

BOROUGH OF NEW MILFORD  
PLANNING BOARD  
PUBLIC SESSION  
October 18, 2011  
7:30 P.M.

Chairman DeCarlo called the Public Session of the New Milford Planning Board to order at 7:35 pm. The Chairman read the Open Public Meetings Act notice. All recited the Pledge of Allegiance.

**ROLL CALL**

Chairman DeCarlo	Present
Mayor Subrizi	Present
Council Liaison Berner	Present
Secretary Castronova	Present
Vice Chairwoman Grant	Present
Ms. Hudak	Present
Ms. Sirocchi	Present
Mr. Santino	Recused
Mr. Pecci	Present
Mr. Loonam, Alt. 1	Absent
Ms. Prisendorf, Alt. 2	Present
Mr. Neiss - Attorney	Present
Mrs. Batistic – Engineer	Present

**OFFICIAL MINUTES**

**Motion** by Ms. Sirocchi, seconded by Ms. Prisendorf, and carried by all, to approve the September 27, 2011 minutes subject to minor grammatical corrections received from Ms. Grant. Mayor Subrizi abstained since she did not attend that meeting.

**OLD BUSINESS**

**Application # 11-02 Gospel Fellowship Church**

Mr. Gerald Tyne, the attorney representing the applicants recalled Mr. Izadmehr, the Applicant's traffic expert. Mr. Izadmehr said he revisited the site Sunday, October 2<sup>nd</sup> from 10:15 am until 2:00 pm. He did traffic counts at the intersection of Henley Avenue and River Road from 10:30 am until 1:30 pm. Chairman DeCarlo said the revised traffic report was dated October 12, 2001 but he assumed it was a typographical error and it should be 2011. Mr. Izadmehr advised how many cars turned left, right, or continued straight through the intersection, in fifteen minute intervals. Mr. Izadmehr explained how the Institute of Transportation Engineers (ITE) calculates the collected data based upon floor area of the use. He said he analyzed the data and computed how many cars would be exiting or entering the site at peak intervals throughout the day. Mr. Izadmehr explained how the proposed church use would compare to the prior use of the athletic club. In answer to Mr. Tyne, he said the athletic club would have had a more intense use during the morning and afternoon rush hours during the week. He said a church was not traffic intensive during the weekdays. He said he also did a comparison for the weekends, and there was minimal difference between the proposed church traffic and the athletic club traffic on the weekends. Mr. Izadmehr said that, in his traffic study, he utilized the worst case scenario, being the church membership using every inch of square footage of the entire space. He said the Board Members had heard

testimony that the church membership was very low and he felt the church use would not create any more of an impact than when the athletic club was there, even on a Sunday.

Chairman DeCarlo said the numbers of the revised study were significantly different than the first traffic study. Mr. Izadmehr explained when he first did his traffic study he calculated the church square footage of 15,191 s.f., the same as the athletic club. He said after speaking to the church board of trustee members, the prior owner, the architect, and the engineer, that square footage was not the case. The athletic club utilized 22,000 square feet, so he corrected his figures in the revised traffic study. Therefore, Chairman DeCarlo asked if the first traffic study had any bearing and Mr. Izadmehr said the Board Members should only use his second traffic report.

Mr. Izadmehr proposed three alternatives to address the Board's traffic concerns. First, he said the driveways to the Jersey Boy's parking area and the driveway for the Garden Cafe's parking area are approximately one hundred and twenty (120') feet from the Stop bar on Henley Avenue's eastbound approach. In answer to Mr. Tyne, he said the Stop bar is where the cars are to stop when the traffic signal is red, prior to entering the intersection. There was a disagreement on how many cars would be stopped at the light prior to the beginning of the restaurants' parking areas. Mr. Izadmehr believed the number to be approximately six cars, whereas several Board Members felt the number was more in the area of three to four cars.

In answer to Mr. Tyne, Mr. Izadmehr suggested to paint the street with a striped grid-like box approximately forty (40') feet in size, and with the signage stating something like *Do Not Block Intersection*. He also recommended more signage to read *Do Not Block Driveway* to be placed at the entrances of both restaurant parking areas. Mr. Izadmehr said this will allow access to the cars wanting to enter and exit both restaurant parking areas.

Second, Mr. Izadmehr also recommended a gate with an automatic arm at the Harvard Street exit of the church parking lot. He said the technical term is called a "ramp metering system." He said in this case they will meter the cars exiting the church parking lot in 5, 10 or 15 second intervals. Mr. Tyne marked a schematic of the site plan showing the location of the automatic gate located on Harvard Street as A-27.

Third, Mr. Izadmehr suggested having a church member direct the traffic exiting the parking lot and, in answer to Mr. Tyne, Mr. Izadmehr was aware that the applicants were also willing to pay an off-duty police officer to direct traffic during the hours of 1:30 pm- 2:00 pm at or near the River Road/Henley Avenue intersection. Mr. Tyne said the applicant will agree to do any or all three of Mr. Izadmehr recommendations. In answer to Mr. Tyne, Mr. Izadmehr said that, of all three suggestions, he felt painting the box in the street was the best recommendation to address the business owners' concerns.

Mr. Tyne showed the traffic expert a letter dated October 18, 2011 from the Police Chief, stating his concerns with regard to the businesses located on the Henley Avenue and River Road intersection which were open on Sunday. Chairman DeCarlo stated to Mr. Tyne that everyone received a copy of the Police Chief's letter only this evening; Mr. Tyne had no objection to it being received so late. In answer to Mr. Tyne, Mr. Izadmehr said the recommendations he made to the Board Members would satisfy the Police Chief's concerns. Mr. Izadmehr said, that based on his expertise, there wouldn't be any traffic issues with the church's application proposal, especially if the applicant utilized one or all of the suggestions he had just explained.

In response to Chairman DeCarlo's request, Mr. Izadmehr drew a picture of the box to be painted on Henley Avenue in front of the driveways to Jersey Boy's and Garden Cafe's parking lots. The drawing was marked as A-27.1. In answer to the Board Attorney, Mr. Izadmehr acknowledged that the Applicant would need Mayor

and Council approval to paint this box on Henley Avenue. The Board Attorney said an ordinance would have to be passed for enforcement purposes. Mr. Izadmehr agreed. In answer to Board Attorney, Mr. Tyne said if the Mayor and Council did not approve the box, they would agree to utilize any one of the other three recommendations. They were also willing having one or all three suggestions being added as conditions of any approval of the application. The Board Attorney wanted the record to be clear that if the Mayor and Council denied the painting of the street, would the applicant leave it to the Board's discretion to ask for one or two conditions as an alternative. Mr. Izadmehr and Mr. Tyne agreed.

In answer to Mr. Pecci, Mr. Izadmehr said the Jersey Boy's driveway was 24' wide, and Garden Cafe/Wine and Roses driveway was 40' wide. In answer to Mr. Pecci, Mr. Izadmehr said the box would be painted between the intersections of those two driveways. Mr. Izadmehr said he suggested the box be 40' wide on the Garden Cafe side and 24' wide on the Jersey Boys side across the entire width of the street.

Mr. Castronova said he was at Garden Cafe on Sunday where he viewed approximately thirty-five cars parked at Jersey Boy's and twelve cars parked at Garden Cafe. He said that if he added the number of cars being let out of the church there could be the possibility of another forty-fifty cars being added. Mr. Castronova felt the traffic study did not accurately portray the effect the increased church traffic could have on the businesses that would be open on Sundays. Mr. Castronova said he felt, that with the proposal of the gate being added, the applicant was aware there would be traffic issues. Mr. Tyne said the applicant does not believe it needs the additional recommendations Mr. Izadmehr suggested. Mr. Tyne said his clients were only trying to alleviate some of the Board Members' concerns expressed about traffic issues, by giving alternatives. Mr. Izadmehr told Mr. Castronova not to confuse the number of cars in the church parking lot with cars waiting for the traffic light. He said he witnessed people attending and leaving a party at Jersey Boys but that did not mean they all left at the same time and that all waited for the traffic light to turn green. He said at every cycle he saw no more than two cars on Henley Avenue waiting for a green light. Mr. Izadmehr said that intersection can handle up to fifteen cars every cycle. In answer to Mr. Castronova, Mr. Tyne said his client was willing to pay for an off-duty police officer to make sure the traffic runs smoothly on Henley Avenue.

In answer to Ms. Prisendorf, Mr. Izadmehr said if there are no cars present on Henley Avenue going eastbound or westbound, the light will remain red. He said if a pedestrian pushes the button, the traffic light will provide adequate timing to allow the walk across River Road. He said the same thing applies to the traffic light on River Road: if a car is waiting to make a left onto Henley Avenue from River Road, the light will turn green. If there is no car making a left onto Henley, that light will remain red. He said if no one was waiting to make a left onto Henley from River Road, and no cars are waiting on Henley Avenue, the River Road traffic light will have a green light for the maximum time of seventy seconds.

In answer to Ms. Hudak's concern regarding the times used in the report, Mr. Izadmehr said his report was from 10:30 am until 1:30 pm, but the peak time for traffic studies is 12:00 pm until 1:00 pm. He said the people attending mass would be at the church during the time the traffic would typically be entering Jersey Boys and Garden Cafe's lunchtime hours. He felt cars would not impede westbound traffic onto Henley Avenue when arriving for church. In answer to Ms. Hudak, he said all of the cars arriving at the church prior to the service were not coming from the same direction. He said even if there are fifty additional cars arriving they would be making a right or left or continuing straight through on Henley. He said that, currently, this intersection is handling 1,588 cars during the peak hour. He said the traffic lights could easily handle double that number of cars without adjusting the signal timing. He gave an example of seventy cars being added due to the church traffic. He said with cars would be coming from every direction within a half hour time frame in order to arrive at the church in time for the service. He said using that example averaged to approximately two cars coming down Henley Avenue per minute.

Councilman Berner said he wanted to ask the architect how the 7,000 square foot difference came about because he was under the impression that the footprint of the building wasn't changing. He asked Mr. Izadmehr if the figures of how many people that could fit in 22,000 square foot building came from ITE. Mr. Izadmehr said yes. Councilman Berner assumed the athletic club went out of business due to lack of membership, and he felt it wasn't fair to compare the two uses because the racquetball club might not have seen those types of membership figures for a long time. Mr. Izadmehr said ITE estimates the trips a site use generates based on square footage. He said the owner of the athletic club had testified that he had 2,000 members.

Mayor Subrizi asked if the traffic expert knew if any of the church members lived in New Milford. Mr. Izadmehr said some do, but not all of them. She asked if he knew where the majority of the members lived. Mr. Tyne said he would have a church member testify and answer that question. In answer to the Mayor, Mr. Izadmehr clarified that he used the church members coming from three different directions in his calculations.

The Mayor disagreed with Mr. Izadmehr's statement that six cars would fit past the painted box while waiting for the traffic light to turn green, even if the box was only 24' wide. The Mayor felt that figure was closer to three cars. Mr. Izadmehr said he measured 120' from the beginning of the Jersey Boys driveway to the corner of the street. He said, that if he estimated each car length to be 20', he comes up with six cars. Mayor Subrizi asked if he felt cars might speed up to catch the green light and still remain in the box, which would defeat the purpose. Mr. Izadmehr said he didn't believe that would be a consistent problem. He said if the box was 24' wide only one car would be in the box. She was also concerned with bad weather conditions. She worried about the safety aspect of motorists wanting to hurry up the steep incline due to snow or rainy conditions on the road. Mr. Tyne said the off-duty police officer would direct the cars to stop and not proceed in order to not block the box or speed up the hill to go through the light. Mr. Izadmehr agreed and said that would be the best place to station the police officer. In answer to Mr. Tyne, Mr. Izadmehr said he felt this application would not cause traffic problems but if they were to occur they would last ten to fifteen minutes, maximum time, for the entire week. Chairman DeCarlo also had concerns regarding the box. He felt it might impede on the traffic exiting Jersey Boys, Garden Cafe, and Wine and Roses. He said unless the police officer would be present to direct traffic to allow them to exit, he felt the box might sound good on paper but not work. Mr. Izadmehr felt the box was not needed based on his observations, study, and knowledge of how traffic works. He wanted his presentation to suggest alternative solutions to alleviate the concerns of the neighboring businesses.

The Board Attorney wanted to clarify the three alternatives. The first was painting the box in the street on Henley Avenue. The second was installing a ramp metering system which consisted of an automatic gate alongside with two color signals. Mr. Izadmehr said he was proposing an EZ-pass type gate typically located on the highway. The third was an off-duty police officer directing traffic stationed at the Jersey Boy and Garden Cafe driveways. In answer to the Board Attorney, Mr. Izadmehr said the police officer would be stationed for approximately a half hour between 12:45 pm and 1:15 pm. Mr. Castronova felt a half hour was not enough time to handle the traffic caused by the church on Sundays.

Vice Chairwoman Grant asked Mr. Izadmehr if his study included investigating traffic accidents at that intersection. She stated that there were forty-seven traffic accidents within a five year period at that intersection. She asked what statistics ITE would have concerning the number of accidents due to the increase in traffic. Mr. Izadmehr said he couldn't answer that question because he would need to know what caused those accidents -- whether they were driver related, weather related, alcohol related, along with other causes. Mr. Izadmehr said that the figure averages to approximately nine accidents per year. He would have to study further to see if the accidents were caused prior to the video detection being installed among other questions. In answer to Ms. Grant, Mr. Izadmehr said if he were designing an intersection, the number of traffic accidents would be analyzed; in this case, accidents would not be reviewed due to the minimal traffic impact of the

church being proposed. Ms. Grant asked Mr. Izadmehr if more traffic causes more accidents. Mr. Izadmehr said typically yes, but he would have to know more information on the causes and time of those forty-seven accidents.

Mr. Pecci felt the video detectors were put on that intersection for a reason: to manage the traffic better. He asked Mr. Izadmehr if he knew why the County installed that type of traffic light at that intersection. Mr. Izadmehr said prior to the video detectors being added, there were lip detectors in the roadway which had to be replaced frequently. He said that the lip detectors in the pavement had to be constantly replaced so the County installed the camera system. He said that if there are no cars on Henley Avenue, there was no need for that light to turn green and stop the constant traffic flow on River Road. Needing to stop when there's no cross traffic typically frustrates drivers. He said the County installed the system to optimize the operation of the signal, which improves the safety, and efficiency, of the intersection. In answer to Mr. Pecci, Mr. Izadmehr said the camera system is typically used now at a lot of intersections because they are basically maintenance free and last for a long time. Chairman DeCarlo asked Mr. Izadmehr if he spoke to the County regarding the traffic impact on Henley Avenue. Mr. Izadmehr said no but if County approval was required, he would ask that they also review the traffic report. In answer to the Board Attorney, Mr. Izadmehr said the cameras located on River Road and Henley Avenue are not recording devices; they are simply traffic image control detectors.

In answer to Mr. Tyne, the traffic expert said he was aware that this Planning Board passed this same application in 2008. In answer to Mr. Tyne who asked if any changes in the parking plans have been made, Mr. Izadmehr said no, it was the same plan. Mr. Tyne said Mr. Latz had testified that he had a membership of 2,000 members for the racquetball club and Mr. Izadmehr agreed. Mr. Tyne asked if the church has a current membership of approximately 300 members and Mr. Izadmehr said yes. Mr. Izadmehr said the racquetball club traffic had a lot more impact due to the people and the times during the week that members utilized the club.

**Motion** by Ms. Sirocchi, seconded by Ms. Prisendorf, and carried by all to open the meeting to the public to ask Mr. Izadmehr any questions.

Mr. Pat Santino, 690 River Road: Using the Applicant's plan, he showed the Board Members a portion of Henley Avenue where there is parking on both sides. He said there was not enough room for two cars to go through; there just enough room for one car to go through when people are parked in those spots. He said that two-side parking section was located right before the racquetball club. Mr. Santino said there is a whole fleet of PSE&G trucks that leave the area not only on weekdays but also on weekends, dragging thirty foot telephone poles. Mr. Santino said he has posted a lot of signs and he felt the additional signage to not block the driveways would not help. He felt the drivers would not obey them. He also had concerns regarding the box. He said he had had to help numerous people up that hill when they were stuck in snow and ice.

Mr. Tyne asked Mr. Santino if he was a Planning Board member. Mr. Santino said yes, but he was also one of the business owners that would be affected. He said he recused himself from the board for this application. Mr. Tyne asked Mr. Santino if he was aware the applicants were going to provide enough parking on their site. Mr. Santino said yes. Mr. Tyne asked if Mr. Santino knew if other businesses had inadequate parking for their businesses. Mr. Santino said that may be, but didn't know.

Lou Denis, 710 River Road: He disagreed with the traffic expert when he said River Road would not be impacted. He asked if he felt the traffic on River Road be impacted when fifty or so cars from the church came out of Henley and turn onto River Road. Mr. Izadmehr said he didn't say River Road would not be impacted. He said when there were no cars waiting to come out of Henley additional time would be given to River Road in order to not stop the traffic flow on River Road. Mr. Izadmehr said if fifty cars are waiting on Henley Avenue, the traffic light will detect the cars and allocate twenty five seconds for them to go through the light. He said that would be approximately fifteen cars. He said then the cars would stop, allow the River Road cycle

to continue until the next light when the remaining cars would be allowed to go. He felt the traffic device worked perfectly.

Chairman DeCarlo asked if the light would work in reverse: if there were too many cars on Henley Avenue would time be taken away from River Road? Mr. Izadmehr said no, the River Road light was set at a fixed time. He said the light detecting traffic making the left on Henley from River Road would not be green until someone was making a left. Mr. Denis said he hoped the detection system would continue to work.

Diane Wall, 249 East Woodland Road: She asked why the study was restricted to a Sunday. Mr. Izadmehr said he expected the highest number of church members attending the services on Sundays. She asked if that meant there would not be other services at the house of worship other than on Sundays. Mr. Izadmehr said there would be activities during the week, but the most impact to traffic would be on Sundays, at 11:00 am. Chairman DeCarlo advised Ms. Wall that a church member testified at the last meeting and provided the Board Members with a detailed schedule of services. Ms. Wall asked how many members were going to attend the church. Mr. Izadmehr said 300 members. Ms. Wall asked how he derived to the number of cars that would be passing through the intersection. He said he used the ITE trip generation rate and the square footage of the proposed and prior use and the data received from the church regarding the current membership. Ms. Wall said there is a chance the membership would grow. Mr. Izadmehr said yes there is always that chance, but the church testified they would like to remain small.

Mr. Schurba, 675 Columbia Street: He said he heard a lot of testimony about cars but questioned the traffic expert if he considered pedestrians in his study. Mr. Izadmehr said yes, he mentioned pedestrians had to push the button in order to cross River Road. Chairman DeCarlo asked how much time was allocated to allow pedestrians to cross River Road. Mr. Izadmehr said seven seconds of a green "Walk" signal and approximately ten seconds of flashing yellow "Don't Walk" hand signal and two seconds of red light stop signal. Mr. Schurba felt there was going to be traffic issues and chaos.

Mr. Chris Denis, 710 River Road: He questioned Mr. Izadmehr if there were an emergency and the lights went out, how would everyone from the church get out onto River Road? Mr. Izadmehr said that was not a question for this church project; that is a police department question on how they operate when any intersection is blocked due to an emergency.

**Motion** by Councilman Berner, seconded by Ms. Prisendorf, and carried by all, to close the meeting to the public.

Chairman DeCarlo thanked Mr. Izadmehr. At this time the Board took a ten minute break.

Mr. Matthew Neuls, Hubschman Engineering, with offices in Bergenfield, was sworn in by the Board Attorney. Chairman DeCarlo explained that Mr. Neuls has testified before and that the Board accepted his credentials as an Engineer.

Mr. Neuls explained to the Board that he did not prepare the plan. He said he was not with the firm when the plan was prepared for the Riverview Racquetball Club in 2008. He said he had been advised that the racquetball club wanted to expand their parking at that time and provide adequate parking for their membership. Mr. Neuls answered yes when Mr. Tyne asked if the application was approved with variances by the Board. Mr. Tyne marked the June 8, 2008 Planning Board resolution as A-12. Mr. Tyne asked Mr. Neuls if Hubschman Engineering filed for a Department of Environmental Protection (DEP) permit at that time. Mr. Neuls said yes. Mr. Tyne marked the DEP permit as A-13. In answer to Mr. Tyne, Mr. Neuls said he did speak with the clients and they will comply with all of the conditions set forth in the DEP permit.

Mr. Neuls said the site plan consisted of four pages with the first sheet being colorized. The colorized site plan

shown to the Board was marked as A-10.1. Mr. Neuls said the first sheet was titled Site Plan for Parking Expansion; Grading & Drainage Plan. Mr. Neuls said the project would be on the northeast corner of the intersection of Henley Avenue and Harvard Street. He said the site currently has approximately forty-nine (49) parking spaces located behind the Riverview Racquetball Club. He said the parking area is accessed by a two-way driveway located on Henley Avenue. Mr. Neuls said they are proposing to plant new trees to make up for the trees they are taking down so the northern side will continue to operate in the same manner as a buffer zone. In answer to Mr. Tyne, Mr. Neuls said the planner recommended thirty-six (36) trees to be planted. Mr. Neuls said a September 26, 2011 letter was received from the Shade Tree Commission asking for one tree to replace every tree removed. The Shade Tree Commission letter was marked as A-14. In answer to Mr. Tyne, Mr. Neuls said the applicant is going to comply with the Shade Tree Commission letter.

Mr. Neuls said they were proposing to expand the existing parking lot to the west, and add a second parking area to the north and add a driveway leading out onto Harvard Street. He said the parking spaces would be eighteen feet (18') long by nine feet (9') wide. He said the access aisle would be twenty-four feet (24') wide, which is in compliance with the Residential Site Improvement Standards (RSIS). He said the total proposed parking would be one hundred and fifteen (115) spaces. In answer to Mr. Tyne, Mr. Neuls said the plan was originally one hundred and eighteen (118) spaces, but they complied with a letter from the Fire Advisory Board asking for three (3) spaces to be removed. Mr. Neuls said he will comply with all the requirements of the Boswell Engineering letter, dated August 22, 2011, marked as A-19. Mr. Neuls said he would comply with the DPW's September 26, 2011 letter requesting that the applicant not place light poles in the public right of way. The DPW letter was marked as A-16. Mr. Neuls reviewed the letter of the Police Chief, dated September 13, 2011, which was marked as A-18, which expressed concerns about a nursery. In answer to Mr. Tyne, Mr. Neuls said that there would not be a nursery.

Mr. Neuls read the letter from Mr. Hubschman dated October 13, 2011; it was marked as A-25. Mr. Neuls said the letter to Mr. Neiss confirmed that the parking expansion was granted with variances in 2008. He said the parking area being proposed is the same layout and no new variances are being sought. Mr. Tyne showed Mr. Neuls the Boswell Engineering October 7, 2011 letter which was marked as A-26. In answer to Mr. Tyne, Mr. Neuls said he would comply with all the comments, directives and recommendations made in the Board Engineer's letter.

Chairman DeCarlo questioned what the procedure would be if the soil permeability test were to fail. Mr. Neuls said that page 4 of the site plan actually shows the soil permeability test taken in 2008. He said the soil was rated K-5 which meant that the soil was very good. The Mayor asked if the soil readings could have changed from 2008; Mr. Neuls said no. He said the rating is based on the drain size and compact ability of the soil. Ms. Sirocchi questioned if flooding would change the soil's permeability. Mr. Neuls said no, that would not affect the ability for water to pass through the soil. In answer to the Mayor, Mr. Neuls said it would take a very long time for the soil rating to change.

In answer to Chairman DeCarlo, Mr. Neuls said the inlets would have to be changed and maintained on a regular schedule. He said the applicant was going to comply with the Borough's Storm Water Management Plan and the Borough recommends the inlets to be cleaned annually.

The Board Engineer said the applicant has complied with most of the requirements, except for some minor technicalities that still have to be addressed. She said the methodology used for the drainage calculations had to be provided, but the amount of storage that they are providing was sufficient. Mr. Neuls said that, assuming approval; a full final set of plans will be submitted in which all engineering issues will be addressed.

Mr. Neuls said there is a minimal amount of drainage that currently services the parking lot. He said currently

there is only one inlet. He said they are proposing eight (8) seepage pits, which are six feet deep and six feet in diameter, located in a base of crushed soil. In answer to Mr. Tyne, Mr. Neuls said the seepage pits were placed in an ideal location. He said the overflow of the catch basins will drain out onto an existing drain located on Harvard Street which discharges out into the Hackensack River. He said the drainage would not impose upon any of the neighbors located on Harvard Street. He said there is an overflow pipe for conditions that may exceed the design storm data. In answer to the Mayor, Mr. Neuls said a design storm is a storm that consists of 1.25" of rain over two hours and is a distribution of rainfall over that period of time. He said a design storm is a specific storm, and it was chosen from data provided from the State because it generated the most pollution. He said it is typically the first flush of the rainstorm that picks up the greases or oils typically left on a parking lot. The State requirement is to keep the sediments out of the streams, rivers or waterways. He said if there was a more intense rainstorm, those sediments would already be gone.

He said the water quality device is a larger concrete chamber with several filter cartridges. Mr. Neuls said it was designed in accordance with State requirement to address pollutants from asphalt parking areas: they are required to remove 80% of the suspended solids of that water. Mr. Neuls said an additional seepage pit would be added to the existing parking lot and the overflow would drain to an existing storm drain on Henley. He said currently the water just flows to the storm drain on Henley. He said they would like to accommodate the excess water for a total of nine (9) seepage pits being added. In answer to Mr. Tyne, Mr. Neuls said the drainage plan has not changed since the plan was approved in 2008. Mr. Tyne marked the drainage report, prepared by Hubschman Engineering, as A-21. Mr. Neuls said the report consists of the methodology used to calculate the required volumes of storage; it also addresses the required ground water recharge. He said ground water recharge is when extra impervious surface is added to a property and you are required to make up the amount of water that would have gone into the soil had that not been constructed. He said the report his office prepared shows they exceed the State requirements with respect to ground water recharge. In answer to Mr. Tyne, Mr. Neuls said the Board Engineer required them to provide that in the report.

Chairman DeCarlo asked Mr. Neuls to expand upon the maintenance being proposed for the filters. He said that there will be required maintenance for the system. He said the cartridges would have to be checked quarterly and, at some point, they would need to be replaced. He said they would also need to be checked after a major rainstorm or flooding event. In answer to Chairman DeCarlo, he said it was the cartridges that would be replaced or cleaned, not the entire concrete structure. In answer to Chairman DeCarlo, they typically needed to be changed every couple of years. Mr. Tyne asked Mr. Neuls if the applicant was willing to do that or hire a company to maintain and inspect the cartridges. Mr. Neuls said yes. Mayor Subrizi asked if the applicant was willing to supply the Borough with the quarterly inspection reports. Mr. Tyne said that would be an acceptable condition of approval. In answer to the Board Attorney, the Board Engineer said the Storm Water Management Plan was protection for the Borough and would not require the quarterly reporting, but the Planning Board could require the reporting by making it a condition of the approval. In answer to the Board Attorney, Mr. Neuls said the applicant would hire a company to do quarterly inspections, and the applicant would have to call the company if there was a significant rainfall or flood event to have the cartridges checked to be maintained or replaced. Mayor Subrizi asked what detrimental effect would occur if the cartridges were left unmaintained. Mr. Neuls said the only detriment is to the environment because the sediment would drain into the catch basins and the overflow would go eventually go into the river. Chairman DeCarlo asked if the sediment was likely to build up in the catch basins and if that would render them ineffective. Mr. Neuls said no, he didn't believe there would be enough accumulated sediment to clog up the catch basins. Mr. Neuls said that is currently happening right now, where the rain is washing off sediment off the parking lot, street and driveway pavements, and draining into the storm drains which eventually drain into the river. In answer to the Board Attorney, Mr. Tyne said he was in agreement that the maintenance of the drainage system will be the full responsibility of the applicant. He agreed it could be added as a condition if the application was to receive an approval. In answer to Mayor Subrizi, Mr. Neuls said this device has nothing to do with flood control. In answer to Chairman DeCarlo, Mr. Neuls said the catch basins are designed to handle the excess runoff generated from the two-year,



ten-year and one-hundred year rainstorms, and to allow less runoff from the property than there is today. In answer to Chairman DeCarlo, Mr. Neuls said the drainage system will not exacerbate any existing flooding condition. Board Engineer said they are required to reduce the peak flows from the site to 50% for the two-year storm, 25% for the ten-year storm and 20% for the one-hundred year storm.

Mr. Neuls explained the sediment control plan which was shown on page 2 of the Site Plan. Mr. Neuls explained that they are reconstructing the driveway curb cut on Harvard Street. Ms. Sirocchi questioned if Mr. Neuls researched if there were pavements other than asphalt that might absorb more water. Mr. Neuls explained that such things existed but, instead of smooth pavement, there would be spaces between each of the stones. Mr. Neuls said it has been used sparingly in Bergen County. He said there were numerous headaches associated with it, such as ice buildup. He said he has not proposed that material for this project. In answer to Mrs. Prisendorf, Mr. Neuls felt that porous pavement would be more detrimental because of the flooding in the area. He said it wouldn't have a detrimental effect on the flooding, but the flooding would cause it to be more detrimental because when the river overflows, it brings sediment which would clog up the porous pavement over time and it would stop being effective. He said he would be hesitant to use that material at this location.

Mr. Neuls said there was a comment with regard to the lighting in the Board Engineer's October 7, 2011 letter. He showed the Members the proposed lighting on Sheet 3 of the plans. He said there are three light posts proposed in the center island. He agreed with the Board Engineer: he said these lights alone are not adequate lighting, especially with a house of worship being proposed. He said on the outside wall of the building there were also nonworking lighting fixtures; he would propose their replacement and the applicant would look at moving the light poles to the north side of the property and shine into the center direction. He said he would be sending a revised lighting plan to the Board Engineer. In answer to Councilman Berner, Mr. Neuls said he would be required to add lighting to the driveway ingress side of the building. Chairman DeCarlo asked what style of light pole was being proposed since he was concerned the light fixture was going to look "too commercial." He said that in the interest of being neighborly, he would hope the design would fit in the neighborhood and conform to a style consistent with a house of worship use. Mr. Tyne said he would take the Chairman's concern under advisement with his client but he did feel it would be important for them to follow that advice. In answer to the Board Attorney, Mr. Neuls said the light would be designed so that the light levels would be cut off to nearly zero at the property line so light would not spill onto the neighboring properties. Mr. Neuls said with the additional trees being added they would provide a robust buffer, and the lighting for the church would not be seen from the residential neighborhood north of the site. In answer to Ms. Sirocchi, Mr. Neuls said the lights would be on a timer. In answer to Chairman DeCarlo, Mr. Neuls said the nearest house would be approximately 120' from the property line and another 70' to the curb line of the proposed parking lot.

In answer to Vice Chairwoman Grant, Mr. Neuls said, in a flooding situation, the drain pipe that leads to the river will be under water, and so will Harvard Street and so will a substantial portion of the church site. He said the seepage pits are designed to handle all of the typical rainfall, other than a major flood event. In answer to Chairman DeCarlo, Mr. Neuls said he did not know the condition of that pipe. In answer to Vice Chairwoman Grant, Mr. Neuls said the pipe is 15" and made out of concrete. The Board Engineer said that is the smallest size you could have in a public right of way. In answer to Vice Chairwoman Grant, Mr. Neuls said it wasn't in his area of responsibility to calculate the size of the pipe but he felt it was sufficient. He said their requirement is to infiltrate the water on the site.

**Motion** by Ms. Sirocchi, seconded by Ms. Prisendorf, and carried by all to open the meeting to the public to ask Mr. Neuls any questions.

Mr. Ulysses Cabrera, 659 Columbia Street: He asked if he could see the trees that would be remaining on the site. Mr. Neuls showed Mr. Cabrera Sheet 4 of the plans. Mr. Cabrera asked if mature trees were being cut. Mr. Neuls said the majority of the trees were 6" in diameter and less. Mr. Cabrera asked how many gallons of water

the storm water tanks hold. Mr. Neuls said 1,000 gallons per dry well and double that with the bed of crushed gravel. Mr. Cabrera was concerned that this figure was low. Mr. Neuls said they were designed to hold a substantial amount and the system has to conform to the State and the Borough's storm water management plan. Mr. Cabrera said the storm drain from Harvard Street connects to Columbia Street and the check valve on that drain always has problems. Mr. Cabrera was concerned with the overflow going into that drain and adding to Columbia Street flooding issues.

Mr. Schurba, 675 Columbia Street: Mr. Schurba said he attended the 2008 hearing where he heard testimony that they were going to drain into the river with a separate line. Mr. Schurba questioned if there would be a separate line created to the river; Mr. Neuls said no. He said they were going to tap into the existing drain located on Harvard Street. Mr. Schurba was concerned that they were going to take the water from the church property and add additional water to Columbia Street.

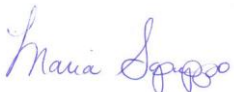
**Motion** by Councilman Berner, seconded by Ms. Prisendorf, and carried by all, to close the meeting to the public.

Mrs. Prisendorf asked if there was anywhere else they could tap into instead of the drain onto Harvard Street to alleviate the concerns of the flooding victims on Harvard Street and Columbia Street. Mr. Neuls said he didn't know. He wanted to make clear this drain would only be used for the overflow water. He said the pipe diameter on Henley Avenue is 42". However, it might be located too high to tap into. Mr. Neuls said if it is physically possible, they would be willing to change and to connect into the Henley Avenue drain. Mrs. Prisendorf asked if he could investigate using a different pipe other than the drain on Harvard. Mr. Neuls said he would investigate the possibility. The Mayor asked if he would look into a reconfiguration. Mrs. Prisendorf said that would benefit the neighboring residents. Mr. Neuls agreed to do so.

In answer to Councilman Berner, Mr. Neuls said the seepage pit is approximately two feet below the pavement and they are six feet deep. He said they sit approximately eight feet below the pavement. Councilman Berner asked how high the water table level was. Mr. Neuls said he would look into that, but he said the system has to fit; otherwise they will have to design another system to handle the runoff. In answer to Chairman DeCarlo, Mr. Neuls said there are many different types of drainage systems that would have to be investigated if the water table is too high for his system. Mr. Neuls said one example would be using more seepage pits that were not six feet in depth would be a solution or perforated pipe system. In answer to Chairman DeCarlo's statement that the applicant was required to make the system work, Neuls agreed. He said they had to provide a system that would comply with the requirements of the Borough Engineer. Mr. Neuls wanted to clarify that he didn't want the Board feel he was not confident with the proposed system. He said this system has been investigated and approved by the DEP. He said if an unforeseen circumstance arose, they would provide an alternate plan to the Borough Engineer. The Board Engineer asked Mr. Neuls if he could prepare what an alternative system would be. She said it did not have to be in great detail. She said the soil test does not show the ground water level. She said she would prefer the Board Members have that information prior to a vote. Mr. Neuls agreed.

As there was no further business to be conducted by the Board, a motion to adjourn was offered by Mr. Castronova, seconded by Ms. Grant, and carried by all. The Public Session to hear this matter will be held on November 15, 2011 at 7:30 pm.

Respectfully submitted,



Maria Sapuppo  
Recording Secretary