

**PASSAIC COUNTY PLANNING BOARD  
MINUTES OF A REGULAR MEETING  
Tuesday, September 21<sup>st</sup>, 2021  
WebEx Meeting**

Senior Planner Miranda opened the meeting at 5:02 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:** Joseph Metzler, Commissioner; William Gervens, Commissioner; Kenneth Simpson, Commissioner; Miguel Diaz, Commissioner; Pat Lepore, County Commissioner Director.

**OTHERS PRESENT:** Shabbir Shehabuddin (sitting for Planning Board Counsel John Abdelhadi); Michael Lysicatos, Planning Director; Andras Holzmann, Supervising Planner; Jason Miranda, Senior Planner; Salvatore Presti, Assistant Planner.

In the absence of the Chair and Vice Chair of the Board, Commissioner Metzler was chosen to serve as Acting Chair for the meeting.

**MINUTES:** A motion to adopt the minutes of the September 2<sup>nd</sup>, 2021 Planning Board Meeting was made by County Commissioner Lepore and seconded by Commissioner Metzler. The motioned passed unanimously.

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

- Planning Director Lysicatos thanked the Board, applicants, and members of the public for accommodating the meeting date change.

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

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

**DEVELOPMENT REVIEW**

**SP-21-026 – Proposed Mixed-Use Development – 711-729 Main Avenue, Passaic**

Staff explained that this is a previously withheld site plan application in which the applicant has proposed to construct a mixed-use building on a vacant lot. The four-story building will include 8,851 sq. ft of retail and office space and will have 15 apartment units. The development lot is being created as part of minor subdivision application SU-21-007. The site has frontage along Main Avenue in downtown Passaic. This application was withheld by the Board on June 10<sup>th</sup>.

No on-site parking or driveways are proposed. No parking is required per the proposed Redevelopment Plan for the property. The applicant has not proposed any changes to the existing sidewalk and curbing. The plans indicate that roof leaders will connect to a catch basin on Henry Street. There are catch basins located along the curb line of Main Avenue. Utility connections

will be to Henry Street. The plans indicate that roof leaders will connect to a manhole on Madison Street. The pipe from the manhole ultimately flows into the Main Avenue drainage system. The applicant has proposed to plant four (4) Allegheny serviceberry trees in decorative concrete planters along Main Avenue.

Staff explained that there were conditions that must be satisfied before the application could receive an unconditional approval. The plans must indicate roof leaders and any drainage connections. The plans must indicate the pipes that comprise the City of Passaic drainage system in Henry Street. If there are any issues, the overflow will affect Main Avenue. The roof leader pipe proposed to connect into the City stormwater system should connect into the next manhole downstream. As shown, the roof leader flow will go against the existing flow in the 72-inch pipe in Madison Street. Although this is a connection into a City system, the connection as shown on the plan could affect Main Avenue, since Madison Street is at a higher elevation. A note must also be added stating that all roof leaders must be connected into the system that will connect into the 72-inch storm drain in Madison Street.

The applicant must submit drainage calculations. The applicant must submit calculations that demonstrate that the receiving system can handle all of the flow from the proposed roof drains. The drainage calculations state that the 72-inch pipe has the capacity to handle the roof flow, but calculations must be included that demonstrate this capacity. The applicant must submit architectural drawings (floor plans and elevations). This is needed to determine any potential encroachments into the County right-of-way. The drawings must include sidewalk cross-slopes for all proposed doorways along Main Avenue. The architectural drawings indicate that certain building features (cornices, parapets, signage areas, window sills) will encroach into the Main Avenue right-of-way. An encroachment application will need to be submitted. Individual cross-slopes must still be provided. An encroachment application has been submitted for consideration. The applicant must verify the parking requirements for the proposed development. The applicant must submit an analysis of the parking impact to Main Avenue posed by the development. The applicant has submitted the RFP for the redevelopment site, which indicates that no parking is required.

Commissioner Metzler asked about the outstanding drainage comments. County Engineer Pera responded that the county wanted the applicants engineer to connect to a better point in the system.

Thomas Stearns, engineer for the applicant, was sworn in. He stated that he would provide the required calculations.

No comments were made by the public.

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

**SP-21-045 – Proposed Mixed-Use Development – 141-147 Crooks Avenue, Paterson**

Staff explained that this is a new site plan application in which the applicant has proposed to construct a mixed-use building on a vacant lot. The proposed 5-story building will have retail space on the first floor and 32 residential units on the 2<sup>nd</sup> through 5<sup>th</sup> floors. The site has frontage on Crooks Avenue in Paterson.

The site will have a surface parking lot at the rear of the site with a total of 32 parking spaces. The parking lot will have access via a driveway on Knickerbocker Avenue, a municipal road. No driveways are proposed along Crooks Avenue, and the proposed building will occupy the entire Crooks Avenue frontage of the site. The applicant has proposed additional parking off-site at 193 Knickerbocker Avenue. The lot, which has no frontage on any County roads, would have 14 parking spaces used for valet parking. Regarding drainage, the applicant has indicated that two roof leaders will connect to nine (9) seepage pits at the rear of the site. The slope of the site is not clear from the plans, as only existing grades are shown on the plans. The applicant has submitted drainage calculations. The applicant has proposed to plant two (2) street trees along the Crooks Avenue frontage.

Staff explained that there were conditions that must be satisfied before the application could receive an unconditional approval. The title block must include the name of the County and the block and lot numbers. The name and address of the applicant and the owner must be noted on the plan. A graphic scale must be provided on all sheets with plan diagrams. The applicant shall submit two signed and sealed copies of the survey. The plans shall indicate the full width of Crooks Avenue, to the opposite curb line (including any driveways). The sidewalk and curbing along Crooks Avenue must be replaced. The sidewalk width (5-foot minimum) must be dimensioned on the plans. The curbing must be in accordance with County detail. The drainage plan must include elevation contours for the proposed grades.

The plans must include grading and drainage information for the proposed parking lot at 193 Knickerbocker Avenue. This is needed to determine if the site would drain towards Getty Avenue, a County road. The landscaping table incorrectly indicates that there will only be one proposed “Frans Fontaine” tree on the site. The plans must include a footing detail showing that the footings of the proposed building will not encroach into the Crooks Avenue right-of-way. The Crooks Avenue right-of-way line must be indicated on the side elevation plans. The proposed cornice appears to encroach into the right-of-way. The applicant shall also confirm that there is no encroachment onto the neighboring properties. The applicant shall confirm if the proposed parking spaces are for the residential portion of the site only. More information must be provided on the proposed valet service to the parking lot at 193 Knickerbocker Avenue. The applicant must provide the Corridor Enhancement Fee of \$2,000.00 payable to Passaic County.

Commissioner Simpson asked about the referenced valet service. Senior Planner Miranda responded that it was mentioned, but no details were provided.

No comments were made by public.

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

**SP-21-046 – Prop. Mixed-Use Development – 802 Van Houten Avenue, Clifton**

Staff explained that this is a new site plan application in which the applicant has proposed to demolish two existing structures to construct a mixed-use building. The proposed two-building will have retail space and parking on the first floor and four (4) dwelling units on the second floor. The site has frontage along Van Houten Avenue in Clifton.

The site will have both a parking garage and a surface parking lot with a combined total of 18 parking spaces. The parking lot will have access via a driveway on Orono Street, a municipal road. The applicant has proposed to install a trench drain and inlet along the Orono Street driveway. No driveways are proposed along Van Houten Avenue; the frontage will be occupied by the proposed building. The applicant has proposed to replace the existing sidewalk and curbing along the site frontage. Regarding drainage, the applicant has indicated that a roof leader will connect to a proposed drainage basin on site. The drainage basin and a proposed yard inlet will connect to existing storm inlets on Van Houten Avenue. The applicant has submitted a stormwater management report. The applicant has proposed to plant shade trees along the site frontage.

Staff explained that there were conditions that must be satisfied before the application could receive an unconditional approval. The applicant must submit two (2) signed and sealed copies of the referenced survey. The zoning table must include the existing and proposed square footage of impervious coverage. The applicant shall provide a grass strip, four (4) feet in width, between the sidewalk and curbing. The distance between the strip and the property line (6-foot minimum) must be dimensioned on the plan. It must be indicated where the existing 24” RCP flows to. The applicant must provide all information on the existing drainage system, such as the missing inverts for the manhole at the corner of Orono Street and Van Houten Avenue.

Additional flow into the Van Houten Avenue drainage system is not permitted. The applicant must provide an analysis of the proposed drainage indicating that no additional flow into the system is being proposed. The applicant shall confirm if the proposed garage parking spaces are for the residential portion of the site only. The applicant must provide the Corridor Enhancement Fee of \$2,500.00 payable to Passaic County.

Michael Pannell, engineer for the applicant, was sworn in. He stated that the proposed parking garage will be for residents of the building only. He also stated that no new flow will enter the Van Houten Avenue drainage system.

No comments were made by the public.

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

**SP-21-047 – The Manor at Little Falls – 115 Main Street, Little Falls**

Staff explained that this is a new site plan application in which the applicant has proposed to construct a three-story, mixed-use building with a parking garage. The building will have 56 dwelling units. The existing retail building on the site will remain and have residential units built on top of the existing structure. The site has frontage along Main and Center Street, both County roads, in Little Falls.

The site will have two parking levels: ground floor and basement levels. An internal ramp will connect the two levels. There will be a total of 102 parking spaces across both levels. The parking garage will be accessed via a garage door on Center Street. Existing drive-up bank teller stations will remain and be connected to the parking garage on the first floor. A second Center Street driveway is proposed for vehicles exiting the drive-up facilities. Regarding drainage, the applicant has not proposed any on-site detention. The plans indicate that stormwater will be collected and utilize an existing connection into a storm inlet on Center Street. The applicant has proposed to plant shade trees along both Main and Center Streets.

Staff explained that there were conditions that must be satisfied before the application could receive an unconditional approval. The sidewalk along Main Street and Center Avenue, which must be a minimum of five (5) feet in width, shall be dimensioned on the plans. The sidewalk and curbing on Center Avenue shall be replaced to the north of the existing drive-thru facilities.

The following comments pertain to the proposed Center Avenue driveways: A design waiver with written justification will be required for the proposed access to Center Avenue, as there is frontage along Warren Street (municipal). There are two driveways proposed along Center Avenue, and none along the municipal street. Any waiver request submitted for consideration shall have the Center Avenue access limited to either a single, full-access driveway or two one-way driveways. Any exits onto Center Avenue shall be single lane. The drive-thru facilities could be accommodated internally within the garage, and do not require a separate driveway. Any Center Avenue driveway shall have a raised apron and a double yellow centerline. Detectable warning surfaces should still be provided. Stop bars must be four (4) feet back from the edge of the sidewalk. The applicant must submit driveway profiles for any proposed driveways on Center Avenue.

All stormwater runoff from the site must be intercepted before entering either Main Street or Center Avenue. The plans must show all roof leaders and their connecting pipes. The applicant shall analyze the capacity of the existing 15-inch pipe that connects into the existing 48-inch pipe in Center Avenue. The applicant must provide on-site stormwater detention. The existing connection into the Center Avenue drainage system shall be limited to emergency overflow. The proposed doghouse sanitary manhole shall not interfere with the existing 48-inch pipe in Center Avenue, and must be indicated on the plan. The applicant must clarify if any lot consolidation is proposed. If so, this must be indicated on the plans. The applicant must provide the Corridor Enhancement Fee of \$5,980.00 payable to Passaic County.

Commissioner Metzler asked about the footing of the site and its setback from the property line. He also asked about the landscaping area existing at the front of the building.

Carlos Fuentes, engineer for the applicant, was sworn in. He responded that the planter would remain. County Engineer Pera asked if the lots for the site were going to be consolidated. Mr. Fuentes responded that the lots were going to remain as is. Commissioner Simpson asked to clarify if the planter was going to be within the property. Mr. Fuentes responded that it would be within the property line.

No comments were made by the public.

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

**SP-21-048 – Hawthorne Heights – 542 Goffle Road, Hawthorne**

Staff explained that this is a new site plan application in which the applicant has proposed to construct several multi-family residential buildings on a vacant lot. An existing vacant structure on the lot will be demolished. The project will also require significant deforestation. The residential buildings will have a total of 117 dwelling units. As per COAH requirements, 15% of the units will be set aside as affordable housing. The site has frontage on Goffle Road in Hawthorne. Each residential building will have first floor parking, but the site also has additional surface parking lots. The total amount of parking on site will be 231 spaces. The site will have access via a driveway on Goffle Road. There is existing sidewalk along the Goffle Road frontage of the site.

Regarding the drainage, the applicant has proposed to construct a stormwater detention system on site. The site slopes towards Goffle Road. The applicant has indicated that on site inlets will connect to a riprap that will discharge stormwater into an open area. The applicant has also indicated part of the system will tie into the existing inlets on Goffle Road and Warburton Avenue. The applicant has proposed constructing two storm drains at the end of the proposed driveway which will connect to the proposed riprap. The applicant has proposed to construct a 4-foot-tall ornamental fence along the site frontage. The applicant has proposed to plant shade trees along the frontage and throughout the site.

Staff explained that there were conditions that must be satisfied before the application could receive an unconditional approval. The applicant must clarify if any lot consolidation is proposed. If so, this must be indicated on the plans. The sidewalk and curbing along Goffle Road must be replaced. The new sidewalk must have a minimum width of five (5) feet. The applicant must provide details of the proposed curbing, grass strip, and sidewalk. The distance from the right-of-way line to the curb line must be dimensioned. The applicant must submit a waiver request with written justification for the proposed access to Goffle Road, given the frontage along Lynack Road.

The applicant shall install a continental-style crosswalk across the driveway. The center median should be extended to accommodate a pedestrian refuge. The northerly curb radius shall be reduced to 20 feet in order to match the southerly curb radius. The curb return shall be in line with the property line. A “KEEP RIGHT” (R4-7) sign must be installed at the eastern end of the island. All pavement markings shall be noted as thermoplastic. The required and provided sight

distance must be indicated on the plans. The proposed monument sign may be within the sight triangle. The Traffic Impact Assessment report incorrectly notes that Warburton is under the jurisdiction of the Borough of Hawthorne. The County of Passaic has jurisdiction of Warburton Avenue. This must be corrected on the report. The Traffic Impact Assessment report stated that the school was in session during the traffic counts (May 25, 2021). The applicant must confirm that “in session” means that the students were “in person” and not remote, and if the school day was a full day or half day.

The right-of-way line must be indicated on the driveway profile. The maximum driveway slope for the first 50 feet back from the right-of-way line shall be 2%. The proposed utilities shall be connected into any existing utility lines along Lynack Road. A bypass flow of approximately 1.1 cfs (25-year) is directed towards Goffle Road – this must be eliminated. Table 2 shows the 2 year developed flow of 13.43 cfs, but Tables 3 and 4 combined show only 3.66 cfs for developed flows from all roofs and pavement. This discrepancy must be addressed. The applicant must analyze the receiving storm drainage system in Warburton Avenue to determine if it can handle the flows from the connecting pipe. All features of the Warburton Avenue drainage system (pipe sizes, material, slope, inverts) must be indicated on the plan.

The applicant must provide a written narrative for both detention basins, regarding what will happen in the event of the orifices becoming clogged (despite the presence of trash racks). Inlets must be added to both sides of each driveway lane. A trench drain must be added at the right-of-way line in the driveway. The applicant must clarify and provide the effectiveness of the proposed inlets within the internal roadway with the various proposed steep slopes (over 8%). How does the proposed drainage system take the proposed steep slopes into account? The applicant must provide top and bottom wall elevations of the proposed wall location southeast of the proposed stormwater detention basin. The applicant must provide the dimensions of the proposed stormwater detention basin.

Per the stormwater report, “The existing Time of Concentration calculated for the site was 19.45 minutes. The developed site used a time of 12.0 minutes, but this did not account for the delay in time created by the infiltration basin. If this is taken into consideration, the pre- and post-development times will be similar.” The applicant must provide the post-development times taking into consideration the infiltration basins. A maintenance and cleanout schedule of the underground infiltration system must be included in the plans. Based on the additional drainage information that applicant must submit, the County reserves the right to reduce the size of the pipe from Outlet Structure (OS#1) to Storm Manhole #4; Outlet Structure (OS#2) to Storm Manhole #4; and Storm Manhole #4 to Storm Inlet #G1. The stone pier/cap and footings shall not encroach into the County right-of-way. The applicant must add a note/detail with the right-of-way line. The applicant must provide a copy of any Soil Conservation District approvals. Upon obtaining the Certificate of Occupancy from Hawthorne Borough, the applicant must submit an inspection report from a professional engineer on the conditions of the stormwater detention basins (surface and underground). The applicant shall address any recommendations, if any, within 90 calendar days of the report. The inspection report is to be performed and submitted every two (2) years to the Hawthorne Borough Construction Department and the County Department of Planning & Economic Development. The applicant must submit copies of any required NJDEP permits. It is strongly recommended that the applicant plant additional trees

throughout the site, given the significant loss in tree cover posed by this development. The applicant must provide the Corridor Enhancement Fee of \$6,275.00 payable to Passaic County.

No comments were made by the public.

Commissioner Metzler asked about the justification for connecting to Lynack Road. County Engineer Pera responded that the applicant would need to submit a written justification. He also stated that there were concerns regarding the slopes of some of the proposed roads.

Commissioner Metzler asked if the applicant could provide how many trees were being removed from the site. Commissioner Simpson asked if the applicant had proposed any plantings to hide the stormwater detention area. County Engineer Pera responded that some were proposed, but more could be added. Planning Director Lysicatos asked to add a comment recommending the applicant reforest the site as much as possible. Commissioner Metzler asked for consideration to prevent cars from accidentally driving into the stormwater area.

No comments were made by the public.

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

**OLD BUSINESS – None.**

**NEW BUSINESS**

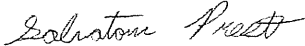
**Paterson-Newark Transit Market Study**

Staff provided a summary of all comments received within the 30-day period following the public hearing to adopt the Paterson-Newark Transit Market Study as an element of the Passaic County Master Plan. Most of the recommendations would be applied as the project moves into later phases of implementation or supported the concepts supported. A motion to adopt the Paterson-Newark Transit Market Study into the Master Plan was made by Commissioner Metzler and seconded by Commissioner Gervens. The motion passed unanimously.

**CORRESPONDENCE – None.**

**ADJOURNMENT:** Commissioner Metzler made a motion to adjourn the meeting at 6:13 PM that was seconded by Commissioner Gervens. 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](http://www.passaiccountynj.org)

Michael Lysicatos AICP, PP  
Director

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

September 22<sup>nd</sup>, 2021

Passaic Planning Board  
330 Passaic Street  
Passaic, NJ 07055

Re: Site Plan Review – Prop. Mixed-Use Development; 711-729 Main Avenue, Passaic; Block 2158, Lot 18.01 (Passaic County File Number SP-21-026)

Members of the Board,

The above referenced site plan dated August 11<sup>th</sup>, 2020, revised as of August 14<sup>th</sup>, 2021, was reviewed by the Passaic County Planning Board on September 21<sup>st</sup>, 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 name and address of the applicant and the owner must be noted on the plan. Already complete.
2. The right-of-way line must be noted on the plans. Already complete.
3. The plans must indicate roof leaders and any drainage connections. The plans must indicate the pipes that comprise the City of Passaic drainage system in Henry Street. If there are any issues, the overflow will affect Main Avenue. **The roof leader pipe proposed to connect into the City stormwater system should connect into the next manhole downstream. As shown, the roof leader flow will go against the existing flow in the 72-inch pipe in Madison Street. Although this is a connection into a City system, the connection as shown on the plan could affect Main Avenue, since Madison Street is at a higher elevation. A note must also be added stating that all roof leaders must be connected into the system that will connect into the 72-inch storm drain in Madison Street.**
4. The applicant must submit calculations that demonstrate that the receiving system can handle all of the flow from the proposed roof drains. **The drainage calculations state**

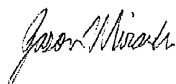
Passaic County Planning Board  
Prop. Mixed-Use Development (SP-21-026)  
711-729 Main Avenue, Passaic  
Block 2158, Lot 18.01

**that the 72-inch pipe has the capacity to handle the roof flow, but calculations must be included that demonstrate this capacity.**

5. The plans must include a footing detail, which must indicate that the footings of the building will not encroach into the Main Avenue right-of-way. Already complete.
6. The applicant must submit architectural drawings (floor plans and elevations). This is needed to determine any potential encroachments into the County right-of-way. The drawings must include sidewalk cross-slopes for all proposed doorways along Main Avenue. The architectural drawings indicate that certain building features (cornices, parapets, signage areas, window sills) will encroach into the Main Avenue right-of-way. An encroachment application (attached) will need to be submitted. Individual cross-slopes must still be provided. **The requested encroachment application has been submitted by the applicant, and will be subject to approval by the Passaic County Board of County Commissioners.**
7. The applicant must submit a landscaping plan with a planting table. The applicant shall note that the planters and landscaping within the County right-of-way are the responsibility of the property owner. The plans must show the proposed Allegheny serviceberry trees in the proposed planters. **Complete.**
8. The existing bus stop along Main Avenue must be noted on the plans. Already complete.
9. The applicant must provide information on emergency egress from the building. Already complete.
10. The applicant must submit the Corridor Enhancement Fee of \$4,108.00 payable to Passaic County. Already complete.
11. The applicant must verify the parking requirements for the proposed development. The applicant must submit an analysis of the parking impact to Main Avenue posed by the development. **Complete.**

**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  
OMLK Architects

Alex Perez  
GB Engineering, LLC

File



## County of Passaic

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

[www.passaiccountynj.org](http://www.passaiccountynj.org)

**Michael Lysicatos AICP, PP**  
*Director*

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

September 22<sup>nd</sup>, 2021

Paterson Board of Adjustment  
125 Ellison Street  
Paterson, NJ 07505

Re: Site Plan Review – Prop. Mixed-Use Development; 141-147 Crooks Avenue, Paterson; Block 7006, Lot 4; Block 7008, Lots 3, 23 & 24 (Passaic County File Number SP-21-045)

Members of the Board,

The above referenced site plan dated November 22<sup>nd</sup>, 2020 was reviewed by the Passaic County Planning Board on September 21<sup>st</sup>, 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:

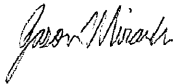
1. The title block must include the name of the County and the block and lot numbers.
2. The name and address of the applicant and the owner must be noted on the plan.
3. A graphic scale must be provided on all sheets with plan diagrams.
4. The plans shall indicate the full width of Crooks Avenue, to the opposite curb line (including any driveways).
5. The sidewalk and curbing along Crooks Avenue must be replaced. The sidewalk width (5-foot minimum) must be dimensioned on the plans. The curbing must be in accordance with County detail (attached).
6. The drainage plan must include elevation contours for the proposed grades.
7. The plans must include grading and drainage information for the proposed parking lot at 193 Knickerbocker Avenue. This is needed to determine if the site would drain towards Getty Avenue, a County road.

Passaic County Planning Board  
Prop. Mixed-Use Development (SP-21-045)  
141-147 Crooks Avenue, Paterson  
Block 7006, Lot 4; Block 7008, Lots 3, 23 & 24

8. The landscaping table indicates that there will only be one proposed “Frans Fontaine” tree on the site, while two are indicated on the site plan. This must be clarified.
9. The plans must include a footing detail showing that the footings of the proposed building will not encroach into the Crooks Avenue right-of-way.
10. The Crooks Avenue right-of-way line must be indicated on the side elevation plans, in order to verify if any encroachments would be created. The proposed cornice appears to encroach into the County right-of-way. The applicant shall also confirm that there is no encroachment onto the neighboring properties.
11. The applicant shall confirm if the proposed parking spaces are for the residential portion of the site only. More information must be provided on the proposed valet service to the parking lot at 193 Knickerbocker Avenue.
12. The applicant must provide the Corridor Enhancement Fee of \$2,000.00 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  
Alan J. Mariconda, Esq.  
File

141-147 Crooks Avenue, LLC  
Heritage Madison Architecture



# County of Passaic

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

[www.passaiccountynj.org](http://www.passaiccountynj.org)

Michael Lysicatos AICP, PP  
Director

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

September 22<sup>nd</sup>, 2021

Clifton Board of Adjustment  
900 Clifton Avenue  
Clifton, NJ 07013

Re: Site Plan Review – Prop. Mixed-Use Development; 802 Van Houten Avenue, Clifton; Block 36.10, Lot 16 (Passaic County File Number SP-21-046)

Members of the Board,

The above referenced site plan dated October 5<sup>th</sup>, 2020, revised as of August 26<sup>th</sup>, 2021, was reviewed by the Passaic County Planning Board on September 21<sup>st</sup>, 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:

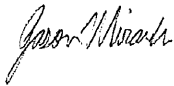
1. The applicant must submit two (2) signed and sealed copies of the referenced survey.
2. The zoning table must include the existing and proposed square footage of impervious coverage.
3. The applicant shall provide a grass strip, four (4) feet in width, between the sidewalk and curbing. The distance between the strip and the property line (6-foot minimum) must be dimensioned on the plan.
4. It must be indicated where the existing 24-inch RCP flows to. The applicant must provide all information on the existing drainage system, including the missing inverts for the manhole at the corner of Orono Street and Van Houten Avenue.
5. Additional flow into the Van Houten Avenue drainage system is not permitted. The applicant must provide an analysis of the proposed drainage indicating that no additional flow into the system is being proposed.

Passaic County Planning Board  
Prop. Mixed-Use Development (SP-21-046)  
802 Van Houten Avenue, Clifton  
Block 36.10, Lot 16

6. The applicant shall confirm if the proposed garage parking spaces are for the residential portion of the site only.
7. The applicant must provide the Corridor Enhancement Fee of \$2,500.00 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  
Jonathan R. Istranyi, P.E.

Shady Suliman  
File



# County of Passaic

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

[www.passaiccountynj.org](http://www.passaiccountynj.org)

**Michael Lysicatos AICP, PP**  
*Director*

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

September 22<sup>nd</sup>, 2021

Little Falls Planning Board  
225 Main Street  
Little Falls, NJ 07424

Re: Site Plan Review – The Manor at Little Falls; 115 Main Street, Little Falls; Block 97, Lots 5, 9, 9.01 & 11 (Passaic County File Number SP-21-047)

Members of the Board,

The above referenced site plan dated June 21<sup>st</sup>, 2021, revised as of July 20<sup>th</sup>, 2021, was reviewed by the Passaic County Planning Board on September 21<sup>st</sup>, 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:

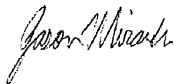
1. The sidewalk along Main Street and Center Avenue, which must be a minimum of five (5) feet in width, shall be dimensioned on the plans. The sidewalk and curbing on Center Avenue shall be replaced, per County detail (attached), to the north of the existing drive-thru facilities.
2. The following comments pertain to the proposed Center Avenue driveways:
  - a. A design waiver with written justification will be required for the proposed access to Center Avenue, as there is frontage along Warren Street (municipal). There are two driveways proposed along Center Avenue, and none along the municipal street.
  - b. Any waiver request submitted for consideration shall have the Center Avenue access limited to either a single, full-access driveway or two one-way driveways.
  - c. Any exits onto Center Avenue shall be single lane.
  - d. The drive-thru facilities could be accommodated internally within the garage, and do not require a separate driveway.

Passaic County Planning Board  
The Manor at Little Falls (SP-21-047)  
115 Main Street, Little Falls  
Block 97, Lots 5, 9, 9.01 & 11

- e. Any Center Avenue driveway shall have a raised apron (per attached detail) and a double yellow centerline. Detectable warning surfaces should still be provided.
  - f. Stop bars must be four (4) feet back from the edge of the sidewalk.
  - g. The applicant must submit driveway profiles (maximum 2% slope for 50 feet back from right-of-way line) for any proposed driveways on Center Avenue.
3. All stormwater runoff from the site must be intercepted before entering either Main Street or Center Avenue.
  4. The plans must show all roof leaders and their connecting pipes.
  5. The applicant shall analyze the capacity of the existing 15-inch pipe that connects into the existing 48-inch pipe in Center Avenue.
  6. The applicant must provide on-site stormwater detention. The existing connection into the Center Avenue drainage system shall be limited to emergency overflow.
  7. The proposed doghouse sanitary manhole shall not interfere with the existing 48-inch pipe in Center Avenue, and must be indicated on the plan.
  8. The applicant must clarify if any lot consolidation is proposed. If so, this must be indicated on the plans.
  9. The applicant must provide the Corridor Enhancement Fee of \$5,980.00 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  
The Manor at Little Falls, LLC  
Patrick McClellan, P.E.

Lawrence Cutalo, Esq.  
First Savings & Loan Assoc.  
File





# County of Passaic

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

[www.passaiccountynj.org](http://www.passaiccountynj.org)

Michael Lysicatos AICP, PP  
*Director*

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

September 22<sup>nd</sup>, 2021

Hawthorne Planning Board  
445 Lafayette Avenue  
Hawthorne, NJ 07506

Re: Site Plan Review – Hawthorne Heights; 542 Goffle Road, Hawthorne; Block 9, Lot 9; Block 89, Lots 1, 2.01 & 2.02 (Passaic County File Number SP-21-048)

Members of the Board,

The above referenced site plan dated August 17<sup>th</sup>, 2021, revised as of August 24<sup>th</sup>, 2021, was reviewed by the Passaic County Planning Board on September 21<sup>st</sup>, 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 clarify if any lot consolidation is proposed. If so, this must be indicated on the plans.
2. The sidewalk and curbing (per attached detail) along Goffle Road must be replaced. The new sidewalk must have a minimum width of five (5) feet. The applicant must provide details of the proposed curbing, grass strip, and sidewalk. The distance from the right-of-way line to the curb line must be dimensioned.
3. The applicant must submit a waiver request with written justification for the proposed access to Goffle Road, given the frontage along Lynack Road.
4. The applicant shall install a continental-style crosswalk across the driveway. The center median should be extended to accommodate a pedestrian refuge.
5. The northerly curb radius shall be reduced to 20 feet in order to match the southerly curb radius. The curb return shall be in line with the property line.
6. A “KEEP RIGHT” (R4-7) sign must be installed at the eastern end of the island.
7. All pavement markings shall be noted as thermoplastic.

Passaic County Planning Board  
Hawthorne Heights (SP-21-048)  
542 Goffle Road, Hawthorne  
Block 9, Lot 9; Block 89, Lots 1, 2.01 & 2.02

8. The required and provided sight distance must be indicated on the plans. The proposed monument sign may be within the sight triangle.
9. The Traffic Impact Assessment report incorrectly notes that Warburton Avenue is under the jurisdiction of the Borough of Hawthorne. The County of Passaic has jurisdiction of Warburton Avenue. This must be corrected on the report.
10. The Traffic Impact Assessment report stated that the school was in session during the traffic counts (May 25, 2021). The applicant must confirm that “in session” means that the students were “in person” and not remote, and if the school day was a full day or half day.
11. The right-of-way line must be indicated on the driveway profile.
12. The maximum driveway slope for the first 50 feet back from the right-of-way line shall be 2%.
13. The proposed utilities shall be connected into any existing utility lines along Lynack Road.
14. A bypass flow of approximately 1.1 cfs (25-year) is directed towards Goffle Road – this must be eliminated.
15. Table 2 shows the 2 year developed flow of 13.43 cfs, but Tables 3 and 4 combined show only 3.66 cfs for developed flows from all roofs and pavement. This discrepancy must be addressed.
16. The applicant must analyze the receiving storm drainage system in Warburton Avenue to determine if it can handle the flows from the connecting pipe.
17. All features of the Warburton Avenue drainage system (pipe sizes, material, slope, inverts) must be indicated on the plan.
18. The applicant must provide a written narrative for both detention basins, regarding what will happen in the event of the orifices becoming clogged (despite the presence of trash racks).
19. Inlets must be added to both sides of each driveway lane. A trench drain must be added at the right-of-way line in the driveway.
20. The applicant must clarify and provide the effectiveness of the proposed inlets within the internal roadway with the various proposed steep slopes (over 8%). How does the proposed drainage system take the proposed steep slopes into account?
21. The applicant must provide top and bottom wall elevations of the proposed wall location southeast of the proposed stormwater detention basin.
22. The applicant must provide the dimensions of the proposed stormwater detention basin.
23. Per the stormwater report, “The existing Time of Concentration calculated for the site was 19.45 minutes. The developed site used a time of 12.0 minutes, but this did not account for the delay in time created by the infiltration basin. If this is taken into consideration, the pre- and post-

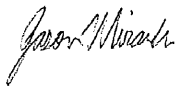
Passaic County Planning Board  
Hawthorne Heights (SP-21-048)  
542 Goffle Road, Hawthorne  
Block 9, Lot 9; Block 89, Lots 1, 2.01 & 2.02

development times will be similar.” The applicant must provide the post-development times taking into consideration the infiltration basins.

24. A maintenance and cleanout schedule of the underground infiltration system must be included in the plans.
25. Based on the additional drainage information that applicant must submit, the County reserves the right to reduce the size of the pipe from Outlet Structure (OS#1) to Storm Manhole #4; Outlet Structure (OS#2) to Storm Manhole #4; and Storm Manhole #4 to Storm Inlet #G1.
26. The stone pier/cap and footings shall not encroach into the County right-of-way. The applicant must add a note/detail with the right-of-way line.
27. The applicant must provide a copy of any Soil Conservation District approvals.
28. Upon obtaining the Certificate of Occupancy from Hawthorne Borough, the applicant must submit an inspection report from a professional engineer on the conditions of the stormwater detention basins (surface and underground). The applicant shall address any recommendations, if any, within 90 calendar days of the report. The inspection report is to be performed and submitted every two (2) years to the Hawthorne Borough Construction Department and the County Department of Planning & Economic Development.
29. The applicant must submit copies of any required NJDEP permits.
30. The plans must include details on the proposed removal of existing trees, including the number and species of the trees. The Board strongly recommends that the applicant plant additional trees throughout the site in order to mitigate the proposed removal of trees, screen the site, and facilitate improved stormwater drainage.
31. The applicant must provide the Corridor Enhancement Fee of \$6,275.00 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  
SPGM Hawthorne, LLC  
Gerard Gesario, P.E.

Donna M. Jennings, Esq.  
New Dover Homes, LLC  
File



# County of Passaic

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

[www.passaiccountynj.org](http://www.passaiccountynj.org)

Michael Lysicatos AICP, PP  
Director

(973) 569-4040  
(973) 812-3450 fax

## MEMORANDUM

TO: Passaic County Planning Board  
FROM: Andras Holzmann, Supervising Planner  
Cc: Michael Lysicatos  
DATE: September 10, 2021  
RE: **Public Comments on Paterson Newark Transit Market Study**

The following comments were received from the public following the July 8, 2021 public hearing on the Paterson Newark Transit Market Study.

### 1. Shadik P

*I live in the area of Newark and I think it a great idea to connect Newark to Patterson. It would help all community along the route, also take more care of the road.*

#### **County Response:**

**Thank you for your review and comments on the Study. We will keep you informed as the project progresses into future phases of work.**

### 2. Nick

*I read the article on Jersey Digs regarding the Light Rail, which prompted this email. I have zero skin in the game and live in Jersey City. I did grow up in Passaic county and spend a decent amount of time in Newark as a participant in its offerings. (parks, shops, cultural venues, etc..)*

*1. Perspective: look no further than Jersey City and who rides the rail. Citizens of Greenville are utilizing the light rail to all points north- excellent. For example, the Newport Mall and teenage kids using it to get to Berry Lane skatepark. It has been a true social impact net positive in this regard.*

*2. Environmental: I am not an expert here, though, as an advocate for mass transit alternatives, caring deeply about our natural resources; whatever we can do to*

*positively impact the environment needs to be front and center- politics set aside. How amazing would it be to see the Passaic river have a chance to breathe with fewer cars on the road? For too long, New Jersey has accommodated industry over protecting its resources and citizens. Enough is enough.*

*3. Economic and growth opportunities: Case studies abound that support linking city centers via light rail for commerce. The best of them get this correct with smart innovative planning- this can be one of them. Additionally, Paterson, in particular, is undervalued and underutilized. Look at other 2nd cities around the country and their rebirths. With its cultural equity and strategic location, there's no reason why Paterson should not be further ahead than it is right now in terms of a comeback story.*

*I have not addressed the cost factor here because I don't know where that stands aside from I know it's expensive and needs to be subsidized. To the naysayers, there are residual effects in terms of revenue generation from the investments in addition to the soft power and social good I've outlined. They need to be educated on the subject.*

*We have a chip on our shoulders with good reason being from New Jersey. I'm proud to call New Jersey home. I want to see that its people and elected officials don't get in their own way, think too short-sighted, and selfishly when it comes to opportunities for the Jersey brand collective good.*

**County Response:**

**Thank you for your insightful and well thought out comments on the Paterson-Newark Transit Study.**

- 1. The example you provide is excellent context for the goal of expanding access for all users set forth in the plan.**
- 2. There are several environmental benefits to mass transit not the least of which is improved air quality. A more detailed analysis of these benefits will be developed in later phases.**
- 3. A more detailed impact of the socio-economic benefits of a potential transit project on redevelopment, improved land value, and other such benefits seen through similar projects will be developed in the conceptual phase. The analysis will provide more context and a detailed sense of the return on investment of such a project.**

**Thank you for your comments and you will be contacted as later phases of the project are developed.**

**3. Kathy Dandeneau**

*Please consider this proposal for a light rail from Paterson to Newark. It would be a great mode of transportation for so many people and would reduce the travel time. Thank you for your consideration in this proposal.*

**County Response:**

**Thank you for your review and comments on the Study. We will keep you informed as the project progresses into future phases of work.**

**4. Joseph A. Labriola**

*I have reviewed the above Study Report that was forwarded to me by my fellow Clifton Environmental Commissioner, Vera Lazar, and offer the following comments/suggestions for whatever the "Build Alternative " selected, from an environmental perspective:*

- 1. The three new rail/transit stations proposed for the City of Clifton should be designed , constructed ,and maintained in an environmentally friendly manner. Consider aiming for the goal as one of the higher LEED classifications. Site work should consider green infrastructure for stormwater management.*
- 2. The existing rail line Right of Way has drainage ditches that need to be cleaned and maintained for the project. Wherever pockets of freshwater wetlands and open water exist they should be delineated and presented to the NJDEP, Division of Land Use Regulation for a Letter of Interpretation and Freshwater Wetlands permits, as applicable.*
- 3. The new bridge over Weasel Brook should be designed in compliance with the NJ Flood Hazard Area Rules and applicable FHA permit submitted to the NJDEP Division of Land Use Regulation*
- 4. Public safety should be of the highest concern for the multiple grade crossing of the new transit line with the existing local roadways and pedestrian walking routes.*

**County Response:**

**Thank you for your insightful and well thought out comments on the Paterson-Newark Transit Study.**

- 1. The Passaic County Planning Board has adopted a Green Stormwater Infrastructure (GSI) Element of the Master Plan. This document will be utilized to propose as much implementation as possible although design and construction would likely lie with NJ Transit with local stakeholder coordination.**

2. All design and construction will be required to adhere to State rules regarding stormwater management although this information will be archived and provided to inform the conceptual and design phases of the project.
3. All bridge or structure design/construction will be required to meet all State rules in regard to stormwater and floodplain management.
4. Public safety will remain a major emphasis with any conceptual or design work and the County will utilize the Complete Streets design guidelines and policy to drive positive outcomes where different modes of travel interest.

Thank you for your comments and you will be contacted as later phases of the project are developed.

5. Vera Lazar

*I have reviewed the Paterson-Newark Transit Market Study and would like to offer the following comments:*

*1. I concur with the environmental recommendations offered by Commissioner Labriola. In addition, I would like to add that existing trees and vegetation should be preserved whenever possible. If any vegetation removal becomes necessary, mitigation (including replacement trees) should be required.*

*2. With regards to the Newark Industrial freight track, please consider:*

*a) There are multiple street crossings (in high traffic areas of Clifton) around Colfax, Clifton, and Van Houten Aves. I have safety concerns regarding pedestrian crossings (and also traffic impacts) to these neighborhoods.*

*b) Many high school students (and others) frequently walk along these tracks. Again safety is a primary concern.*

*c) These tracks run in close proximity to many homes in the Athenia section of Clifton. How often would trains run? Has there been any outreach to these residents?*

*d) These tracks are still sometimes used by freight trains to make deliveries (along Brighton Rd. in Clifton)*

*3. There were excellent efforts to engage members of the public in Paterson and Newark, and to seek their input. Since the transit options will also impact (and provide opportunities) to the residents of Clifton, Nutley, and Belleville, I would like to see more public outreach efforts extend to all the communities involved.*

*I am aware this was only a preliminary report, so I look forward to seeing a more comprehensive study, along with a detailed environmental review. I hope that the Clifton Environmental Commission can play a role in the process.*

**County Response:**

**Thank you for your insightful and well thought out comments on the Paterson-Newark Transit Study.**

- 1. The Passaic County Planning Board has adopted a Green Stormwater Infrastructure (GSI) Element of the Master Plan. This document will be utilized to propose as much implementation as possible although design and construction would likely lie with NJ Transit with local stakeholder coordination.**
- 2.**
  - a. Public safety will remain a major emphasis with any conceptual or design work and the County will utilize the Complete Streets design guidelines and policy to drive positive outcomes where different modes of travel interest.**
  - b. In addition, the report identifies a potential goal of incorporating a greenway as part of any future concept development.**
  - c. The frequency of the service has not been finalized but the conceptual plan includes a 10-minute headway analysis in the peak hours.**
  - d. The freight service coordination would be a part of future concept development phases.**
- 3. A robust public outreach process will continue to be a part of any future study phases in all the impacted communities.**

**Thank you for your comments and you will be contacted as later phases of the project are developed.**

**6. Mike Slamer**

*My name is Mike Slamer and I live in Clifton NJ. I am writing in support of the light rail extension from Newark to Paterson. It's a logical and necessary mass transit option, and would greatly reduce the flow of traffic on major through routes while serving the many needs of the public. Additionally, I would love to see space for a bike lane running alongside the light rail route.*

**County Response:**

**Thank you for your review and comments on the Study. We will keep you informed as the project progresses into future phases of work.**



**7. Maria Long**

*I am vehemently opposed to any light rail system going through Nutley utilizing the existing train tracks. I am a Nutley resident living next to the tracks. In the early 1990s I fought against the light rail plan. The increase in noise, especially at crossings is just too much. The tracks are in very bad shape and the cost to make them robust enough for a light rail system would be extremely costly. I would be more open to a bus plan. The local traffic has increased so much in the last several years that I think a light rail system would add to heavy traffic and congestion.*

**County Response:**

*Thank you for your review and comments on the Study. Your concerns have been noted and will be a part of any future analysis or concept phases. There has been a great deal of work focusing on reducing noise from trains including NJ Transit's Quiet Zone Designations that would also be considered in any future conceptual work (<https://www.njtpa.org/NJTPA/media/Documents/Archive/Publications%20and%20Reports%20Archive/QuietZoneBrochure.pdf>). We will keep you informed as the project progresses into future phases of work.*

**8. John Levai**

*My name is John Levai. I depend on public transportation a lot for my travels to not just work, but also leisure activities. I read over the Paterson-Newark Market Study and believe that light rail is the best mode. My most preferred option is (A) but the (B) option doesn't follow too far behind. Outside of Newark, there are plenty of employers and residential units located within easy reach of the present day Newark Industrial Track. In order for the service to run smoothly, it is vital to explore track capacity matters.*

*Option (A) of the study is my first choice. First, it would serve the far reaches of North Newark that are only accessible to Downtown by way of bus routes like the 13 which can take a very long time whenever there is a lot of traffic. As part of Option (A), it might be worth looking into adding a stop between Verona Street and Gouverneur Street Stations. A good location might be at Passaic St where the southeastern fringe of Mt. Pleasant cemetery is. Plenty of people visiting the cemetery presently depend on public transportation to access it. Gouverneur Street Station looks like would be a nice location for a station as there is a lot of commercial development in the neighborhood. For example, there is a Comfort Inn hotel. In addition, there is The Jewish Museum of NJ. Gouverneur Street Station would be very close to the Clay Street Bridge which would help enable passengers who are heading to and from towns east of the Passaic River like Harrison and East Newark.*

*Option (B) of the proposal is my second choice and it doesn't follow too far behind by first. What I like here is that part of route would involve running on existing light rail trackage between Branch Brook Park Station and Newark Penn Station. Passengers*

*coming from Paterson, Clifton, and Nutley who are heading to jobs between Raymond, Market, Broad, and Washington Streets in Downtown Newark would have a very short walk to the places of employment from light rail stations like Warren Street, Washington Street, and Military Park Stations.*

*Along the present day Newark Industrial Track, there is convenient access to a variety of places of employment and education outside of Newark. In Nutley, there is a brand new medical school going up on the site of the former Hoffman-LaRoche Pharmaceutical Company. Students and faculty involved in the institution would benefit from using the light rail to get there. Since Paterson is the home of St. Joseph's Hospital, there could be employees who work there that might live in Newark, Belleville, Nutley, and Clifton who would benefit from a quick ride to their job. That goes for patients needing medical procedures as well. Paterson is also the home of Passaic County College and both students and teachers might be very happy to have a fast and safe ride to work and classes. The light rail line would also provide access to several retail and restaurant venues in not only Newark and Paterson, but Clifton, Nutley, and Belleville. Downtown Nutley and Belleville have several well known shops and restaurants within easy access to the right of way and future stations.*

*Track capacity is paramount when determining how to go forward with the light rail plans. On the existing Newark Industrial Track, it's mostly single track. However, if light rail were to run, it would be best to have as much double track as possible so that way the light rail vehicles aren't waiting an extremely long time to pass each other. If consistent double track is a challenge, then I would add as many sidings as possible. For example, in Nutley, a lot of the right of way is single track and is either surrounded by many trees. On the existing Newark Light Rail route from Branch Brook Park Station to Newark Penn Station, while it's great that it's single track, it might be worth looking into adding track to consider any NWK Light Rail service expansion. During the rush four, light rail trains between NWK Broad and Branch Brook Park Station presently run at the most every four minutes. Select trains continue on to Grove Street Station while the others only run between Branch Brook Park and Newark Penn Station. The ones that run between Branch Brook Park and Newark Penn Station would probably continue onto Paterson.*

*New Jersey Transit should look into purchasing light rail vehicles that can run on both electric and diesel power or even electric and battery power. That would enable the company not to have to spend too much money on installing catenary poles and crossbars on the future Newark Industrial Track. Residents living along the future Newark Industrial Track might find that catenary poles and crossbars will damage the image of the neighborhood. Plus they fear that they may have to move.*

*It's great to see New Jersey Transit exploring ideas for future services in the Newark to Paterson Corridor. I am on board with light rail. It would be great traveling between Paterson and Newark as well as all points in between as quickly as possible over the present day bus routes, whether to work, school, or home and vice versa. The Newark Industrial Track Line has a beneficial future looming.*

***County Response:***

*Thank you for your insightful review and comments on the Study. At this point there is no selected alternative so these comments will be referenced as the project advances through more detailed concept development and routing. We will keep you informed as the project progresses into future phases of work.*

**9. Jazzie Brooks**

*A faster form of public transportation between Paterson and Newark should at this stage of the game should have been in place decades ago. It has taken far to long for this matter to even be a consideration. Newark is a major transportation hub, and the only available public access are slow, indirect, unreliable, overcrowded buses. I personally withdrew from NCAS due to lack of public transportation between Paterson & Newark. That was in the 80's. This action is long overdue. Less talk more action. Move forward.*

***County Response:***

*Thank you for your review and comments on the Study. We will keep you informed as the project progresses into future phases of work.*

**10. Liam Blank**

*My name is Liam Blank. I am the Policy & Communications Manager for Tri-State Transportation Campaign (TSTC), an advocacy and policy organization fighting for sustainable mobility in New York, New Jersey, and Connecticut.*

*TSTC is thrilled to support the proposal to establish a new mass transit connection between Newark and Paterson. With significant population growth expected in both cities, residents need efficient and reliable transit to access jobs, schools, affordable housing, and other critical services. The transit network must expand to meet this demand, which will stimulate more sustainable land use development and reduce tailpipe emissions.*

*The light rail options for the project are the most promising in terms of projected ridership and spurring economic growth. Light rail is the superior mode of transit for this project because the new service can be integrated with the existing Newark City Subway network.*

*In particular, TSTC supports Option A, which will extend light rail service from Newark Broad Street Station to Paterson. This option is expected to generate the highest*

*ridership and will link three commuter rail hubs, creating a seamless regional rail network. Providing a transfer at Newark Broad Street Station is critical for connecting residents in the study area with NJ Transit's Montclair-Boonton Line, Morristown Line, and Gladstone Line, which will vastly expand access to jobs.*

*Establishing light rail service between Newark and Paterson will also lay the groundwork for future extensions of the network, making Northern New Jersey a more attractive place for people to live, work, and recreate. This project is critical for reducing automobile dependency, and it will provide numerous economic and public health benefits. We look forward to working with you to see this project through completion.*

**County Response:**

**Thank you for your review and comments on the Study. We will keep you informed as the project progresses into future phases of work and appreciate the support Tri-State Transportation Campaign on this project effort.**

**11. Eric Fahner**

*I wanted to add my support for either of the two light rail proposals for what is known as the Newark Branch of the Erie Railroad. As a car driver who lives within 5 minutes of the line in Clifton NJ, such a resource is sorely needed. Traffic is so very bad in this area, and I would gladly use such a link. I have walked the line as far as Belleville and it is a perfect example of what could be done. The idea has vocal support from the Mayor of Clifton and with the new development would work so well. I go to Germany in the summer time, and such a system is in place and is a boom for development and commerce. Eventually traffic will get worse in our area and we will need this link. Please consider ratifying one of the two rail proposals.*

**County Response:**

**Thank you for your review and comments on the Study. We will keep you informed as the project progresses into future phases of work.**

**12. David Wilson**

*Plan 3 with electric buses (BRT) makes the most sense, being the Nutley bridges are decrepit (\$\$\$) and the NIT right of way in Nutley has no spots that could be stations. Use both bus routes that had been suggested: Washington Ave North to Kingsland West to ON 3 and Centre St West to Bloomfield Ave North to ON3. (realize there could be a DeCamp conflict with Centre St) They could run alternating routes so the west side of town would*

*be able to get some direct access to the system. Bus stops already exist so very limited need or impact for new stops. There is a need to explore a park & ride along the routes too. These alternating routes would allow for flooding or other road closures, being able to detour, service the Clifton Commons P&R, service Cambridge Heights, ALWC school could have student use, bring some diners or shoppers to Nutley Center, patients and workers could get to ON3 medical facilities, and be fairly level routes to conserve electric battery power. This could help with some of the vehicle traffic the ON3 site still does not have a good plan for. Getting South to Penn Newark would provide some transfer options to NYC, Newark Airport, and other connections. Going North toward Clifton could connect you on the main line train that could get you into Secaucus Transfer Station.*

**County Response:**

**Thank you for your insightful review and comments on the Study. At this point there is no selected alternative so these comments will be referenced as the project advances through more detailed concept development and routing. We will keep you informed as the project progresses into future phases of work.**