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NEW YORK

December 17, 2018

Revised

Chairman Scott Lippert
and Members of the Joint Land Use Board
Township of River Vale
406 Rivervale Road
River Vale, NJ 07675

Regarding: **Block 1201, Lots 5 & 6, Township of River Vale
Including Block 2001, Lot 1 and Block 2201, Lots 26 & 31, Borough of Hillsdale
Preliminary & Final Major Site Plan & Major Soil Moving Application
The Fairways at Edgewood, LLC**

Dear Chairman Lippert and Members of the Board:

We are in receipt of an application submitted to the Township on September 21, 2018 for Preliminary & Final Major Site Plan and Major Soil Moving. In addition to the application, the applicant submitted engineering and architectural plans. We also met with the applicant's professionals to preview the below comments and to confer with the County Planning Board representatives on our concerns.

The engineering plans are prepared by Partner Engineering and Science Inc. and consist of 61 sheets dated August 31, 2018, unrevised:

- Sheet 1 of 61, entitled "Title Sheet"
- Sheet 2 of 61, entitled, "Owners List and Zoning Requirement"
- Sheet 3 of 61, entitled, "Existing Conditions and Removals Plan"
- Sheet 4 of 61, entitled, "Overall Site Plan"
- Sheets 5 through 11 of 61, entitled, "Site Plan"
- Sheet 12 of 61, entitled, "Site Plan – Entrance and Parking"
- Sheet 13 of 61, entitled, "Overall Grading Plan"
- Sheets 14 through 20 of 61, entitled, "Grading Plan"
- Sheet 21 of 61, entitled, "Grading Plan - Entrance and Parking "
- Sheet 22 through of 61, entitled, "Overall Utility Plan "
- Sheets 23 through 29 of 61, entitled, "Utility Plan"
- Sheet 24 of 61, entitled, "Utility Plan - Entrance and Parking "
- Sheets 31 through 47 of 61, of various street, sanitary sewer and drainage profiles.
- Sheet 48 of 61, entitled, "County Intersection Improvements"
- Sheet 49 of 61, entitled, "Profile Piermont Avenue"
- Sheets 50 through 53 of 61, entitled, "Construction Details"
- Sheets 54 through 60 of 61, entitled, "Soil Erosion & Sediment Control Plan"
- Sheet 61 of 61, entitled, "Soil Erosion & Sediment Control Details"

The following other documents were also submitted:

- “Preliminary Subdivision Plat” by Partner Engineering and Science Inc. dated October 31, 2018.
- “Fire Truck Routing Plan” by Partner Engineering and Science Inc. dated October 31, 2018.
- A 10 page set of Landscaping and Lighting Plans by Spiezle Architecture Group, Inc. dated August 31, 2018.
- “Environmental Impact Statement” by Partner Engineering and Science Inc. dated August 31, 2018.
- “Traffic Impact Study” by Langan Engineering dated August 31, 2018.
- “Stormwater Management Report” dated August 31, 2018.
- A 14 sheet survey entitled “Boundary & Partial Topographic Survey” by Kennon Surveying Services dated July 30, 2018.
- “Final Plat” by Kennon Surveying Services dated July 30, 2018.

The applicant has applied *for both* **Preliminary and Final Site Plan approval** to construct townhouses on the majority of the tract.

The applicant also seeks Preliminary and Final Subdivision approval to re-align existing lots 5 & 6 (160.44 acres total) to create three new lots approximately as follows:

- Lot “A” – 115.65 Acres
- Lot “B” – 43.09 Acres
- Lot “C” – 1.31 Acres

The applicant did apply for any bulk variances.

General Site Description

The subject property is located on the western side of Rivervale Road, north of Piermont Avenue, in the A-1 Residence District. The subject property is currently used as the Edgewood Country Club. As per ordinance #332-2018, Residential/Golf Course Development is an allowable conditional use in the zone.

The submitted plans show that the property is improved with a 27-hole golf course, accessory golf course maintenance structures, clubhouse, pool, tennis court and parking lots.

Development Proposal

According to the submitted plans, the applicant is proposing to remove an existing maintenance building and 9 holes of the existing golf course and construct 225 market rate units (193 townhomes and 32 quadplex units) on Lot “B” and 24 affordable rental units on Lot “C” in a three story building. The clubhouse, club amenities, 18 holes of the golf course are to remain on Lot “A” with the addition of a new maintenance and turf care facility.

One entrance and exit is proposed to the townhouse/quadplex development from Rivervale Road. The affordable rental units are all to be contained in a separate structure with a separate access from Piermont Avenue with no linkage between the two sites. This area also contains the new maintenance Facility.

All of the total 193 townhouse units are proposed with three bedrooms. Of the 32 quadplex units, 16 are two bedroom and 16 are three bedroom. Of the 24 affordable units, 4 are one bedroom, 15 are two bedroom and 5 are three bedroom.

A total of 197 off-street parking spaces (149 spaces at townhouse house complex and 48 at affordable housing building) are provided. These are non-inclusive of any individual garages or driveways. The affordable housing is all one shared parking lot. Approximate unit sizes have not been provided. The affordable housing building is proposed at approximately 8,325 Sf with a height of 48.5 feet. The other townhouse and quadplex buildings are proposed at 44.5 feet in height.

Completeness Review

We reviewed the application for completeness against the requirements for Preliminary & Final Site Plan and Major Preliminary Subdivision on Schedule A & Schedule B.

It appears that all requirements for completeness on these schedules have been met however, a Steep Slope Analysis is required as per Ordinance 142-310 as steep slope exist on the site. A waiver may be requested.

Zoning Review

Ordinance 332-2018 was adopted in April 2018 and permits a development such as the one proposed.

We offer the following comments relative to the submitted application and the Ordinance.

1. The maintenance building has a height of 33.5 feet and appears to be 1 ½ stories. The ordinance only provides for the maximum height of an accessory structure of 1 story or 25 ft.

2. The proposed fences near the maintenance building and along Piermont Avenue/Rivervale Road are 5 ft. in height and may require a variance. Fences in the front yard may not exceed 3 ft. in height. The applicant should clarify which parts of the existing 6 ft. high chain link fence are to remain, if any. The newly proposed 5 ft. high fence ends west of affordable building entrance and should continue all the way to the end of property line to keep the site secure.
3. The applicant should provide proof that the established “golf course safety zone” is adequate and provide details.
4. It appears that the proposed bedroom distribution of the affordable units conforms to the Uniform Housing Affordability Controls (UHAC).
5. A Homeowner’s Association or Condominium Association shall be established to provide and maintain the continual operation of all stormwater management devices and common areas within the development.
6. The applicant should provide proof that at least 30% of the total site area, exclusive of the golf course, is devoted to landscaping.

General Comments

Site Plan

The review of the site plan utilizes both the municipal land use ordinances and the Residential Site Improvement Standards (RSIS).

1. The 48 ft. tall, three-story affordable housing building and 25 ft. high golf course maintenance building first floors are located on a plateau approximately 6 ft. above Piermont Avenue centerline elevation. Downward ramping is found at the driveway to Piermont Avenue and at the rear of the maintenance area down to the course. Therefore, since these are imposing buildings to the nearby residential properties, the plateau should be lowered to as close as feasible to the street elevation. This may require additional low retaining walls.

Also, an attempt to lower the roof of the affordable housing building is recommended.

The parked vehicles in front of the affordable housing building will produce off-site headlight glare to the properties on the opposite side of Piermont Avenue. Therefore, affirmative shielding must be provided other than/in addition to landscaping.

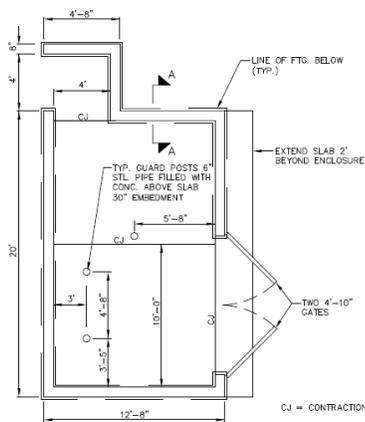
The electric and gas meter gantries along the west wall of the affordable housing building should be shielded with a wall to reduce visibility from the public road since there is little room available for landscape buffers.

2. Where are the affordable housing HVAC units located and will they produce any noise off-site? The building contains a pitched roof.
3. Are there any fuel storage at the golf course maintenance facility and/or any underground fuel storage tanks? What products are found in the Environmental Management Center Building and are they flammable?
4. The ornamental fence should be carried to the west boundary of the property on Piermont Avenue (past the maintenance buildings) to replace the existing deteriorated chain link fence which is in disrepair.
5. The affordable housing building is located 10 ft. from the existing pump house. Additionally, the turf maintenance building is only 27 ft. from building. The pump house and maintenance operations may generate significant noise/odors which are not indicative to a proper quality of life to residents of the affordable building.
6. If the pump building has any electric meters along the proposed sidewalk, the sidewalk must be moved away from the building to meter and equipment wall offsets.

- The trash enclosure for the affordable building is located +/- 200 ft. across the parking lot from the building front. Residents must carry waste/trash bags into the parking lot between parked cars and across the lot. There is no continuous sidewalk to the dumpster.

The space next to the dumpster enclosure must be widened to allow proper parking usage.

A refuse truck must back 350 ft. thru the parking lot to leave the dumpster after loading. This is dangerous considering there may be children living in the affordable building. A better layout is warranted.



The trash enclosure should be designed such that residents do not have to open and close large swing gates. The enclosure should allow free passage for resident carry waste/trash bags and recycling into the enclosure.

We did not locate details of the enclosure, but it should be constructed of decorative masonry block with steel bollards to prevent damage both inside and at the corners of the enclosure (see affordable housing on Cedar Lane for style).

- Parking should be eliminated in line with the two walkways from the affordable housing for resident access to the lot.

Parking and Circulation:

- The RSIS would classify the internal roadways as “Minor Collectors” allowing roadway widths of 22 ft. curb-to-curb without on-street parking. Based on the proposed roadway width of 24 ft., on-street parking is prohibited. On-street parking was also a concern of the fire department officials for emergency access.

Therefore, all interior roadways must be adequately posted prohibiting parking to comport with police enforcement, and the necessary municipal ordinances adopted establishing same.

- Based upon the statewide RSIS, the applicant must provide 529 parking spaces for the townhouses/quadplex units and 33 space for the affordable building. The affordable unit contains 48 with two ADA spaces. The development is compliant inclusive of private garage parking.
- Parking is fairly well distributed throughout the site. It appears that parking near Units 1-18 and 150-161 is less than other units and could be increased. Barrier-free parking is required for guest parking spaces distributed thought out the site.

12. Many driveways are only 18 ft. from the garage face to the sidewalk. Since parking over the sidewalks is prohibited, at least 25 ft. should be provided which allows for adequate space between vehicle and garage face for passage where sidewalks are proposed.

13. Building #121 and #175 should be rotated to be more parallel with the roadways. This would appropriately increase driveway lengths.

14. Driveways for Buildings #Q17 & Q13 must be separated as they come together at the roadway conflicting each other.

15. Rotate Building #18 to better align with the curved roadway.

16. The driveway to Unit #149 is haphazard and should be re-aligned.

17. A Stop Sign (R1-1) is needed from the affordable housing unit to Piermont Avenue.

18. The sight distances for exiting motorists at the main entrance at River Vale Road are currently difficult to view bicyclists and traffic in the road. The two corners must be cleared back for unimpeded visual aspects of the bikeway and traffic. The proposed signage must not block the sight distance as here is more than sufficient room to move the wall/signage back off the corners.

The proposed signage at the north corner of Piermont Avenue and Rive Vale Road must be moved back for the same reason. Southbound traffic will potentially increase travel speeds due to the improvements. Again, more than sufficient room exists on the site (and this could provide an excellent opportunity for visually enhancing the intersection.



The 22 ft. offset model does not allow sufficient length for parking. Note the trash cans in street due to lack of space.

Fire Department Recommendations and Concerns:

We met with the Fire Department and review the plans to ascertain their concerns. We also discussed the project with Ambulance Corps. Although truck ‘turning stencils’ may try to predict how fire department responders can manage making certain turning maneuvers, when first responders are in route, they are generally in a hurried mode. Therefore, certain choke points become more difficult during such emergencies.

The following is recommended:

19. The Fire Department is concerned with only one means of ingress/egress to the entire development during an emergency call, particularly for mutual aid vehicles arriving after the Township has established their presence at an incident.

Proposed access for the townhouses/quadplex units is solely off Rivervale Road and the access for the affordable building is solely off Piermont Avenue. According to the submitted traffic reports, it is estimated that approximately 60% of traffic volume is generated west of the Township on Piermont Avenue. Therefore, based on the above two concerns, another means of egress/ingress should be provided aligned with Mark Lane as a secondary emergency entranceway.

This additional 24 ft. wide roadway would also allow an opportunity for sidewalks to be connected to the Mark Lane recreation area and the Township bike path, thus tying the development into community amenities.

20. The “Fire Truck Routing Plan” Dwg. 1 of 1 shows the “tracking” of the Pierce Tower Ladder truck, the largest vehicle the River Vale Volunteer Fire Department fleet (44.03 ft. long). While the plan indicates that *an agile* driver can just maneuver through the numerous turns and curves within the site, the corners just accommodate the truck movements.

It has been our experience that on 24 ft. wide roadways permitted by the RSIS, the fire departments have complained that the curves are too tight even with sloped curbs. Therefore, all corner radii should be pulled back at least 3 ft. to provide more room for error during an emergency call.

The roadway parking circle in Castle Stuart Court has very tight tolerances for the ladder truck also. The interior parking area should be reduced in size as well.

21. Add hydrants at every roadway corner and curve. Hydrants located in cul-de-sacs are not effective for use by the Department therefore hydrants should be located at the nearest intersections where pumpers may be positioned during an even. Fire apparatus may not be driven and located in cul-de-sacs to avoid entrapment.
22. Provide a hydrant in front of (southeast corner of) Building “A” Turf Maintenance. On the drive aisle.

23. Enlarge water main feeds from streets to 10" dia. to the interior looped system.
24. Overnight parking is prohibited on all interior streets (not allowed at 24 ft. wide)
25. Enlarge cul-de-sacs by 10 ft.
26. Provide another emergency access point at Mark Lane and straighten approach alignment.
27. Cut-back islands at Rivervale Road entrance at gatehouse. This include islands at the public roadway and immediately inside of the gatehouse.
28. Remove all parking at existing Clubhouse Fire Department Connection (FDC) and provide street lights over connection.
29. Provide a 15 ft. wide level lawn platform behind all units to place rescue ladders to 2nd story.
30. Provide fire walls that penetrate through the rooflines.
31. Provide Fire Department personnel training opportunities during construction of at least two units.
32. Provide stairways to connect will all floors within the affordable housing building.

Elevator in building must be large enough to accommodate the Ambulance Corps stretcher horizontally.
33. There is no fueling or fuel storage indicated on the site plans for the operation of golf course from the new buildings.

Interior floor drains must connect to grease interceptors before entering the sanitary sewer system. This should be indicated on the plans.
34. The site plans show that the existing golf course maintenance buildings are to remain. Since new buildings are proposed off Piermont Avenue, what are the use of the old buildings and why these cannot be removed? Is there any residential occupancy of the buildings?

Police Department Recommendations and Concerns:

35. The police department offered similar comments to the Fire Department with respect to having a second means of egress/emergency ingress.
36. The Department asks that they (and the Fire Department) be equipped with the ability to enter through the gates in emergencies either with proximity cards, laser emergency signal detection, or other acceptable means.
37. On-street parking is not permitted.

Stormwater Management:

The stormwater management system plans are not complete.

The concept show on the site plans consist of three separate basins (ponds) along the western edge of the developed site. Although few design details are provided, the drainage report elaborates the design as follows:

Basin 1 servers as the only stormwater detention system for the entire townhouse site and will also store/impound water for irrigation use. It is +/-8.8 ft. deep and all storm drains discharge into the basin. It collects runoff from rooftops, the existing and expanded clubhouse parking lots, and all interior roads and lawns.

38. Details of the basins must be provided.
39. The height of the filled basin is 4 ft. above surrounding finished grade. While not defined as a dam by NJDEP, the basin not-the-less operates similar to one. Therefore, computations must be provided showing that the 6 ft. tall embankments impounding the basin will be stable even after saturation from rainstorms. A failure of the embankments allowing flood waters to enter the nearby brook would cause downstream property damage or injury if someone were to be in the stream.

Although details are not shown, it is our understanding that an impervious engineered liner or dense soil will prevent absorption into the underlying soils. Thus, it will not provide for groundwater recharge. The upper portion (volume) of the basin stores runoff and is slowly discharged to Basin 2 through the outlet control structure No. 91.

40. Rainwater will be stored at a 4 ft. depth in the basin bottom and drawn down manually for irrigation use. However, the impounded water will become a health hazard if left stagnant and mosquitoes allowed to breed in the summer. Pond aerators are required must be sized given the maximum stored volume of water (basin volume fluctuates between rainstorms and drought periods).



Also, the “splash zone” around the pond which becomes exposed as water is drawn down for irrigation will be subject to erosion and dead vegetation, as well as the bottom of the pond if exposed (think Woodcliff Lake reservoir last two summers). This area must be stabilized with stone or other aquatic plants. Generally, detention ponds empty with 72 hours allowing vegetation to survive. However, if inundated for long periods of time, vegetation will not survive and the basin bottom

subject to erosion.

The pond aerators must have sufficient stored water freeboard to operate properly.

41. The plans do not indicate any pumping systems, or connecting pipes to a pump house for irrigation.
42. Since the basin receives polluted runoff from the various streets and parking areas, the water to be used for irrigation must not irrigate any riparian areas along the brook or any ditches or watercourses entering the stream.
43. All outlets of the three basins may require rip-rap protection.
44. Details for Outlet Structure # 92 (Maintenance Outlet) are not found.

Basin 2 is proposed for Water Quality control from waters leaving Basin 1. A water quality basin effectively cleanses the ‘first flush’ of stormwater runoff of every storm event and its capacity is generally designed for the 2-year frequency storm event.

However, since Basin 1 receives all runoff first, Basin 2 has little purpose other than to attenuate stormwater runoff. The State’s NJ Best Management Practices Handbook allows for wet pond water quality treatment (Basin 1), but a “forebay” collects and treats the “first flush” runoff before entering the larger basin. Also, since the stored water is to be used for irrigation, any contaminants in the water may cause clogged irrigation heads thus costing reoccurring costs to replace equipment and jeopardizing turf quality.

We believe that the water quality basin No. 2 should be reversed in order of treatment with the detention Basin No. 1.

Basin 3 is a *combined detention and storm water quality* pond capturing runoff waters from the COAH building/parking area and from the golf course maintenance yard.

Additional inlets appear necessary in the existing club parking along the west edge of pavement. Fencing around all detention basins. Potentially 9 ft. deep of stormwater

Our office has to witness all test pits so these will have to re-arranged for our validation.

Discharge points of the 15” dia. (basin 1), the 18” dia. (basin 2) and the 15” dia. (basin 3) should be riprap protected. Likewise the discharge point for the 12” dia. maintenance outlet should be protected.

Traffic - County Road System

On November 19, 2018, we met with the Bergen County Planning Board representative with the developer to ascertain potential requirements of the County and Township. The following recommendations were a result of this preliminary meeting:

45. The developer is improving the Rivevale Road/Piermont Avenue intersection in accordance with the County’s improvement plan as shown on the site plan. The re-alignment will provide some traffic level-of-service improvements particularly to eastbound traffic which currently queues up to Mark Lane on some occasions.

The improvements provide turn lanes and traffic islands. We raised a concern about the new pedestrian crosswalk with the County. With the westerly pedestrian crosswalk bifurcated, the school crossing guard must separately ‘herd’ school children onto the new traffic island, and then guard/cross the second roadway. It’s a large length of separated traffic lanes to be controlled with one part-time guard.

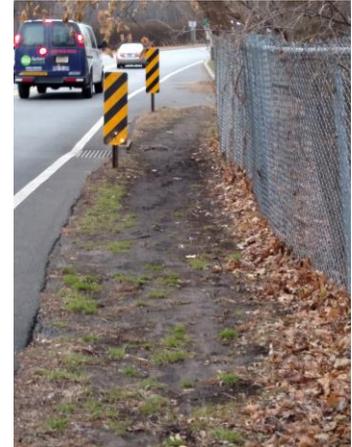
We recommend to the County that a push button flashing warning beacon be provided at the intersection to advance warn drivers of the crossing of pedestrians. The County is amenable to such a precautionary initiative. This was recently installed in downtown Hillsdale after a pedestrian fatality had occurred and are found through-out the State.

The crosswalks should also be colorized for greater motorist visibility.

46. The local Police Department raised a question as to potential traffic signalization. At this time, the County has not indicated their willingness to provide the equipment, however, the County is requiring the developer to install all underground conduit and junction boxes in anticipation of such signalization. The developer will prepare a schematic signal design plan for the County’s approval.

The Township Administration should make a request for signal equipment to the County Administration.

47. Due to stormwater runoff into the roughly defined sidewalks along Piermont Avenue (see photo), we recommend that the complete development be curbed similar to other development in the Township. This provides a clear delineation between high-volume/high-speed traffic and sidewalks. As seen in the background, the Hillsdale House is curbed which abuts the subject development. Also, curbing will be installed for the improved Rivervale Rd./Piermont Avenue intersection required by the County.



Dirt/Asphalt Sidewalk where Stormwater from Piermont Avenue Floods

Traffic – Ingress/Egress

The applicant provided a traffic analysis “Traffic Impact Study” by Langan Engineering dated August 31, 2018 for the two nearest County intersections (Piermont/Rivervale Road & Rivervale Road/Old Tappan Road), the existing Country Club driveway, and the new driveway off Piermont Avenue, for the before and after the development to year 2121 (when the project is expected to be fully completed).

The Level of Service (A thru F) for un-signalized intersections is given in average vehicle delay for both the AM and PM peak periods of volume on the roadways.

The report indicates the majority of trips to the development are from Hillsdale on Piermont Road (60%). This further calls for another access point to the development as prescribed by the Police and Fire Departments.

48. Driveway:

The two areas of concern are the driveway and the nearby intersection at Piermont Avenue. At the driveway we see a Level of Service for existing traffic as “D” in the AM and PM or a delay of about 30 seconds due to the lack of “gapping” along Rivervale Road. The report does not identify the possibility of the Country Club having a weekday affair which would add traffic volume at the driveway and deteriorate the exiting Level-of-Service. This should be discussed by the traffic expert.

49. Intersections:

The applicant is improving the nearby intersection per the County's preliminary design plans, adding channelization and physical traffic islands as previously discussed. As widely known, the eastbound single lane is severely constrained during peak hours, and often backs up past Mark Lane in the PM period. This is confirmed by the "F" Level-of-Service found in the traffic report.

The proposed development will increase the Eastbound vehicle delay time by 19% (AM) and 41% (PM). Although the current Eastbound Level-of-Service is at "F" and there is no worse condition, the additional delay could be equated to an additional drop in Level-of-Service .

The applicant is splitting the Eastbound traffic into two lanes which will have a dilution effect and reduces the vehicle delay 49% (AM) and 52% (PM) which will reduce the vehicle queue lengths on Piermont Avenue.

With the recommended addition of a second means of egress (ingress for emergency vehicles) from the site at Mark Lane, traffic volume will be reduced in the AM periods. The traffic report should be amended to reflect this plan change.

However, the Board should reserve the right to open the second driveway at Mark Lane to ingress should the above improvements in Level-of-Service not occur in the opinion of the Police Chief. The applicant may return to the Board thereafter should it feel that the plan adjustment is not necessary.

Utilities

50. A sanitary sewer routing/capacity analysis must be provided to provide support that the existing municipal system in Piermont Avenue can accommodate the additional sewerage flow volume to the County trunk at the Hillsdale border using NJDEP criteria under NJAC7:14A-23.3 under half-full flow characteristics. The existing sewer mapping has been provided to the design engineer's office.
51. Under the 'Condominiums Service Act,' the Township is responsible for compensating street lighting energy, snow removal, and refuse removal costs either by actually performing the services, or thru a reimbursement to the association. This does not include the installation or maintenance of lamps, standards, wiring or other equipment. The Township will reimburse the amount normally charged by the providing utility at the standard tariff rates for electricity only.

Residential curbside solid waste and recyclable materials collection will be provided (or compensated) by the Township in accordance with the normal collection procedures. Township residents pay for their own waste collection services, and the scavengers do not have automatic collection equipment. Therefore accommodations for waste containers off-street must be provided. Containers in the roadway interfere with Township snow

clearing in the streets (the Township may opt to clear streets versus provide financial compensation).

Collection of leaves curbside, will be provided by the Township in accordance with the normal collection procedures.

Suez standby costs associated with fire hydrants are not included in the Condominiums Service Act nor considered for Township reimbursement.

52. The applicant must provide evidence that the potable water supply and pressure can be adequately maintained by the purveyor Suez to the existing Township residents.
53. Since the development application is tied together with the existing golf country club, the sanitary sewer from the existing club house should be re-routed thru the new development due to numerous grease clogs in River Vale Road caused by the restaurant/catering facility.
54. According to the applicant, all floor drains within the golf course maintenance buildings at to be routed to storage containers which are evacuated periodically. No floor drains may be connected to the sanitary sewer system absent grease separators.
55. The new sanitary sewer system will require witnessed pressure testing by development phase before municipal connection acceptance.

Lighting Plans

56. Since the Mayor and Council are responsible for paying all street lighting electrical power charges, the street lighting spacing should be reduced to every +/-300 ft. as typically found throughout the Township. Many local streets in River Vale do not have any street lights. Additionally, the Township will not be responsible for bollard lighting along the private pathway. This must be metered separately.

All on-site lighting is subject to approval by the Township Council who is responsible for paying the electric charges for same and made a condition of any approvals. The cost to replace fixtures is the responsibility of the developer/association.

The applicant is free to install any additional lighting for security and safety to their residents/tenants.

57. Lighting must be placed over all fire standpipe locations such as at the affordable housing complex and added at the current club house.

Sidewalks, Driveways, and Parking

The development plan provides for interior sidewalks along only one side of the roadways network.

58. Because the development is located within 2 miles of the River Vale schools (Woodside and Holdrum), sidewalks are required on both sides of the interior streets under the RSIS. The development proposes sidewalks generally on one side of the street which is acceptable. This allows the developer to locate the buildings closer to the streets and increase building-to-building clearance to provide more open spaces.

However, the applicant must make a contribution in lieu of construction of sidewalks (on both sides) to the Township sidewalk escrow which is used annually for sidewalk construction as matching funds. The recent 2018 Pascack Valley Cooperative bid price was \$65.00/SY or estimated at \$156,000. A ‘diminimus wavier’ can be issued to the State DCA by the Board for same.

This is completely consistent with past Board applications and has been successful in constructing new sidewalks at the Woodside and Holdrum Schools, and shortly at the Roberge School in 2019.

59. Sidewalks within the development should not make 90 degree turns, but introduce radii to provide smoother alignments, particularly around guess parking areas.

60. Detectable warning surfaces must be shown on site plans to ensure they are properly placed in all relevant locations. Such surfaces are also used at any posted stop locations.

61. Exterior Sidewalks and Bikeway - The existing River Vale bike path will be affected by the proposed widening of Rivervale Road. Currently, the shared-use bike path runs south along Rivervale Road and then turns west at Piermont Ave, and west to Mark Lane where it crosses Piermont Avenue and continues to the recreation area. The applicant must provide a plan for relocation of the bike path to provide continuity. The bike path must be 7’ in width and may not be shared with the roadway at any point within the relocation limits. A similar pathway shall be extended to the Hillsdale border for a future connection, and for access to the bus stop.



Lack of Lateral Space for Sidewalks behind Trees

Due to the proximity of large trees (to be saved) in the public right-of-way along Piermont Avenue (see above photo), there is no lateral space to construct a standard concrete sidewalk or paved bikeway. Therefore, the new ornamental fence should be placed northerly, on the north side of the existing row of large evergreens to provide ample space for the public improvements. The new curbing would run approximately 2 ft. behind the edge striping.

Tree Removal

The development is subject to two municipal tree restitution/reforestation ordinances; the requirements found in the amended A-1 overlay zone under Ordinance No. 332-2018, and the current municipal ordinance which covers the entire Township. Under Section 144-224.A.8 “The provisions of the Township ordinances pertaining to tree removal and replacement shall apply in addition to the above required buffer above.”

Under the Township-wide ordinance Chapter 225 “Tree Removal,” for the **286** trees being removed, **572** replacement trees are required for reforestation at 2½” caliper measured at breast height. They must be indigenous to the site.

The applicant is providing **412** new trees to meet this requirement plus **170** large evergreens, for a total of **582** trees therefore compliant. In addition, 55 ornamental trees at a 1½” caliper are specified.

Soil Movement Permit Application

The applicant has amended their application to include a Soil Movement Permit application to be considered in concert with the final site plan approval.

62. No soil quantities for cut and fill were provided (the application would be incomplete therefore). The permit states that there will be no net export from the site. The applicant must submit actual quantities of soil movement regardless of export/import for verification.
63. Soil on the site must be tested for any contamination from past use of pesticides and would be deemed inappropriate for re-use. The results must be provided with the soil movement application for the Board’s consideration because during construction, dust originating from the site could be potentially hazardous to workers, township employees, and surrounding properties.

Required Approvals/Referrals

64. New referrals from the Police and Fire Department, the Volunteer Ambulance Corps, and Department of Public Works should be obtained based on any revisions to the proposed development.
65. Bergen County Planning Board review and approvals.

- 66. Bergen County Soil Conservation Plan Certification.
- 67. County street opening permits.
- 68. NJDEP Sewer Extension Permit with Township endorsement and B.C.U.A. sewer connection fees.
- 69. A developer's agreement with a performance guarantee only for improvements dedicated to the Township.

We will provide additional comments upon review of revised plans, reports, and public hearing comments from Board members.

Very truly yours,

C. P. STATILE, P.A.

(original signed)

Christopher P. Statile, P.E.
Planning Board Engineer

CPS/mr

cc: Steven Varneckas, Woodmont Properties & The Fairways at Edgewood, Applicant
Peter Wolfson, Esq., Applicant's Attorney
Marc Leibman, Esq., Board Attorney
Police Chief William Giordano
Fire Chief Stephen Velthaus
Volunteer Ambulance Corps.
G. Rotella, Township Administrator
Eric Timsak, PP, Bergen County Planning Board

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