



**PASSAIC COUNTY PLANNING BOARD
MINUTES OF A REGULAR MEETING
Thursday, March 4th, 2021
WebEx Meeting**

Chair Redmon opened the meeting at 5:01 PM and read the notice that the requirements of the Open Public Meeting Act had been met. She then proceeded to the roll call.

MEMBERS PRESENT: Nakima Redmon, Chair; Stephen Martinique, Vice Chair; Joseph Metzler, Commissioner; William Gervens, Commissioner; Kenneth Simpson, Commissioner; Miguel Diaz, Commissioner; Steve Edmond, Alternate Commissioner (non-voting); Joseph Metzler, Commissioner; County Engineer Jonathan Pera; County Commissioner Terry Duffy

OTHERS PRESENT: John Abdelhadi, Planning Board Counsel; Michael Lysicatos, Planning Director and Board Secretary; Andras Holzman, Supervising Planner; Jason Miranda, Senior Planner; Salvatore Presti, Assistant Planner.

MINUTES: A motion to adopt the minutes with changes of the February 18th, 2021 meeting was made by Commissioner Gervens and seconded by Commissioner Diaz. The motion passed unanimously, with Commissioner Martinique abstaining.

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

- The Planning Department is partnering with Rutgers and the North Transportation Planning Authority through Together North Jersey on a technical assistance grant for the Morris Canal Greenway. The goal is to incorporate public art into the Morris Canal Greenway, both physical and performance art. A survey is being distributed to find out what the public would like to see along the canal, specifically: Little Falls, Woodland Park, Paterson, and Garret Mountain. A flier will be distributed to the board. The survey is available on passaicarts.togethernorthjersey.com. The survey is also listed on the County facebook page.
- The Selection Committee for Bike Passaic Master Plan will be convening to discuss the consultant proposals to develop a Bicycle Element of the County Master Plan.
- The Stakeholder Committee for the Main Avenue Concept Development met to review concepts for Main Avenue, a state and federally funded project. The concepts will be tested with the public on March 26th, and the public can go to the county website or tune into the facebook stream to see the concepts. The concepts in coproate traffic and pedestrian safety elements along with reutilizing the center median parking island for potential public space, gateway features, or a formal promenade.
- A public session was held for the Phase II of Dundee Island Park to get feedback form the public on the design goals of the park. Phase II connects parts of the park constructed in Phase I that were completed late last year with Pulaski Park. The Department is testing some of the priorities before finagling concepts that will enter final design later this year.

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

Seeing no one present, County Commissioner Duffy made a motion to close the public portion that was seconded by Commissioner Diaz. The motion passed unanimously.

DEVELOPMENT REVIEW

SP-18-049 – Taylor Court – 555-563 Main Street, Paterson

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a 4-story building with thirty (30) residential units on a site that is currently vacant. The property has frontage along Main Street in Paterson. This application was withheld on September 13th, 2018 with 16 conditions.

The proposed building will have 45 bedrooms across 30 dwelling units. The site will include a ground-level parking garage, containing 30 parking spaces. The garage will have access to Main Street via two one-way driveways. The applicant has proposed to replace the existing curbing and sidewalk.

Regarding drainage, the site is sloped away from Main Street. The applicant has proposed to connect the roof leaders to on-site inlets, which connect into the Main Street drainage system. The applicant has not submitted any approvals from the City to connect into the combined sewer system. The applicant has proposed to plant two (2) Allegheny serviceberry trees along the frontage of the site.

Staff explained that there were conditions that must be met before the application can receive unconditional approval. Provide the proposed area of disturbance. The square footage of the area of disturbance shall be noted on the Soil Erosion Plan. The site should either have a single driveway or two driveways with one-way circulation. If the latter, the one-way driveways must be no wider than 15'. The following comments pertain to the proposed driveway and circulation:

- a) The applicant shall justify the proposed circulation, including clarification on the location of the entrance to the left of the exit (for northbound vehicles travelling in the right lane).
- b) A two-faced, one-way sign must be installed at each driveway.
- c) The applicant must also install two (2) R5-1 (DO NOT ENTER) signs at each driveway.
- d) The plans must show sight distance to pedestrians, taking into account the walls.
- e) The stop bar must be relocated a minimum of four (4) behind the inner edge of the sidewalk.

Provide approval from the City of Paterson allowing the proposed drainage connection into the Main Street combined sewer system. Show all storm drain/combined sewer pipes in Main Street. The applicant must receive approval from the City to connect into the combined sewer. The Main Street storm drain must be shown on the plans. Please clarify whether there would be an on-site retention or detention system, as one is referenced in the City's Planning Board resolution. If so, it must be shown on the plans with a detail. What is the bottom elevation of the Stormtech system? This must be shown on the plan and the detail. What is the purpose of the

overflow pipe, and when will it be in use? A landscaping table is included in the plan set, but the proposed landscaping is not shown on a plan diagram. All proposed landscaping, which should include shade trees along Main Street, must be shown on the plans. The tree labelled "12" tree" in the middle of the frontage must be identified in the table.

For all driveways proposed along Main Street, parking should be prohibited for 25 feet looking left and 20 feet looking right, measured from the end of the curb cut. Please send a written request to the municipality to pass an ordinance for this restriction and provide a copy of all correspondence. Approval of the application is not contingent upon any action by the municipality on this request. A parking prohibition is only needed at the exit driveway. The applicant must install NO STOPPING OR STANDING signs with arrows on both ends of the prohibition. The applicant must submit their correspondence to the City requesting the prohibition. Provide the Corridor Enhancement Fee of \$2,500.00 payable to Passaic County. The label for the inlet at the southwest corner of the site must include E and W inverts.

The building cannot overhang the County right-of-way. Similarly, the proposed wall-mounted lights must be recessed behind the right-of-way line.

The applicant must provide a footing detail for the proposed footings of the building, showing that the footings will not encroach into the right-of-way. The applicant must clarify if gates will be provided at the entrance and exit of the parking garage. The garage must be a minimum of 20 feet from the inner edge of the travel lane of Main Street.

Commissioner Edmond asked if the vehicle access to the building was door or gate controlled. County Engineer Pera responded that it wasn't clear. Commissioner Edmond requested that a comment be added that required the applicant to specify the operation of the gate.

Commissioner Metzler inquired about the length of time the plan has been open, and whether the applicant would have to resubmit or pay a new fee. Planning Director Lysicatos said that they would not have to submit a new application or a new payment.

County Engineer Pera asked that a comment be added specifying that the applicant recognize that the trees will be their responsibility for maintenance.

No comments were made by the public.

County Commissioner Duffy made a motion **withhold approval** of this site plan application. The motion was seconded by Commissioner Diaz. The motion passed unanimously.

SP-20-038 – 225 Grand Street LLC (Phase II) – 225 Grand Street, Paterson

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct an elevated gym and to reconfigure and expand an existing parking lot at a school. The reconfiguration will add additional parking spaces to the site. Interior renovations are also proposed. The site was previously granted approval (SP-15-036) by the Board for use as a school in 2016. The site has frontage along both Grand Street (a County road) and Morris Street. The site plan application was withheld by the Board on February 18th.

The applicant has proposed to demolish two buildings on the site to expand the parking lot. The parking lot from 141 to 158 spaces. The parking lot will have access along Morris Street. The applicant has also proposed restriping and signing the existing parking lot. In addition, the applicant has proposed to construct an open-air gym above a portion of the parking lot. Access to the gym will be via a stairwell connected to the parking lot. The previous approval permitted the applicant to install a circular driveway for student pick-up and drop-offs along the Grand Street frontage. The applicant has proposed to install a continental style crosswalk at the intersection of Grand Street and Morris Street.

Regarding drainage, there is an existing stormwater pipe extending from the parking lot across Morris Street and down Barbour Street to Spruce Street. Inlets in the parking lot will connect into the pipe. A pipe from the site also connects into a stormwater pipe running along Morris Street towards Grand Street. The proposed connections into the combined sewer system have been approved by the City. The applicant has proposed to install trench drains at both Morris Street driveways to collect stormwater. The applicant has proposed additional landscaping adjacent to the parking lot and gym, and to replace the landscaping along Grand Street that was required as part of the Phase I approval.

A revised agreement will be provided back to the applicant for signature. The agreement will include provisions requiring the maintenance of the approved driveway and restrictions on the closing of the driveway. The agreement will require authorization by the Board of County Commissioners prior to County signature and recording.

No comments were made by the board or public.

Commissioner Diaz made a motion grant **conditional approval** of this site plan application. The motion was seconded by Commissioner Gervens. The motion passed unanimously.

SP-20-047 – Meridia Regency on Valley – 1091-1175 Valley Road, Clifton

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a 23,551 sq. ft. hotel with basement parking. The existing banquet hall is to remain, although outdoor work will be performed on the site. The applicant has proposed to demolish an existing residential building to the south of the banquet hall. The building will be replaced with a below-ground parking garage, with landscaping and outdoor event space at ground level. The plans includes a lot consolidation from the existing six (6) lots to two (2) lots. This application was withheld by the Board on January 12th with 13 conditions.

The proposed structure will have a 23,551 sq. ft. footprint and include a basement parking garage. The parking garage will contain 177 parking spaces. There will be a total of 430 parking spaces on the site, up from 215 spaces. The site will have three (3) driveway entrances along Valley Road. There are no turning restrictions proposed at any of the driveways. The northernmost and southernmost properties are proposed to be relocated to be 10 feet from the side property lines. The driveways are served by a drive aisle running adjacent to the right-of-way line. The applicant has proposed to replace the sidewalk and curbing along the entire frontage of the site.

Regarding the drainage, the applicant will install two (2) interconnected detention basins on the site. The applicant will also install roof leaders, trench drains, and inlets on the site that will connect to the detention basins. A connection to the Valley Road drainage system is proposed at the northernmost driveway. The applicant has proposed to maintain the site's existing landscaping.

Staff explained that there were conditions that must be met before the application can receive unconditional approval. The applicant must submit two signed and sealed copies of the referenced survey by Dykstra Walker Design Group. The applicant must submit a subdivision plat for the proposed re-subdivision of the property. This will be reviewed as a separate application (major subdivision). A cross-access easement must be submitted accommodating access between the two proposed lots. The northernmost and southernmost driveways, as they are located adjacent to side property lines, will require the granting of a waiver to remain in their present locations. The applicant must either relocate the driveways OR submit a formal waiver request that includes a justification for the locations of the two driveways on side property lines. The driveways must be a minimum of 10 feet from the side property lines for a waiver to not be required. At the southernmost driveway: a) A stop bar, STOP sign, and centerline must be provided; b) The directional arrows should be moved back from the right-of-way line; and c) A dashed centerline shall be provided between the driveway centerline and the centerline of the drive aisle that runs along the southern property line. A STOP sign must be installed at the northernmost driveway.

The plans must indicate signing and striping for the central driveway. All striping must be noted as thermoplastic. The proposed width of the driveway must be justified. The stop bar (12", white) and centerline (double yellow) must be correctly labelled at all driveways. Raised driveway aprons, with sidewalk carried across, must be installed at all site driveways per County detail (attached). Based on the submitted plans, raised aprons are not appropriate for the site driveways due to the lack of a buffer between the sidewalk and roadway. The applicant must install curb ramps and crosswalks (continental-style with thermoplastic material) across all site driveways. Following installation and prior to the release of any bonds, the applicant must submit a signed certification from a professional engineer that the curb ramps have been constructed in conformance with ADA standards. The truck exit from the central driveway is unacceptable, as the truck cannot stop anywhere close to being perpendicular to Valley Road and cannot sight to the north. The truck turning movement for the left-in turn at the north driveway is not acceptable, as it creates a conflict with vehicles waiting at the stop bar. The right-in turn at the north driveway must also be shown. The applicant must clarify which driveways and turns will be utilized by trucks. If trucks will only utilize the north driveway, then signs must be provided restricting truck traffic to that driveway. If other driveways are to be utilized by trucks, then those truck movements must be shown on the turning templates. The proposed center driveway width is too wide for a driveway that is only utilized by car traffic.

A queuing analysis must be provided for the proposed valet operations, which could cause queues to back up onto Valley Road. Additional clarification must be provided on the origin and destination of valet-serviced vehicles. Where are vehicles being dropped off? Where are vehicles

being parked? The stone wall between the southern and central driveways is in the clear zone and must be removed. The applicant must provide a footing detail for the banquet hall canopy, which shall indicate whether the footings encroach into the County right-of-way. The applicant has stated that the stone wall will be removed, and the wall is no longer shown on the plans. However, a note must be added to the plans stating that the wall is to be removed. The proposed drainage system will divert a significant area of stormwater to the Valley Road system. The method of operation of the proposed system, and the assessment of the adequacy of the existing Valley Road system to handle this diversion, are not apparent from the drainage report. In addition, the plans state that the location and details of the emergency overflow are to be coordinated with the architect. This must be addressed in future submissions. See drainage comments below. The applicant must provide the Corridor Enhancement Fee of \$17,904.00 payable to Passaic County.

Staff explained that the following comments with the drainage of the site must be resolved. Table 1 states that Drainage Areas E-1B, E-1C, and E-1D all drain to drywells, but the drywells are not shown on any plan or map. The drainage report states that Area E-1A has 7,596 SF of impervious area, but Drainage Area Map 1 of 3 shows this area as 71,429 SF. Table 1 lists the area of Drainage Area OF-E1 as 90,309 SF, but the map lists it as 574,767 SF. Table 1 lists the area of Drainage Area OF-E2 as 5,949 SF, but the map lists it as 23,133 SF. Table 1 lists the area of Drainage Area OF-E3 as 509,125 SF, but the map lists it as 90,309 SF.

Table 1 lists the area of Drainage Area OF-E4 as 23,133 SF, but the map lists it as 5,949 SF. Table 2 lists the area of Drainage Area P-2A as 55,291 SF, but the map lists the three P-2As as 52,721 SF. Table 2 lists the area of Drainage Area P-2B as 105,570 SF, but the map lists it as 104,701 SF. Table 2 lists the area of Drainage Area P-2C as 735 SF, but the map lists it as 1,925 SF. Table 2 lists the area of Drainage Area OF-P1 as 90,309 SF, but the map lists it as 574,767 SF. Table 2 lists the area of Drainage Area OF-P2 as 10,283 SF, but the map lists it as 28,059 SF. Table 2 lists the area of Drainage Area OF-P3 as 574,767 SF, but the map lists it as 90,309 SF. Table 2 lists the area of Drainage Area OF-P4 as 28,059 SF, but the map lists it as 10,283 SF. Table 3 lists the pre-development peak discharge (CFS) to McCosh Road as 7.89, 14.40, 18.70, and 27.21. Table 5 lists the pre-development peak discharges to the County system as the exact same values – how can this be? Table 4 presents pre- and post-development flows to Valley Road. Why are the two columns labeled “Post development peak discharge on-site” and “Flow Increase” not equal, since pre-development discharge from the site is zero? Table 4 states that Appendix C contains capacity calculations for the existing 24-inch pipe in Valley Road – but they are missing. On the proposed drainage area map, three different areas are identified as P-2A – these areas should be identified separately.

The off-site drainage area maps (Sheets 2 and 3) need points of reference, such as street names. Also, an overall Area Map showing all drainage areas (both on-site and off-site) must be included. Under the discussion for “Sub-Drainage Area P-2”, change “would” to “could” in this sentence: “*During preliminary discussions with the County, a connection to the County conveyance system would be acceptable to avoid runoff from the proposed development impacting the neighboring residences east of the subject site*”. County staff never guaranteed this connection, only that they did not object to the concept (pending review). The cited Standard

(NJAC 7:8-5.4 (3) ii) requires an area-wide analysis of the watershed assuming full build-out of any undeveloped areas. This analysis is mentioned in the report, but not presented. The analysis is based on the Valley Road storm drain system eventually discharging into the City of Clifton municipal system. This connection must be shown on a plan, with pipe sizes and inverts. The 25-year flow into the infiltration basin is 7.90 CFS, with an outflow of 2.12 CFS. How is this reduction achieved without an outlet control structure?

No calculations or background information are provided to justify the infiltration rate of the infiltration basin. This must be provided. Information is still not provided for the emergency overflow of the infiltration system. Plan sheet C-5 lists an Inv. (out 12") of 323.29 for Outlet Control Structure D-107, but this is not shown on the detail on Sheet C-13, or on the plan. Sheet C-5 shows a manhole at the southeast corner of the infiltration system with no rim or invert information shown. Plan Sheet C-5 does not label or identify the County storm drain pipe which is being connected into. Sheet C-14 shows a detail for the Stormtech SC-740 chamber, but the plans call out the storm capture vaults for the infiltration and detention systems (for which a detail is provided). The plans must include a detail for how the storm capture vaults will be used as an infiltration system – the provided detail shows a solid bottom. All manholes and catch basins on Valley Road must have inverts provided. The note for proposed Trench Drain D-100 is pointing to a manhole. The area around the overflow grate on top of the infiltration system must be re-graded to provide for six (6) inches depth of ponding, as an indication that the system needs maintenance.

Commissioner Edmond asked about the setback of the driveway from the county right of way.

John Corak, engineer for the applicant, was sworn in. He explained that the the applicant was removing site features from the county right of way. Commissioner Edmond asked about the center driveway's presence in the county right of way. John Corak responded that the driveway goes up to the county right of way, and the line that the Commissioner was seeing was a municipal setback. Commissioner Edmond asked about the sidewalk being pushed as far to the rear of the county right of way as possible. John Corak responded that the applicant would push back the sidewalk as far as possible when possible.

John Corak addressed the circulation comments made by the board by explaining the existing conditions on site and the modifications that would be made in the proposed site plan. He stated that that applicant was working to remove site features from the county right of way. He also explained the procedures for the valet pick up and drop off, and how the elimination of a two way circulation pattern on site would mean that the valets would have to go onto Valley Road.

Commissioner Edmond asked if the proposed circulation pattern would require the valets to make a left turn out of the center driveway into the southernly driveway. John Corak stated that was true. Commissioner Edmond asked if the applicant would consider reversing the flow so that the valets only had to make right turns.

John Corak spoke to the truck turning comment, and stated that the banquet hall only received up to two box truck deliveries per day. He stated that he does not believe that widening of the drive

aisle to accommodate an infrequent delivery truck would be necessary. Commissioner Metzler inquired about garbage trucks on site. County Engineer Pera asked the applicant to document expected deliveries. He also stated that the applicant should mark the driveway as for delivery only.

No comments were made by the public.

Commissioner Martinique made a motion to **withhold approval** of this site plan application. The motion was seconded by Commissioner Metzler. The motion passed unanimously.

SP-20-042 – Maarif Foundation USA – 1700 Valley Road, Wayne

Staff explained that this is a new site plan application in which the applicant has proposed to convert an existing office building into a private school. In addition, the applicant is seeking to construct a gymnasium on the site. The applicant has indicated that the site will include an 84-bed dormitory for student use. The site has frontage along Valley Road in Wayne.

There is an existing driveway, which is the site's only access, that connects the site to Valley Road. The adjacent site at 1800 Valley Road has a connection into the driveway, in addition to their own Valley Road driveway to the west. There is existing, but faded, signing and striping at the driveway. The applicant has not proposed any changes to the driveway intersection. The applicant has proposed to construct a security gate and security booth at the entrance to the parking lot. A total of 212 parking spaces are proposed for the site. There is no sidewalk along the frontage of the site or on the north side of Valley Road in the vicinity.

Regarding drainage, the driveway is steeply slopes towards Valley Road. The applicant has indicated that the proposed roof leaders and inlets on site will connect to the existing drainage system. This system collects all stormwater from roof leaders and parking lot inlets and connects into a drainage ditch running into the adjacent Lot 17. Separately, there are two (2) inlets at the bottom of the driveway that connect into the Valley Road drainage system.

Staff explained that there were conditions that must be met before the application can receive unconditional approval. The applicant must submit copies of all easements referenced on the submitted survey. The applicant must clarify the location of the property line. The driveway may require the granting of a waiver from the Passaic County Site Plan Resolution to be permitted to remain within 10 feet of the side property line with Lot 17. The following comments pertain to signing and striping at the site driveway:

- a) The stop sign must be replaced.
- b) The stop bar must be re-stripped.
- c) The white centerline must be replaced with a double yellow centerline.
- d) All striping shall be noted as thermoplastic.

The applicant must install a trench drain at the bottom of the site driveway. The applicant must submit the Corridor Enhancement Fee of \$2,500.00 made payable to Passaic County.

Commissioner Metzler asked about the drainage flow on site. Senior Planner Miranda explained the drainage system of the site. Commissioner Edmond asked that the applicant submit a flow and velocity drainage calculations of the drainage coming down the driveway, to see if the water will flow over the trench drain.

No comments were made by the public.

Commissioner Diaz made a motion to grant **conditional approval** of this site plan application. The motion was seconded by Commissioner Gervens. The motion passed unanimously.

SU-21-002 – PB Nutclif Master Subdivision – Route 3, Clifton (ON3 Campus)

Staff explained that this is a new major subdivision application in which the applicant has proposed to subdivide existing lots on the ON3 campus in preparation for future development.

The applicant has proposed to create three (3) new lots from the lot designated as Lot 4.05. Of the lots, the lot designated as proposed Lot 4.10 is to be developed with the Clifton Ambulatory Care Center (see SP-21-005). Proposed Lot 4.11 is a future building lot which currently has no site plan. The third lot is a remainder lot and will be Lot 4.09. This lot is not included in the Redevelopment Plan Area and remains subject to the City of Clifton Zoning Ordinance. The applicant has proposed to subdivide Lot 4.04 to create a total of two (2) new lots. The proposed Lot 4.08 will be developed with a hotel, and the remainder lot is proposed Lot 4.07. The proposed lots will not have any frontage along any County roadways.

The submitted subdivision plat has been reviewed by staff and is recommended for unconditional approval. Mylar copies of the final plat must be signed by the County Planning Director prior to recording with the County Clerk's Office.

No comments were made by the public.

Commissioner Gervens made a motion to grant **unconditional approval** of this site plan application. The motion was seconded by Commissioner Martinique. The motion passed unanimously.

SP-21-005 – Clifton Ambulatory Care – Route 3, Clifton (ON3 Campus)

Staff explained that this is a new site plan application in which the applicant has proposed to construct medical offices and a parking garage in an existing parking lot. This application is a part of the Clifton Hoffman-LaRoche Redevelopment Plan, now known as the ON3 development. The Lot in question is proposed to be subdivided as part of SU-21-002, and will be proposed Lot 4.10. Neither the existing or proposed lot have any frontage along a county road or pose any direct impacts to a drainage facility under County jurisdiction.

The proposed medical office building will have 92,025 sq. ft. of medical office space. The building is located next to a proposed parking garage, which will have a total of 504 parking spaces. The parking garage will have driveway access to Isabella Street. The driveway will not connect directly to Isabella Street in this application, but the applicant has noted on the plans that

the roadway improvements are approved under a separate application. The applicant has submitted an updated traffic report for this application, which incorporates previous site plans approved for the ON3 development. Regarding the drainage, the applicant has indicated that the stormwater from the roof leaders and inlets will be collected and conveyed into the drainage networks within Metro Boulevard, which will then be ultimately discharged into the drainage system along Kingsland Street in Nutley.

Delays at the Route 3 East/Bloomfield Avenue signal will increase after the proposed re-timing (38 seconds delay vs 36 seconds). The applicant must provide a note on the plans stating that the re-timing will be implemented in coordination with NJDOT.

Matt Seckler, engineer for the applicant, was sworn in. He addressed the two second increase at the traffic signal and the proposed re timing.

Commissioner Edmond asked when staff will know when the timing is implemented, and asked that the applicant would notify the county when the changes were implemented.

No comments were made by the public.

Commissioner Gervens made a motion to grant **unconditional approval** of this site plan application. The motion was seconded by Commissioner Gervens. The motion passed unanimously.

SP-21-006 – Prop. Apartment Building – 329 Totowa Road, Totowa

Staff explained that this is a new site plan application in which the applicant has proposed to construct a multi-family residential structure on a vacant lot. The vacant lot has an existing paved area on a portion of the lot.

The applicant has proposed to construct a 30-unit building. The site will have a total of 52 parking spaces in an interior garage. The parking will be on two levels: a lower level with a driveway entrance on Cole Road (a municipal street), and a plaza level with a driveway entrance onto Totowa Road. The applicant has proposed to construct driveway aprons at each of the driveway entrances but has not indicated whether they will be replacing the existing sidewalk or curbing.

Regarding drainage, the applicant has not provided details on drainage on their submitted plans. However, the site is generally sloped away from Totowa Road. The applicant has not submitted drainage calculations. The applicant has proposed to plant six (6) *Tilia cordata* “Greenspire” trees, two (2) of which will be planted along the Totowa Road frontage.

Staff explained that there were conditions that must be met before the application can receive unconditional approval. The existing and proposed impervious area must be included in the zoning table. The plans must indicate the Master Plan right-of-way of 66 feet along Totowa Road. This must be measured 33 feet from the roadway centerline. The proposed structure may be located within the County’s Master Plan right-of-way. The proposed driveway access onto Totowa Road must be removed, as the site also has access to Grant Avenue. Any waiver request

submitted by the applicant must include a justification for providing dual access. The distance between the intersection of Totowa Road and Grant Avenue, and the proposed Totowa Road driveway must be dimensioned. The driveway may not be located within 20 feet of the point where the curb return of the intersection and the curb line meet.

The distance between the proposed parking garage gate along Totowa Road and the inner edge of the travel lane must be dimensioned. The distance between the right-of-way line of Totowa Road and the nearest parking space must be dimensioned. There shall be no parking within 20 feet of the right-of-way line. At the proposed Totowa Road driveway, the applicant shall install a stop bar (white, 12”), centerline (double yellow), and stop sign. All striping shall be noted as thermoplastic. The plans must indicate sight distance to pedestrians at the driveway exit, accounting for all physical features (including any walls). The curbing along the Totowa Road frontage must be replaced due to low curb reveal. If required due to the resulting grade differential, the sidewalk shall also be replaced along this frontage.

The applicant must submit a signed certification from a professional engineer that the curb ramps at the intersection are ADA compliant. If they are not, the ramps shall be replaced and the signed certification submitted prior to the release of any bonds associated with the permit. All roof leaders must be indicated on the plans. The plans must show all drainage connections from the site into public stormwater drains. The applicant must provide a footing detail showing the proposed footings of the building, which may not encroach into the County right-of-way. The applicant must provide the Corridor Enhancement Fee of \$1,523.00 payable to Passaic County.

Commissioner Edmond asked if access onto the roads was gate or door controlled, and asked that the applicant verify that the driveway was door or gate controlled.

Patrick McClellan, engineer for the applicant, was sworn in. He clarified that the site had two points of access on Totowa Road and Grant Avenue. He also stated that it was not feasible for the parking garages to be connected via internal ramp.

Commissioner Edmond asked about the operation of the garage door and how the cars stack to get into the site. Patrick McClellan responded that the parking spaces are assigned and that the garage door will have a fob to automatically open the door. Commissioner Edmond asked how far the door was off the sidewalk area. Patrick McClellan stated that the garage door would be 18 to 24 feet off the sidewalk, which should be able to fit a car without blocking the sidewalk.

Patrick McClellan stated that an onsite stormwater detention system is proposed. Commissioner Edmond asked if there would be a need for car to back out onto Totowa Road. Patrick McClellan stated that he couldn't imagine a reason why someone would need to back out of the driveway.

County Engineer Pera expressed concern over the Totowa Road entrance's proximity to the Grant Street intersection. Commissioner Edmond asked about verification of the buildings location within the county master plan right of way. Patrick McClellan stated that the applicant would look into it the buildings location within the master plan right of way.

No comments were made by the public.

Commissioner Metzler made a motion to **withhold approval** of this site plan application. The motion was seconded by Commissioner Diaz. The motion passed unanimously.

Commissioner Diaz left the meeting at 6:28. Commissioner Edmond becomes a voting member in his place.

SP-21-009 – Prop. Commercial Storage (Buske) – 1161 Ringwood Avenue, Wanaque (Haskell)

Staff explained that this is a new site plan application in which the applicant has proposed to convert an existing structure into a mixed-use commercial and residential building. A commercial garage will be constructed at the rear of the site to store commercial vehicles. The applicant has also proposed to stripe a parking lot and to construct a detached garage on the site.

The existing structure will be converted into a mixed-use commercial and residential building. The applicant has indicated that the 1st floor of the structure will be a commercial unit while the 2nd floor will continue to be used as a dwelling unit. An 11-space parking lot is proposed at the rear of the converted building. The parking lot has driveway access along Coles Avenue, a municipal street. No access is proposed along Ringwood Avenue. There is an existing brick wall and staircase along the right-of-way line along Ringwood Avenue. No changes to the existing sidewalk and curbing on Ringwood Avenue are proposed.

Regarding drainage, the plans do not indicate any roof leaders or inlets. All drainage on the site is flowing away from Ringwood Avenue. Drainage calculations have been submitted. No landscaping has been proposed.

Staff explained that there were conditions that must be met before the application can receive unconditional approval. The applicant must submit two (2) signed and sealed copies of the referenced survey by ZL Land Surveying dated February 10, 2020. The Master Plan right-of-way of 66 feet must be indicated along Ringwood Avenue. This must be measured 33 feet from the roadway centerline. The applicant must connect all utilities to Coles Avenue. The applicant shall provide a shade tree along the Ringwood Avenue frontage of the site, outside of the County right-of-way. The applicant must provide the Corridor Enhancement Fee of \$880.00 payable to Passaic County.

Commissioner Metzler inquired about access to the proposed commercial parking garages. Commissioner Edmond asked about the roof leaders on the site.

County Commissioner Duffy made a motion grant **conditional approval** of this site plan application. The motion was seconded by Commissioner Martinique. The motion passed unanimously.

SP-21-004 – Clifton Station Development – 691 Clifton Avneue, Clifton

Staff explained that this is previously withheld site plan application in which the applicant has proposed to construct a large multi-family residential building. The applicant has proposed to

demolish an existing building, formerly known as the Black Prince Distillery. The site has frontage along Clifton and Paulison Avenues. This application was withheld on February 4th, 2021 with 23 conditions.

There will be a total of 300 dwelling units on the site, including 360 bedrooms. The proposed buildings will take up a total of 108,075 sq. ft. The applicant has proposed to construct a parking garage in addition to surface parking on the site. The applicant has indicated that the site will have a total of 442 parking stalls. The applicant has proposed to close the existing curb cuts on Paulison and Clifton Avenues, and to install a new driveway on Paulison Avenue. The applicant has also proposed to replace all sidewalk and curbing along both frontages. The applicant has proposed to install a stamped concrete treatment at the corner of Clifton and Paulison, including benches and a bike rack. The applicant has proposed to install a striped crosswalk at the existing curb ramp and pedestrian crossing at the intersection of Paulison and Madison Avenues. There is an existing signal at the intersection of Clifton and Paulison Avenues, which is proposed to be modified.

Regarding drainage, the applicant has proposed to connect all inlets and roof leaders to an on-site detention basin. No connections to the Clifton and Paulison Avenue drainage systems are proposed. From the outlet control structure, stormwater pipes enter the property to the south. The stormwater report notes that all drainage eventually enters the Weasel Brook culvert. The applicant has proposed to plant 14 Princeton American elm trees along both frontages.

Staff explained that there were conditions that must be met before the application can receive unconditional approval. The right-of-way widths of Clifton and Paulison Avenues must be noted on the plans. If widths vary, all variations in width must be noted in the correct location. If the right-of-way widths vary, as the applicant states in their response letter, then all variations must be noted in the correct location. At the corner of Clifton and Paulison Avenues:

- a) The crosswalks must be striped in the continental-style, using thermoplastic material. The crosswalk striping across Paulison Avenue must be placed parallel with the flow of traffic on Paulison Avenue.
- b) The detectable warning surfaces shall be replaced based on the existing design. The applicant must submit a signed and sealed certification from a professional engineer that the ramp has been constructed in conformance with ADA standards. The curb ramps/DWS are shown the same as on the previous submission. The ramps/DWS must be placed in line with the crosswalks as per the current conditions.

A four-foot buffer must be provided between the curbing and the edge of the sidewalk. This will require a dedication or easement up to the inner edge of the sidewalk. The following comments pertain to the proposed driveway along Paulison Avenue:

- a) A raised driveway apron (see attached detail), with sidewalk, must be installed. Incomplete; the sidewalk must be carried across the apron (DWS can remain), and the flares must be shown as on the detail.
- b) The stop bar must be placed at least four (4) feet back from the edge of the sidewalk. The distance from the stop bar to the inner edge of the sidewalk must be dimensioned.
- c) A left-turn lane shall be striped on Paulison Avenue for vehicles entering the site.

- d) All striping shall be noted as thermoplastic. The stop bar and arrows (outside of ROW) shall be noted as thermoplastic.

It has been observed that parking, stopping, and/or standing is restricted along the entire frontage of the site. The applicant shall submit the City ordinance(s) prohibiting parking, stopping, and/or standing. If necessary, an additional ordinance may be requested to prohibit all stopping or standing along the entire frontage of the site. Per the submitted ordinance, the NO STANDING signs on Paulison Avenue shall be replaced with NO STOPPING OR STANDING signs. There is an existing NO STOPPING sign on Clifton Avenue, but Clifton Avenue is not listed in the submitted ordinance. Any ordinances restricting stopping or standing on Clifton Avenue must be included. If no ordinance exists, the applicant must submit a written request to the City to establish a parking prohibition on Clifton Avenue and install NO STOPPING OR STANDING signs at both ends of the frontage. The applicant has proposed signal timing changes at the intersection of Clifton and Paulison Avenues, which will improve the overall performance of the intersection. These timing changes must be submitted to both City and County staff for review. Once the changes are agreed upon, a note will need to be added to the plans indicating that the changes will be implemented. A note must be added indicating that the proposed signal timing changes will be implemented by the applicant in coordination with the City.

The plans must include a detail for the outlet control structure. There is an existing Weasel Brook culvert and 30-foot easement at the rear of the site. The applicant must verify ownership of the culvert and easement. The applicant must provide any correspondence received from the City. The applicant must provide any correspondence received from the City on the ownership of the Weasel Brook culvert. More information must be included on the plan regarding the existing stormwater infrastructure to be utilized for the flow after it leaves the outlet control structure. The entire stormwater path must be clearly identified. The use and ownership of the fenced-in stormwater structures straddling the property line (with Block 30.03, Lot 2) must be clarified. The fencing around the culverts must be repaired. The applicant must provide information on the use and ownership of the fenced-in stormwater structures at the rear of the site, straddling the property line (with Block 30.03, Lot 2). The fencing around the structures must be repaired.

The applicant is not building within the Flood Hazard Area shown on the plans. They have provided a copy of their FHA Verification from the NJDEP. The applicant must submit copies of any other required NJDEP approvals. The TWA Permit shall be submitted upon approval. The applicant must submit an as-built showing all improvements within the County right-of-way. This must be submitted following construction of the site, prior to release of any bonds. The applicant must provide the Corridor Enhancement Fee of \$19,637.00 payable to Passaic County.

Vera Lazar, member of the public, was sworn in. She raised concern about the removal of the wooded area and how that would affect stormwater runoff and pollution absorption.

Alissia Eramo, member of the public, was sworn in. She asked if the site would be required to install green infrastructure in accordance with the newly passed stormwater ordinance. Planning Directory Lysicatos stated that due to New Jersey time of filing rules, the old regulations apply for the site.

Commissioner Martinique made a motion **withhold approval** of this site plan application. The motion was seconded by County Commissioner Duffy. The motion passed unanimously.

OLD BUSINESS – None.

NEW BUSINESS – None.

CORRESPONDENCE – None.

RESOLUTIONS – None.

ADJOURNMENT: Commissioner Metzler made a motion to adjourn the meeting at 6:56 PM that was seconded by Commissioner Martinique. The motion passed unanimously.

Respectfully submitted,
Salvatore Presti for



MICHAEL LYSICATOS



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

www.passaiccountynj.org

Michael Lysicatos AICP, PP
Director

PLANNING BOARD
TEL (973) 569-4040
FAX (973) 812-3450

March 5th, 2021

Paterson Planning Board
125 Ellison Street
Paterson, NJ 07505

Re: Site Plan Review – Taylor Court; 555-563 Main Street, Paterson; Block 5809, Lots 21, 22, 23, 24 & 25 (Passaic County File Number SP-18-049)

Members of the Board,

The above referenced site plan dated January 21st, 2021 was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

Passaic County Standards and Requirements: All submissions must consist of 2 paper copies plus a PDF digital file of all plans and technical reports. Signed and sealed copies of all plans and technical reports must be submitted to the Department of Planning & Economic Development at 401 Grand Street, Room 417, Paterson, NJ 07505.

Approval of this site plan application has been **withheld** pending receipt in an acceptable form of the following:

1. For all plan diagrams, provide a graphic scale in addition to a written scale. **Complete.**
2. The name and address of the applicant and the owner must be noted on the plans. **Complete.**
3. Provide the proposed area of disturbance. **The square footage of the area of disturbance shall be noted on the Soil Erosion Plan.**
4. The site should either have a single driveway or two driveways with one-way circulation. If the latter, the one-way driveways must be no wider than 15'. **The following comments pertain to the proposed driveway and circulation:**
 - a) **The applicant shall justify the proposed circulation, including clarification on the location of the entrance to the left of the exit (for northbound vehicles travelling in the right lane).**
 - b) **A two-faced, one-way sign must be installed at each driveway.**

Passaic County Planning Board
Taylor Court (SP-18-049)
555-563 Main Street, Paterson
Block 5809, Lots 21, 22, 23, 24 & 25

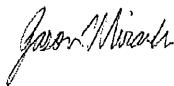
- c) **The applicant must also install two (2) R5-1 (DO NOT ENTER) signs at each driveway.**
 - d) **The plans must show sight distance to pedestrians, taking into account the walls.**
 - e) **The stop bar must be relocated a minimum of four (4) behind the inner edge of the sidewalk.**
5. Provide raised driveway apron(s), per County detail (attached), for the site driveway(s). The apron(s) should not have any curvature. **Complete.**
 6. There must be no parking spaces within 20 feet of the right-of-way that are accessible from the entrance driveway. **Complete.**
 7. Provide a justification for the discrepancy between the required number of parking spaces and the proposed number of spaces. The justification must include evidence that the parking deficiency would not adversely impact Main Street. **Complete.**
 8. Provide drainage calculations. **Complete.**
 9. Provide approval from the City of Paterson allowing the proposed drainage connection into the Main Street combined sewer system. Show all storm drain/combined sewer pipes in Main Street. **The applicant must receive approval from the City to connect into the combined sewer. The Main Street storm drain must be shown on the plans.**
 10. Please clarify whether there would be an on-site retention or detention system, as one is referenced in the City's Planning Board resolution. If so, it must be shown on the plans with a detail. **What is the bottom elevation of the Stormtech system? This must be shown on the plan and the detail. What is the purpose of the overflow pipe, and when will it be in use?**
 11. The existing inlet along Main Street that is being connected into is shown as an invert of 129.12, but should be noted as 127.12. **Complete.**
 12. Please note on the plans the color and material (which should be thermoplastic) for all striping. **Complete.**
 13. A landscaping table is included in the plan set, but the proposed landscaping is not shown on a plan diagram. All proposed landscaping, which should include shade trees along Main Street, must be shown on the plans. **The tree labelled "12" tree" in the middle of the frontage must be identified in the table. The applicant must provide a note indicating that the property owner will be responsible for the maintenance of all trees within the right-of-way along the Main Street frontage of the site.**

Passaic County Planning Board
Taylor Court (SP-18-049)
555-563 Main Street, Paterson
Block 5809, Lots 21, 22, 23, 24 & 25

14. For all driveways proposed along Main Street, parking should be prohibited for 25 feet looking left and 20 feet looking right, measured from the end of the curb cut. Please send a written request to the municipality to pass an ordinance for this restriction and provide a copy of all correspondence. Approval of the application is not contingent upon any action by the municipality on this request. **A parking prohibition is only needed at the exit driveway. The applicant must install NO STOPPING OR STANDING signs with arrows on both ends of the prohibition. The applicant must submit their correspondence to the City requesting the prohibition.**
15. The County recommends that the applicant provide bicycle parking outside of the right-of-way of Main Street. **Complete.**
16. Provide the Corridor Enhancement Fee of \$2,500.00 payable to Passaic County. **Incomplete.**
17. **The label for the inlet at the southwest corner of the site must include E and W inverts.**
18. **The building cannot overhang the County right-of-way. Similarly, the proposed wall-mounted lights must be recessed behind the right-of-way line.**
19. **The applicant must provide a footing detail for the proposed footings of the building, showing that the footings will not encroach into the right-of-way.**
20. **The applicant must clarify if gates will be provided at the entrance and exit of the parking garage. If so, information on the gate operations must be provided. The gates must be indicated on the plans, and must be a minimum of 20 feet from the inner edge of the travel lane of Main Street.**

Subsequent submissions must include a cover letter indicating how each condition has been addressed. Plans submitted without a cover letter will be considered incomplete.

Best Regards,



Jason Miranda
Senior Planner

Cc: Passaic County Engineer
Alan J. Mariconda, Esq.
File

Taylor Court, LLC
Bleeker Architectural Group, LLC



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

www.passaiccountynj.org

Michael Lysicatos AICP, PP
Director

PLANNING BOARD
TEL (973) 569-4040
FAX (973) 812-3450

March 5th, 2021

Paterson Planning Board
125 Ellison Street
Paterson, NJ 07505

Re: Site Plan Review – 225 Grand Street, LLC (Phase II); 225 Grand Street, Paterson; Block 4802, Lots 23, 24 & 25 (Passaic County File Number SP-20-038)

Members of the Board,

The above referenced site plan dated April 15th, 2020, revised as of February 22nd, 2021, was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

This site plan application has been granted **conditional approval** pending authorization and execution of a Developer's Agreement by the Passaic County Board of County Commissioners. This agreement pertains to the maintenance and operations of the circular driveway along Grand Street. A copy of said agreement is attached to this letter for review and signature by the applicant.

Best Regards,

Jason Miranda
Senior Planner

Cc: Passaic County Engineer
Alan J. Mariconda, Esq.
File

225 Grand Street, LLC
Dynamic Engineering Consultants, PC



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

www.passaiccountynj.org

PLANNING BOARD

TEL (973) 569-4040

FAX (973) 812-3450

Michael Lysicatos AICP, PP
Director

March 5th, 2021

Clifton Planning Board
900 Clifton Avenue
Clifton, NJ 07013

Re: Site Plan Review – Meridia Regency on Valley; 1091-1175 Valley Road, Clifton; Block 62.04, Lots 28, 31, 32, 33, 36 & 37 (Passaic County File Number SP-20-047)

Members of the Board,

The above referenced site plan dated November 16th, 2020, revised as of February 5th, 2021, was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

Passaic County Standards and Requirements: All submissions must consist of 2 paper copies plus a PDF digital file of all plans and technical reports. Signed and sealed copies of all plans and technical reports must be submitted to the Department of Planning & Economic Development at 401 Grand Street, Room 417, Paterson, NJ 07505.

Approval of this site plan application has been **withheld** pending receipt in an acceptable form of the following:

1. The applicant must submit two signed and sealed copies of the referenced survey by Dykstra Walker Design Group. **Incomplete.**
2. The applicant must submit a subdivision plat for the proposed re-subdivision of the property. This will be reviewed as a separate application (major subdivision). A cross-access easement must be submitted accommodating access between the two proposed lots. **Incomplete.**
3. The northernmost and southernmost driveways, as they are located adjacent to side property lines, will require the granting of a waiver to remain in their present locations. The applicant must either relocate the driveways OR submit a formal waiver request that includes a justification for the locations of the two driveways on side property lines. The driveways must be a minimum of 10 feet from the side property lines for a waiver to not be required. **At the southernmost driveway: a) A stop bar, stop sign, and centerline must be provided; b) The directional arrows should be moved back from the right-of-way line; and c) A dashed centerline shall be provided between the driveway**

centerline and the centerline of the drive aisle that runs along the southern property line. At the northernmost driveway, a stop sign must be installed.


4. The plans must indicate signing and striping for the central driveway. All striping must be noted as thermoplastic. The proposed width of the driveway must be justified. **The stop bar (12", white) and centerline (double yellow) must be correctly labelled at all driveways.**
5. Raised driveway aprons, with sidewalk carried across, must be installed at all site driveways per County detail (attached). **Based on the submitted plans, raised aprons are not appropriate for the site driveways due to the lack of a buffer between the sidewalk and roadway. The applicant must install curb ramps and crosswalks (continental-style with thermoplastic material) across all site driveways. Following installation and prior to the release of any bonds, the applicant must submit a signed certification from a professional engineer that the curb ramps have been constructed in conformance with ADA standards.**
6. The plans must indicate sight distance at all driveways, considering all physical features including the proposed wall. **Complete.**
7. The truck exit from the central driveway is unacceptable, as the truck cannot stop anywhere close to being perpendicular to Valley Road and cannot sight to the north. **The truck turning movement for the left-in turn at the north driveway is not acceptable, as it creates a conflict with vehicles waiting at the stop bar. The right-in turn at the north driveway must also be shown. The applicant must clarify which driveways and turns will be utilized by trucks. If trucks will only utilize the north driveway, then signs must be provided restricting truck traffic to that driveway. If other driveways are to be utilized by trucks, then those truck movements must be shown on the turning templates. The proposed center driveway width is too wide for a driveway that is only utilized by car traffic.**
8. A queuing analysis must be provided for the proposed valet operations, which could cause queues to back up onto Valley Road. **Additional clarification must be provided on the origin and destination of valet-serviced vehicles. Where are vehicles being dropped off? Where are vehicles being parked? The applicant shall consider the reversal of the one-way circulation, between the southernmost and central driveways, in order to accommodate the valet service without left turns to and from Valley Road.**
9. The drive aisle parallel to Valley Road must allow for a vehicle to exit perpendicular to Valley Road – which is required for a driver to adequately see conflicting traffic on Valley Road in both directions. The drive aisle must not encroach into the County right-of-way at any point. **The sidewalk shall be moved back to the right-of-way line along the entire frontage.**

Passaic County Planning Board
Meridia Regency on Valley (SP-20-047)
1091-1175 Valley Road, Clifton
Block 62.04, Lots 28, 31, 32, 33, 36 & 37

10. The applicant must explain why delay calculations were not provided for the build condition for the north and central driveways. **Complete.**
11. The stone wall between the southern and central driveways is in the clear zone and must be removed. The applicant must provide a footing detail for the banquet hall canopy, which shall indicate whether the footings encroach into the County right-of-way. **The applicant has stated that the stone wall will be removed, and the wall is no longer shown on the plans. However, a note must be added to the plans stating that the wall is to be removed.**
12. The proposed drainage system will divert a significant area of stormwater to the Valley Road system. The method of operation of the proposed system, and the assessment of the adequacy of the existing Valley Road system to handle this diversion, are not apparent from the drainage report. In addition, the plans state that the location and details of the emergency overflow are to be coordinated with the architect. This must be addressed in future submissions. **All drainage comments are attached to this letter.**
13. The applicant must provide the Corridor Enhancement Fee of \$17,904.00 payable to Passaic County. **Incomplete.**

Subsequent submissions must include a cover letter indicating how each condition has been addressed. Plans submitted without a cover letter will be considered incomplete.

Best Regards,



Jason Miranda
Senior Planner

Cc: Passaic County Engineer
Dennis P. Liloia
File

Jason R. Tuvell, Esq.
Arthur Kuyan, P.E.

Drainage Comments

1. Table 1 states that Drainage Areas E-1B, E-1C, and E-1D all drain to drywells, but the drywells are not shown on any plan or map.
2. The drainage report states that Area E-1A has 7,596 SF of impervious area, but Drainage Area Map 1 of 3 shows this area as 71,429 SF.
3. Table 1 lists the area of Drainage Area OF-E1 as 90,309 SF, but the map lists it as 574,767 SF.
4. Table 1 lists the area of Drainage Area OF-E2 as 5,949 SF, but the map lists it as 23,133 SF.
5. Table 1 lists the area of Drainage Area OF-E3 as 509,125 SF, but the map lists it as 90,309 SF.
6. Table 1 lists the area of Drainage Area OF-E4 as 23,133 SF, but the map lists it as 5,949 SF.
7. Table 2 lists the area of Drainage Area P-2A as 55,291 SF, but the map lists the three P-2As as 52,721 SF.
8. Table 2 lists the area of Drainage Area P-2B as 105,570 SF, but the map lists it as 104,701 SF.
9. Table 2 lists the area of Drainage Area P-2C as 735 SF, but the map lists it as 1,925 SF.
10. Table 2 lists the area of Drainage Area OF-P1 as 90,309 SF, but the map lists it as 574,767 SF.
11. Table 2 lists the area of Drainage Area OF-P2 as 10,283 SF, but the map lists it as 28,059 SF.
12. Table 2 lists the area of Drainage Area OF-P3 as 574,767 SF, but the map lists it as 90,309 SF.
13. Table 2 lists the area of Drainage Area OF-P4 as 28,059 SF, but the map lists it as 10,283 SF.
14. Table 3 lists the pre-development peak discharge (CFS) to McCosh Road as 7.89, 14.40, 18.70, and 27.21. Table 5 lists the pre-development peak discharges to the County system as the exact same values – how can this be?
15. Table 4 presents pre- and post-development flows to Valley Road. Why are the two columns labeled “Post development peak discharge on-site” and “Flow Increase” not equal, since pre-development discharge from the site is zero?
16. Table 4 states that Appendix C contains capacity calculations for the existing 24-inch pipe in Valley Road – but they are missing.
17. On the proposed drainage area map, three different areas are identified as P-2A – these areas should be identified separately.
18. The off-site drainage area maps (Sheets 2 and 3) need points of reference, such as street names. Also, an overall Area Map showing all drainage areas (both on-site and off-site) must be included.

Passaic County Planning Board
Meridia Regency on Valley (SP-20-047)
1091-1175 Valley Road, Clifton
Block 62.04, Lots 28, 31, 32, 33, 36 & 37

19. Under the discussion for “Sub-Drainage Area P-2”, change “would” to “could” in this sentence: *“During preliminary discussions with the County, a connection to the County conveyance system would be acceptable to avoid runoff from the proposed development impacting the neighboring residences east of the subject site”*. County staff never guaranteed this connection, only that they did not object to the concept (pending review).
20. The cited Standard (NJAC 7:8-5.4 (3) ii) requires an area-wide analysis of the watershed assuming full build-out of any undeveloped areas. This analysis is mentioned in the report, but not presented.
21. The analysis is based on the Valley Road storm drain system eventually discharging into the City of Clifton municipal system. This connection must be shown on a plan, with pipe sizes and inverts.
22. The 25-year flow into the infiltration basin is 7.90 CFS, with an outflow of 2.12 CFS. How is this reduction achieved without an outlet control structure?
23. No calculations or background information are provided to justify the infiltration rate of the infiltration basin. This must be provided.
24. Information is still not provided for the emergency overflow of the infiltration system.
25. Plan sheet C-5 lists an Inv. (out 12”) of 323.29 for Outlet Control Structure D-107, but this is not shown on the detail on Sheet C-13, or on the plan.
26. Sheet C-5 shows a manhole at the southeast corner of the infiltration system with no rim or invert information shown.
27. Plan Sheet C-5 does not label or identify the County storm drain pipe which is being connected into.
28. Sheet C-14 shows a detail for the Stormtech SC-740 chamber, but the plans call out the storm capture vaults for the infiltration and detention systems (for which a detail is provided).
29. The plans must include a detail for how the storm capture vaults will be used as an infiltration system – the provided detail shows a solid bottom.
30. All manholes and catch basins on Valley Road must have inverts provided.
31. The note for proposed Trench Drain D-100 is pointing to a manhole.
32. The area around the overflow grate on top of the infiltration system must be re-graded to provide for six (6) inches depth of ponding, as an indication that the system needs maintenance.



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

www.passaiccountynj.org

Michael Lysicatos AICP, PP
Director

PLANNING BOARD

TEL (973) 569-4040

FAX (973) 812-3450

March 5th, 2021

Wayne Board of Adjustment
475 Valley Road
Wayne, NJ 07470

Re: Site Plan Review – Maarif Foundation USA; 1700 Valley Road, Wayne; Block 3101, Lot 16
(Passaic County File Number SP-20-042)

Members of the Board,

The above referenced site plan dated October 20th, 2020, revised as of December 30th, 2020, was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

Passaic County Standards and Requirements: All submissions must consist of 2 paper copies plus a PDF digital file of all plans and technical reports. Signed and sealed copies of all plans and technical reports must be submitted to the Department of Planning & Economic Development at 401 Grand Street, Room 417, Paterson, NJ 07505.

This site plan application has been granted **conditional approval** pending receipt in an acceptable form of the following:

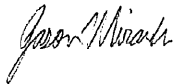
1. The applicant must submit copies of all easements referenced on the submitted survey.
2. The applicant must clarify the location of the property line. The driveway may require the granting of a waiver from the Passaic County Site Plan Resolution to be permitted to remain within 10 feet of the side property line with Lot 17.
3. The following comments pertain to signing and striping at the site driveway:
 - a) The stop sign must be replaced.
 - b) The stop bar must be re-striped (white, 12-inch striping)
 - c) The white centerline must be replaced with a double yellow centerline.
 - d) All striping shall be noted as thermoplastic.
4. The applicant must install a trench drain at the bottom of the site driveway.

Passaic County Planning Board
Maarif Foundation USA (SP-20-042)
1700 Valley Road, Wayne
Block 3101, Lot 16

5. The applicant must submit the Corridor Enhancement Fee of \$2,500.00 made payable to Passaic County.

Subsequent submissions must include a cover letter indicating how each condition has been addressed. Plans submitted without a cover letter will be considered incomplete.

Best Regards,



Jason Miranda
Senior Planner

Cc: Passaic County Engineer
A. Michael Rubin, Esq.
File

Maarif Foundation USA
Bertin Engineering



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

www.passaiccountynj.org

Michael Lysicatos AICP, PP
Director

PLANNING BOARD

TEL (973) 569-4040
FAX (973) 569-4041

March 8th, 2021

Clifton Planning Board
900 Clifton Avenue
Clifton, NJ 07013

Re: Major Subdivision Review – PB Nutclif Master Subdivision; Route 3, Clifton (ON3 Campus); Block 80.02, Lots 4.04 & 4.05 (Passaic County File Number SU-21-002)

Members of the Board,

The above referenced subdivision plat dated September 20th, 2019, revised as of October 24th, 2019, was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Subdivision Resolution. This major subdivision application has been granted **unconditional approval**. The final plat must be signed by the Passaic County Planning Director prior to being recorded with the Passaic County Clerk.

Best Regards,

Jason Miranda
Senior Planner

Cc: Passaic County Engineer
Meryl Gonchar, Esq.
File

PB Nutclif Master, LLC
GreenbergFarrow



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

www.passaiccountynj.org

Michael Lysicatos AICP, PP
Director

PLANNING BOARD
TEL (973) 569-4040
FAX (973) 569-4041

March 8th, 2021

Clifton Planning Board
900 Clifton Avenue
Clifton, NJ 07013

Re: Site Plan Review – Clifton Ambulatory Care Center; Route 3, Clifton (ON3 Campus); Block 80.02, Lot 4.05 (Passaic County File Number SP-21-005)

Members of the Board,

The above referenced site plan dated October 2nd, 2019, revised as of December 28th, 2020, was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

Passaic County Standards and Requirements: All submissions must consist of 2 paper copies plus a PDF digital file of all plans and technical reports. Signed and sealed copies of all plans and technical reports must be submitted to the Department of Planning & Economic Development at 401 Grand Street, Room 417, Paterson, NJ 07505.

This site plan application has been granted **conditional approval** pending receipt in an acceptable form of the following:

1. Delays at the Route 3 East/Bloomfield Avenue signal will increase after the proposed re-timing (38 seconds delay vs 36 seconds). The applicant must provide a note on the plans stating that the re-timing will be implemented in coordination with NJDOT. The applicant must notify the County upon implementation of the signal changes.

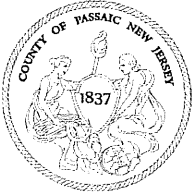
Subsequent submissions must include a cover letter indicating how each condition has been addressed. Plans submitted without a cover letter will be considered incomplete.

Best Regards,

Jason Miranda
Senior Planner

Cc: Passaic County Engineer
Meryl Gonchar, Esq.
File

PB Nutclif Master, LLC
GreenbergFarrow



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

www.passaiccountynj.org

Michael Lysicatos AICP, PP
Director

PLANNING BOARD
TEL (973) 569-4040
FAX (973) 569-4041

March 8th, 2021

Totowa Board of Adjustment
537 Totowa Road
Totowa, NJ 07512

Re: Site Plan Review – Prop. Apartment Building (S & S Grant, LLC); 329 Totowa Road, Totowa; Block 113, Lot 8 (Passaic County File Number SP-21-006)

Members of the Board,

The above referenced site plan dated November 16th, 2020 was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

Passaic County Standards and Requirements: All submissions must consist of 2 paper copies plus a PDF digital file of all plans and technical reports. Signed and sealed copies of all plans and technical reports must be submitted to the Department of Planning & Economic Development at 401 Grand Street, Room 417, Paterson, NJ 07505.

Approval of this site plan application has been **withheld** pending receipt in an acceptable form of the following:

1. The existing and proposed impervious area must be included in the zoning table.
2. The plans must indicate the Master Plan right-of-way of 66 feet along Totowa Road. This must be measured 33 feet from the roadway centerline. The proposed structure may be located within the County's Master Plan right-of-way.
3. The proposed driveway access onto Totowa Road must be removed, as the site also has access to Grant Avenue. Any waiver request submitted by the applicant must include a justification for providing dual access.
4. The distance between the intersection of Totowa Road and Grant Avenue, and the proposed Totowa Road driveway must be dimensioned. The driveway may not be located within 20 feet of the point where the curb return of the intersection and the curb line meet.
5. The distance between the proposed parking garage gate along Totowa Road and the inner edge of the travel lane must be dimensioned. The applicant must provide information on the proposed gate operations.

Passaic County Planning Board
Prop. Apartment Building (SP-21-006)
329 Totowa Road, Totowa
Block 113, Lot 8

6. The distance between the right-of-way line of Totowa Road and the nearest parking space must be dimensioned. There shall be no parking within 20 feet of the right-of-way line.
7. At the proposed Totowa Road driveway, the applicant shall install a stop bar (white, 12”), centerline (double yellow), and stop sign. All striping shall be noted as thermoplastic.
8. The plans must indicate sight distance to pedestrians at the driveway exit, accounting for all physical features (including any walls).
9. The curbing along the Totowa Road frontage must be replaced (see attached detail) due to low curb reveal. If required due to the resulting grade differential, the sidewalk shall also be replaced along this frontage.
10. The applicant must submit a signed certification from a professional engineer that the curb ramps at the intersection are ADA compliant. If they are not, the ramps shall be replaced and the signed certification submitted prior to the release of any bonds associated with the permit.
11. All roof leaders must be indicated on the plans.
12. The plans must show all drainage connections from the site into public stormwater drains.
13. The applicant must provide a footing detail showing the proposed footings of the building, which may not encroach into the County right-of-way.
14. The applicant must provide the Corridor Enhancement Fee of \$1,523.00 payable to Passaic County.

Subsequent submissions must include a cover letter indicating how each condition has been addressed. Plans submitted without a cover letter will be considered incomplete.

Best Regards,



Jason Miranda
Senior Planner

Cc: Passaic County Engineer
Paul G. Jemas, Esq.
File

S & S Grant, LLC
Patrick McClellan, P.E.



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

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PLANNING BOARD

TEL (973) 569-4040

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Michael Lysicatos AICP, PP
Director

March 8th, 2021

Wanaque Board of Adjustments
579 Ringwood Avenue
Wanaque, NJ 07465

Re: Site Plan Review – Prop. Commercial Storage (Buske); 1161 Ringwood Avenue, Wanaque (Haskell); Block 448, Lot 1 (Passaic County File Number SP-21-009)

Members of the Board,

The above referenced site plan dated December 15th, 2020, was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

Passaic County Standards and Requirements: All submissions must consist of 2 paper copies plus a PDF digital file of all plans and technical reports. Signed and sealed copies of all plans and technical reports must be submitted to the Department of Planning & Economic Development at 401 Grand Street, Room 417, Paterson, NJ 07505.

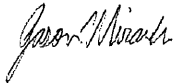
This site plan application has been granted **conditional approval** pending receipt in an acceptable form of the following:

1. The applicant must submit two (2) signed and sealed copies of the referenced survey by ZL Land Surveying dated February 10, 2020.
2. The Master Plan right-of-way of 66 feet must be indicated along Ringwood Avenue. This must be measured 33 feet from the roadway centerline.
3. The plans must indicate any roof leaders and their connections.
4. The applicant must connect all utilities to Coles Avenue.
5. The applicant shall provide a shade tree along the Ringwood Avenue frontage of the site, outside of the County right-of-way.
6. The applicant must provide the Corridor Enhancement Fee of \$880.00 payable to Passaic County.

Passaic County Planning Board
Prop. Commercial Storage (SP-21-009)
1161 Ringwood Avenue, Wanaque
Block 448, Lot 1

Subsequent submissions must include a cover letter indicating how each condition has been addressed. Plans submitted without a cover letter will be considered incomplete.

Best Regards,



Jason Miranda
Senior Planner

Cc: Passaic County Engineer
MAP Engineering

Thomas & Judith Buske
File



County of Passaic

Department of Planning & Economic Development
401 Grand Street, Room 417
Paterson, New Jersey 07505

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Michael Lysicatos AICP, PP
Director

PLANNING BOARD

TEL (973) 569-4040

FAX (973) 812-3450

March 5th, 2021

Clifton Planning Board
900 Clifton Avenue
Clifton, NJ 07013

Re: Site Plan Review – Clifton Station Development; 691 Clifton Avenue, Clifton; Block 30.01, Lots 7 & 8 (Passaic County File Number SP-21-004)

Members of the Board,

The above referenced site plan dated January 13th, 2021, revised as of February 15th, 2021, was reviewed by the Passaic County Planning Board on March 4th, 2021 pursuant to the provisions of the Passaic County Site Plan Resolution.

Passaic County Standards and Requirements: All submissions must consist of 2 paper copies plus a PDF digital file of all plans and technical reports. Signed and sealed copies of all plans and technical reports must be submitted to the Department of Planning & Economic Development at 401 Grand Street, Room 417, Paterson, NJ 07505.

Approval of this site plan application has been **withheld** pending receipt in an acceptable form of the following:

1. The right-of-way widths of Clifton and Paulison Avenues must be noted on the plans. If widths vary, all variations in width must be noted in the correct location. **If the right-of-way widths vary, as the applicant states in their response letter, then all variations in width must be noted in the correct location.**
2. Paulison Avenue was recently resurfaced with additional striping, including a bike lane. This must be surveyed by the applicant and added to the plans. **Complete.**
3. The two defunct curb cuts must be replaced with full-height curbing (see attached detail) and sidewalk. **Complete.**
4. At the corner of Clifton and Paulison Avenues:
 - a) The crosswalks must be striped in the continental-style, using thermoplastic material. **The crosswalk striping across Paulison Avenue must be placed parallel with the flow of traffic on Paulison Avenue.**
 - b) The detectable warning surfaces shall be replaced based on the existing design. The applicant must submit a signed and sealed certification from a professional engineer

that the ramp has been constructed in conformance with ADA standards. **The curb ramps and detectable warning surfaces are shown as they were on the previous submission. The ramps must be placed in line with the crosswalks as per the current conditions.**

5. The applicant must provide a note stating that all curbing and sidewalk is being replaced along the entire frontage of the site. All curbing must conform to attached County detail. **Complete.**
6. A four-foot buffer must be provided between the curbing and the edge of the sidewalk. This will require a dedication or easement up to the inner edge of the sidewalk. **Incomplete.**
7. The pedestrian crossing of Paulison Avenue at Madison Avenue shall be striped in the continental-style, using thermoplastic material. **Complete.**
8. The following comments pertain to the proposed driveway along Paulison Avenue:
 - a) A raised driveway apron (see attached detail), with sidewalk, must be installed. **The sidewalk must be carried across the apron (the detectable warning surfaces shall remain), and the flares must be shown as on the detail.**
 - b) The stop bar must be placed at least four (4) feet back from the edge of the sidewalk. **The distance from the stop bar to the inner edge of the sidewalk must be dimensioned.**
 - c) The applicant must install two (2) R4-7 (KEEP RIGHT) signs, one at each end of the concrete island. **Complete.**
 - d) A left-turn lane shall be striped on Paulison Avenue for vehicles entering the site. **Incomplete.**
 - e) All striping shall be noted as thermoplastic. **The stop bar and arrows (outside of the right-of-way) shall be noted as thermoplastic.**
9. It has been observed that parking, stopping, and/or standing is restricted along the entire frontage of the site. The applicant shall submit the City ordinance(s) prohibiting parking, stopping, and/or standing. If necessary, an additional ordinance may be requested to prohibit all stopping or standing along the entire frontage of the site. **Per the submitted ordinance, the NO STANDING signs on Paulison Avenue shall be replaced with NO STOPPING OR STANDING signs. There is an existing NO STOPPING sign on Clifton Avenue, but Clifton Avenue is not listed in the submitted ordinance. Any ordinances restricting stopping or standing on Clifton Avenue must be included. If no ordinance exists, the applicant must submit a written request to the City to establish a parking prohibition on Clifton Avenue and install NO STOPPING OR STANDING signs at both ends of the frontage.**
10. The applicant shall provide information on the proposed walkway to the Clifton NJTransit station and the expected timeline for the walkway to eventually connect into the station. It must be specified in the traffic study that the projected traffic generation is based on the

assumption that residents will access the station utilizing existing sidewalk connections.
Complete.

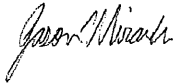
11. The applicant has proposed signal timing changes at the intersection of Clifton and Paulison Avenues, which will improve the overall performance of the intersection. These timing changes must be submitted to both City and County staff for review. Once the changes are agreed upon, a note will need to be added to the plans indicating that the changes will be implemented. **A note must be added indicating that the proposed signal timing changes will be implemented by the applicant in coordination with the City.**
12. The applicant must provide a profile of the site driveway, showing a maximum slope of 2% within 50 feet of the right-of-way line. **Complete.**
13. An additional inlet shall be provided on the west side of the site driveway. **Complete.**
14. The plans must include a detail for the outlet control structure. **Incomplete.**
15. More information must be included on the plan regarding the existing stormwater infrastructure to be utilized for the flow after it leaves the outlet control structure. The entire stormwater path must be clearly identified. The use and ownership of the fenced-in stormwater structures straddling the property line (with Block 30.03, Lot 2) must be clarified. The fencing around the culverts must be repaired. **The applicant must provide information on the use and ownership of the fenced-in stormwater structures at the rear of the site, straddling the property line. The fencing around the structures must be repaired.**
16. The area between the proposed building and Clifton Avenue must be graded as a swale, similar to how the area between the building and Paulison Avenue is graded. **Complete.**
17. The performance of the proposed system is 100% dependent on the existence of a satisfactory existing system. An inspection of the existing receiving system must be performed to confirm its adequacy. **Complete.**
18. There is an existing Weasel Brook culvert and 30-foot easement at the rear of the site. The applicant must verify ownership of the culvert and easement. **The applicant must provide any correspondence received from the City on the ownership of the Weasel Brook culvert.**
19. The applicant is not building within the Flood Hazard Area shown on the plans. They have provided a copy of their FHA Verification from the NJDEP. The applicant must submit copies of any other required NJDEP approvals. **The TWA Permit shall be submitted upon approval.**
20. The proposed shade trees shall be moved back towards the buildings to avoid future conflicts with the overhead electric line on Paulison Avenue and the sidewalk on Clifton Avenue. **Complete.**

Passaic County Planning Board
Clifton Station Development (SP-21-004)
691 Clifton Avenue, Clifton
Block 30.01, Lots 7 & 8

21. The proposed benches along Paulison Avenue must be moved back to be entirely outside of the County right-of-way. **Complete.**
22. The applicant must submit an as-built showing all improvements within the County right-of-way. This must be submitted following construction of the site, prior to release of any bonds. **Noted by the applicant.**
23. The applicant must provide the Corridor Enhancement Fee of \$19,637.00 payable to Passaic County. **Incomplete.**

Subsequent submissions must include a cover letter indicating how each condition has been addressed. Plans submitted without a cover letter will be considered incomplete.

Best Regards,



Jason Miranda
Senior Planner

Cc: Passaic County Engineer
Joseph M. Wenzel, Esq.
File

Clifton Station Developers, LLC
Dynamic Engineering Consultants, PC