUGH OF TOTOWA, PASSAIC NEW JERSEY

811 PROTECT YOURSELF
 ALL STATES REQUIRE NOTIFICATION OF
 UTILITIES BEFORE EXCAVATION OR ANY OTHER
 WORKING TO EXCAVATE THE EARTH'S
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ROBERT P. FREUD
 PROFESSIONAL ENGINEER
 NEW JERSEY LICENSE No. 41938

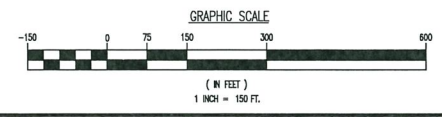
BRETT W. SKAPINETZ
 PROFESSIONAL ENGINEER
 NEW JERSEY LICENSE No. 41985

TITLE: **PROJECT SITE PLAN EXHIBIT 'D'**

SCALE	DATE	DRAWN BY	DESIGNED BY
AS SHOWN	06/24/18	MPR	JG
PROJECT No:	2340-99-001	CHECKED BY:	RPF

SHEET No.	Rev. #
1	3

PROJECT SITE PLAN
 THE PROJECT SITE PLAN, EXHIBIT 'D' DELINEATES THE LOCATION AND CONTRIBUTION OF THE PROPOSED BUILDINGS, VEHICULAR CIRCULATION, PARKING ZONES AND OPEN SPACE LANDSCAPE ZONES AS REQUIRED IN THE REDEVELOPMENT PLAN.
 SEE SITE CALCULATION TABLE ON NEXT PAGE FOR LOT AREA, BUILDING AREA, BUILDING COVERAGE, IMPERVIOUS COVERAGE, LAND USE AND PARKING SPACE CALCULATIONS.



Plotted: 10/12/18 - 4:48 PM, By: mrcasner
 File: P:\VEPC PROJECTS\2340 Main Hill Estate - Company\09-001 Totowa\Overall\Draw\Exhibits (Misc)\2018-07-18 Preliminary Subdivision Exhibit\02-04-09-001PSEB-PROJECT SITE PLAN.dwg. ---> PROJECT SITE PLAN EXHIBIT 'D'
 COPYRIGHT © 2017 - DYNAMIC ENGINEERING CONSULTANTS, PC - ALL RIGHTS RESERVED



GENERAL NOTES

1. THIS PLAN REFERENCE: BOUNDARY AND TOPOGRAPHIC SURVEY N/JC - NORTH JERSEY DEVELOPMENTAL CENTER PREPARED BY H&R, INC. ENGINEERING PROJECT NO. 10074495 LAST REV. 12/05/2017
 2. APPLICANT: N/JC URBAN RENEWAL, LLC 2 BROAD STREET, SUITE 400 BLOOMFIELD, NJ 07003
 3. OWNER: STATE OF NEW JERSEY
 4. PARCEL DATA: BLOCK 154, LOT 19.03 169 MINNISINK ROAD BOROUGH OF TOTOWA PASSAIC COUNTY, NEW JERSEY
 5. ZONED: NORTH JERSEY DEVELOPMENTAL CENTER (N/JC) REDEVELOPMENT PLAN: MRZ ZONING DISTRICT EXISTING USE: FACILITIES, NURSERY, SCHOOLS, ETC. (PERMITTED USES) PROPOSED USE: MEDICAL OFFICE BUILDING (PERMITTED USE)
 6. SCHEDULE OF BULK REQUIREMENTS
- | ZONE REQUIREMENT | ZONE MRZ | EXISTING | PROPOSED (PARCEL 5) |
|--|----------|---------------------------|---------------------------|
| MAXIMUM BUILDING COVERAGE | 15% | 5.37% (184,971 SF) | 0.010% (33,496.5 SF) |
| MAXIMUM IMPERVIOUS COVERAGE (EXCLUSIVE OF BUILDINGS) | 20% | 14.56% (501,447 SF) | 11.0% (379,025 SF) |
| MINIMUM LOT AREA | 10 AC | 3,144,361 S.F. (79.07 AC) | 3,444,361 S.F. (79.07 AC) |
| MINIMUM LOT FRONTAGE | 200 FT | 1,949.5 FT | 1,949.5 FT |
| MINIMUM LOT WIDTH | 400 FT | 2,026.5 FT | 2,026.5 FT |
| MINIMUM LOT DEPTH | 600 FT | 1,085 FT | 1,085 FT |
| MINIMUM FRONT YARD SETBACK FOR BUILDINGS | 100 FT | 220 FT | 135.0 FT |
| MINIMUM REAR YARD SETBACK | 100 FT | 37.1 FT (E) | 686.5 FT |
| MINIMUM SIDE YARD SETBACK | 50 FT | 31.9 FT (E) | 87.6 FT |
| MAXIMUM BUILDING HEIGHT (1) | 70 FT | < 70 FT | 67.83 FT (1) |
| MINIMUM BUILDING SPACING | 50 FT | 32 FT (E) | > 50 FT |
- N/S: NO STANDARD (E): EXISTING NON-CONFORMANCE (V): VARIANCE
- NOTES:
1. ONE (1) BUILDING CAN BE SEVENY (70) FEET FIVE (5) STORES. THE BUILDING HEIGHT WAS CALCULATED AS FOLLOWS: THE AVERAGE PROPOSED GRADE ELEVATION MEASURED 10 FT FROM THE FRONT OF THE BUILDING: 216.17 FT.; THE DISTANCE FROM FINISHED FLOOR ELEVATION TO AVERAGE GRADE ELEVATION (226.00-216.17 FT) = 9.83 FT.; THE HEIGHT OF BUILDING TO HIGHEST RIDGE OR ROOF BEAM: 58 FT.; THE TOTAL BUILDING HEIGHT: 67.83 FT. (COMPLIES)
 2. LOT WIDTH IS DEFINED AS THE STRAIGHT-LINE DISTANCE BETWEEN POINTS ON OPPOSITE SIDE LOT LINES MEASURED AT THE FRONT YARD SETBACK LINE.
 3. LOT DEPTH IS DEFINED AS THE MEAN HORIZONTAL DISTANCE BETWEEN THE FRONT AND REAR LOT LINES.
 4. THE FRONT LOT LINE IS DEFINED AS THAT BOUNDARY OF A LOT WHICH ALONG AN EXISTING OR DESIGNATED PUBLIC STREET OR, WHERE NO PUBLIC STREET EXISTS, IS ALONG A PUBLIC WAY. THE OWNER OF A CORNER LOT MAY SELECT EITHER STREET LOT LINE AS THE "FRONT LOT LINE."
7. ACCESSORY STRUCTURES: A. NO ACCESSORY STRUCTURE IN ANY DISTRICT SHALL BE LOCATED IN ANY REQUIRED FRONT OR SIDE YARD.
 8. PARKING REQUIREMENTS: A. WHERE NOT SPECIFIED IN A SPECIFIC USE, PARKING AREAS HAVING SUFFICIENT CAPACITIES FOR EMPLOYEES, CUSTOMERS AND COMMERCIAL VEHICLES RELATED TO THE ACTIVITIES ON SITE SHALL BE PROVIDED ON THE SAME LOT AS THE BUILDING OR STRUCTURES THEY SERVE (MRZ - 3.6.A) - 3.6.A.1. B. ALL REQUIRED PARKING SPACES SHALL BE A MINIMUM OF TEN (10) FEET IN WIDTH AND EIGHTEEN (18) FEET IN LENGTH. WHERE LONG TERM PARKING IS PROPOSED, OFF-STREET LIGHTING AND LIGHTING FACILITIES SHALL BE PROVIDED FOR EACH INDIVIDUAL ESTABLISHMENT, SUCH THAT SERVICE AND DELIVERY VEHICLES WILL NOT INTERFERE WITH INGRESS, EGRESS, AND PARKING OF OTHER VEHICLES OR FIRE ZONES. (8415-102.A) (COMPLIES) C. NO PARKING SHALL BE LOCATED WITHIN ANY REQUIRED PERIMETER SETBACK OR BUFFER STRIP, EXCEPT FOR INTERNAL PROPERTY LINES MAY BE AUTHORIZED BY THE PLANNING BOARD FOR SHARED PARKING (MRZ - TABLE 10) (COMPLIES) D. ACCESS TO OFF-STREET PARKING SHALL NOT BE THROUGH ENTRANCES DIRECTLY ADJACENT TO STREETS BY MEANS OF ACCESS DRIVEWAYS SITUATED BETWEEN THE PARKING AREAS AND ADJACENT STREETS, NOT LESS THAN 15 FEET LONG. (MRZ - TABLE 10) (COMPLIES) E. THE REQUIRED PARKING ASILE WIDTH IS 24 FT (8415-1702) (COMPLIES)
 9. LOADING REQUIREMENTS: A. OFF-STREET LOADING AND UNLOADING FACILITIES SHALL BE PROVIDED FOR EACH INDUSTRIAL ESTABLISHMENT, SUCH THAT SERVICE AND DELIVERY VEHICLES WILL NOT INTERFERE WITH INGRESS, EGRESS, AND PARKING OF OTHER VEHICLES OR FIRE ZONES. (8415-102.A) (COMPLIES) B. NO LOADING OR DELIVERY AREA WILL BE PERMITTED ON ANY STREET FRONTAGE. (8415-102.B) (COMPLIES)
 10. DRIVEWAY/DRIVE ASILE REQUIREMENTS: A. MINIMUM DRIVE ASILE WIDTH: 24 FEET (8415-103.0.(6)(9) (COMPLIES) B. COMMERCIAL AND INDUSTRIAL USES SHALL HAVE DRIVEWAY WIDTHS RANGING FROM 14 TO 34 FEET FOR ONE-WAY OPERATION AND 20 TO 36 FEET FOR TWO-WAY OPERATION. (8415-103.1.(1) (COMPLIES)
 11. BUFFER/LANDSCAPING REQUIREMENTS: A. A MINIMUM OF ONE-THIRD OF THE N/JC SITE SHALL BE MAINTAINED AS OPEN SPACE GREEN AREA. (MRZ-3.6.2.1) (COMPLIES) B. A BUFFER STRIP CONSISTING OF GRASS AND SHRUBBERIES WITH A MINIMUM WIDTH OF 15 FT SHALL BE PROVIDED ALONG ALL PUBLIC STREETS AND A BUFFER STRIP OF A MINIMUM WIDTH OF 10 FT SHALL BE PROVIDED ALONG ALL PRIVATE STREETS. THIS IS NECESSARY TO ASSURE PEDESTRIAN AND VEHICULAR SAFETY BY SEPARATING THE OFF-STREET PARKING AREA FROM THE VEHICULAR AND PEDESTRIAN TRAFFIC IN THE RIGHT-OF-WAY. (MRZ - TABLE 9) (COMPLIES) C. ALL SITE IMPROVEMENTS SHALL BE SETBACK A MINIMUM OF 50 FEET FROM THE PERIMETER PROPERTY LINE ALONG THE MINNISINK ROAD AND VREELAND AVENUE FRONTS, AND ADJACENT TO INDUSTRIAL/COMMERCIAL USES, EXCEPT FOR DRIVEWAY ACCESS. (8415.6.A) (COMPLIES) D. PARKING LOT LANDSCAPING SHALL BE PROVIDED IN ACCORDANCE WITH CHAPTER 415 OF THE BOROUGH CODE, THE REDEVELOPMENT PLAN AND THE REDEVELOPMENT AGREEMENT. AT A MINIMUM, ONE (1) DISEASE RESISTANT AND SALT TOLERANT DECIDUOUS TREE SHALL BE PROVIDED IN A SPACE NO LESS THAN 200 SQUARE FEET FOR EVERY FIFTEEN (15) PARKING SPACES. TREES SHALL BE MAINTAINED TO ELIMINATE BRANCHING BELOW 7 FEET (8415.6.A) (COMPLIES) E. ALL PUBLIC STREET EDGES SHALL BE LANDSCAPED WITH MINIMUM 7" CALIPER STREET TREES AT A MINIMUM CENTERLINE SPACING OF 50 FT. (MRZ - TABLE 9) (COMPLIES) F. A MINIMUM OF 10% OF THE AREA OF THE SITE DEDICATED TO PARKING SHALL BE LANDSCAPED. (COMPLIES)
 12. SLOPE SLOPES: THE LIMIT OF DISBURGANCE OF STEEP SLOPES OF 15% OR MORE SHALL BE LIMITED TO THE EXTENT FEASIBLE AND PRACTICAL. (MRZ - 3.6.5) (COMPLIES)
 13. \$3.6.11 WASTE MANAGEMENT SOLID WASTE AND RECYCLE MATERIAL SHALL BE SECURED AND ENCLOSED WITHIN A SOLID BARRIER SO NOT TO BE VISIBLE FROM ANY PUBLIC STREET. THE ENCLOSURE SHALL MATCH THE HEIGHT OF THE WASTE RECEPTACLE/CONTAINER, SHALL BE A MASONRY ENCLOSURE ON THREE SIDES, AND SHALL HAVE A SELF-CLOSING GATE ON THE FOURTH SIDE. (V)
 14. FENCING: A. FENCING HEIGHT SHALL NOT EXCEED 4' IN HEIGHT IN ANY REQUIRED FRONT YARD, AND 6' IN HEIGHT ALONG REQUIRED SIDE AND REAR YARDS. CHAIN LINK FENCING IS NOT PERMITTED. (MRZ - 3.6.15) (COMPLIES)
 15. GRADES OF ARTERIAL AND COLLECTOR STREETS SHALL NOT EXCEED 10% GRADES ON OTHER STREETS SHALL NOT EXCEED 12%. NO STREET SHALL HAVE A GRADE OF LESS THAN 1% UNLESS AS APPROVED BY THE PLANNING BOARD. (MRZ - TABLE 9) (COMPLIES)
 16. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE TO HAVE STATE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED ALL PLANS AND OTHER DOCUMENTS BY ALL OF THE PERTINENT AUTHORITIES.
 17. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE REQUIREMENTS AND STANDARDS OF THE LOCAL GOVERNING AUTHORITY.
 18. THE SOILS REPORT AND RECOMMENDATIONS SET FORTH THEREIN ARE A PART OF THE REQUIRED CONSTRUCTION DOCUMENTS AND IN CASE OF CONFLICT SHALL TAKE PRECEDENCE UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER CONSTRUCTION MANAGER OF ANY DISCREPANCY BETWEEN SOILS REPORT & PLANS.
 19. SITE CLEARING SHALL INCLUDE THE LOCATION AND REMOVAL OF ALL UNDERGROUND TANKS, PIPES, VALVES, ETC.
 20. THE PROPERTY SURVEY SHALL BE CONSIDERED A PART OF THESE PLANS.
 21. ALL DIMENSIONS SHOWN ON THE PLANS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER IF ANY DISCREPANCIES EXIST PRIOR TO PROCEEDING WITH CONSTRUCTION. ANY NECESSARY PLAN CHANGES SHALL BE MADE BY THE CONTRACTOR FOR WORK HAVING TO BE DONE DUE TO DIMENSIONS OR GRADES INCORRECTLY SHOWN ON THESE PLANS IF SUCH NOTIFICATION HAS NOT BEEN GIVEN.
 22. SOILS TO BE DISPOSED OF BY CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.
 23. ALL EXCAVATED UNDESIRABLE MATERIAL MUST BE TRANSPORTED TO AN APPROVED DISPOSAL LOCATION.
 24. CONTRACTOR IS RESPONSIBLE FOR ALL SHORING REQUIRED DURING EXCAVATION AND SHALL BE PERFORMED IN ACCORDANCE WITH CURRENT OSHA STANDARDS, AS WELL AS ADDITIONAL PROVISIONS TO ASSURE STABILITY OF COLLIGUES STRUCTURES, AS FIELD CONDITIONS DICTATE.
 25. ALL CONTRACTORS MUST CARRY STATUTORY WORKERS COMPENSATION, EMPLOYERS LIABILITY INSURANCE AND APPROPRIATE LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE (G.L.). ALL CONTRACTORS MUST HAVE THEIR COI FOLIOES ENDORSED TO NAME DYNAMIC ENGINEERING CONSULTANTS, P.C., ITS SUBCONSULTANTS AS ADDITIONAL INSURED AND TO PROVIDE CONTRACTUAL LIABILITY COVERAGE SUFFICIENT TO INSURE THE HOLD HARMLESS AND INDEMNIFY OBLIGATIONS ASSUMED BY THE CONTRACTORS. ALL CONTRACTORS MUST FURNISH DYNAMIC ENGINEERING CONSULTANTS, P.C. WITH CERTIFICATES OF INSURANCE AS PART OF THE PRELIMINARY INSURANCE PRIOR TO COMMENCING WORK AND UPON RECEIVAL OF EACH POLICY DURING THE ENTIRE PERIOD OF CONSTRUCTION. IN ADDITION, ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS DYNAMIC ENGINEERING CONSULTANTS, P.C. AND ITS SUBCONSULTANTS FROM AND AGAINST ANY DAMAGES, LIABILITIES OR COSTS, INCLUDING REASONABLE ATTORNEY'S FEES AND DEFENSE COSTS, ARISING OUT OF OR IN ANY MANNER CONNECTED WITH THE PROJECT, INCLUDING ALL CLAIMS BY EMPLOYEES OF THE CONTRACTORS.
 26. MEMBER THE PROFESSIONAL ACTIVITIES OF DYNAMIC ENGINEERING CONSULTANTS, P.C., WITH THE PRESENCE OF DYNAMIC ENGINEERING CONSULTANTS, P.C. OR ITS EMPLOYEES AND SUBCONSULTANTS AT A CONSTRUCTION/PROJECT SITE, SHALL RELIEVE THE GENERAL CONTRACTOR OF ITS OBLIGATIONS, DUTIES AND RESPONSIBILITIES INCLUDING, BUT NOT LIMITED TO, CONSTRUCTION MEANS, METHODS, SEQUENCE, TECHNIQUES OR PROCEDURES NECESSARY FOR PERFORMING, SUPERINTENDING AND COORDINATING THE WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND ANY HEALTH OR SAFETY PROCEDURES REQUIRED BY ANY REGULATORY AGENCIES. DYNAMIC ENGINEERING CONSULTANTS, P.C. AND ITS PERSONNEL HAVE NO AUTHORITY TO EXERCISE ANY CONTROL OVER ANY CONSTRUCTION CONTRACTOR OR ITS EMPLOYEES IN CONNECTION WITH THEIR WORK OR ANY HEALTH OR SAFETY PROGRAMS OR PROCEDURES. THE GENERAL CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOBSITE SAFETY. DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL BE REASSURED BY THE GENERAL CONTRACTOR THAT THE GENERAL CONTRACTOR HAS MAINTAINED THE GENERAL CONTRACTOR'S POLICIES OF GENERAL LIABILITY INSURANCE.
 27. DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL REVIEW AND APPROVE OR TAKE OTHER APPROPRIATE ACTION ON THE CONTRACTOR SUBMITTALS, SUCH AS SHOP DRAWINGS, PRODUCT DATA, SAMPLES AND OTHER DATA WHICH THE CONTRACTOR IS REQUIRED TO SUBMIT, BUT ONLY FOR THE LIMITED PURPOSE OF CHECKING FOR CONFORMANCE WITH THE DESIGN CONCEPT AND THE INFORMATION SHOWN IN THE CONSTRUCTION MEANS OR METHODS. COORDINATION OF THE WORK WITH OTHER TRADES OR CONSTRUCTION SAFETY PRECAUTIONS, ALL OF WHICH ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL NOT BE RESPONSIBLE FOR ANY DEVIATIONS FROM THE CONSTRUCTION DOCUMENTS NOT BROUGHT TO THE ATTENTION OF DYNAMIC ENGINEERING CONSULTANTS, P.C. IN WRITING BY THE CONTRACTOR. DYNAMIC ENGINEERING CONSULTANTS, P.C. SHALL NOT BE REQUIRED TO REVIEW FINAL SUBMITTALS OR THOSE OF CORRELATED TRADES UNLESS SO REQUESTED.
 28. IN AN EFFORT TO RESOLVE ANY CONFLICTS THAT ARISE DURING THE DESIGN AND CONSTRUCTION OF THE PROJECT OR FOLLOWING THE COMPLETION OF THE PROJECT, DYNAMIC ENGINEERING CONSULTANTS, P.C. AND THE CONTRACTOR SHALL AGREE THAT ALL DISPUTES BETWEEN THEM ARISING OUT OF OR RELATING TO THIS AGREEMENT OR THE PROJECT SHALL BE SUBMITTED TO BINDING MEDIATION UNLESS THE PARTIES MUTUALLY AGREE OTHERWISE.
 29. THE CONTRACTOR MUST INCLUDE A MEDIATION PROVISION IN ALL AGREEMENTS WITH INDEPENDENT SUBCONTRACTORS AND CONSULTANTS RETAINED FOR THE PROJECT AND TO INCLUDE ALL INDEPENDENT CONTRACTORS AND CONSULTANTS ALSO TO INCLUDE A SIMILAR MEDIATION PROVISION IN ALL AGREEMENTS WITH THEIR SUBCONTRACTORS, SUBCONSULTANTS, SUPPLIERS AND FABRICATORS UNLESS THE PARTIES MUTUALLY AGREE OTHERWISE.
 30. IF THE CONTRACTOR DEVIATES FROM THE PLANS AND SPECIFICATIONS, INCLUDING THE NOTES CONTAINED THEREIN, WITHOUT FIRST OBTAINING PRIOR WRITTEN AUTHORIZATION FROM THE OWNER AND ENGINEER, THE CONTRACTOR IS REQUIRED TO BE RESPONSIBLE FOR ALL COSTS TO CORRECT ANY WORK DONE, ALL FINES OR PENALTIES ASSESSED WITH RESPECT THERE TO AND ALL COMPENSATORY OR PUNITIVE DAMAGES RESULTING THEREFROM AND IT SHALL INDEMNIFY AND HOLD THE OWNER AND ENGINEER HARMLESS FROM ALL SUCH COSTS TO CORRECT ANY SUCH WORK AND FROM ALL SUCH FINES AND PENALTIES, COMPENSATION AND PUNITIVE DAMAGES AND COSTS OF ANY NATURE RESULTING THEREFROM.
 31. ALL TRAFFIC SIGNS AND STRIPING SHALL FOLLOW THE REQUIREMENTS SPECIFIED IN THE MANUAL ON "UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
 32. THE BUILDING SETBACK ENGINEERING ILLUSTRATED AND LISTED ON THE SITE PLAN DRAWINGS ARE MEASURED FROM THE OUTSIDE SURFACE OF BUILDING WALLS. THESE SETBACK DIMENSIONS DO NOT ACCOUNT FOR ROOF OVERHANGS, ORNAMENTAL ELEMENTS, SIGNAGE OR OTHER EXTERIOR EXTENSIONS UNLESS SPECIFICALLY NOTED.
 33. CONTRACTOR ACKNOWLEDGES HE HAS READ AND UNDERSTOOD THE DESIGN PHASE SOIL PENETRATION AND GROUNDWATER TEST RESULTS IN THE STORMWATER MANAGEMENT REPORT AND THAT THE CONTRACTOR'S RESPONSIBILITIES INCLUDES TO ADDRESS THEIR OWN RESPONSIBILITY IN THE FIELD.
 34. CONTRACTOR TO BE ADVISED THAT THE ENGINEER HAS NOT PROVIDED WITH FINAL FLOOR PLAN DRAWINGS FOR THE BUILDING AT THE TIME OF SITE PLAN DESIGN. AS A RESULT, ENTRANCE DOOR LOCATIONS AS DESCRIBED HEREON MAY NOT BE FINAL AND MUST BE CONFIRMED WITH THE ARCHITECTURAL PLANS PRIOR TO CONSTRUCTION. THE HANDICAP ACCESSIBLE PARKING SPACES AND THE ASSOCIATED RAMP AND ACCESSIBLE ROUTE MARKED COURTYARD WITH HANDICAP AND THE HANDICAP PARKING SPACES MUST BE LOCATED AS THE NEAREST SPACES TO THE ENTRANCE. CONTRACTOR TO NOTIFY OWNER AND ENGINEER IMMEDIATELY OF ANY DISCREPANCY PRIOR TO CONSTRUCTION.



NO.	BY	DATE	COMMENTS

COMMENTS: PLEASE REFER TO OUR PRELIMINARY PROPOSALS ONLY AND MAY NOT BE USED FOR CONSTRUCTION

CONSTRUCTION CHECK: ONE

CONTRACTOR CHECK: ONE

PROJECT: N/JC URBAN RENEWAL, LLC
PROPOSED MEDICAL OFFICE BUILDING
MINNISINK ROAD (CR 642)
BOROUGH OF TOTOWA, PASSAIC COUNTY, NEW JERSEY

811 PROTECT YOURSELF
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- 700 New York Avenue, Suite 425, Newtown, Pennsylvania 18940
- 1501 Center for Learning, Suite 210, Allen, TX 75013
- 14321 Old Katy Road, Suite 210, Houston, TX 77079
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ROBERT P. FREUD

PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 41938

BRETT W. SKAPINETZ

PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 41985

SITE PLAN RENDERING

SCALE: AS SHOWN 07/12/2018 DRAWN BY: DNK DESIGNED BY: JGG CHECKED BY: RPF

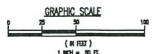
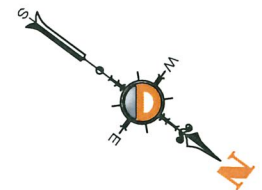
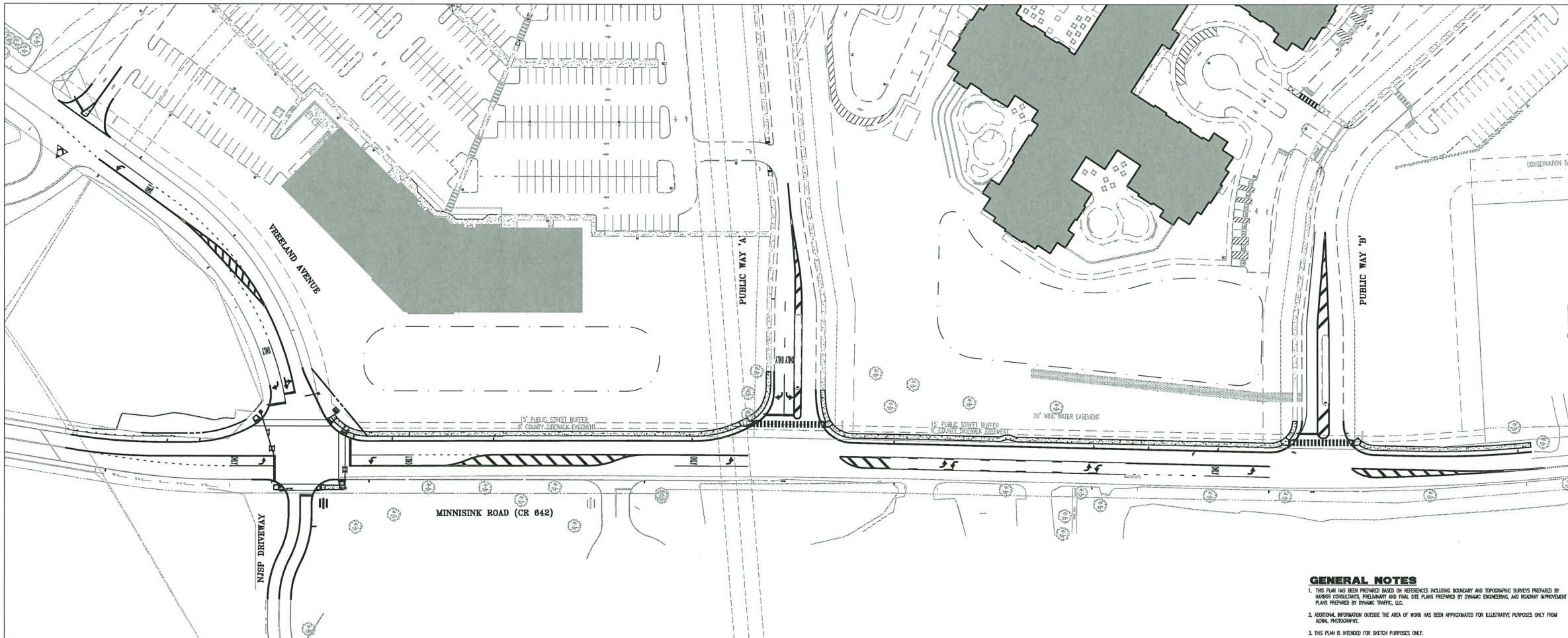
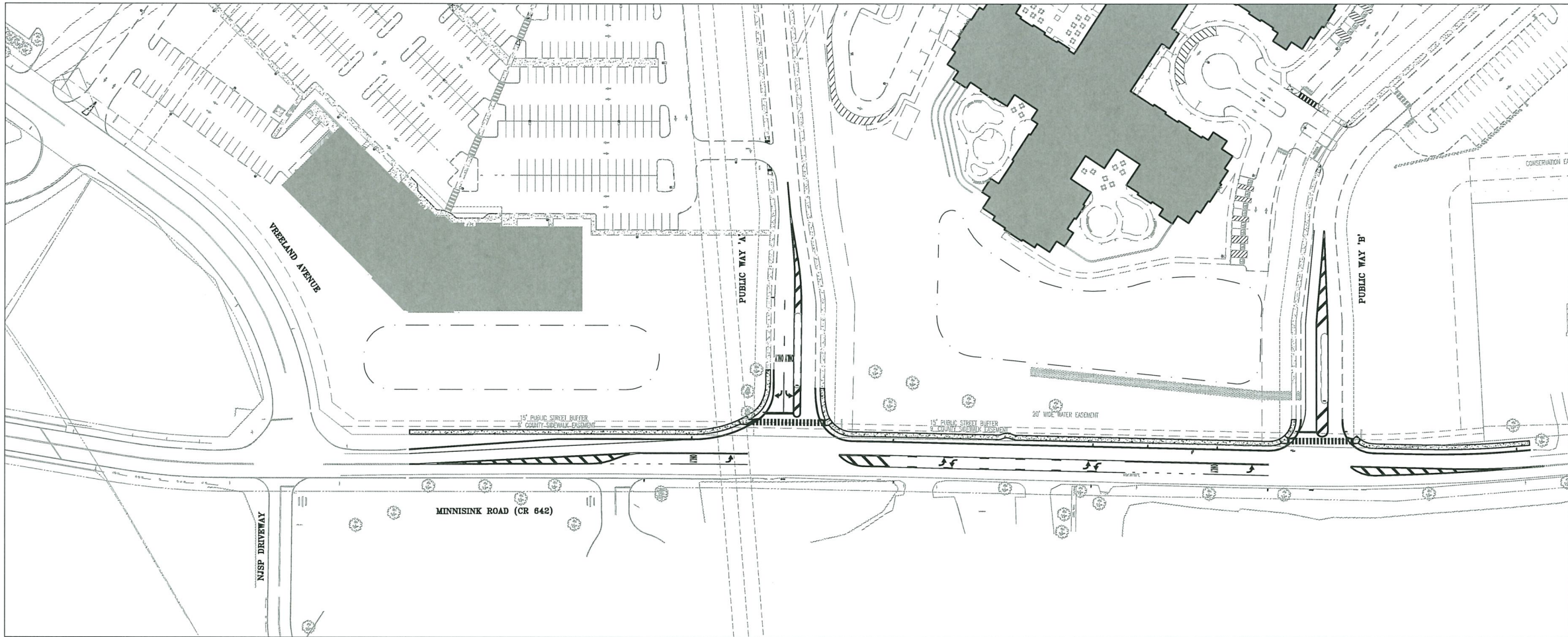
PROJECT NO: 2340-99-001

SHEET NO: 1 OF 10

SIGN	N/JC REDEVELOPMENT PLAN REQUIREMENTS	PROPOSED
MONUMENT	NUMBER OF SIGNS: ONE (1) PER DRIVEWAY MAXIMUM SIGN AREA: 50 SF PER SIGN FACE MINIMUM SIGN SEPARATION: 150 FT	NUMBER OF SIGNS: TWO (2) SIGN AREA: 50 SF SIGN SEPARATION: >150 FT
BUSINESS IDENTIFICATION	NUMBER OF SIGNS: ONE (1) PER DRIVEWAY MAXIMUM SIGN AREA: 35 SF PER SIGN FACE MINIMUM SIGN SEPARATION: 150 FT	NUMBER OF SIGNS: ONE (1) SIGN AREA: 35 SF SIGN SEPARATION: > 150 FT

N/S: NO STANDARD N/A: NOT APPLICABLE (E): EXISTING NON-CONFORMANCE (V): VARIANCE





FOR SKETCH PURPOSES ONLY

DYNAMIC TRAFFIC, LLC
 1104 Main Street, Lake Como, NJ 07719
 T: 732.474.0198 | F: 732.474.3821

ROADWAY IMPROVEMENTS EXHIBIT
 02/21/19
 1:50

MINNISINK RD. (CR 642) & VREELAND AVE.
 PROPOSED ROADWAY IMPROVEMENTS
 BOROUGH OF TOWNSHIP, PISCATAWAY COUNTY, NJ

PREPARED BY:
 NICK VERDESE, PE
 NICK@DYNAMICTRAFFIC.COM

DYNAMIC PROJECT NUMBER: 2349-09-0011

GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON RECORDS INCLUDING BOUNDARY AND TOPOGRAPHIC SURVEYS PREPARED BY HARKER CONSULTANTS, PRELIMINARY AND FINAL SITE PLANS PREPARED BY DYNAMIC ENGINEERING, AND ROADWAY IMPROVEMENT PLANS PREPARED BY DYNAMIC TRAFFIC, LLC.
2. ADDITIONAL INFORMATION OUTSIDE THE AREA OF WORK HAS BEEN APPROXIMATED FOR ALTERNATIVE PURPOSES ONLY FROM AERIAL PHOTOGRAPHY.
3. THIS PLAN IS INTENDED FOR SKETCH PURPOSES ONLY.