

BOROUGH OF RIVERDALE

MORRIS COUNTY, NEW JERSEY

Paul M. Carelli
Mayor

Abubakar T. Jalloh
Registered Municipal
Clerk

CORRESPONDENCE:

- 1. Application No. 2025-11 / 130 Main Street, LLC / 79 Newark Pompton Turnpike / Block 26 Lot 21.01 / PO Zone**

Supplemental Letter from Darmofalski Engineering dated April 1, 2026

Mr. Boorady stated that the letter is a review of the plans submitted they had some revisions that make to comply with the technical review. This is a status report for the Board to know they have a few items to complete in order to move forward to construction.

Mr. Barbarula stated that when they have satisfied the remaining items Darmofalski Engineering can just write a letter stating that they are ready to go to construction and that does not have to go on the agenda again.

HEARING CONTINUATION:

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

Chairman Trowse thanked the applicant for giving the Board latitude with our attorney having some health issues.

Mr. Lavigne came forward, attorney for the applicant. They were last present in January at that time they had meeting with the Borough Engineering and went over some improvements that needed to be done. The applicant met with residents from the Borough and discussed any concerns that they had. The last report that was received from Darmofalski Engineering was from February 26, 2026, two reports one for traffic and another for technical comments. Mr. Lavigne stated what Mr. Chase would cover in his testimony. In Mr. Boorady’s traffic report stating adding an additional sixth lane above and beyond what the applicant has already agreed to do, to add this on is too much to ask of the applicant. It would not only be unreasonable for the developer to take on at their own expense it would also not be permitted by applicable law under the MLUL, the County Planning Act, or the Municipalities own Redevelopment Plan. This is not an improvement that is required by the Redevelopment Plan, it states that any development of this site should not degrade existing levels of service on the effected roadways. The proposal and the willingness to limit the Preliminary approval to Warehouse only and acknowledge that the Board maintains jurisdiction and will be required to return to the Board for any other use. This site has been designed and traffic studies prepared for Warehouse 150ITE classification; another use would not comply with the Redevelopment Plan, would not provide enough parking and would need a new traffic study. The applicant understands that they cannot build or change the use on Preliminary approvals. What the applicant is proposing, exhibit A-6, will not degrade existing levels services, it will improve. Under the MLUL section 42 provides that developer cannot be required or forced to obtain permits and construct an off-tract improvement at its sole expense, the developer can be required to pay its share of any improvements that are necessitated by the development. The number of traffic will be reduced that has been in effect when the Quarry was at full operation. The number of trucks trips will be more evenly distributed throughout the day. These off-tract improvements are not necessitated by this development they are meant to address existing conditions that the developer in not even exacerbating, that is a burden that should not be solely on the applicant. There are cases that if you have a permitted use the Board cannot permissibly

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deny an application on off-tract traffic improvements. This is not only a permitted use; this site is being governed by the Redevelopment Plan that the Borough put together specifically for this site. Lastly, it would be an improper usurpation of the County Planning Board jurisdiction on this County Road. There was a meeting with the County Board, the traffic Engineer and Darmofalski Engineering. The applicant has a serious issue with adding a sixth lane on the road.

Corey Chase, has been previously sworn in and is still under oath. Exhibit A-6 is 4 pages from 1/19/2026, there was a discrepancy with the plans that Mr. Chase had as an exhibit vs. what the Board members had. Mr. Chase stated that the last time they were here they talked with their client, the County and comments from DOT to come up with these plans. The driveway will now have a signal and added an additional eastbound lane to accommodate the east bound flow lane in the morning. There will be dedicated left and right turn lanes both will be under signalized control. The light will be controlled based off of the traffic reports. This will be restricted to a no turn on red, this would relieve any conflicts with east bound through traffic. There will be a right turn signal to turn into the lot as well. There will be a fifth lane added to the east of said driveway into the southbound 287 section, which is a dedicated right turn lane. There will be two dedicated through lanes into the Borough along with the right turn lane only onto 287 South. This is all subject to the reviews of Mr. Boorady's office, County and State. The idea is to better inform drivers of which lane they need to be in. They are looking to coordinate the signalized intersections. They had a follow up meeting with the County they were encouraging with what they were presenting for the roadway. Currently there is only one through lane and the right turn lane for 287 South this will make it more efficient. Mr. Malanga asked if there was a way to make the lights on demand. Mr. Chase that is how the lights are designed there are cameras, not recording, but for image detection. The comments received from the DOT, they have an improvement project to install pedestrian crossings at both ramps, ADA ramps, cross signaling, so they will have to coordinate the work that the Quarry is performing with the DOT's project. The detailed plans will have to go back to the different groups involved for final approvals. They will absorb the DOT's improvements so the road is not under construction twice so close together. The other thing that was looked at was heading east at the northbound ramp of 287, currently there is a dedicated through lane and right turn lane on the other side there are two receiving lanes. From an operational stand point, do you need that right turn lane, could that be a right shared through lane. Based on the analysis it operates better having the shared right/through lane, this allows more people to pass through the intersection and eliminates drivers from getting too close and realizing it is a turn lane only and having the cross over. From a capacity standpoint looking at signalizing the site driveway, adding the fifth lane, modification at the other ramp. The traffic impact study was revised on January 9, 2026. The westbound direction was brought up in Mr. Boorady's letter as a potential concern in the evening, it is a bi-directional commute, east bound in the morning and west bound in the evening. With the improvements being proposed in the westbound queue currently it is 800 feet the proposal is making it 600 feet, being reduced by 200 feet to make the overall operational conditions more efficient. Mr. Lavigne asked about the signalization and proposed improvements will this enable the applicant to provide safe and efficient ingress and egress into the site. Mr. Chase stated that it will, this represents an improvement over the existing conditions, it is being improved more than it is now and the Hamburg corridor will operate more efficiently than it does now. Mr. Chase labeled the exhibits as A6-1 is page one of four, A6-2 is page

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two of four, A6-3 is page three of four, A6-4 is page four of four. Continuing from west to east approaching the north bound 287 ramp there would be a through lane and a right/through lane. There was a discrepancy with the drawing that the Board members had. Mr. Chase stated that there were two different plans that were drawn and submitted. This site is located in the riparian zone from the Passaic River; we are allowed to disturb 9,000 feet of that area and with these improvements we are right up to the threshold. We've heard the Boards concerns and understand that we need to do more to satisfy those concerns and what can we do to improve the roadway. Mr. Boorady asked if the county was there tonight that he keeps speaking on their behalf, there was two pages of comments from the County. Mr. Chase stated that there was a meeting held to discuss the improvements but nothing has been submitted. Mr. Boorady stated that they showed a plan with a sixth lane between the interchanges for 287, your testimony is that the DEP will not allow you to convert the sidewalk to roadway. Mr. Chase stated that there is a paved area beneath the bridge there is not enough room about 5-6 feet, there would be substantial widening to accommodate an additional lane between the two roads, it is not just converting that pavement to a lane. The road beyond the bridge abutment would need to be widened which is significantly more pavement which is more disturbance. In my professional opinion, what is proposed represents a significant improvement to the existing conditions to how it is today, we are improving it well beyond. Mr. Boorady stated that the Board gave comments at the last public meeting to pursue the widening of the road, you pursued that and provided my office with a concept that shows that, weeks went by and not you are saying you cannot do it, you showed my office a plan with six lanes. Mr. Chase stated that they investigated the plan and found out that they cannot do it and went back to what was originally proposed. Mr. Boorady stated that they did not present that to his office and do you have documentation to show that it is not feasible. Mr. Chase stated that would be part of their testimony, the east bound flow of traffic is being significantly improved in the morning and accommodating the west bound flow of traffic in a safer and more efficient manor then it exists today. Mr. Poli asked about the left turn going in if there is an island there and if it is enough room to turn in. Mr. Chase stated that there is enough room and that the island has been pulled back to accommodate the truck path, the driveway can function without the island but we thought it would help the flow of traffic be safer. Mr. Malanga asked the north bound entrance going east bound is remaining the same as it is now. Mr. Chase stated they are proposing to increase the radius and redesignate the lanes. Mr. Malanga stated that the lanes would be one straight through and one turning lane. Mr. Chase confirmed that is correct. Mr. Malanga stated that is not the plan that he saw. Mr. Scilingo stated that he has two sets of plans both dated 1/19/2026 but the received dates are different, the one that does not have the additional lane is from 2/3/2026 and the one that has the additional lane is stamped 2/25/2026. Mr. Chase stated that the initial initiation and the second version we were asked investigate what an additional lane would look like under the overpass, that is what the second version shows. In investigating the second version with Mr. Skapinetz and the DEP implications we determined that would take us over the 9,000 square foot threshold from the DEP permitting issue. The additional lining would take us over that threshold. The Board asked for what that would look like that's what that second version is. Mr. Lavigne asked for a 5-minute recess.

CHAIRMAN SCOTT TROUSE CALLED A 5 MINUTE RECESS AT 8:25 PM

CHARIMAN SCOTT TROUSE CALLED THE MEETING BACK TO ORDER AT 8:31 PM

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Mr. Lavigne called Mr. Skapinetz of Dynamic Engineering Consultants forward, he has been previously sworn in. Mr. Lavigne stated that this was in an effort to revise the plans and be responsive. The plans that were prepared to implement were submitted in advance and are before you. Mr. Pellegrini stated that we do not have the correct plans. Mr. Chase stated that they do have the correct plans they will be moving forward with the plan of 5 lanes between 287 ramps there will be 2 dedicated through lanes in the east bound direction and the dedicated right turn lane to 287 north. Mr. Reilly asked the confirm which plan they both have the same dates listed. Mr. Lavigne stated they will mark the plans as exhibit A7. Mr. Chase stated that it is the plans with the 5 lanes going east bound 287 south. Mr. Boorady stated that they had technical meeting discussing 6 lanes, so tonight to come and be told that it is not possible, there is no way to back check that on the fly, it is unfair to not provide that information in advance. Mr. Carelli asked if in the area you are talking about is the current roadway was wide enough and it would be striping or the road needs to be widened. Mr. Boorady stated that it is both, the widening from 2/26/2027 memo that it is possible on the north side and partial in the south side where needed. They provided a plan back to do it all from the south side so they do not have to do it from the river side. There was a minor discussion on striping and overall, the widening seemed feasible. The testimony can be heard but there is no way to verify. Mr. Carelli stated they could add the fifth lane on the south side then heading west to add a sixth lane towards Bloomingdale past 287 North. Mr. Boorady stated that is what his offices' analysis of their data shows that a sixth lane would be needed going west bound. Mr. Chase stated that the additional sixth lane between south bound ramp and the site driveway, the lanes must be merged before reaching the railroad tracks, this creates a situation where people are trying to race to get in front of each other. The queuing between for 287 south and north ramp we are reducing the queuing from what existing today. Between 287 to the site there is a single lane of traffic and can go into the left turn lane if they are turning into the site, this eliminates drivers from weaving back and forth. Chairman Trowse asked how many trailer trucks can fit in the turning lane. Mr. Chase stated four trucks. Mr. Boorady asked for a 1.2 million square foot building they are only going to fit four trucks. Mr. Chase stated yes that there are 13 trucks entering over the course of an hour. Chairman Trowse asked what the left-hand turn lane would be timed at the enter the site. Mr. Chase stated the light would be 12 seconds in the PM. Mr. Sheps stated that he does not see that feasible for the semi-truck to turn into the site. Chairman Trowse stated that one truck would be able to turn. Mr. Chase said they should be able to get two, they will have the right-of-way with a green light. Chairman Trowse stated that a dump truck is about half the size of the tractor trailer. Mr. Chase stated that a loaded dump truck weights more. Mr. Malanga stated that dump trucks turning in were empty and they weigh less. Mr. Chase stated that the start up time for the tractor trailer vs a dump truck would be similar. Chairman Trowse stated that the trucks would be getting up to two gears on the turn in. Mr. Chase stated that they are typical fleet vehicles so they will not be shifting into gear just stepping on the gas. Mr. Scilingo asked Mr. Boorady about going west on Hamburg Turnpike at the south bound ramp, in the left turn lane of straight lane, where the yellow striping is, what is the concern in that section currently. Mr. Boorady stated that there are backups now going west, the backups are on 287 when you are trying to get into town when trying to make a left, there is a problem right now when the Quarry operating at a reduced capacity. Between 4-6 PM there are backups now, based upon their data we believe 2 straight lanes need to go left with a left turning lane for the Quarry. Chairman Trowse asked about the

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left lane currently. Mr. Chase stated that they extended the queuing in the left turn lane to make it 300 feet. Chairman Trowse asked about the traffic report models and the traffic flow negatives and the positives with the changes being made. Mr. Chase stated that would be the operational conditions of the intersections, table 10 on page 11 shows the pre and post development of all the intersections. The table shows the improvement in traffic having the signal light at the site driveway. Mr. Malanga asked about moving to the south side vs the river side to make the extra lanes. Mr. Skapinetz stated that they did look into that option and Mr. Boorady showed a sketch doing the improvements on the south side, in this case the be able to do the widening on the south side you are not in an existing right-of-way. The disturbance has a limit of 9,000 square feet, when you take into account the disturbance that is happening beyond the existing right-of-way, they are upwards of 12,000-15,000 sq feet. Mr. Pellegrini asked if they are saying taking up concrete is disturbance. Mr. Skapinetz stated that no the area they are taking about it the area outside the right-of-way that it vegetated. Mr. Malanga asked if they own the property beyond that, wouldn't they be disturbing their own property. Mr. Skapinetz stated that it is still within the riparian zone, if it was vegetation that was already mowed and disturbed within the right-of-way you are okay, outside of the right-of-way it has the limit of 9,000 sq feet, as per NJAC7:13-11.2G, that prevents us from going further to the south. Mr. Pellegrini asked if they went to the NJDEP and they said no. Mr. Skapinetz stated no they did not go to the DEP the rules are written as they are. Mr. Malanga stated that the issue is Bloomingdale traffic, you are not going to change the traffic after you entrance nothing can be done but it will back it up. Mr. Chase stated that it will cause more of a delay if you have a second lane and it needs to merge into one, the left turn lane is over designed from a stacking capacity there is no scenario where that left turn lane will extend past that storage capacity. Mr. Scilingo asked what is preventing the yellow hash marks from being increased or is that at the limit right now. Mr. Chase stated that they like to have a clear buffer between the lanes, when the turn left on Hamburg drivers can stay in the straight lane or get into the left turn lane to turn into the site. We would rather more clearly delineate where the drivers are supposed to be. Mr. Poli asked if you were to eliminate the yellow hatch area and put the sign there, where would the sign be. Mr. Chase stated that the sign would be east of the signalized site driveway. Mr. Poli asked if the sign could be put by the hatching and get more room for queuing. Mr. Malanga asked if the driveway could be moved to the west to make more stacking room. Mr. Boorady stated they said the same thing in the letter. Mr. Chase stated that they do not ever anticipate it reaching past the stacking that is provided, based on our analysis we did not see anything that warrants shifting the driveway further to the west, we wanted to provide supplemental buffer for the railroad crossing for people traveling east. Chairman Trowse asked if the plan with the light has to be run by the railroad as well. Mr. Chase stated that they are outside the area of influence, if the County says we have to contact them as part of their review we will. Chairman Trowse asked if the County had any comments. Mr. Chase stated they were not requesting any road improvements beyond what we should them, this would be significant improvement beyond what currently exists, it would be an improve to the overall corridor and not just as a result as an influence of the site. Chairman Trowse asked if there was anything in writing from them. Mr. Chase stated there was not, they wanted this to get past the Borough process first before reviewing. Chairman Trowse asked if the County and the DEP could come back and have significant changes to the plans that the Borough is looking at today. Mr. Chase stated that they may have technical comments but not changes to the improvements.

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Chairman Trowse opened the meeting to the public to ask questions about the testimony given by both Professionals.

Katie Miceli, 9 Degraw Road came forward, and asked about the improvements that pertain to the 9,000 square feet.

Mr. Skapinetz stated that any improvements within the existing right-of-way that is already maintained can be reconstructed and does not apply to the 9,000 sq ft. The areas outside of the area that are vegetated, the concern is that there is a 300-foot riparian zone that is the most stringent, in the DEP rules there are chart that state the limits of disturbance.

Ms. Miceli asked if there were any additional pedestrian improvements.

Mr. Chase stated that there will be sidewalk along with the pedestrian crosswalks.

**Chairman Trowse set forth the motion seconded by Christopher Scilingo to close the public portion.
ALL IN FAVOR / MOTION CARRIED**

Tom Boorady came forward and spoke about his two letters that were submitted in February 2026. The first letter was about all of the on-site items; those items are addressed or can be addressed as a condition of approval. There was a second letter that was traffic related items on the same date, there was an attachment to the traffic letter for the concept plan showing how it was potentially feasible to restripe and widen Hamburg Turnpike, based off of the 30+ years living and working in Riverdale. When this was presented, there were technical meetings with the applicant and they presented a plan. The plan we showed was widening from the north, the applicant had a plan taking from the curbing on the south side. I thought we were coming here tonight to agree on a plan to achieve six lanes on Hamburg Turnpike, apparently the applicant did research from DEP and said it was not feasible. I will need time to back check the feasibility from a DEP standpoint. Mr. Boorady showed on exhibits the applicant had present to show the sixth lane on the river side of the road. We believe it would help to have the two lanes heading west and merge into one after the site entrance. There is currently one lane going to Bloomingdale and one lane going into the Quarry, it is not just about the tractor trailers there will also be 400 employees that need to get to work at the site. If at some point a truck is sticking out into the roadway and the lights are not working together or there is another backup, there is only one lane and no one will be able to get past. There is a bottle neck at the interchange and this will cause backups at the spot with one lane going west to Bloomingdale. It is important for this to work properly for the end user of the site. Mayor Carelli asked about the south bound ramp to the entrance to the Quarry, the section where the lane was added, is that disturbance or your property, how hard is it to add the sixth lane. Mr. Skapinetz stated that there is natural vegetation in the area that cannot be disturbed. Mr. Chase stated it is not as simple as just adding 12 more feet between the drive way and the ramp, the lanes will not line up properly, the whole road will need to come south. Mr. Skapinetz stated that there is no stormwater management for all of the roadwork being proposed here, additional stormwater management would need to be show for this additional work, it may not be feasible to add more disturbance to the site for stormwater management. In the end this is all a condition of the DEP approval, currently it is on hold with the DEP until it is approved with the Borough to move forward. Mr. Poli asked Mr. Skapinetz if he believes Mr. Boorady's plan is feasible. Mr. Skapinetz

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stated in his professional opinion he does not believe it is feasible, there is going to be issues with the DEP and the added disturbance in the 300-foot buffer to achieve that plan, it is going to be very difficult. Mr. Poli stated that he likes everything they have on the plan except that one spot with the hatch and one lane there, if a truck break down or if there is an accident no one is going to get through. Mr. Chase stated that nothing in their analysis states that this will not work, it is over designed and I understand what you are saying with the hatch and it could be removed. Mr. Malanga stated they should see the traffic on that road going west between 4-6PM. Mr. Boorady stated that if they had research results from the DEP on the plans, they should have submitted that to his office. Chairman Trowse asked when Mr. Skapinetz found out this information. Mr. Skapinetz stated about 2-3 weeks ago.

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

ALL IN FAVOR / MOTION CARRIED

Mr. Lavigne stated that he spoke with his client and they would like to conclude for tonight and arrange a meeting with the professionals to discuss these final points. Chairman Trowse asked if the applicant can give the A7 and A6 exhibits to the Board members along with revised plans if they change.

Mr. Barbarula stated that with the applicants consent he has worked on the format of a Resolution, it has been shared with council and our Engineer. This is not typically how land use is handled however with such a complicated application, if you agree I will hand out to the Board for their review.

Mr. Lavigne stated that it is permitted by the MLUL and it is appropriate on this application to proceed this way.

Mr. Barbarula stated the next date he has available is April 30, 2026.

Mr. Poli said he is not available that date.

Mr. Lavigne stated that Mr. Boorady said in his testimony that most of the issues with the actual site have been addressed and the architect has been here tonight if any questions came up, does the architect need to come to the next meeting.

Chairman Trowse stated that he does not need to come to the next meeting.

Mr. Lavigne stated that he does not have any issue with Mr. Barbarula handing out the Draft Resolution.

Mr. Barbarula stated that he has given it to our Engineer and the applicants attorney for input and review. All members of the Board and the applicants' attorney have received a copy of the Draft Resolution.

Chairman Trowse set forth the motion seconded by Rick Malanga to carry the hearing to April 30, 2026.

ALL IN FAVOR / MOTION CARRIED

ADJOURNMENT:

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

ALL IN FAVOR / MOTION CARRIED

Meeting adjourned at 10:05 P.M.

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Respectfully submitted by:

Stephanie Colella, Board Secretary

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FROM THE BOARD*****