



BOROUGH OF OCEANPORT

PLANNING/ZONING BOARD

AGENDA • OCTOBER 18, 2021

Special

Clement V. Sommers Municipal Building

7:00 PM

910 Oceanport Way, Oceanport, NJ 07757

I. Call to Order

II. Flag Salute

III. Board Policy

- It is Board Policy that no application will be opened after 9:30 P.M.
- No new testimony will be taken after 10:00 P.M., except at the discretion of the Board.

IV. Open Public Meetings Statement

This meeting complies with the Open Public Meetings Act by adequate and electronic notification on September 29, 2021 of this meeting and its location, date and time to the Asbury Park Press and Two River Times and by the posting of same on the municipal bulletin board and Borough's Web Site.

V. Roll Call

VI. Old Business

1. PB2020-29.1 PHASE II Warehouse Parcel - Oport Partners LLC
801/803/811 Oceanport Way
Block 110.13, Lot 1
Preliminary & Final Site Plan
CARRIED from September 28, 2021
DFD 11/11/21

VII. Petitions from the Public

VIII. Adjournment



Planning/Zoning Combined Board

PO Box 370
Oceanport, NJ 07757

SCHEDULED

PLANNING BOARD APPLICATION (ID # 2180)

Meeting: 10/18/21 07:00 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 2180

PB2020-29.1 PHASE II Warehouse Parcel - Oport Partners LLC

801/803/811 Oceanport Way
Block 110.13, Lot 1
Preliminary & Final Site Plan
CARRIED from September 28, 2021
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HISTORY:

09/28/21 Planning/Zoning Board

EXHIBITS:

- A-1 Land Development Application
- A-2 Topographical Survey Map of Property Known as Lot 1, Block 110.13 (Warehouse Parcel)" prepared by John T. Luts, PLS, dated November 18, 2020, revised through January 18, 2021.
- A-3 Preliminary and Final Plat - Major Site Plan; Phase II (8 Sheets), prepared by Kennedy Consulting Engineers, LLC, dated Feb. 15, 2021.
- A-4 Architectural Plans entitled "Preliminary First Floor Plan, Proposed Flex Building A", (2) Sheets, prepared by Rotwein and Blake Associates, last revised on March 12, 2021.
- A-5 Architectural Plans entitled "Preliminary First Floor Plan, Proposed Flex Building B", (2) Sheets, prepared by Rotwein and Blake Associates, last revised on March 12, 2021.
- A-6 Architectural Plans entitled "Preliminary Building C - First Floor Plan, Proposed Flex Building C", (2) Sheets, prepared by Rotwein and Blake Associates, last revised on March 12, 2021.
- A-7 Landscape plan entitled "Oceanport New Jersey Phase II Landscape Plans" prepared by Melillo, Bauer, and Carman Landscape Architecture, dated March 12, 2021;
- A-8 Traffic Impact Analysis Report prepared by McDonough & Rea Associates, Inc. Traffic and Transportation Consulting, revised March 9, 2021;
- A-9 Stormwater Management Report prepared by Kennedy Consulting Engineers, LLC, revised Feb. 15, 2021;
- A10 Report of Geotechnical Investigation entitled "Proposed Commercial Redevelopment Todd Avenue and Alexander Avenue Block 110, Lots 2 & 4 Oceanport, Monmouth County, New Jersey" prepared by Whitestone Associates, Inc., dated August 14, 2020;
- A-11 Environmental Impact Statement , prepared by EcolSciences, Inc., dated April 15, 2021;
- A-12 Addendum to Environmental Impact Statement, prepared by EcolSciences, Inc., dated July 30, 2021;
- A-13 FMERA Mandatory Conceptual Review entitled "Phase II Warehouse Final MCR" prepared by Upendra Sapkota, PP, AICP, LEED AP, dated June 3, 2021.Superceded;
- A-14 FMERA Mandatory Conceptual Review entitled "MCR Application Review - Preliminary Major Site Plan Warehouse Parcel" prepared by Upendra Sapkota, PP, AICP, LEED AP, dated July 13, 2021;

- A-15 Stormwater Facility Manual entitled "Stormwater Facility Operation & Maintenance Manual" prepared by Kennedy Consulting Engineers, LLC dated May 12, 2021, revised May 18, 2021.
- A-16 ENGenuity Infrastructure Review Letter dated Sept. 15, 2021
- A-17 Series of 4 Renderings, prepared by Kennedy Consulting Engineers, LLC dated Sept. 28, 2021
- A-18 Colored Rendering of Phase II Landscape Plan, prepared by Melillo, Bauer, and Carman Landscape Architecture, dated Sept. 28, 2021
- A-19 Lighting Plan/Phase II, prepared by Melillo, Bauer, and Carman Landscape Architecture, dated Sept. 28, 2021;
- A-20 Rendering of Building A, prepared by prepared by Rotwein and Blake Associates, last revised on August 7, 2020.
- A-21 Rendering of Buildings B & C, prepared by Rotwein and Blake Associates, last revised on August 7, 2020.
- A-22 Sheet L400 of Exhibit A-7, Rear Elevation of Buildings B&C, prepared by Rotwein and Blake Associates, last revised on March 12, 2021.



ENGenuity Infrastructure™
2 Bridge Avenue, Suite 323, Red Bank, NJ 07701
732.741.3176 | engenuitynj.com

OCPB-R0030
September 15, 2021
Via email and US Mail

Jeanne Smith, Planning Board Secretary
Borough of Oceanport Planning Board
315 East Main Street
Oceanport, NJ 07757

RE: Preliminary and Final Major Site Plan – Engineering Review #1
Applicant: Denholtz Partners, LLC: Application No. PB2020-29.1
Phase II: Block 110.13, Lot 1
Fort Monmouth, Borough of Oceanport, Monmouth County, NJ

Dear Ms. Smith:

Our office has received the following information in support of the above referenced application for Preliminary and Final Major Site Plan approval:

- Survey entitled “Topographical Survey Map of Property Known as Lot 1, Block 110.13 (Warehouse Parcel)” prepared by John T. Luts, PLS, dated November 18, 2020, revised through January 18, 2021, consisting of one (1) sheet;
- Site Plans entitled “Preliminary and Final Plat – Major Site Plan; Phase II: Lot 1 in Block 110.13, Borough of Oceanport, Monmouth County, New Jersey” prepared by James A. Kennedy, PE, dated February 15, 2021, consisting of eight (8) sheets;
- Architectural Plans entitled “Preliminary First Floor Plan, Proposed Flex Building A” prepared by Rotwein and Blake Associates, dated January 22, 2021, last revised on March 12, 2021, consisting two (2) sheets;
- Architectural Plans entitled “Preliminary First Floor Plan, Proposed Flex Building B” prepared by Rotwein and Blake Associates, dated January 22, 2021, last revised on March 12, 2021, consisting two (2) sheets;
- Architectural Plans entitled “Preliminary Building C - First Floor Plan, Proposed Flex Building C” prepared by Rotwein and Blake Associates, dated January 22, 2021, last revised on March 12, 2021, consisting two (2) sheets;
- Landscape plan entitled “Oceanport New Jersey Phase II Landscape Plans” prepared by Thomas B. Bauer, LA of Melillo, Bauer, and Carman Landscape Architecture, dated March 12, 2021;
- Traffic Impact Analysis Report prepared by John H. Rea, PE and Scott T. Kennel, of McDonough & Rea Associates, Inc. Traffic and Transportation Consulting, dated January 27, 2021, revised March 9, 2021;
- Stormwater Management Report prepared by James Kennedy, PE of Kennedy Consulting Engineers, LLC dated January 25, 2021, revised February 15, 2021;
- Report of Geotechnical Investigation entitled “Proposed Commercial Redevelopment Todd Avenue and Alexander Avenue Block 110, Lots 2 & 4 Oceanport, Monmouth County, New Jersey” prepared by Whitestone Associates, Inc., dated August 14, 2020;
- Oceanport Planning Board Land Use Development Application, date received March 10, 2021;

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- Environmental Impact Statement entitled “Environmental Impact Statement For Baseline Block 110.13, Lot 1 and Block 110.14 Lot 1 Borough of Oceanport, Monmouth County, NJ” prepared by EcolSciences, Inc., dated April 15, 2021;
- Addendum to Environmental Impact Statement prepared by EcolSciences, Inc., dated July 30, 2021; the letter was signed by Peter A. Hansen, LSRP, LEP, Vice President.
- Mandatory Conceptual Review entitled “Phase II Warehouse Final MCR” prepared by Giordano, Halleran & Ciesla, P.C., dated Jun 3, 2021.**Superceded;**
- Mandatory Conceptual Review entitled “MCR Application Review – Preliminary Major Site Plan Warehouse Parcel” prepared by Upendra Sapkota, PP, AICP, LEED AP, dated July 15, 2021;
- Stormwater Facility Manual entitled “Stormwater Facility Operation & Maintenance Manual” prepared by Kennedy Consulting Engineers, LLC dated May 12, 2021, revised May 18, 2021.

In accordance with the Board authorization, we have reviewed this application for Preliminary and Final Major Site Plan approval and offer the following comments:

1. **Project Description**

The subject property includes Lot 1 in Block 110.13 in Oceanport and contains approximately 8.8 acres of land. The site is located west of the intersection of Oceanport Way (formerly Murphy Drive) and Anson Avenue on former Fort Monmouth property, in the Borough of Oceanport. All existing principal buildings, curbing, and pavement will be removed and replaced with three (3) commercial flex buildings.

The site demolition will include the razing of five (5) administrative buildings, and three (3) warehouse buildings, and their associated parking areas. The Applicant is proposing three (3) commercial flex space buildings:

- Building A: 31,370 SF- associated parking and 6 loading areas.
- Building B: 20,584 SF- associated parking and 5 loading areas.
- Building C: 20,584 SF- associated parking and 5 loading areas.

Additional site improvements include 188 parking spaces of which 8 are barrier free (ADA), pedestrian walkways, utilities, lighting, and landscaping improvements. The site is accessed from Oceanport Way.

2. **Planning & Zoning Compliance**

- 2.1 The subject property is located within the Warehouse District, which is an overlay zone within the Oceanport Education/Mixed Use Neighborhood Zone. Amendment #15 of the Fort Monmouth Reuse and Redevelopment Plan adopted June 2020 created this alternate zoning as follows:

“This amendment does not purport to delete any provisions of the Reuse Plan but rather supplements the Plan by proposing alternative development scenarios for the parcels in the Fort area as shown as shown on Appendix B. Under N.J.A.C. 19:31C-3.19(a)(1), principal land uses permitted in the Reuse Plan are specifically permitted under the

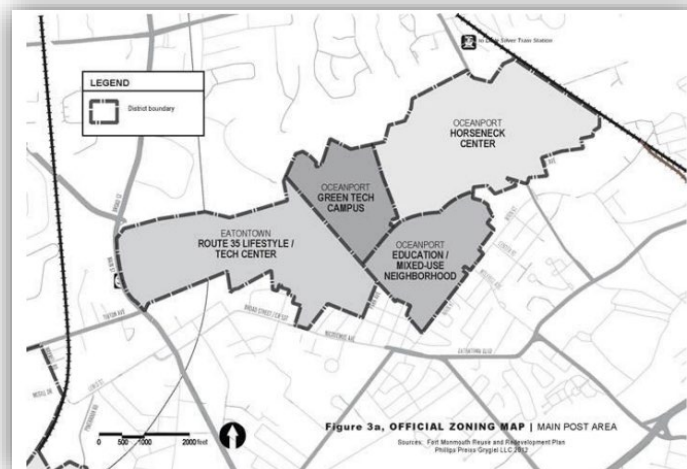
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Land Use Rules. Thus, this amendment is incorporated into the Land Use Rules for the Reuse Area in a manner similar to an “overlay zone,” whereby an alternative set of requirements are superimposed on the area allowing for alternative land use scenarios to be realized. With regard to the alternative land use scenario, the overlay zoning provides alternative opportunities for development that do not apply unless the land is developed in accordance with the purposes for which the overlay zoning is adopted.”

Figure 1- Warehouse District



Figure 2- Overall Zoning



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- 2.2 The Warehouse District, permits the following principal and accessory uses:
- Permitted Principal Use: Flex Space, Medical office, office
 - Permitted Accessory Use: Research & Development. Interior storage of small warehouse space may also be accessory to the principal use of the building but under no circumstance shall be greater than 35% of total built space or 25,000 sq.ft, whichever is less.

FMERA issued the MCR review that stated that the use is consistent with the zone. Additionally, ENGenuity and the Borough had a meeting with FMERA to further clarify the following relative to the use:

- a. Building A indicates 24,290 SF of warehouse and 7,080 SF of Office (total 31,370 SF). Amendment #15 states that “under no circumstance shall be greater than 35% of total built space or 25,000 sq.ft, whichever is less”. Since this is greater than 35% of the building, we sought clarification from FMERA on whether a design waiver was required. FMERA clarified in the meeting that all three (3) buildings on the parcel can be reviewed in total, of which the 24,290 SF is less than the 25,000 SF allowed.
- b. Building B and C have 20,584 SF of flex space, however, show loading docks, and no warehouse space. The applicant should confirm that once the interior of Buildings B and C are finalized that the total warehouse space between the two buildings will not exceed 710 SF.

- 2.3 The table below summarizes the bulk measures and zone requirements for the site:

Table 1 Warehouse District			
Description	Required/Permitted	Existing	Proposed
Minimum Lot Area	N/A	8.806 Acre	8.806 Acre
Street Facing Building Setback To Boulevard (Oceanport Way)	10ft min./ 25 ft max	6.6 ft	82.1 ft * (Design Waiver; See comment #2.5)
Minor Collectors	20 ft min / 30 ft max		
Minimum Side Setback	15 ft (office) 20 ft (institutional)	35.8 ft	33.5 ft
Minimum Rear Setback	25 ft (office) 30 ft (institutional)	41.7 ft	108.8 ft
Maximum Building Height- (New Buildings)	45 ft/ 3 stories for hospitality, office, or institutional uses 30 ft/ 2 stories for retail buildings	<45 ft 1 story	33 ft Building A 28.67 ft for B and C 1 story
Maximum Lot Coverage (Principal Building)	70%	65.1%	63.6%
Floor Area Ratio	0.3	0.207	0.189

(EC) – Existing Condition, (V) – Variance Required

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- 2.4 The building elevations indicate a height of 33 ft for Building A, and 28.67 feet for Buildings B and C; whereas the zoning table on the site plan indicates 35.6 ft for Building A and 26.1 ft for Building B and C. Although no design waivers are triggered, the applicant should clarify the heights and correct the discrepancy.
- 2.5 Although not identified in the latest MCR review letter, Amendment #15 indicates that the building setbacks should meet FMERA Land Use Rules N.J.A.C. 19:31C-3.14(d). Which does not state the word ‘minimum’ when referring to 10-25 feet for boulevards, and the 20 ft-30 ft. It instead states these setbacks as a range with both minimum and maximum. It appears the regulations intended a minimum and maximum setback so that buildings at a consistent setback along boulevards and minor collectors. However, per the zoning table the Applicant appears to have interpreted this as a ‘minimum’ setback and proposes setbacks ranging from 82.1- 245 feet from the future boulevard of Oceanport Way. This exceeds the maximum setback. We reviewed this item with FMERA and they stated that a design waiver is required. FMERA stated that they will issue another MCR letter to clarify. See language below directly from the Land Use Rules:

“(h) Building setbacks: Street-facing setbacks apply to any portion of a parcel's perimeter that adjoins a street, whether it is considered a front street or a side street. Both minimum and maximum setbacks are recommended for these street-facing locations. For interior lot line setbacks (side and rear lot lines), minimum setbacks are required.

1. Street-facing building setbacks: Street-facing building setbacks depend on the type of street on which a building has frontage. N.J.A.C. 19:31C-3.14(d) specifies recommended minimum and maximum setbacks for each street type;”

“iv. Minor collector road: This type should be used only in campus districts, where no on-street parking is needed; or where a street has open space on both sides. Minor collector roads should have one 12-foot travel lane in each direction, and no on-street parking. Total cartway right-of-way width: 24 feet. Recommended street-facing building setbacks: 20 to 30 feet.

“v. Boulevard street: This type should be used where the effect of a signature grand street is desired. Boulevards should have one 12-foot travel lane and one eight-foot parking lane in each direction, plus a 10-foot (or wider) planted center median. A shared turning lane may alternate with the planted median. Total cartway right-of-way width: at least 50 feet. Recommended street-facing building setbacks: 10 to 25 feet.”

3. Design Waivers:

The Oceanport Planning Board when acting upon site plan applications, shall have the power to grant exceptions from the requirements listed in NJAC19:31C-3.10 through 3.14 as may be reasonable and within the general purpose of this chapter of the Reuse Plan if:

- The literal enforcement of one or more rules on this subchapter is impractical; or

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- The literal enforcement of one or more of the rules in this subchapter will exact undue hardship because of peculiar conditions pertaining to the land in question.
- 3.1 Pursuant to 19.31C-3.10(h)(2) No refuse and recycling storage areas shall be permitted in the front yard or between the street and front of any building. The Applicant is proposing a trash enclosure in the front yard area between building C and Oceanport Way. The applicant shall either revise the location of the trash enclosure or request a design waiver from this requirement.
 - 3.2 According to NJAC19:31C-3.10(j)(3), The maximum height of freestanding lights shall not exceed the height of the principal building, or 18 feet, whichever is less. The Applicant is proposing pole mounted lights with a mounting height of 20 ft, and 25 feet. And building mounted lights with a mounting height of 22 ft. A design waiver is requested by the Applicant.
 - 3.3 According to NJAC19.31C-3.10(j)(4), The maximum illumination intensity at property lines shall be 0.1 footcandle. The Applicant is proposing an illumination intensity of 0.6 footcandles at the property line. A design waiver is requested by the Applicant.
 - 3.4 According to NJAC19.31C-3.10(j)(5), The minimum illumination intensity for all nonresidential uses shall be 0.5 footcandles. The Applicant is proposing a minimum illumination intensity of 0.3 footcandles at the property line. A design waiver is requested by the Applicant.
 - 3.5 As stated in comment 2.5 above. Building setbacks should meet FMERA Land Use Rules N.J.A.C. 19:31C-3.14(d). Oceanport Way was initially envisioned as a boulevard in the Circulation Element of the Land Use Regulations, however, in the meeting with FMERA they clarified that since the uses have changed per Amendment #15 they no longer envision Oceanport Way as a boulevard and that it is envisioned as future 50 foot right-of-way. Therefore, the setbacks to a minor collector would apply, which are minimum 20 and maximum 30 feet; whereas setbacks of 82.1- 245 feet are proposed. FMERA stated that this is a design waiver from their regulations, and they will clarify same in a revised MCR letter.
 - 3.6 Pursuant to NJAC 19.31C-3.15(e)(1)(iv) For all non-residential buildings, a secure indoor bicycle storage room should be provided; and NJAC 19:31C-3.15(e)(3), the number of bicycle parking in each required area should be based on the expected number of occupants, visitors, and or workers at the building. The Applicant has proposed an exterior bicycle rack for seven (7) bicycles near the exterior of each of the three (3) proposed buildings. The Applicant should clarify if there are provisions for interior bicycle storage. If not a design exception is required.

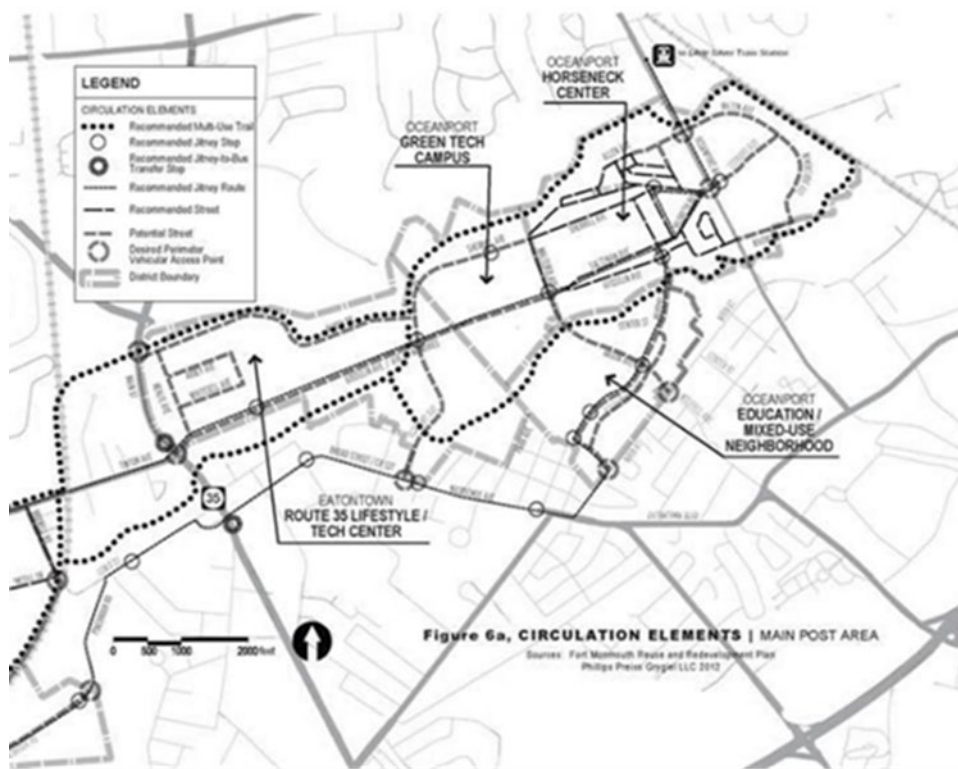
4. Traffic/Pedestrian Circulation

- 4.1 The Applicant proposes to not have Razor Avenue (AKA Anson Avenue) as a public roadway through the site. The Circulation Element sections of the FMERA Land Use Regulations previously had this roadway as a potential street. Amendment #15 amended the circulation to state the following, “As there will be no school in District

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and residential in the Warehouse District as contemplated by the Reuse Plan, there will be slight change to the interior road network as contemplated by the Reuse Plan. However, the amendment does not propose any changes to Razor Avenue and Murphy Drive AKA Oceanport Way and is consistent with the “Transportation Circulation Improvement Goals” established in the Reuse Plan. As such, the amendment would not adversely impact any of the “Transportation Circulation Improvement Goals” established in the Reuse Plan.”. The figures and mapping in the FMERA Land Use rules indicate Razor Avenue (prior Anson Avenue) as a potential north south connection for vehicles, bikes, and pedestrians through the Oceanport Section of the Fort. However, this application abandons Razor Avenue (Anson Avenue) through the property. Therefore, FMERA was consulted to determine whether this connection is still envisioned. FMERA clarified that there is a substation and JCP&L right-of-way obstructing the future roadway, therefore, FMERA supports this roadway not continuing past Oceanport Way.

- 4.2 Figure 6a in the Land Use Regulations showed a multi-use path and jitney stops along the Razor Avenue connection. As noted, this application abandons Razor Avenue (Anson Avenue) through the property. We consulted FMERA on whether the multi-use path should still be requested of the applicant or whether this path is no longer envisioned on the Fort. FMERA clarified that this path is no longer envisioned at this time since the path has not been required on other parcels that have already been transferred.



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- 4.3 In the Circulation Element of the Land Development Regulations, Oceanport Way was a boulevard with a linear park. Since the roads are still FMERA property but will eventually transfer ownership to the Borough. We consulted FMERA on required right-of-way widths and whether it is the intention for Oceanport Way to be a boulevard in the future with a linear park. The goal would be to have right -of-way dedications now to avoid the Borough having to facilitate future takings when the roads become Oceanport public local roadways. FMERA said that Oceanport Way is no longer envisioned as a Boulevard with a linear park. FMERA envisions this roadway with a 50 ft right-of-way. FMERA stated that they carved off an extra five (5) feet from the frontage of the parcel to allow for 25 feet from centerline to facilitate to right-of-way. FMERA had no objection to the Applicant being required to upgrade the frontage of the property to future standards for a 50 ft right-of-way. Therefore, we would recommend that the Board consider requiring the Applicant to upgrade the full width of Oceanport Way along the frontage of the site to R.S.I.S. standards for sidewalk, curb, pavement, grading, street lighting, and drainage. Signage should comply with MUTCD. This way when the road is turned over to the Borough in the future these improvements are already completed. The applicant should provide a roadway cross section detail for review.
- 4.4 The required parking demand for the proposed development requires a total of 91 parking spaces, whereas the Applicant is proposing 188 parking spaces. As the Applicant is proposing more than double the required number of parking spaces. The Applicant should clarify the need for the number of parking spaces, and clarify if a landscaped parking bank was considered for the future expansion of parking.
- 4.5 The Applicant should clarify if they envision Title 39 on the private aisles and within the private lots, so that illegal parking and traffic violations can be enforced on the site.
- 4.6 Although a private aisle, the former Razor Avenue (Anson Avenue) will have the majority of traffic entering at this drive. The applicant should consider pedestrian crossing signage for the two (2) crosswalk locations that are crossing the parking lot access driveway for building B and building C (former Anson Avenue). Signage should comply with MUTCD and indicted “Yield to Pedestrian Signs” R1-6 for crosswalks, that are not located at a stop-controlled intersection.
- 4.7 Although it is unclear if Title 39 will apply, the Title 39 provisions for crosswalks are still good rules of thumb for safety. Therefore, pursuant to title 39:4-138(e) no parking should be permitted within 25 ft of a crosswalk. The Applicant should remove any parking spaces that are located within 25ft from the proposed pedestrian crosswalks. Specifically, the parking spaces within 25 ft of the two (2) midblock crosswalks near Building B & C.
- 4.8 The Applicant should clarify the need for the stop sign and the stop bar near the southeast corner of building B. It would appear that no stop control is required at this location, as it is located on curve with 2-way traffic.

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- 4.9 We recommend that Applicant relocate the electric vehicle charging stations near the northeast corner of building C to the opposite side of the travel aisle so that the electric vehicle charging infrastructure does not conflict with the proposed sidewalk location.
- 4.10 The Applicant should confirm the curb radius for the curb island located along the north side of Building B, as it would appears that the radius is R4', but on the plan it is written as R2'.
- 4.11 The Traffic Impact Analysis provides a Level of Service (LOS) study of the following four intersections below. The changes to the LOS for the studied intersection are summarized for the 2025 no build option, the 2025 build option, the AM and the PM peak hours. The Applicant should provide testimony regarding the traffic impacts.

Major Roadway	Secondary Roadway	Intersection Type	AM		PM	
			Level of Service		Level of Service	
			No-Build	Build	No-Build	Build
Oceanport Ave	CR 537	Signalized	B	B	B	B
CR 537	Oceanport Ave Way East	2-way Stop control	C	C	C	D
CR 537	Oceanport Way West (Malterer Ave)	2-way Stop control	B	C	C	D
Main Street	Anson Ave (Razor Ave)	2-way Stop control	B	C	C	C

- 4.12 Razor Avenue (Anson Avenue) will be abandoned as a through street to Route 537, which would have been the most direct Route for truck traffic to Route 537. Building A proposes 24,290 SF of warehouse and six (6) loading docks, and Buildings B and C propose five (5) loading docks each. The Applicant should clarify the anticipated number of trips for truck traffic, and the proposed routes.
- 4.13 The Applicant should clarify if there are any restrictions with truck weights over the culvert along Oceanport Way east (the culvert for Husky Brook).
- 4.14 The Applicant should testify regarding pedestrian and bicycle circulation to the site.
- 4.15 The Applicant should clarify the anticipated hours of operation and when peak volumes of traffic are expected.
- 4.16 Truck turning templates should be provided throughout the site and the applicant should clarify, since some roads in the Fort have not been upgraded yet, whether the proposed truck routes can accommodate all truck turning movements. The applicant should also clarify if truck turning movements are what necessitates the increase in aisle width from 25 feet to 40 feet behind each of the proposed buildings.
- 4.17 The base layer in the pavement details is 2-3", we recommend a minimum base course layer of 4". Also, the asphalt mix designations should be updated.

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5. Stormwater, Grading, and Drainage

- 5.1 It would appear that a retaining wall will be required in the loading area near the northwest corner of proposed building A. The grading plan should be amended to include the top and bottom of wall elevations and a construction detail provided for the retaining wall. It is in the vicinity where the concrete loading areas meet the pavement loading area.
- 5.2 We recommend that the layer showing the wetlands flags and the wetlands lines are shown clearly on the site plans. Additionally, we recommend that the wetlands transition area buffer is also shown on the plans to confirm no grading or disturbance is proposed in the wetlands or transition areas.
- 5.3 It appears that an isolated wetland area is may be proposed to be filled west of building C to construct the parking lot area. However, it is unclear from the drawings the exact locations of wetlands on the site plans as this information is currently on the survey. Clarification is requested regarding any LOI or wetlands approval from the NJDEP.
- 5.4 It would appear that the proposed spot elevations are missing from the refuse areas located to the west of proposed building A. Please provide.
- 5.5 Clarification is requested regarding the curb elevation in the rear loading areas of buildings B & C. As it would appear from grading plan the elevation 13 contour crosses both the pavement and curbing, this would denote that a depressed curb is proposed along the entire loading dock area.
- 5.6 It appears that a type 'B' inlet is proposed for a drainage inlet DI-15A located in the basin between buildings B & C. Confirmation is requested if a flat grate type 'A' or type 'E' inlet would be better suited for draining the lawn area instead of a curb opening inlet type 'B'.
- 5.7 The project indicates a total land disturbance of 8.975 acres and a decrease in overall impervious surfaces from 65.1% to 63.6% (approximately 5,655 square feet). Therefore, this development is considered a major development under the stormwater municipal definition. Any development that provides for ultimately disturbing one or more acres of land or increasing impervious surface by one-quarter acre or more. "Disturbance" for the purpose of this rule is the placement of impervious surface or exposure and/or movement of soil or bedrock or clearing, cutting or removing of vegetation.
- 5.8 The Applicant should include the total project disturbance area in the stormwater management report. The total disturbance should also include all phases of the development that are part of a common plan of future development.
- 5.9 The Applicant should provide a calculation of the regulated motor vehicle area in the stormwater report. As defined under the amended stormwater management rules a net increase in motor vehicle surfaces, will require compliance with the water quality component of the Stormwater management rules. Additionally, the stormwater report

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should also provide the impervious area calculation for all phases of the development that are part of a common plans of future development.

- 5.10 The Applicant proposes to utilize and modify the existing storm sewer system. The existing storm sewer infrastructure ultimately drains to Husky Brook. The system also drains the following upstream properties: District A parcel (Phase I), the Acute care parcel, the southern portion of Oceanport Municipal complex, Parcel 6 (future JCP&L substation), and a residential neighborhood located east of Main Street. We recommend that the existing upstream capacity of the system and the discharge to Husky Brook is maintained by the Applicant in perpetuity.
- 5.11 We recommend that the Applicant provide a Storm Sewer analysis section in the Stormwater Management Report. This analysis would allow a quantity comparison of the capacity of the existing storm sewer system as compared to the modified storm sewer system. This analysis would also confirm if the upstream properties mentioned in comment 10.3 above have enough allocated capacity in the system to properly drain. This should include an Inlet area map, a summary of storm sewer pipes inlets and outfalls, and a hydraulic grade line analysis of the existing and modified storm sewer systems.
- 5.12 We recommend that the Stormwater management report is revised to provide the drainage areas, curve numbers, and time of concentration path on the existing drainage area map.
- 5.13 Pursuant to NJAC 7:8-5.7(a)(5) in computing stormwater runoff from all design storms, the design engineer shall consider the relative stormwater runoff rates and/or volumes of pervious and impervious surfaces separately to accurately compute the rates and volume of stormwater runoff from the site. To calculate runoff from unconnected impervious cover, urban impervious area modifications as described in the NRCS Technical Release-55, Urban Hydrology for Small Watersheds or other methods may be employed. We recommend that the stormwater management report is revised to compute impervious and pervious area separately.
- 5.14 Pursuant to NJAC 7:8-5.7(a)(5) if the invert of the outlet structure of a stormwater management measure is below the flood hazard design flood elevation as defined at N.J.A.C. 7:13, the design engineer shall take into account the effects of tailwater in the design of structural stormwater management measures. It would appear that the outfall invert is at elevation 0.4 and the Flood Hazard elevation is 8.0. We recommend that the tailwater effects are modeled and incorporated in the stormwater report.

6. Lighting

- 6.1 Pursuant to NJAC19:31C-3.10(j)(5) the minimum light intensity of nonresidential uses is 0.5 footcandles. There are several areas parking area and walkways that are below this minimum. Specifically at the front entrances to building B, 3 of the 4 front entrances at building C, the fire/utility room entrance at building B, the fire/utility room entrance building C, the front entrance to building A, north of the loading area building B, north of the loading area of building C, and at the two (2) driveway entrances for building A

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along Oceanport Way. We recommend that additional lights or reconfiguration of the lighting plan to provide the minimum light intensity of 0.5 footcandles at these locations.

- 6.2 According to NJAC19:31C-3.10(j)(5) the uniformity ratio between the lowest and average illumination for a given non-residential area must be no greater than 4.0:1. The applicant has proposed a ratio of 5.0:1 for “Building A Parking and Drives.” We recommend that the lighting plan is revised so that the uniformity ratio is no greater than 4:1.
- 6.3 The notes provided on the lighting plan indicate that poles are to be trimmed to maintain a 20’-00” height, whereas a call-out on the lighting plans indicate that four (4) type B fixtures are proposed at a mounting height of 25’-00” located behind both building B and C. Clarification is requested regarding the maximum mounting height.
- 6.4 It appears that the proposed pole mounted light fixtures type A and light fixture type D located between the parking area of building A and Oceanport Way are conflicting with proposed the proposed compact inkberry (ilex glabra ‘compacta’) planting locations. We recommend that the plantings are relocated to eliminate this conflict.
- 6.5 It appears that the proposed pole mounted light fixtures type C located in the southwest corner of the parking area for building A is conflicting with the dripline of a proposed pin oak tree (quercus triacanthos inermis). We recommend that the tree is relocated to eliminate this conflict.
- 6.6 We recommend that light pole foundation details are provided for the proposed pole mounted lights.
- 6.7 Clarification is requested regarding any proposed lighting near the exiting sanitary lift station.
- 6.8 The applicant currently does not propose street lighting along the frontage on Oceanport Way. Since utility pole relocations are proposed which will require DR#s from JCP&L, the Applicant should review with JCP&L if street lighting can be added/upgraded on the utility poles along Oceanport Way so that the Oceanport Way frontage is lit to municipal standards.

7. Landscaping

- 7.1 We recommend that a planting buffer be provided around the proposed electric transformer locations to shield the transformer view from the roadway.
- 7.2 We recommend relocating the sugar maple (Acer sacrum) located in the northeast corner near building A, as it appears to be located within the sight triangle area of the north driveway along Oceanport Way.

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- 7.3 According to NJAC19:31C-3.14(e)(2) where street trees do not already exist, new street trees should be provided. We recommend adding street trees along the southeastern border with Oceanport Way.
- 7.4 It appears that all nineteen (19) proposed Princeton American elm (*ulmus americana* ‘Princeton’) are located along the former Anson Avenue. Due to the prevalence of all American elm species being susceptible to dutch elms disease we recommend that the planting locations for the Americana Elm are spaced evenly through-out the development or a replacement street tree is proposed.
- 7.5 We recommend that the sugar maples (*Acer sacrum*) proposed along Oceanport Way are substituted for a more salt tolerant street tree. The salt sensitivity of this species can make it susceptible to damage from road salt deposited along municipal road during the winter.
- 7.6 Clarification is requested regarding the proposed planting of eastern red cedar (*Juniperus virginiana*) within 10 feet of northeast corner of building B and also located near the trash enclosure between builds B & C. As the mature height of this planting can reach 40-50 feet and 8-20 feet wide.
- 7.7 It would appear that the fine fescue mix ground cover is proposed within the flood hazard area and wetlands transition areas. Clarification is requested.
- 7.8 Pursuant to 19:31C-3.15(c)(2)iii Interior landscaping: Where more than 25 parking spaces are provided in any surface parking area, at least 10 percent of the interior area of the lot should be landscaped with trees and low plantings. We recommend that additional low evergreen or deciduous planting are proposed in the parking areas of buildings B and C or a calculation is provided to confirm the percentage of plantings in the parking area.
- 7.9 Clarification is requested regarding providing any buffer or plant screening around the sanitary lift station building.

8 Utilities

- 8.1 The Applicant should clarify the timing of the water main installation by others.
- 8.2 The Applicant should clarify the timing of the sewer main construction by others. And also clarify use of the sanitary lift station and if this will be permanent or temporarily used until the construction of the sewer main along Oceanport Way.
- 8.3 It would appear that no propose gas services are shown on the utility plan. Clarification is requested regarding same.
- 8.4 Provision shall be made for fire hydrants along streets and/or on the walls of nonresidential structures as approved by the respective host municipality's fire marshal or engineer and in accordance with the Insurance Service Office of New Jersey (ISO). It appears that no fire hydrants are proposed in the development area. Clarification is

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requested regarding the removal of the existing hydrants or and if any new fire hydrants or FSC connections are proposed within the development area. We defer the to fire marshal for review of same.

- 8.5 As shown on the survey their appears to be several utility easements located on the property, including but not limited to a: 20' wide water easement, variable with drainage easement, 10' wide sanitary easement, variable with sanitary easement, variable with utility easement, 20' wide utility easement, and 75' wide JCP&L easement. Clarification is requested if any of these easements are to be modified or extended as part of this application.
- 8.6 We recommend that that the vertical separation is provided for all proposed storm sewers crossing existing sanitary sewers. There are several storm sewer crossing sanitary sewers shown on the utility site plan.

9. Environmental

- 9.1 The Applicant provided an Addendum to the Environmental Impact Statement to address information found on the NJDEP database. The Addendum clarified that several Areas of Concern (AOCs) have been identified that required further investigation. These AOCs consist of former agricultural use on the Post Office parcel, a historic rail line and historic PCE impacts to groundwater on the Warehouse parcel, and a historic rail line on the Commissary parcel. Sampling has been conducted at these Areas of Concern which identified the presence of typical polycyclic aromatic hydrocarbon (PAH) contamination along small portions of each of the two rail lines. The soil contamination has been delineated and will be remediated through excavation and offsite disposal. In addition, benzene has been identified marginally above the Groundwater Quality Standard (GWQS) in one monitoring well on the Warehouse parcel. The limited benzene groundwater contamination has been delineated and no source of the contamination was identified in soil. The benzene exceedance will be addressed through long-term monitoring and maintenance (LTM&M) of groundwater. An EcolSciences Licensed Site Remediation Professional (LSRP) has been retained to address these issues. The required remediation is in the process of being completed by Oport Partners and a regulatory approval will be issued for the site once remediation is complete. The Applicant should be prepared to address any questions regarding status of same with the Board.
- 9.2 It appears that portions of the site are designated with rank 4 state endangered foraging habitat for Least Tern (*Sterna antillarum*). The Landscape project also identifies the occurrence of the State endangered Bald eagle (*Haliaeetus leucocephalus*) foraging in this area. Clarification is requested regarding whether the Applicant submitted a natural heritage database request from the NJDEP.
- 9.3 From NJAC19:31C-3.8(d), FMERA recommends the Applicant consider providing solar panels as a means of augmenting its project. The Applicant should discuss this FMERA recommendation with the Board.

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10. General Comments

- 10.1 The existing survey information provided on the Site Plans is very difficult to read due to the faded gray linework. We recommend that any revised plans are provided with a clearer basemap underlay.
- 10.2 Applicant should provide the signed Owner's certification on cover sheet.
- 10.3 We recommend that a Board signature block is added to the Landscaping/ lighting plans since a separate submittal.
- 10.4 The Applicant should confirm if any proposed ground signs or wall mounted sign are proposed as part of this application.
- 10.5 It appears that there is a pedestrian footbridge located just offsite to the northwest, that crosses Husky Brook and leads to the rear of the townhomes along Gosselin Avenue. Clarification is requested regarding allowing pedestrian access to traverse this site via the footbridge, as it seems pedestrians can utilize the footbridge and gravel trail to enter the northwest corner of the site behind proposed building B. If proposed to remain, the applicant should clarify if connections will be provided to this trail.
- 10.6 The Applicant should clarify notation provided on the site plan indicating barrier free ramp on the North side of Building A. Does not match with Architectural Floor plan for building A.
- 10.7 Clarification is requested regarding the proposed location for any mechanical or HVAC equipment for the proposed buildings. Additionally, any roof mounted equipment shall be properly screened from view of the street.

11. Outside Approvals

- 11.1 This application may be subject to the following outside agency approvals:
 - i. Freehold Soil Conservation District. Approval application to be provided.
 - ii. Monmouth County Planning Board. Approval application to be provided.
 - iii. Oceanport Fire Official;
 - iv. Oceanport Environmental Commission;
 - v. NJDEP - CAFRA, Flood Hazard, Freshwater Wetlands.
 - vi. FMERA MCR Review- completed

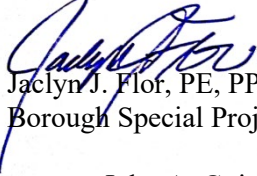
All other outside agency approvals as may be required. The Applicant shall address the Board regarding the status of all outside agency approvals for the project. In addition, copies of all outside agency approvals shall be forwarded to the Borough.

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The right is reserved to present additional comments pending the receipt of revised plans and/or the testimony of the Applicant before the Board.

If you have any questions with regard to the above matter, please do not hesitate to call.

Sincerely,



Jaclyn J. Flor, PE, PP, CME
Borough Special Projects Engineer

cc: John A. Guinco, Giordano, Halleran, and Ciesla, Applicant's Attorney
James A. Kennedy, PE, Applicant's Engineer
Denholtz Custom Homes, Applicant