



June 22, 2022

VIA EMAIL ONLY

Members of the Bogota Planning Board
Borough of Bogota
375 Larch Avenue
Bogota, New Jersey 07603

**RE: Preliminary and Final Site Plan – 24 River Road Redevelopment
Block 112 Lots 1 & 2
Borough of Bogota
Block 1.03 Lots 8 & 9
Village of Ridgefield Park
Bergen County, New Jersey**

Dear Board Members:

Our office has reviewed preliminary and final site plans for the proposed 149,840 square-foot warehouse and distribution building with 7,500 square-feet of accessory office space, trailer/car parking areas and associated sidewalks, stormwater management measures, utility infrastructure and landscaping. The site is located in the PD-2 Planned Mixed Development underlying zone district and SOE South End Redevelopment Plan Overlay zone district. It is currently occupied by two large warehouses connected by an elevated passageway which encompass most of the site, existing pavement in the northern portion of the site, the Bogota Recycling Center in the northwest corner and existing underground drainage improvements from the tributary along Elm Avenue. The site is surrounded by the New York Susquehanna & Western (NYSW) Railroad to the west, the River Cross Apartments to the north, a QuikCheck/Walgreens and laundromat to east and is partially within the Borough of Ridgefield Park to the south. NJ Route 80 also passes above part of the southern portion of the site. The previously approved application, 30 Cross Street, is also located just across the NYSW Railroad where the Bogota Golf Center currently resides. Access to the site can only be achieved from either Cross Street to the north or River Road to the east. The proposed development is allowed within the PD-2 and SOE zoning districts and variances are sought for parking and retaining wall height. The zoning requirements breakdown can be seen in the tables below.

The applicant is proposing to demolish all on-site structures to construct the aforementioned warehouse and distribution center and various site improvements. Within this application the applicant is proposing extensive drainage improvements throughout the site, including a new culvert system and detention basin underneath the warehouse. Regular flooding currently occurs where Elm Avenue meets River Road due to the undersized culvert located under River Road (See attached report for photos). The applicant in conjunction with the Bergen County plan to radically improve this area by raising the grade of the roadway and the surrounding area by roughly two feet. Subsequently, the subject site will be raised to allow for the construction of the underground detention system. However, no plans were proposed to improve the culvert underneath the NYSW Railroad tracks, which is also undersized and contributes to the flooding problem upstream.

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AERIAL IMAGE



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MATERIALS REVIEWED:

We have reviewed the following documents provided for the above referenced application:

1. Preliminary & Final Site Plan consisting of thirty-nine (39) sheets prepared by John Coté, Langan Engineering and Environmental Services, Inc., 300 Kimball Drive, Parsippany, New Jersey 07054.
 - ***“Cover Sheet – 24 River Road Development”*** sheet 1 of 39, dated March 25, 2022.
 - ***“Demolition – 24 River Road Development”*** sheet 2 of 39, dated March 25, 2022.
 - ***“Master Site Plan – 24 River Road Development”*** sheet 3 of 39, dated March 25, 2022.
 - ***“Partial Site Plan – 24 River Road Development”*** sheet 4 of 39, dated March 25, 2022.
 - ***“Partial Site Plan – 24 River Road Development”*** sheet 5 of 39, dated March 25, 2022.
 - ***“Site Details – 24 River Road Development”*** sheet 6 of 39, dated March 25, 2022.
 - ***“Site Details – 24 River Road Development”*** sheet 7 of 39, dated March 25, 2022.
 - ***“Truck Circulation Plan – 24 River Road Development”*** sheet 8 of 39, dated March 25, 2022.
 - ***“Fire Truck Circulation Plan – 24 River Road Development”*** sheet 9 of 39, dated March 25, 2022.
 - ***“Master Grading Plan – 24 River Road Development”*** sheet 10 of 39, dated March 25, 2022.

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- ***“Partial Grading Plan – 24 River Road Development”*** sheet 11 of 39, dated March 25, 2022.
- ***“Partial Grading Plan – 24 River Road Development”*** sheet 12 of 39, dated March 25, 2022.
- ***“Master Drainage Plan – 24 River Road Development”*** sheet 13 of 39, dated March 25, 2022.
- ***“Partial Drainage Plan – 24 River Road Development”*** sheet 14 of 39, dated March 25, 2022.
- ***“Partial Drainage Plan – 24 River Road Development”*** sheet 15 of 39, dated March 25, 2022.
- ***“Driveway Profiles – 24 River Road Development”*** sheet 16 of 39, dated March 25, 2022.
- ***“Drainage Profiles – 24 River Road Development”*** sheet 17 of 39, dated March 25, 2022.
- ***“Drainage Profiles – 24 River Road Development”*** sheet 18 of 39, dated March 25, 2022.
- ***“Drainage Profiles – 24 River Road Development”*** sheet 19 of 39, dated March 25, 2022.
- ***“Flood Storage Grading Plan – 24 River Road Development”*** sheet 20 of 39, dated March 25, 2022.
- ***“Flood Storage Grading Plan – 24 River Road Development”*** sheet 21 of 39, dated March 25, 2022.
- ***“Flood Storage Cross Sections – 24 River Road Development”*** sheet 22 of 39, dated March 25, 2022.

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- ***“Drainage Details – 24 River Road Development”*** sheet 23 of 39, dated March 25, 2022.
- ***“Drainage Details – 24 River Road Development”*** sheet 24 of 39, dated March 25, 2022.
- ***“Master Utility Plan – 24 River Road Development”*** sheet 25 of 39, dated March 25, 2022.
- ***“Partial Utility Plan – 24 River Road Development”*** sheet 26 of 39, dated March 25, 2022.
- ***“Partial Utility Plan – 24 River Road Development”*** sheet 27 of 39, dated March 25, 2022.
- ***“Sanitary Sewer Profile – 24 River Road Development”*** sheet 28 of 39, dated March 25, 2022.
- ***“Utility Details – 24 River Road Development”*** sheet 29 of 39, dated March 25, 2022.
- ***“Soil Erosion & Sediment Control Plan”*** sheet 30 of 39, dated March 25, 2022.
- ***“Soil Erosion & Sediment Control Notes & Details – 24 River Road Development”*** sheet 31 of 39, dated March 25, 2022.
- ***“Overall Landscape Plan – 24 River Road Development”*** sheet 32 of 39, dated March 25, 2022.
- ***“Partial Landscape Plan – 24 River Road Development”*** sheet 33 of 39, dated March 25, 2022.
- ***“Partial Landscape Plan – 24 River Road Development”*** sheet 34 of 39, dated March 25, 2022.
- ***“Landscape Notes & Details – 24 River Road Development”*** sheet 35 of 39, dated March 25, 2022.

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- ***“Overall Lighting Plan – 24 River Road Development”*** sheet 36 of 39, dated March 25, 2022.
 - ***“Partial Lighting Plan – 24 River Road Development”*** sheet 37 of 39, dated March 25, 2022.
 - ***“Partial Lighting Plan – 24 River Road Development”*** sheet 38 of 39, dated March 25, 2022.
 - ***“Lighting Notes & Details – 24 River Road Development”*** sheet 39 of 39, dated March 25, 2022.
1. Survey consisting of one (1) sheet prepared by Michael H. Saperstein, AllState Mapping & Layout, 230 Broad Street, Bloomfield, New Jersey 07003.
 - ***“Topographic Survey of Property Known As: Street No. 14-22 River Road”*** sheet 1 of 1, dated January 5, 2022, Revised February 23, 2022.
 2. Floor Plan and Elevations prepared by Wayne S. Winger, Nelson Architecture & Interiors, Inc., 22 West 19th Street 2nd Floor, New York, New York 10011.
 - ***“Overall Floor Plan – 24 River Road Redevelopment”*** sheet 1 of 2, dated March 24, 2022.
 - ***“Building Elevations – 24 River Road Redevelopment”*** sheet 2 of 2, dated March 24, 2022.
 3. Stormwater Management Report prepared by John Cote & Michael Vitello from Langan Engineering and Environmental Services, Inc. dated March 25, 2021.
 4. Hydrologic and Hydraulic Analysis of Unnamed Tributary to Hackensack River prepared by John Cote & Michael Vitello from Langan Engineering and Environmental Services, Inc. dated March 25, 2022.
 5. Stormwater Operation and Maintenance Manual prepared by John Cote & Michael Vitello from Langan Engineering and Environmental Services, Inc. dated March 25, 2022.

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6. Traffic Statement prepared by Daniel Disario & Alan Lothian from Langan Engineering and Environmental Services, Inc. dated March 25, 2022.
7. Application for Development and/or Appeal prepared by Thor River Road LLC, dated March 9, 2022.
8. ADA Ramp designs consisting of four (4) sheets located along River Road signed and sealed by John Cote P.E. of Langan Engineering and Environmental Services.

Zoning Overview:

ZONING REQUIREMENTS PB-2 PLANNED DEVELOPMENT UNDERLAY ZONE / SOUTH END REDEVELOPMENT PLAN OVERLAY ZONE			
DESCRIPTION	REQUIRED	EXISTING	PROPOSED
Minimum Lot Area	2 Ac.	10.5 Acres	10.5 Acres
Minimum Lot Width	200 Ft.	614 Ft.	614 Ft.
Minimum Lot Depth	200 Ft.	357 Ft.	357 Ft.
Minimum Front Yard Setback	50 Ft.	NG	80 Ft.
Minimum Side Yard Setback	40 Ft.	NG	40 Ft.
Minimum Rear Yard Setback	40 Ft.	NG	N/A
Max. Building Height	4 Stories / 50 Ft.	NG	<4 Story / < 50 Ft.
Max. Building Coverage	40%	NG	32.9%
Max. Impervious Coverage %	85%	NG	77.2%
Floor Area Ratio	0.4	NG	.33
Maximum Height of Fences, Walls, Retaining Walls, and Shrubs/Bushes	8 Ft.	N/A	10.9 Ft. (V)
Maximum Height of Fences, Walls, Retaining Walls, and Shrubs/Bushes in Front Yard	6 Ft.	N/A	8.6 Ft. (V)

***NG – Not Given**

(V) – Variance Required

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OFF-STREET PARKING REQUIREMENTS		
PB-2 PLANNED DEVELOPMENT UNDERLAY ZONE / SOUTH END REDEVELOPMENT		
PLAN OVERLAY ZONE		
DESCRIPTION	REQUIRED	PROPOSED
Minimum Number of Parking Spaces (Warehouse/Distribution)	1 ps/2,500 sq. ft. GFA for areas >60,000 SF (57 Spaces)	151 Spaces Total
Minimum Number of Parking Spaces (Warehouse/Distribution)	1 ps/250 sq. ft. GFA for areas (30 Spaces)	
Minimum Number of Electric Vehicle Charging Stations	2% of Total Number of Parking Spaces	4 Spaces
Minimum Parking Space Size	9 Ft. x 18 Ft.	9 Ft. x 18 Ft.
Minimum Off-Street Parking Setback from Street Lines	25 Ft.	10 Ft. (V)
Minimum Off-Street Parking from Front Lot Lines	5 Ft.	10 Ft.
Minimum Accessory Use Setback from Side & Rear Lot Lines	7 Ft.	5 Ft. (V)
Minimum 90° Parking Drive Aisle Width	24 Ft.	24 Ft.
Minimum Number of Loading Spaces	1 per tenant plus 1 per tenant per 20,000 square feet on majority or portion thereof	22
Loading Spaces Size	12 Ft. x 40 Ft.	12.5 Ft. x 60 Ft.
Off-Street Loading Area Permitted in Front Yard	No	Yes (V)
Minimum Access Driveway Width	24 Ft.	24 Ft.
Minimum Access Driveway Curb Radius	20 Ft.	20 Ft.

(V) – Variance Required

LIGHTING	
PB-2 PLANNED DEVELOPMENT UNDERLAY ZONE / SOUTH END REDEVELOPMENT	
PLAN OVERLAY ZONE	
DESCRIPTION	PROPOSED
Any lighting used to illuminate any off-street parking area shall also be so arranged as to reflect the light away from adjoining residential premises, residential zones, and from all adjoining streets	Lighting plan shown on Sheet 9 complies with Borough Ordinance



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SIGNAGE PB-2 PLANNED DEVELOPMENT UNDERLAY ZONE / SOUTH END REDEVELOPMENT PLAN OVERLAY ZONE		
DESCRIPTION	REQUIRED	PROPOSED
Maximum Number of Freestanding Signs	1 sign / Building	1 sign
Maximum Sign Height	20 Ft.	<20 Ft.
Maximum Size of Sign Face	50 sq. ft. / Side	<50 sq. ft. / side
Minimum Setback	10 ft. from Front Street Property Line	>10 Ft. Ft.
Maximum Number of Façade Signs	1 sign per tenant on front façade 1 sign per tenant on entranceway façade	1 sign 1 sign
Maximum Sign Area	<10% of the area of the wall area	<10%
Maximum Sign Height	5 Ft.	<5 Ft.
Maximum Sign Width	<90% Building Wall Width	<90%

*Testimony should be provided regarding the actual dimensions of proposed signage

LANDSCAPING PB-2 PLANNED DEVELOPMENT UNDERLAY ZONE / SOUTH END REDEVELOPMENT PLAN OVERLAY ZONE	
DESCRIPTION	PROPOSED
Shade trees shall be provided in all major residential subdivisions and in subdivisions of other kinds where deemed appropriate by the Planning Board/Zoning Board of Adjustment. Trees shall be planted within the subdivision along each side of the street at proper intervals and in types, sizes and locations conducive to healthy growth with graded and seeded or sodded planting strips within street rights-of-way and according to any standards adopted by the governing body or borough environmental commission so as not to interfere with street paving, sidewalks or utilities	Landscaping plan shown on Sheet 11 complies with Borough Ordinance
All trees should be of nursery stock of no less than two and one-half (2 1/2) inch caliber and of an approved species grown under the same climatic conditions as at the location of the development. They shall be of symmetrical growth, free of insect pests, and disease, suitable for street use, durable under the maintenance contemplated and approved by the governing body or the borough environmental commission	



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GENERAL COMMENTS

1. A note on Sheet 4 states that off-site improvements within the Right-of-Way are proposed by Bergen County. These off-site improvements are to raise River Road and the surrounding area by roughly two feet and replace the undersized box culvert underneath River Road. The applicant is also planning on raising the driveway along River Road by two feet in coordination with this plan. However, the proposed site plan is contingent upon this work being completed by Bergen County. The applicant should discuss if alternate plans will be proposed if the work within the County R.O.W is not completed. The applicant should explore the idea of replacing the undersized culvert beneath the railroad tracks.
2. The applicant has provided a deed within the application given as Exhibit H between the previous owner of the subject site and the New Jersey Department of Environmental Protection denoting various contaminated areas within the site. Notably one concrete capped site roughly 6,847 SF in area and an asphalt capped site roughly 1,500 SF in area. Both locations are situated where the proposed detention basin underneath the warehouse will be located, meaning excavation of these sites will be required. Testimony shall be provided outlining safe removal of these contaminated sites and in permitting or inspection will be required from NJDEP throughout construction.

CONCERNS:

Sanitary Sewer, Water Services & Other Utilities: The applicant has provided a utilities plan showing proposed sanitary sewer lateral, water line, gas line and underground electrical lines on Sheets 25 through 27. A saddle connection is proposed to the existing sewer main on River Road and all other utilities are shown to be connection off of Cross Street. Sanitary Sewer profiles are given on Sheet 28. A proposed concrete encasement is shown where the 6" sanitary line crosses with a 36" HDPE pipe. The applicant should testify as to the adequacy of the proposed utilities and to the following comments:

- Sanitary sewer clean outs must support H-20 loading.
- Utility valves must support H-20 loading.
- Sanitary sewer calculations shall be provided on the utility plan sheet.
- Approximate location of the sanitary sewer main on River Road shall be shown.
- Approximate location of the existing water line running along the southeast side of the site shall be shown. If found to be in poor condition this water line should be replaced.
- The applicant should testify as to the sizes of the existing utilities along Cross Street that will be tied into.

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Stormwater Management & Drainage Plan: The applicant has provided a drainage plan shown on Sheets 13 through 22 along with a Stormwater Management Report and Hydrologic and Hydraulic Analysis of Unnamed Tributary to the Hackensack River. The applicant is proposing extensive drainage improvements throughout the site including: a subsurface conveyance system consisting of inlets, manholes and pipes to convey Stormwater runoff from the 25-year design storm event; a flood management system consisting of large precast box culverts and open storage area beneath the proposed warehouse building; one small scale bioretention basin; and 12 porous pavement systems. The proposed plan would abandon the existing 5.3'x10' and 4.5'x9.5' box culverts running through the site to be replaced by two 7'x12' precast concrete box culverts to convey floodwater to the open flood storage along with 22 e-inlets and open drainage chambers to collect overland flow from Elm Avenue and surcharge from the Elm Ditch. Within the open drainage ditch is a 3'x10' open top culvert that will convey daily flow and small rain events from the Elm Ditch. The undersized 3.5'x5' and 3.75'x6' box culverts on the New York Susquehanna Western Railroad property are to remain which will restrict the flow during 2 year storm events and greater coming from the open storage. Additionally, the proposed design is contingent upon Bergen County replacing the existing undersized box culvert underneath River Road. Testimony should be provided regarding the proposed design and the following comments.

- The applicant has provided a Stormwater Operation & Maintenance Manual which outlines all the required inspection and maintenance procedures for all the proposed Stormwater management infrastructure. Testimony should be provided for the above.

Lighting & Landscaping: The applicant has provided a Landscaping plan on Sheet 32 to 34 with Landscaping notes on Sheet 35 and a Lighting plan on Sheets 36 to 38 with Lighting Notes and Details on Sheet 39. Proposed landscaping include various Shade Trees, Evergreen Trees, Deciduous Shrubs and Perennials along River Road, Cross Street, within the parking lot islands and along the building. Lighting includes various free standing light posts and wall mounted light fixtures.

- We defer to the board as to whether or not the proposed plantings are acceptable.
- Testimony shall be provided by a New Jersey Licensed Landscape Architect.
- Testimony shall be provided regarding the proposed lighting throughout the site.

Soil Erosion and Sediment Control Plan: The applicant has provided a soil erosion and sediment control plan on Sheet 30 denoting locations of inlet filters and two stabilized construction entrances; one off of Cross Street and the other off of River Road.

- No stockpile is shown on the plan sheet. The applicant shall testify as to whether soil and other debris will be stored on-site during demolition or if it will be trucked out.

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Traffic: The applicant has provided a traffic statement for the proposed development outlining the decrease in the number of trips per day on-site. Two driveways are proposed along River Road with the southernmost driveway being primarily for truck traffic. A no right hand turn sign is proposed at this exit due to the height restriction present from the Railroad Bridge. A secondary vehicle access driveway is located off of Cross Street near the NYSW railroad crossing. The applicant shall provide testimony regarding traffic circulation throughout the site as well as to the following comments:

- Improvements are proposed to the railroad crossing to the west of the driveway along Cross Street. These improvements, to be made by the applicant from the 30 Cross Street application, is subject to NJDOT approval and thus may affect this driveway.
- These improvements should be shown on the site plan to ensure there are no conflicts.
- Sight triangles shall be added at all driveways to ensure there are no obstructions limiting driver's visibility.

Grading: The applicant has provided a grading plan on Sheets 11 to 13. The applicant is proposing to raise the grade two to ten feet throughout the site in order to accommodate the extensive drainage improvements proposed. Additionally, the primary truck entrance along River Road near the Elm Avenue intersection is proposed to be raised by roughly two feet in coordination with Bergen County. Testimony shall be provided regarding this design and any comments from Bergen County regarding the work to be performed within their Right of Way.

Miscellaneous Comments: The applicant should address the following:

- Retaining walls in excess of four feet have been proposed throughout the site. Structural calculations will need to be provided for the proposed walls. Calculations should be signed and sealed by a licensed Professional Engineer in the State of New Jersey. Additionally, a letter should be provided to this office stating that inspections were performed throughout the construction of the wall and certifying that the wall was constructed in accordance with the approved plan. (Note provided on Sheet 23).
- The typical modular block retaining wall details provided note that geosynthetic reinforcement length, type, and spacing is provided in the profile drawings. However, no such profiles are provided. The applicant shall address this and provide profiles with this information especially for the proposed retaining wall along the west side of the property.
- All concrete including curbs, sidewalk and driveways shall be 4500 psi with polypropylene fibers and sealed with Sikaguard 701w.
- All ADA ramps proposed along River Road shall be approved by Bergen County Department of Planning and Engineering prior to approval. Testimony should be provided that grading is consistent with the River Road & Elm Avenue intersection redesign proposed by Bergen County.

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- Five scale drawing of all ADA curb ramps proposed throughout the site shall be provided.
- Any sidewalk or curb along River Road or Cross Street found to be in poor conditions shall be replaced.
- Depressed curbs shall be added along all driveways.
- The applicant shall discuss whether or not utility pole near the proposed driveway along Cross Street will need to be relocated.
- In accordance the NJDOT Roadway Design Manual 2015 Section 5.7.3 Sidewalk Design, any sidewalk where a grass buffer strip is not provided shall be a minimum of six feet in width. Currently, there is no grass buffer provided along River Road or Cross Street. Any sidewalk that does not meet the minimum required width of six feet shall be replaced.

APPROVALS REQUIRED

It is the applicant's responsibility to determine what, if any, permits are required from outside agencies in order to construct the proposed development. Including, but not limited to, the following:

- **Bergen County Soil Conservation District**
- **Bergen County Planning Board**
- **New Jersey Department of Transportation**
- **New Jersey Department of Environmental Protection**

GENERAL COMMENTS AND REQUIREMENTS:

1. The Developer must enter into a Developer's Agreement which will include a performance bond if required by Planning Board Resolution.
2. Escrow fees must be posted to cover engineering review and inspection, legal expenses and DPW review and inspection.
3. Zoning requirements should be reviewed by the Zoning Official.
4. Specifications for curb, driveway and sidewalk construction must be followed per Resolution.
5. As-built drawings for the on and off-site sanitary sewers, storm drains, roadways must be furnished to the Building Department, Department of Public Works and City Engineer, prior to the release of any certificate of occupancy.
6. Sanitary sewer connections must be approved and inspected by the City Engineer, Department of Public Works and Building Department.
7. Construction activities may only be conducted during hours stipulated by City Ordinance.
8. Any adjacent structure, retaining wall, landscaping, curb, piping, pavement, fencing, etc. damaged during construction must be required or replaced.



COSTA ENGINEERING CORPORATION

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9. The applicant's plans should indicate an appropriate notation and reference that all construction work for the project must be performed in accordance with all applicable rules and regulations of the Occupational safety and Health Administration (OSHA), the New Jersey Uniform Code, and good construction and engineering practice as it pertains to safety.
10. Two full sets of plans showing all site work including lighting and landscaping signed by the chairman and secretary of the land use board must be submitted to this office, construction code official, City clerk, DPW director prior to the start of any work.
11. A pre-construction meeting must be held with representatives of this office, building department, and director of the DPW prior to the commencement of work on this site.
12. The applicant must provide a minimum of forty-eight (48) hours notice of any inspections.
13. Full-Time Inspection by a Geotechnical Engineer is required of all soil moving onsite and proper compaction, if necessary.

We reserve the right to perform additional reviews and provide comments on this application pursuant to the testimony presented at the public hearing and/or the submittal of revised plans.

Should you require additional information or have any further questions please do not hesitate to contact our office at (201) 487-0015.

Very truly yours,

COSTA ENGINEERING CORPORATION



Robert L. Costa, P.E., P.P. & C.M.E.
Borough of Bogota Planning Board Engineer

cc: Members of the Bogota Planning Board
Kevin Kelly, Planning Board Attorney
Paul Grygiel, Board Planner
Patricia Marrone, Planning Board Secretary
Thor River Road, LLC (Applicant)
Wendy M. Berger, Cole Sholtz P.C. (Applicant's Attorney) (Via email only)
John Cote, P.E. Langan Engineering (Applicant's Engineer) (Via email only)

SITE PHOTOGRAPHS

The photographs shown below were taken from Google Maps, last updated March 2022.



Photo 1: Looking southbound along River Road. The existing undersized culvert underneath River Road can be seen as well as the existing CSX railroad bridge.



Photo 2: Undersized culvert underneath River Road.



Photo 3: Beginning of the concrete chamber that runs throughout the site.



Photo 4: Looking northbound along River Road the existing frontage of the subject property can be seen.



Photo 5: Existing driveway along River Road and macadam parking area.



Photo 6: Existing intersection of River Road and Cross Street. Non compliant ADA ramp seen on the left hand side shall be replaced.



Photo 7: Existing Bogota Recycling Center (located in the northwest corner of the subject property) to be removed.



Photo 8: Proposed driveway location off of Cross Street at the northwest corner of the site. Railroad crossing improvements proposed by others.



Photo 9: Looking East from Industrial Way at the west side of the site.



Photo 10: Looking East from Industrial Way at the west side of the site. This portion of the side is to be raised roughly 10 feet.



Photo 11: Existing undersized culvert seen in the background below the NYSW railroad tracks.



Photo 12: Existing parapet over the tributary to the Hackensack River. The undersized culvert is located directly north.



Photo 13: Location of the twin 60" RCP pipes that run under Industrial Way.



Photo 14: Open drainage concrete channel south of Industrial Way leading to the Hackensack River.