

BOROUGH OF RIVERDALE

MORRIS COUNTY, NEW JERSEY

Paul M. Carelli
Mayor

Abubakar T. Jalloh
Registered Municipal
Clerk



**RIVERDALE PLANNING BOARD
MINUTES
OCTOBER 2, 2025**

The Regular Meeting of the Riverdale Planning Board is opening on October 2, 2025 at 7:30 p.m. Chairman Scott Trowse read the Sunshine Law.

SWEARING IN:

Mr. Barbarula swore in Brendan Lynch Alternate No. 1 Member.

ROLL CALL:

| | |
|-----------------|---|
| Present: | Mayor Paul Carelli Sal Poli Rick Malanga Michael Reilly Christopher Scilingo Vice Chairman Warren Sheps Chairman Scott Trowse Brendan Lynch (Alt. No. 1) |
| Absent: | Council Pres. Vincent Pellegrini Kevin Bulger James Talerico (Alt. No. 2) |

Also, present is John Barbarula, Board Attorney, and Margie Hammel, appearing for Darmofalski Engineering

RESOLUTION:

- Application No. 2025-02 / 48 Route 23 North / Walmart Real Estate Business Trust / Block 13 Lot 29 / HB Zone**

Thereupon Chairman Scott Trowse set forth the motion seconded by Rick Malanga to approve the Resolution.

ROLL CALL:

| | |
|-------------------|--|
| Ayes: | Trowse, Malanga, Carelli, Poli, Reilly, Scilingo, Sheps |
| Abstained: | Lynch |
| Nays: | None |

HEARING CONTINUATION:

- Application No. 2025-01 / Riverdale Quarry, LLC / 125 Paterson Hamburg Turnpike / Block 12 Lot 3 & Block 13 Lot 25-28 / QRP Zone**

Mr. Barbarula stated that Mr. Lynch is in the process of reviewing the tape from the previous hearing. Mr. Lynch will step up to the DAIS seeing that he completes the tape prior to the next hearing date before a vote occurs.

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Michael Levigne the attorney for the applicant came forward, we were here a week ago for the start of the application hearing, Brett Skapinetz the project Engineer gave an over view on the site plan, lighting plan, stormwater management plan, and began to address some of the Board Engineers comments. The meeting between the applicant Engineers and Borough Engineers occurred on Wednesday to discuss in further detail. This evening the Project Architect and the Traffic Engineer will be presenting.

Mr. Barbarula stated that with there not being an end user at the last meeting they discussed speaking with the owner for the Board retaining jurisdiction if the tenant wants to become a fulfillment center. Mr. Levigne stated he did speak with the owner and they agree. Mr. Poli asked if the did come back for a fulfillment center is it for a site plan or a use. Mr. Barbarula stated that if they came back, it would not be a use due to the ordinance but it would require a modification to the site plan for traffic and parking. Mr. Levigne stated that the use and operation are significantly different, and although it is allowed under the ordinance the bulk variances are completely different, the same site plan would no longer be in compliance, they would need deviation and bulk variance which is what the do not want to do.

Scot Murdoch came forward and was sworn in. Mr. Murdoch stated his professional criteria as a Profession Architect, the Board accepts. Mr. Levigne asked if Mr. Murdoch supervised preparation of the architectural and the elevations and floor plans and to walk to Board through the plans. Mr. Murdoch stated yes, he did. The first drawing is a floor plan PE101, the floor plan of the whole facility, the building is approx. 1.2 million square feet, roughly 650 feet deep by about 1850 feet long, this is a large open structure with a series of different building heights. Mr. Levigne asked about the small amount of office space to describe those. Mr. Murdoch stated that they are in the corners where they are anticipated it is planned as the engineer stated in his testimony, based upon single tenant and also multi-tenant as well. Mr. Murdoch went over plan PE102, this is the roof plan depicting the various roof heights, the east side is the lowest with a 45-foot high by 20-foot-deep zone and goes up to a 65-foot zone in a "L" shape configuration and beyond that is an 80-foot-high zone and in the darkest zone is 120 feet. This is fully compliant with the zoning ordinance the measurements are taken from an average grade which includes a -4-foot drop at each loading dock elevation. There are drains showed in accordance with the UCC and stormwater drain requirements. The third drawing is PE103 which depicts the overall four sides of the building, the two small sides, east and west are similar with the office areas where the glass is more extreme and allowed entrances for employees and the long side with loading docks there is a canopy over the loading docks to provide shelter and protection and there are a series of windows that allow daylight into the building. The overall materiality of the building is not just one uniform color, just like rock the quarry it sits in, gave it layers of colors it helped reduced the overall mass of the building with darker warm color at the bottom to recede into the landscape. As it raises higher into the 80-foot to 120-foot of the building it will have metal panels and with warm harmonious colors in a lighter shade of colors. The next exhibit is A5 a visualization of what the main entrance would look like past the retaining wall. There will be a lot of glass at the lower

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level to create recess where entrances are located. The 120-foot building is set back far away and this helps to reduce the scale of the building. The civil engineer plans show the signage, the ordinance allows 3% of the frontage elevations, these higher plans are set back and we will include an 800-foot signage area in the top front corner, in accordance with the ordinance. In the event of a fire, this unique set up of the building the sprinkler design will be in accordance with the UCC, the international business code and all of the sprinkler sub chapters as well as the international fire code that references the NFTA which is the industry standard that are safe sound and help prevent loss of goods and people. In this fire code it does not require access to the roof, that was a concern of the fire department, whatever the request is per the fire department they want to design a system that puts a fire out and would be open to a conversation about concerns. Chairman Trowse asked if there would be equipment on the roof. Mr. Murdoch stated that there would be mechanical units on the roof for the facility, should a refrigerated or pharmaceutical company move in they would need equipment to keep the goods temperate. The stair tower could be a condition with access from the exterior wall, and locate where there is a juncture multiple roof height. Mr. Poli asked what construction the building would be. Mr. Murdoch stated 2B, there is an allowance in the unlimited area clause if met you are allowed to have unlimited area buildings. Chairman Trowse asked if the equipment on the roof was considered in the 120-foot roof height. Mr. Murdoch stated that he believes that is a case but in most cases that is an acceptance to the roof height. The Board has no additional questions.

Chairman Scott Trowse opened the meeting to the public for questions on the testimony given, no public came forward; Chairman Trowse set forth the motion seconded by Sal Poli to close the public portion.

ALL IN FAVOR / MOTION CARRIED

Corey Chase came forward and was sworn in, Mr. Chase stated in Professional criteria as a Professional Traffic Engineer, the Board accepts. Mr. Levigne asked if the exhibit he had was from the last hearing. Mr. Chase stated that it is exhibit A2 the site plan that was from the submitted packet colorized with the landscape overlay. Mr. Chase stated that they worked to assess the access to the subject property, overall site circulation, parking, access to and from the loading docks, and to prepare a traffic impact study. They will maintain the access point along Hamburg Turnpike and it will be improved, the location of the ramps to 287 will remain the same. The existing left turn lane along Hamburg Turnpike will remain the same. There will be geometric improvements at the existing driveway, providing dedicated left and right turn lanes as you exit the property and improving the inbound circulation. As entering the site, it splits left and right and there are guard checks on both sides. The database for warehouses has been expanded for the uses. This site has been accessed as general warehouse which is in the middle. The Amazon, FedEx, UPS tenants are all very specialized site plan requirements which are very different from what is bring proposed for this subject property. On page 7 table 5 of the traffic report, based on data posted by the institute of transportation of engineers, this shows the peak commuting hours which are in the weekday morning and evening periods. We did existing traffic counts are at the

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Hamburg Turnpike site driveway and adjacent intersections at the 287 ramps. The counts are done at the peak periods to get a base line of the traffic on the existing roadways and then take the existing data on table 5 and surcharge that to those accounts to do a pre and post development analysis to see if there is any resulting impact of service. Table 6 provides the comparison to the tri axle dump trucks traffic compared to what is being proposed for tractor trailer traffic, both during the same peak morning and evening hours. In the morning it was even for tri axel trips with 133 in and out and for tractor trailer projection is 22 trips. In the evening tri axel truck trips is about 21 trips comparable to the trailer trips at about 26. This facility is anticipated to be open 24 hours. Mayor Carelli asked how many loading docks there are and what is the occupancy of those loading docks throughout the day. Mr. Chase stated that there are 222 loading docks and the occupancy will vary, a truck can pull up and drop a truck that may not be unloaded for several hours. The number of docks is for convenience so there is not a back up of trucks waiting for a dock to open, also there could be room for trucks to back in with enough space to not have to go in between two trucks. There was also a traffic study done by Ringwood Avenue and Hamburg Turnpike to monitor the tri axel truck trips. Darmofalski Engineering requested more truck circulation plans around the site for trucks to safely maneuver. Vice Chairman Sheps asked how wide to circulation road way is around the building. Mr. Chase stated 30 feet. Mayor Carelli asked if there would be a truck turn radius out of the site, from the entrance to the 287 ramps and also the trucks coming off of 287 at the exit by Bograd's. Mr. Chase stated that they are doing radius improvements, the right turn from Hamburg Turnpike onto 287 North ramp, they did submit an improvement plan to NJDOT to open up that radius to accommodate the tractor trailers. On the North bound off ramp you can stack three tractor trailers in the left lane and still be able to bypass to the right, and on the South bound ramp four trucks can be stacked and still pass on the right. Mayor Carelli stated that from experience taking the exit ramps and being behind a tractor trailer, they are usually in the middle of the lane and you cannot pass on the right, are part of the improvements to widen the ramps. Mr. Chase stated that he only did the study where the white lines are painted on the road for cars to have the ability to pass. Darmofalski Engineering and the County asked to include one more traffic count along Hamburg Turnpike, that will be provided. Mr. Poli asked if the 400 employees were taken into account in the traffic reports. Mr. Chase stated that on page 7 table 5 shows the passenger vehicles and trucks, the hours of employees are staggered, they will not all be arriving and departing at the same time. The study is done for two hours of traffic counts, we take the single highest hour of traffic then we add our single highest hour of traffic onto that. We assume that the worst-case situation happens at the same time, even if it doesn't. Mr. Poli asked if the tractor trailer and cars are being sent in the same direction when entering the site. Mr. Chase stated that trucks will have to check in at the guard check and cars can keep going then it is a single lane until reaching the passenger vehicle parking lot. Mr. Poli asked if the trucks would get backed up and cars would not be able to get through. Mr. Chase stated that at the guard house there is a queue for trucks to wait on both sides, for four trucks on each side. The last thing that a tenant wants is their employees not being able to get through being blocked by trucks. Chairman Trowse stated that we should wait until we hear back from the NJDOT. Mayor Carelli asked about the NJDOT,

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would they allow you to make changes to the ramps. Mr. Chase stated that they submitted to the NJDOT about the ramps, they may come back with changes to the plans submitted, the same trip generation that was submitted to the town was submitted to the NJDOT. Mr. Levigne asked if there was a formal response from the NJDOT, was there any informal pre application feedback with the NJDOT and county. Mr. Chase stated that we did have a pre application meeting with the country and we are addressing their comments. We do not have anything for NJDOT, which is very common, unfortunately it has been recently taking 100-120 days for a response. Chairman Trowse asked what the comments from the county were. Mr. Chase stated they were in line with Darmofalski Engineering, an additional intersection along Hamburg Turnpike, additional information from the driveway and queuing. Mr. Reilly asked if there was a separate entrance for emergency vehicles. Mr. Chase stated that there is not a separate entrance and given the topography of the site they would not be able to add in an extra entrance. Mr. Malanga asked if there was an application to the state to try to get access to 287 South from the site. Mr. Chase stated that there was not and, in his experience, they would not allow them to has access, for emergency either.

Thereupon Chairman Trowse opened the meeting to the public, seeing no one from the public came forward to ask questions Chairman Trowse set forth the motion seconded by Sal Poli to close the public portion.

Mr. Barbarula stated that the next hearing continuation is on November 6, 2025. The members who were missing from this meeting and any previous must listen to the meeting and sign the certification in order to vote.

Chairman Trowse set forth the motion to carry the meeting to November 6, 2025 at 7:30 P.M.

ADJOURNMENT:

Thereupon Sal Poli set forth the motion seconded by Chairman Scott Trowse to adjourn the meeting.

ALL IN FAVOR / MOTION CARRIED

Meeting adjourned at 9:02 PM

Respectfully submitted by:

Stephanie Colella, Planning Board Secretary

*****NO VIDEO OR AUDIO RECORDINGS OF THESE PROCEEDINGS WITHOUT EXPRESSED PERMISSION FROM THE BOARD*****

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