



BOROUGH OF OCEANPORT

PLANNING/ZONING BOARD

AGENDA • AUGUST 13, 2019

Regular

Maple Place School

7:30 PM

2 Maple Place, Oceanport, NJ 07757

I. Call to Order

II. Open Public Meetings Statement

III. Flag Salute

IV. Roll Call

V. Board Business

1. Approval of Minutes, June 11, 2019

VI. Old Business - None

VII. New Business

1. PB2019-07 Ingrassia, Carl

544 Seawaneka Ave

Block 35, Lot 4

Variance relief for construction of retaining wall and outdoor shower

2. PB2019-09 Oceanport Board of Education

Oceanport School District - Referendum Projects

Maple Place School, 2 Maple Place

-Capital Project - Site and Parking Modifications

Wolf Hill School, Wolf Hill Ave, 29 Wolf Hill Ave

-Capital Project - Site and Parking Modifications

-Education Project - Two new additions

6A:26-3.2 School facilities projects, item (c)

Where required by N.J.S.A. 40:550-31 and 18A:18A-16, each school district shall submit applications for School facilities projects to the planning board(s) of the municipality(ies) in which the school district is situated, no later than the date the school district submits to the Division each application to afford the planning board(s) the opportunity to prepare and submit findings to the Division of Administration and Finance, Office of School Facilities, PO Box 500, Trenton, New Jersey 08625-0500. A school district shall provide to the Division proof of the date that it submits each school facilities project application to the planning board(s). The planning board(s) shall submit to the Division findings, if any, within 45 days of its receipt of each project application from a school district required to use the Development Authority, and has an additional 10 days to file with the Division notice of recommendations against approval of the project. No school facilities project application shall be considered complete until comments have been received from the planning board(s) or until either 45 days or 55 days, as applicable, have passed from the planning board's receipt of each school facilities project application, whichever is earlier. If the school district or its architect receives the planning board findings, it shall be forwarded promptly to the Division at the above address

3. PB2019-06 The Loft Partnership

552 Caren Franzini Way

Block 110.08, Lot 1

Preliminary and Final Site Plan - The Loft at Fort Monmouth

VIII. Petitions from the Public

IX. Adjournment

**Planning/Zoning Combined Board**

315 E. Main Street
Oceanport, NJ 07757

SCHEDULED**PLANNING BOARD APPLICATION (ID # 1381)**

Meeting: 08/13/19 07:30 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 1381

PB2019-07 Ingrassia, Carl

544 Seawaneka Ave

Block 35, Lot 4

Variance relief for construction of retaining wall and outdoor shower



Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

Corporate Headquarters
331 Newman Springs Road, Suite 203
Red Bank, NJ 07701
T: 732.383.1950
F: 732.383.1984
www.maserconsulting.com

July 30, 2019

VIA EMAIL

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

Re: Minor Site Plan
544 Seawaneka Avenue
Block 35, Lot 4
Borough of Oceanport, Monmouth County, New Jersey
Application PB2019-7
MC Project No. OPP-255

Dear Board Members:

Our office has received the following information in support of the above-referenced Bulk Variance application:

- Plan entitled “Survey of Property” prepared by Charles V. Bell Associates, LLC, dated April 4, 2019, consisting of one (1) sheet;
- Plan entitled “Plot Plan for new wall” prepared by Richard Stockton and Associates, Inc., dated July 8, 2019, consisting of one (1) sheet;
- Plan entitled “Hardscape Plan” prepared by Deruvo and Associates Architects, dated June 30, 2019, consisting of one (1) sheet.

The subject property is situated in the R-3 – Residential Single-Family Zone District and located on the west side of Seawaneka Avenue, approximately 50 feet north of the intersection with Pocano Avenue. The property currently has a two-story single-family dwelling, paver driveway, paver patio and walkways. The Applicant proposes to install a retaining wall along the southern side yard along with an outdoor shower.

Based on our review of the application, we recommend that the application be deemed **complete** and scheduled for the next available hearing.

Variances/Design Waivers

We offer the following preliminary comments for the Board’s consideration:

1. Bulk variances are required for the following:



- a. Minimum side yard setback Principle Structure (one/both): 10/20 feet required, 12.5/25.5 feet existing, and 7.5/20 feet proposed. A Bulk Variance is required.
- b. Retaining wall setback: 10 feet required from all property lines, 0 feet proposed. A Bulk Variance is required.

The Municipal Land Use Law permits the granting of a hardship variance under either of two following situations (C.40:55D-70c):

- **Hardship c(1) - Physical Constraints** – Hardship variances may be granted if the strict application of the ordinance would impose peculiar and exceptional practical difficulties to, or exceptional and undue hardship upon the developer based upon the existence of the following conditions:
 - a. Exceptional narrowness, shallowness or shape of a specific piece of property;
 - b. Exceptional topographic conditions or physical features uniquely affecting a piece of property; and,
 - c. An extraordinary and exceptional situation uniquely affecting a specific piece of property of the structures lawfully existing thereon.
- **Flexible “c” or c(2) - Benefits Outweighing Detriments** - A variance may be granted where the purpose of the Municipal Land Use Law would be advanced by the proposed deviation and the benefits of the deviation would substantially outweigh any detriment.

The Applicant shall provide testimony in support of the variances being requested.

General Comments

1. The side yard setback dimensions to the deck on the north side and proposed shower on the south side shall be added to the plans as the dimension outlines in 1a above are approximate.
2. The Applicant shall clarify if the shower is to be attached to the dwelling as this would make it part of the principle structure. We have assumed it is, which is the worst-case scenario.
3. Testimony shall be provided as to the drainage impact to Lot 3 to the south.
4. The Hardscape Plan shall reference the survey utilized as a base map.
5. If the shower has hot and cold water piped to it, a roof and drain will be required.
6. Construction details for the proposed retaining wall and fence shall be provided on the plans.

We reserve the opportunity to further review and comment on this application and all pertinent documentation, pursuant to testimony presented at the public hearing.



Jeanne Smith, Planning Board Secretary
MC Project No. OPP-255
July 30, 2019
Page 3 of 3

Should you have any questions or require any additional information, please do not hesitate to contact me directly.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in blue ink, appearing to read 'W.H.R. White, III'.

William H.R. White, III, P.E., P.P., C.M.E.
Planning Board Engineer and Planner

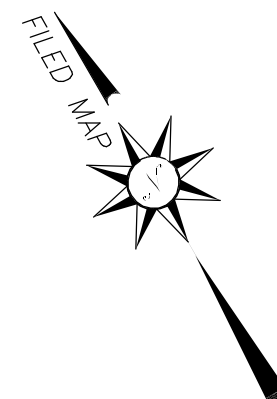
WHW/nb

cc: Carl Ingrassia (via email cingrassia@comcast.net)

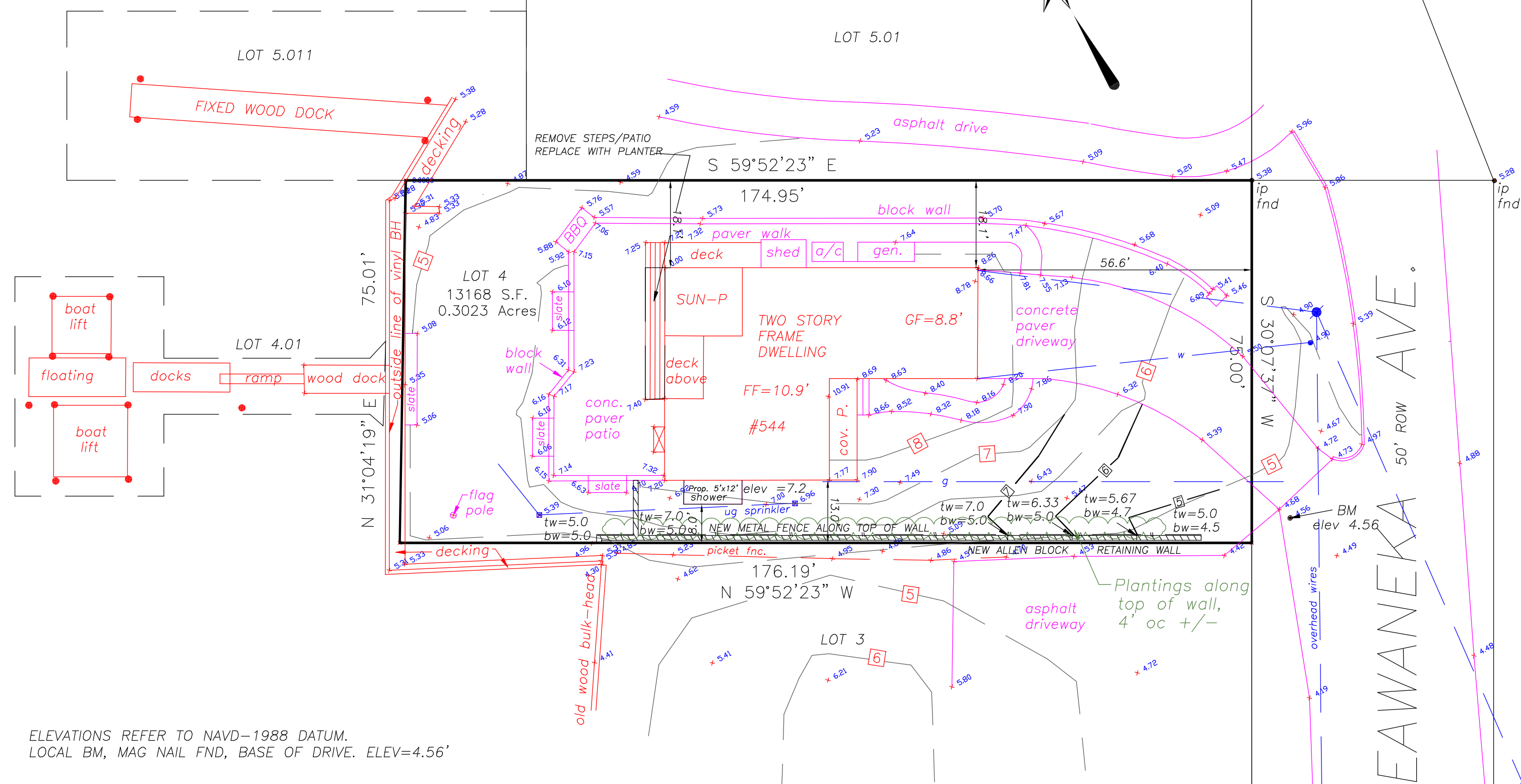
\\Hqfas1\general\Projects\Opp\OPP-255\Correspondence\OUT\190730_whw_smith_544_seawaneke_ave.docx

SHREWSBURY RIVER

BLOCK 35



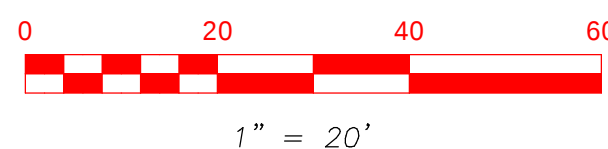
PORT AU PECK (UNOPENED) AVE.



ELEVATIONS REFER TO NAVD-1988 DATUM.
LOCAL BM, MAG NAIL FND, BASE OF DRIVE. ELEV=4.56'

THIS SURVEY HAS BEEN PREPARED WITHOUT A
FULL TITLE SEARCH AND IS SUBJECT TO SUCH
FACTS THAT MIGHT BE REVEALED BY SAID
TITLE SEARCH.

Any Object beneath the surface of the
Ground has not been located, and no
Guarantee as to existence or location
is expressed or implied.



13168 S.F.	2374 S.F.
Lot area	hse/shed
	1302 S.F.
	sw patio
	1289 S.F.
	driveway
4965 S.F.	37.7%
Exist. Total Impervious	
Remove 135sf of patio	
Proposed Total Impervious 36.7%	

RICHARD E. STOCKTON
PROFESSIONAL LAND SURVEYOR
N.J. LICENSE 15102

1	7/30/19	shower	tat	RES
1	7/29/19	coverage	tat	RLT
Rev.	date	revision	drawn	checked

PLOT PLAN FOR NEW WALL

CARL M. INGRASSIA

LOTS 4 and 4.01 BLOCK 35
OCEANPORT BOROUGH, MONMOUTH COUNTY, N.J.

RICHARD E. STOCKTON & ASSOC., INC.
SURVEYING & MAPPING<>PLANNING<>SURVEY ENGINEERING
P.O. BOX 124, ATLANTIC HIGHLANDS, NJ 07716 732-872-2827
Certificate of Authorization No. 24GA27987100

RICHARD STOCKTON LICENSED LAND SURVEYOR NO. 15102 & PLANNER NO. 2267

DATE: 7-08-19	FILE: F-4011	DRAWN: RLT	JOB NO: 7848
SCALE: 1" = 20'	CAD#: I-7848a1.dwg	CHECKED: Res	DWG NO: C-824a



Planning/Zoning Combined Board

315 E. Main Street
Oceanport, NJ 07757

SCHEDULED

PLANNING BOARD APPLICATION (ID # 1397)

Meeting: 08/13/19 07:30 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 1397

PB2019-09 Oceanport Board of Education

Oceanport School District - Referendum Projects
Maple Place School, 2 Maple Place
-Capital Project - Site and Parking Modifications
Wolf Hill School, Wolf Hill Ave, 29 Wolf Hill Ave
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-Education Project - Two new additions

6A:26-3.2 School facilities projects, item (c)

Where required by N.J.S.A. 40:550-31 and 18A:18A-16, each school district shall submit applications for school facilities projects to the planning board(s) of the municipality(ies) in which the school district is situated, no later than the date the school district submits to the Division each application to afford the planning board(s) the opportunity to prepare and submit findings to the Division of Administration and Finance, Office of School Facilities, PO Box 500, Trenton, New Jersey 08625-0500. A school district shall provide to the Division proof of the date that it submits each school facilities project application to the planning board(s). The planning board(s) shall submit to the Division findings, if any, within 45 days of its receipt of each project application from a school district required to use the Development Authority, and has an additional 10 days to file with the Division notice of recommendations against approval of the project. No school facilities project application shall be considered complete until comments have been received from the planning board(s) or until either 45 days or 55 days, as applicable, have passed from the planning board's receipt of each school facilities project application, whichever is earlier. If the school district or its architect receives the planning board findings, it shall be forwarded promptly to the Division at the above address

{ResDiscussion}

July 10, 2019

Mr. Christopher Widdis
Chairman - Planning Board
Borough of Oceanport
315 E. Main Street
Oceanport, NJ 07757

RE: Submission to Borough of Oceanport Planning Board
Oceanport School District - Referendum Projects

Dear Mr. Widdis,

As per *N.J.A.C.6A:26-3.2 (referenced below)*, the Oceanport School District is providing this preliminary submission to the Borough of Oceanport Planning Board. This is a required step in the process of submitting the pending referendum projects to the NJ Department of Education for review and approval. No action is required from the planning board; however, comments based on preliminary review are welcomed, and can be sent directly to our office. Please keep in mind, the drawings submitted are only preliminary at this time. Concepts have only been created for the purpose of budgeting and submission to the Dept. of Education. The projects may change slightly once the referendum, hopefully, passes and the projects are fully designed, including all calculations and building code requirements.

Projects included in this submission are as follows:

- Maple Place School – Block 2 Lot 1 - State Project #25-3830-030-19-1000
 - Capital Project – Site and Parking Lot Modifications – Improvements for safety and modifications to the parking lots, resulting in increased parking spaces.
- Wolf Hill School – Block 117 Lot 11, 12, 13, 14, 15 - State Project #25-3830-050-19-1000
 - Capital Project – Site and Parking Lot Modifications – Improvements for safety and modifications to the parking lots, resulting in increased parking spaces
- Wolf Hill School – Block 117 Lot 11, 12, 13, 14, 15 - State Project # 25-3830-050-19-2000
 - Educational Project – Two new additions; at the rear of the building on grade, and on the second floor of the 1948 section.

If you have any questions or require additional information, please call me at (973) 484-4800 or e-mail me at alexisg@solutions-arch.com

Sincerely,



Alexis Goldman, AIA, LEED AP, CDT
Associate Principal

6A:26-3.2 School facilities projects, item (c)

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**Planning/Zoning Combined Board**

315 E. Main Street
Oceanport, NJ 07757

SCHEDULED**PLANNING BOARD APPLICATION (ID # 1394)**

Meeting: 08/13/19 07:30 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 1394

PB2019-06 The Loft Partnership

552 Caren Franzini Way
Block 110.08, Lot 1
Preliminary and Final Site Plan - The Loft at Fort Monmouth

THE LOFT AT FORT MONMOUTH

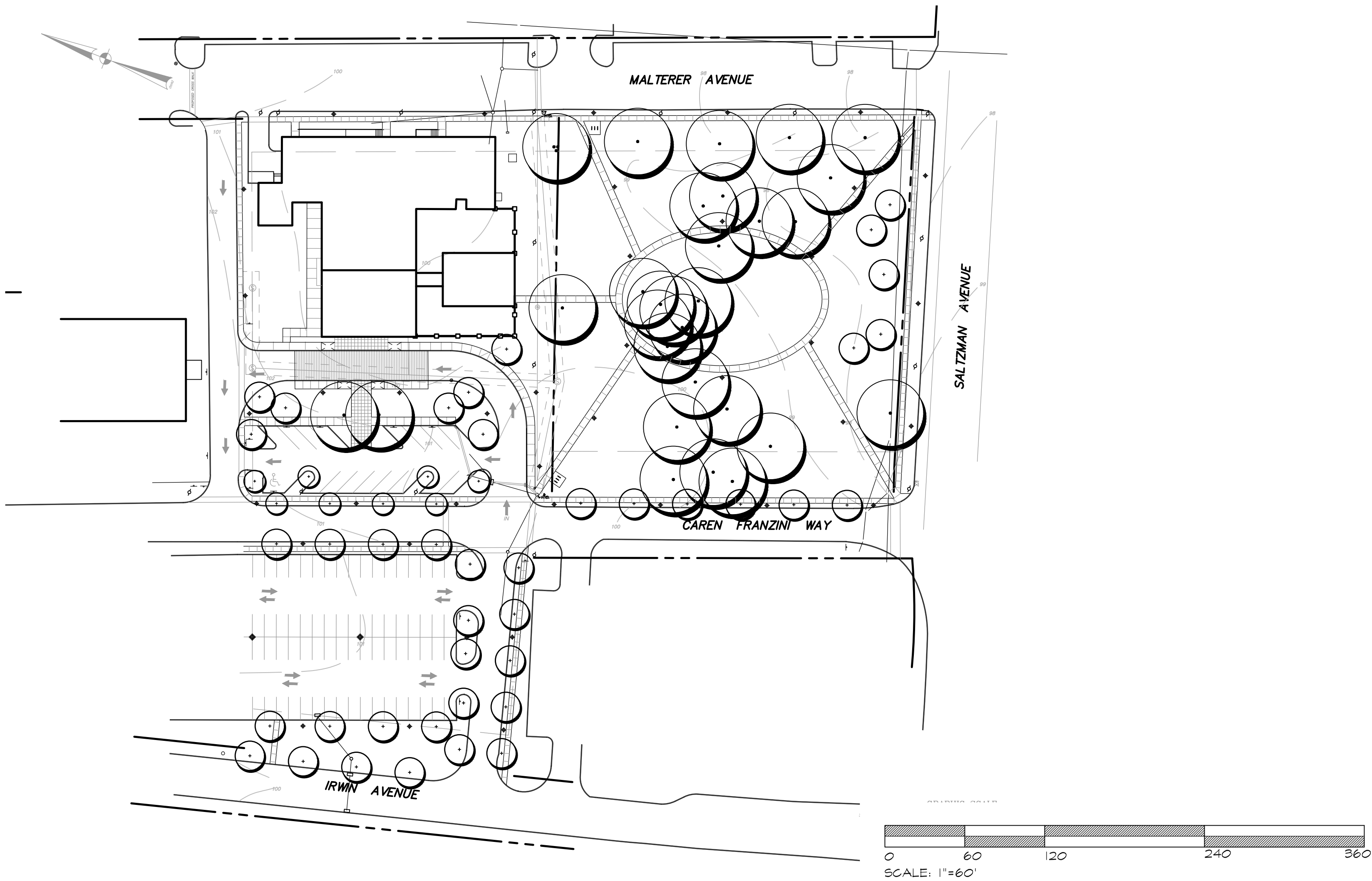
OCEANPORT, NEW JERSEY

LANDSCAPE ARCHITECTURE PLANS

SUBMISSION SET 03.28.2019
Project: THE LOFT AT FORT MONMOUTH (PROJECT #18-169)

DRAWING LIST			
	COVER SHEET	DATE	STATUS
L-1	Materials & Landscape Plan	03/28/19	SUBMISSION
L-2	Lighting Plan	03/28/19	SUBMISSION
L-3	Site Details	03/28/19	SUBMISSION
L-4	Site Details	03/28/19	SUBMISSION

- GENERAL NOTES:
1. THE CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS, AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY BEARING ON THE PERFORMANCE OF THE WORK.
 2. ALL GRADING SHALL BE VERIFIED IN THE FIELD BEFORE CONSTRUCTION AND SHALL BE COORDINATED WITH THE LANDSCAPE ARCHITECT AND CIVIL ENGINEER.
 3. ALL PAVING SURFACES SHALL BE FLUSH AND MEET SMOOTHLY AND EVENLY. NO WALKS SHALL EXCEED 5% OR A 2% CROSS-PITCH. ALL WALKS TO BE LAID OUT IN THE FIELD UNDER THE DIRECTION OF THE LANDSCAPE ARCHITECT.
 4. ALL SITE DETAILS SHALL BE REVIEWED AND SUPPLEMENTED BY A PROFESSIONAL LICENSED STRUCTURAL ENGINEER WHO SHALL SPECIFY ALL STRUCTURAL DATA, FOOTINGS, REINFORCEMENT, HARDWARE, ETC. REQUIRED FOR STRUCTURAL INTEGRITY, SAFETY AND COMPLIANCE WITH LOCAL CODES AND CONDITIONS PRIOR TO CONSTRUCTION.
 5. ALL PLANTED AREAS SHALL BE IRRIGATED WITH DRIP IRRIGATION. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS.
 6. ALL PLANT MATERIAL/LANDSCAPE MATERIALS SUBSTITUTIONS SHALL BE APPROVED BY THE L.A./OWNERS REPRESENTATIVES.



Materials & Landscape Plan

The Loft at Fort Monmouth
Ocean Port, New Jersey



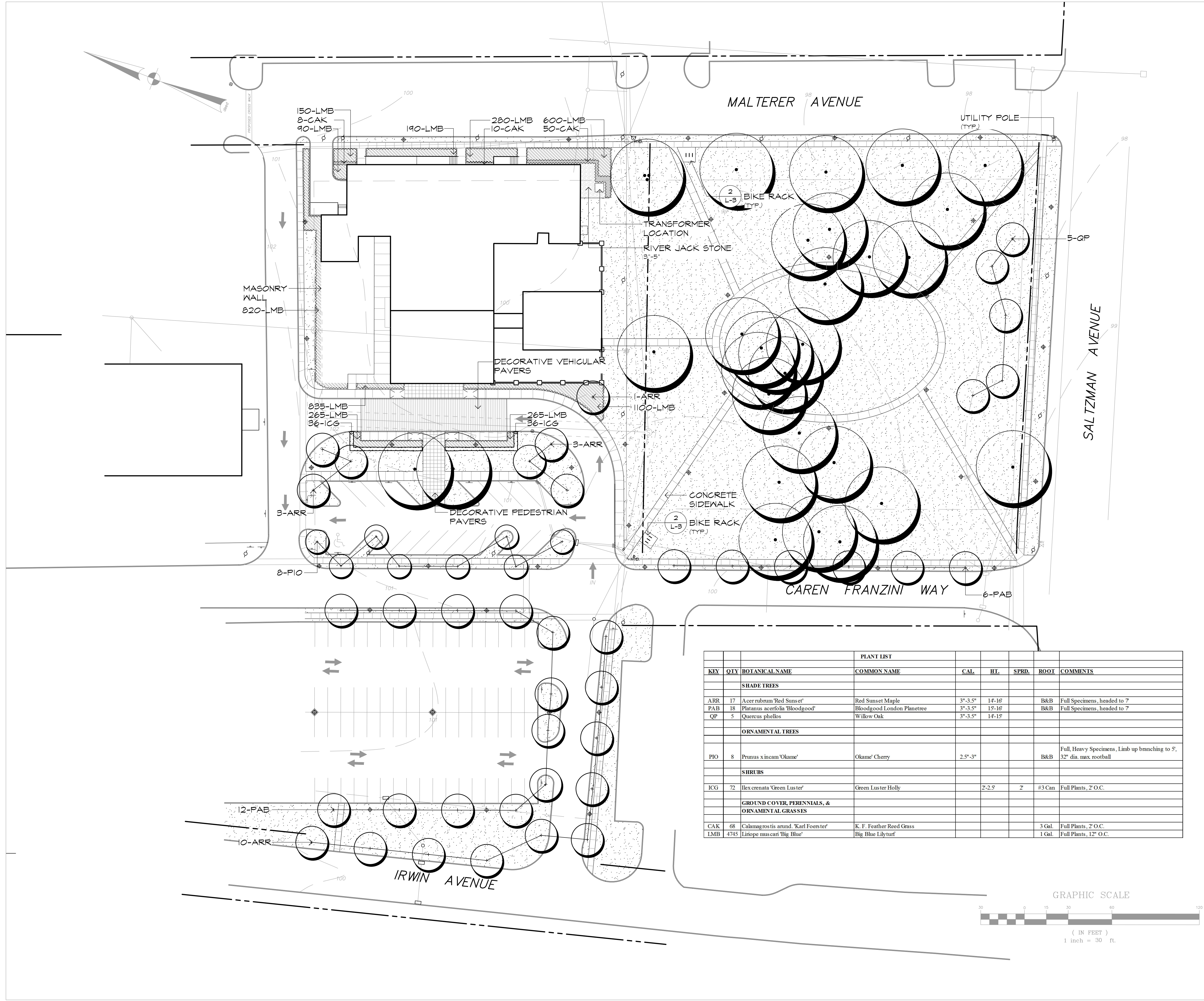
200 Union Avenue
Brielle, New Jersey 08730
T 732.528.0664
F 732.528.1077
www.melilloandbauer.com

THOMAS B. BAUER
Thomas B. Bauer
NJ LICENSED
LANDSCAPE ARCHITECT
NO. AS000019

NO.	DATE	REVISION
SCALE:	1"=30'	
DATE:	12-19-2018	JOB NO.: 18-169

DRAWING NO.

L-1





MELILLO+BAUER
ASSOCIATES
Landscape Architecture

200 Union Avenue
Brielle, New Jersey 08730
T 732.528.0664
F 732.528.1077
www.melilloandbauer.com

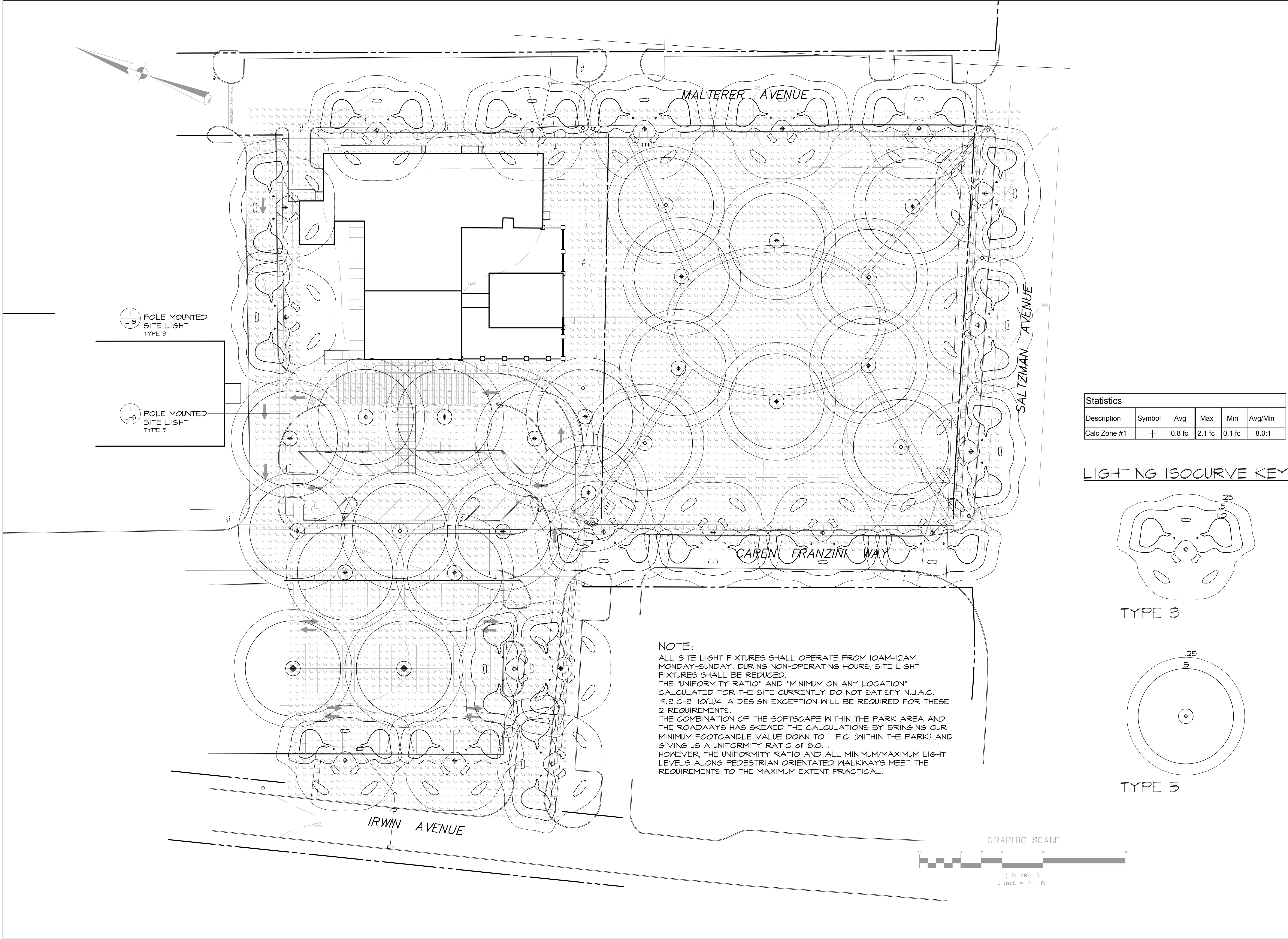
THOMAS B. BAUER

Thomas B. Bauer
NJ LICENSED
LANDSCAPE ARCHITECT
NO. AS000019

NO.	DATE	REVISION
SCALE: 1"=30'		
DATE: 12-19-2018 JOB NO.: 18-169		

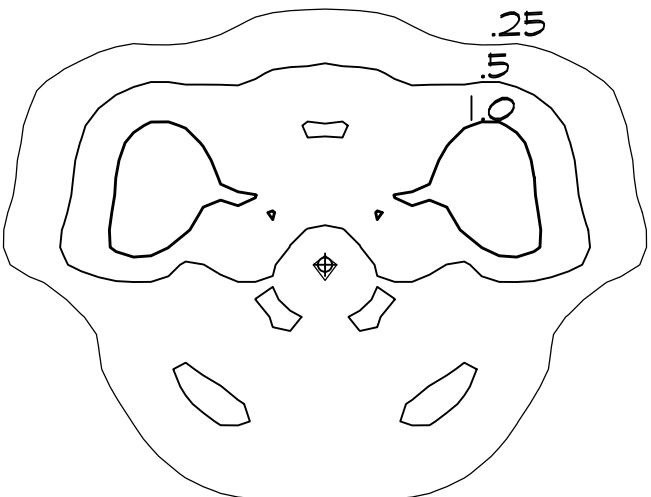
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L-2

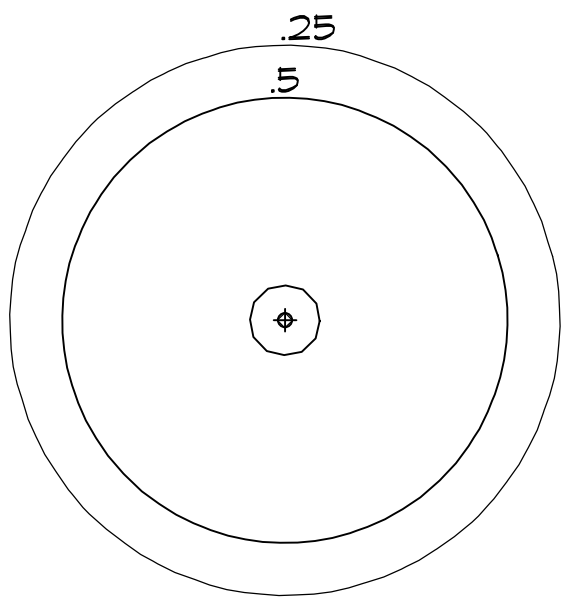


Statistics					
Description	Symbol	Avg	Max	Min	Avg/Min
Calc Zone #1	+	0.8 fc	2.1 fc	0.1 fc	8.0:1

LIGHTING ISOCURVE KEY



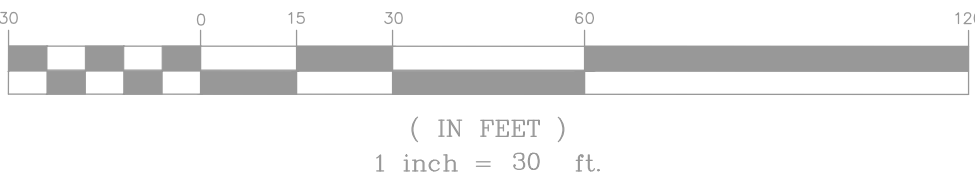
TYPE 3



TYPE 5

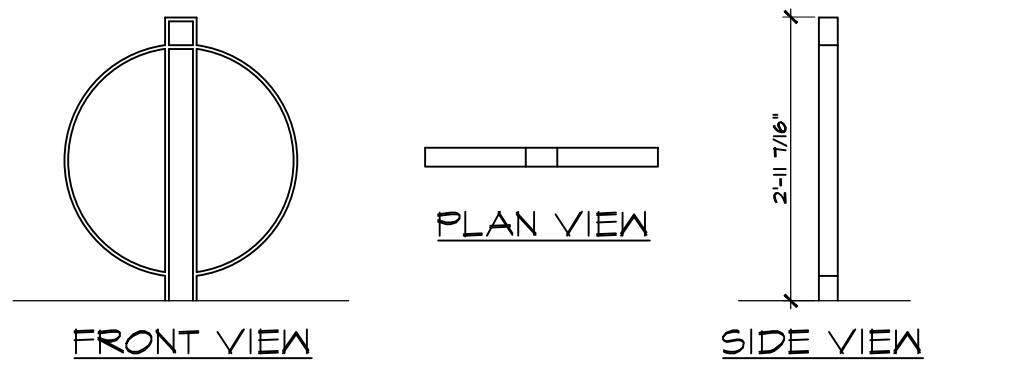
NOTE:
ALL SITE LIGHT FIXTURES SHALL OPERATE FROM 10AM-12AM
MONDAY-SUNDAY. DURING NON-OPERATING HOURS, SITE LIGHT
FIXTURES SHALL BE REDUCED.
THE "UNIFORMITY RATIO" AND "MINIMUM ON ANY LOCATION"
CALCULATED FOR THE SITE CURRENTLY DO NOT SATISFY N.J.A.C.
19:31C-3. 10(J)4. A DESIGN EXCEPTION WILL BE REQUIRED FOR THESE
2 REQUIREMENTS.
THE COMBINATION OF THE SOFTSCAPE WITHIN THE PARK AREA AND
THE ROADWAYS HAS SKEWED THE CALCULATIONS BY BRINGING OUR
MINIMUM FOOTCANDLE VALUE DOWN TO .1 F.C. (WITHIN THE PARK) AND
GIVING US A UNIFORMITY RATIO OF 8.0:1.
HOWEVER, THE UNIFORMITY RATIO AND ALL MINIMUM/MAXIMUM LIGHT
LEVELS ALONG PEDESTRIAN ORIENTATED WALKWAYS MEET THE
REQUIREMENTS TO THE MAXIMUM EXTENT PRACTICAL.

GRAPHIC SCALE

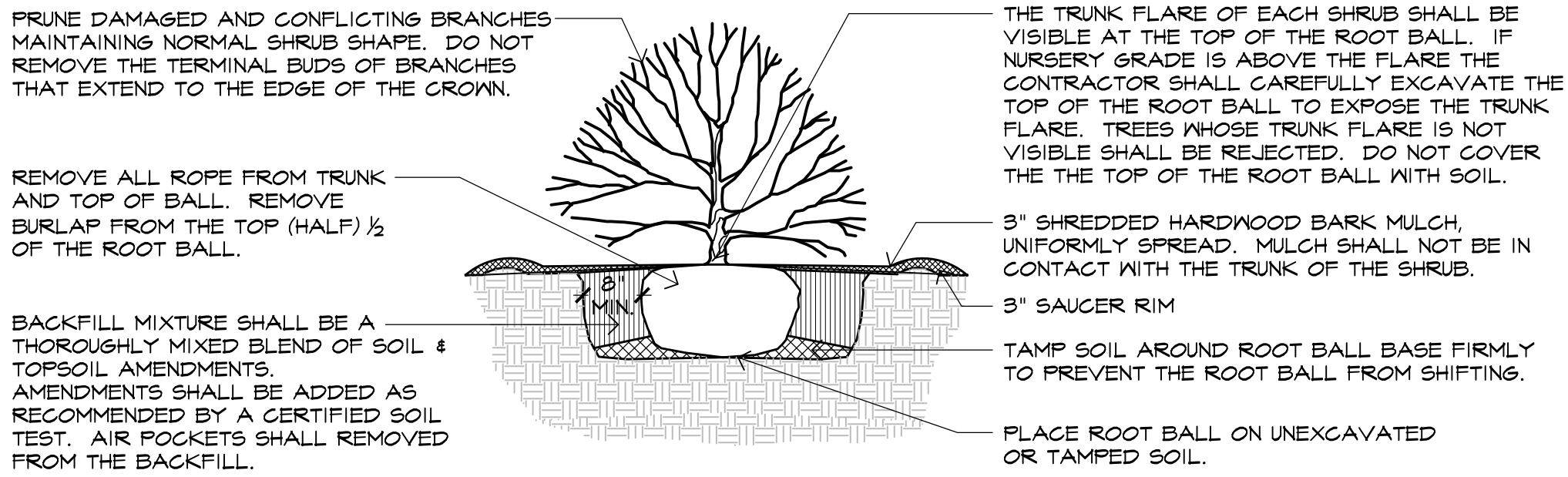




POLE MOUNTED SITE LIGHT
LUMINAIRE SERIES: GENERATION
LUMINAIRE MODEL #: ACN-080-LED-E-U-33-3-6-X-BK (TYPE 3)
ACN-080-LED-E-U-55-3-6-X-BK (TYPE 5)
ELECTRICAL: 90W, 120-277V, 40K
COLOR: TO BE SELECTED BY L.A.
POLE SERIES: BWR BROADWAY (14' HT.)
POLE MODEL #: BWR148RTS
COLOR: TO BE SELECTED BY L.A.
AS MFG. BY:
COOPER INDUSTRIES
1000 EATON BOULEVARD
CLEVELAND, OH 44122
P. 1-800-386-1411



'CERES' STEEL BICYCLE RACK (OR EQUAL)
MODEL: CR 900
QUANTITY: 6
COLOR: TO BE SELECTED BY L.A.
-SUBMIT COLOR SWATCH FOR REVIEW / APPROVAL PRIOR TO ORDERING
AS MANUFACTURED BY:
HESS AMERICA
421 HYATT STREET
GAFFNEY, SC 29342
(864)-487-3535
INSTALL PER MFG. RECOMMENDATIONS
CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PRIOR TO INSTALLATION



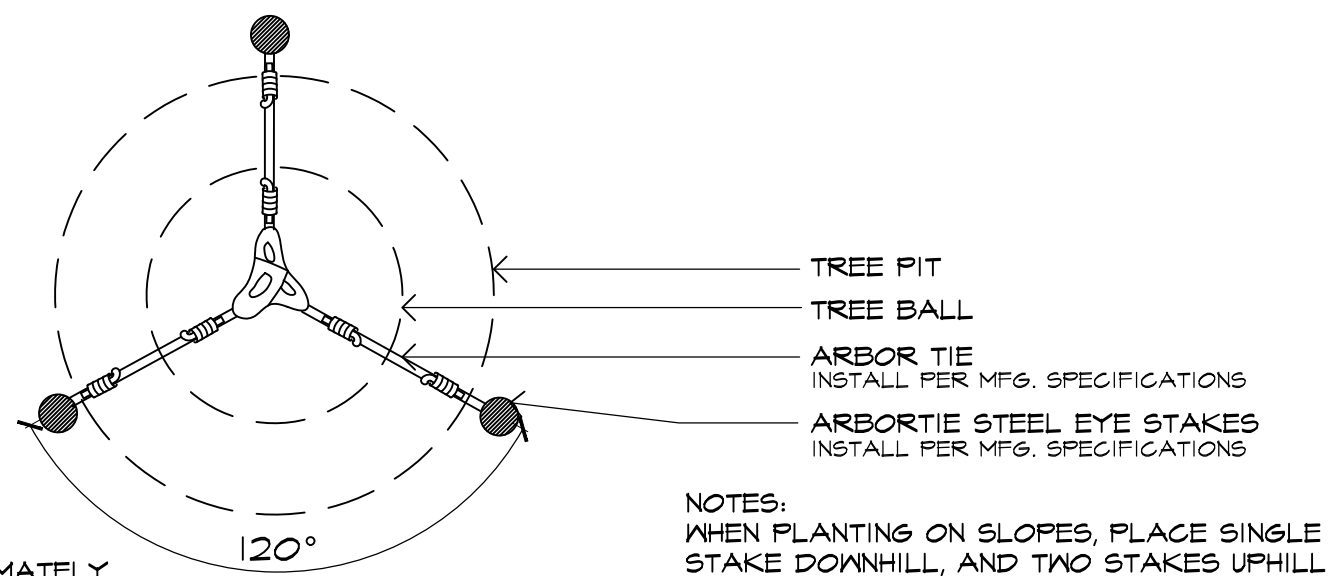
PRUNE DAMAGED AND CONFLICTING BRANCHES MAINTAINING NORMAL SHRUB SHAPE. DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
REMOVE ALL ROPE FROM TRUNK AND TOP OF BALL. REMOVE BURLAP FROM THE TOP (HALF) 1/2 OF THE ROOT BALL.
BACKFILL MIXTURE SHALL BE A THOROUGHLY MIXED BLEND OF SOIL & TOPSOIL AMENDMENTS. AMENDMENTS SHALL BE ADDED AS RECOMMENDED BY A CERTIFIED SOIL TEST. AIR POCKETS SHALL REMOVED FROM THE BACKFILL.

THE TRUNK FLARE OF EACH SHRUB SHALL BE VISIBLE AT THE TOP OF THE ROOT BALL. IF NURSERY GRADE IS ABOVE THE FLARE THE CONTRACTOR SHALL CAREFULLY EXCAVATE THE TOP OF THE ROOT BALL TO EXPOSE THE TRUNK FLARE. TREES WHOSE TRUNK FLARE IS NOT VISIBLE SHALL BE REJECTED. DO NOT COVER THE THE TOP OF THE ROOT BALL WITH SOIL.
3" SHREDDED HARDWOOD BARK MULCH, UNIFORMLY SPREAD. MULCH SHALL NOT BE IN CONTACT WITH THE TRUNK OF THE SHRUB.
3" SAUCER RIM
TAMP SOIL AROUND ROOT BALL BASE FIRMLY TO PREVENT THE ROOT BALL FROM SHIFTING.
PLACE ROOT BALL ON UNEXCAVATED OR TAMPED SOIL.

1
L-3
DETAIL: POLE MOUNTED SITE LIGHT
SCALE: NTS

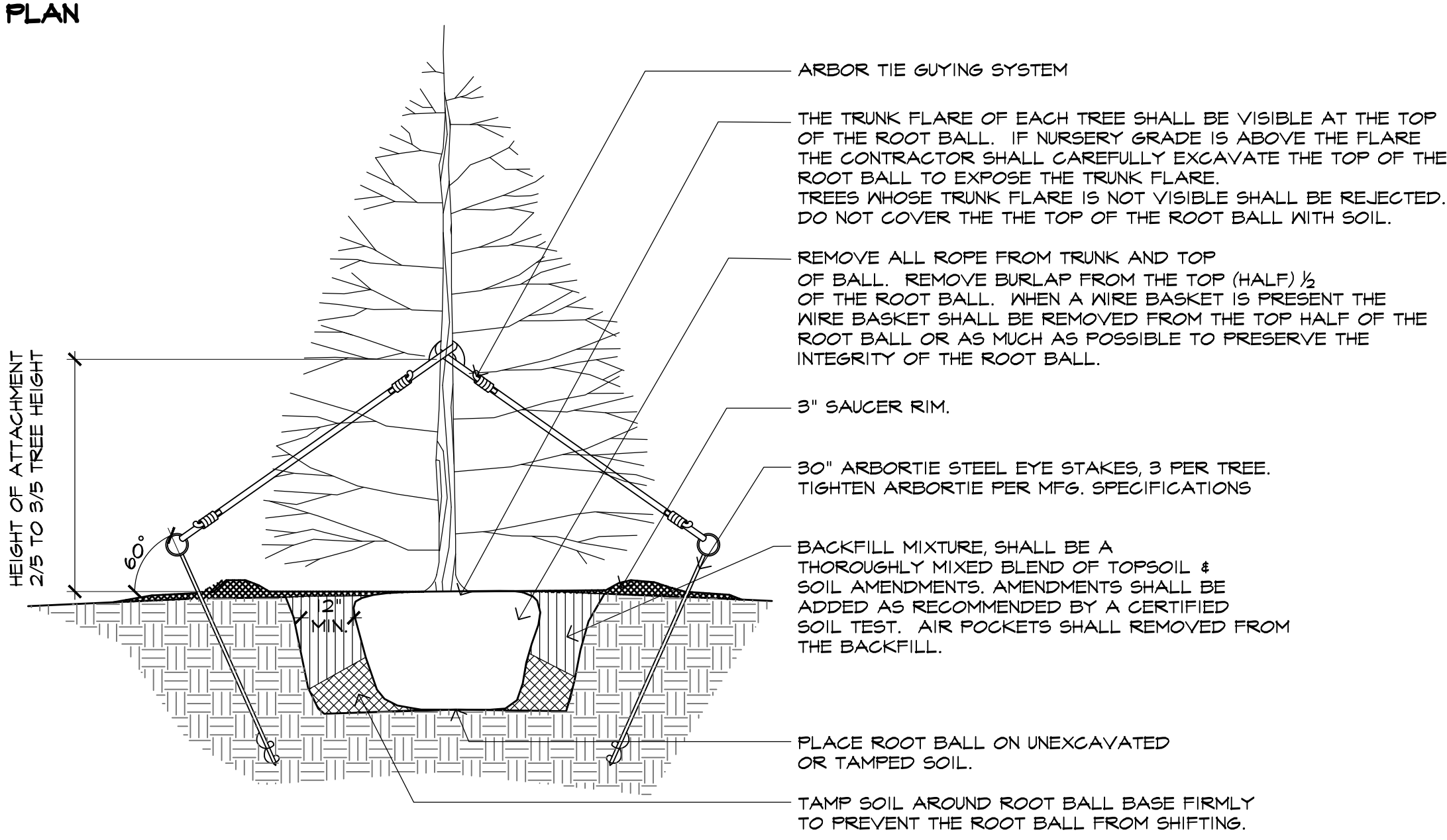
2
L-3
DETAIL: BIKE RACK
SCALE: 1/2" = 1'0"

3
L-3
DETAIL: SHRUB PLANTING
SCALE: NTS



DISTANCE APPROXIMATELY EQUAL TO HEIGHT OF ATTACHMENT.

NOTES:
WHEN PLANTING ON SLOPES, PLACE SINGLE STAKE DOWNHILL, AND TWO STAKES UPHILL.



SECTION
NOTES:
- CONTRACTOR SHALL PARTIALLY FILL WITH WATER A REPRESENTATIVE NUMBER OF PITS IN EACH AREA OF THE PROJECT PRIOR TO PLANTING TO DETERMINE IF THERE IS ADEQUATE PERCOLATION. IF PIT DOESN'T PERCOLATE, MEASURES MUST BE TAKEN TO ASSURE PROPER DRAINAGE BEFORE PLANTING.
- CONTRACTOR SHALL REMOVE STAKING, GUYING AND WRAP AT THE END OF THE GUARANTEE PERIOD. ALL PLANTING MUST BE GUARANTEED FOR ONE FULL GROWING SEASON FROM THE TIME OF FINAL ACCEPTANCE BY TOWNSHIP LANDSCAPE ARCHITECT.

4
L-3
DETAIL: EVERGREEN TREE PLANTING
SCALE: NTS

Site Details

The Loft at Fort Monmouth
Ocean Port, New Jersey

MELILLO+BAUER ASSOCIATES
Landscape Architecture
200 Union Avenue
Brielle, New Jersey 08730
T 732.528.0664
F 732.528.1077
www.melilloandbauer.com

THOMAS B. BAUER
Thomas B. Bauer
NJ LICENSED
LANDSCAPE ARCHITECT
NO. AS000019

NO.	DATE	REVISION
SCALE: AS SHOWN		
DATE: 12-19-2018 JOB NO.: 18-169		

DRAWING NO.
L-3

ENVIRONMENTAL IMPACT STATEMENT

**The Loft at Fort Monmouth
Block 110; Portion of Lot 1
Borough of Oceanport
Monmouth County, New Jersey**

Prepared By:

Envirotactics, Inc.
1330 Laurel Avenue
Building #3
Sea Girt, New Jersey, 08750
Envirotactics Project 5096

July 2019



Michael Greene
Director of Land Use



Patrick Lyman, CFM
Senior Project Manager

Envirotactics, Inc.
1330 Laurel Ave.
Building 3
Sea Girt, NJ 08750

Phone 732.449.0077
Fax 732.449.5810
www.envirotactics.com

Environmental Impact Statement

The Loft at Fort Monmouth
Block 110, Portion of Lot 1
Borough of Oceanport
Monmouth County, New Jersey

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Environmental Impact Statement

The Loft at Fort Monmouth
Block 110, Portion of Lot 1
Borough of Oceanport
Monmouth County, New Jersey

1.0 EXECUTIVE SUMMARY

The applicant, The Loft Partnership, LLC, submitted a preliminary and final major subdivision plan to the Borough of Oceanport in order to obtain approval to retrofit and expand onto an existing building and make improvements to existing parking lots and driveways. The subject property (site) is known as Building 552, or the Dance Hall and is located at 552 Caren Franzini Way and consists of a portion of Block 110, Lot 1 in Oceanport, Monmouth County, New Jersey. The subject property is approximately 4.275-acres in size and is currently developed with a vacant, dilapidated two-story building, an associated asphalt parking lot, and a 1.687-acre park consisting of walkways and green space. The subject property is located within the former United States military installation known as Fort Monmouth (the Fort).

The subject property consists of one building and an area of open space identified as "Van Kirk Park" on the enclosed development plans. The building was reportedly constructed circa 1941, appears on a 1947 aerial photograph and was historically operated and known as a dance hall. During the site walk-through, approximately a third of the building was visibly deteriorated, with a portion of the roof collapsing, reportedly due to damage incurred by Hurricane Sandy in 2012. The Fort was closed in 2011 and building has since been vacant and/or underutilized.

This EIS presents the findings of our comprehensive evaluation of the effects implementation of the proposed development may have on the project site and surrounding vicinity. The EIS has been prepared in accordance with the Borough of Oceanport municipal code requirements for Environmental Impact Statements, which is outlined under Chapter 390 Zoning, Section 391.10-B(9). Specifically, the EIS evaluates the proposed projects effect on potentially environmentally-sensitive populations and areas, including public health, welfare, safety, the protection of public and private property, and the preservation and enhancement of natural resources. This assessment objectively describes, analyzes and documents both the beneficial and the potentially adverse environmental and cultural effects of the proposed development, as well as measures which would be undertaken to mitigate any negative effects, if applicable.

All persons who participated in the preparation of this report have been identified in Attachment 1.

1.1 NJDEP Permitting History

Due to the vast size of Lot 1, it is unclear if any historical NJDEP permitting exists for the subject property. The NJDEP's DataMiner website indicates some permitting has been conducted on Lot 1; however, based on the provided street addresses, none are apparently associated with the portion in question. Envirotactics submitted an Open Public Records Access (OPRA) request to the New Jersey Department of Environmental Protection (NJDEP) to review potential Land Use files they had for the subject property. If relevant files are found, they will be forwarded under separate cover.

2.0 PROJECT OVERVIEW

The subject property is located at 552 Caren Franzini Way, as illustrated on Figure 1 – Local Street Map, Figure 2 – USGS Topographic Quad Map, and Figure 3 – Subject Property & Surrounding Area. The site is bordered by Brewer Avenue and an vacant building to the north; to the south is Saltzman Avenue and an vacant building; Brewer Avenue and the Fort Monmouth Economic Revitalization Authority (FMERA) building border the site to the west; and Malterer Avenue and a church border the site to the east. The subject property consists of a 4.275-acre portion of one tax lot identified as Block 110, Lot 1, as illustrated on Figure 4 – Oceanport Tax Map.

This report presents an environmental analysis of the proposed activity as part of the municipal development plan approval process. Upon completion, the development will include the renovation of the existing structure and parking lots onsite, restoration of the existing onsite park, and other general improvements such as walkways and access to the onsite parking lots. The subject property consists of 186,240 square feet (4.275 acres) and the footprint of the existing two-story masonry building is 16,420 square feet. The renovations will result in the use of the property as a restaurant and event space that can accommodate approximately 200 guests, and will include both indoor and outdoor improvements as well as multiple additions to the existing building. Many existing concrete pads will be replaced with pervious paver courtyards. The additions and renovations are consistent with the functional requirements of a restaurant and banquet hall.

For further details please reference the site plans entitled, "Major site plan for The Loft at Fort Monmouth 552 Caren Franzini Way" consisting of 8 sheets, as prepared by Landmark Surveying and Engineering, Inc., and dated December 22, 2017. Additionally, please also refer to the submitted architectural drawings prepared by Monmouth Ocean Design Experts, dated December 7, 2018, and landscape architectural plans prepared by Melillo + Bauer Associates and dated March 28, 2019. A Traffic Impact Analysis prepared by McDonough & Rea Associates and dated March 14, 2019 and a Geotechnical Investigation prepared by Simon Engineering and dated September 26, 2019, and has also been referenced in this EIS. Applicable Will Serve Letters are included in Attachment 2.

2.1 Site Suitability

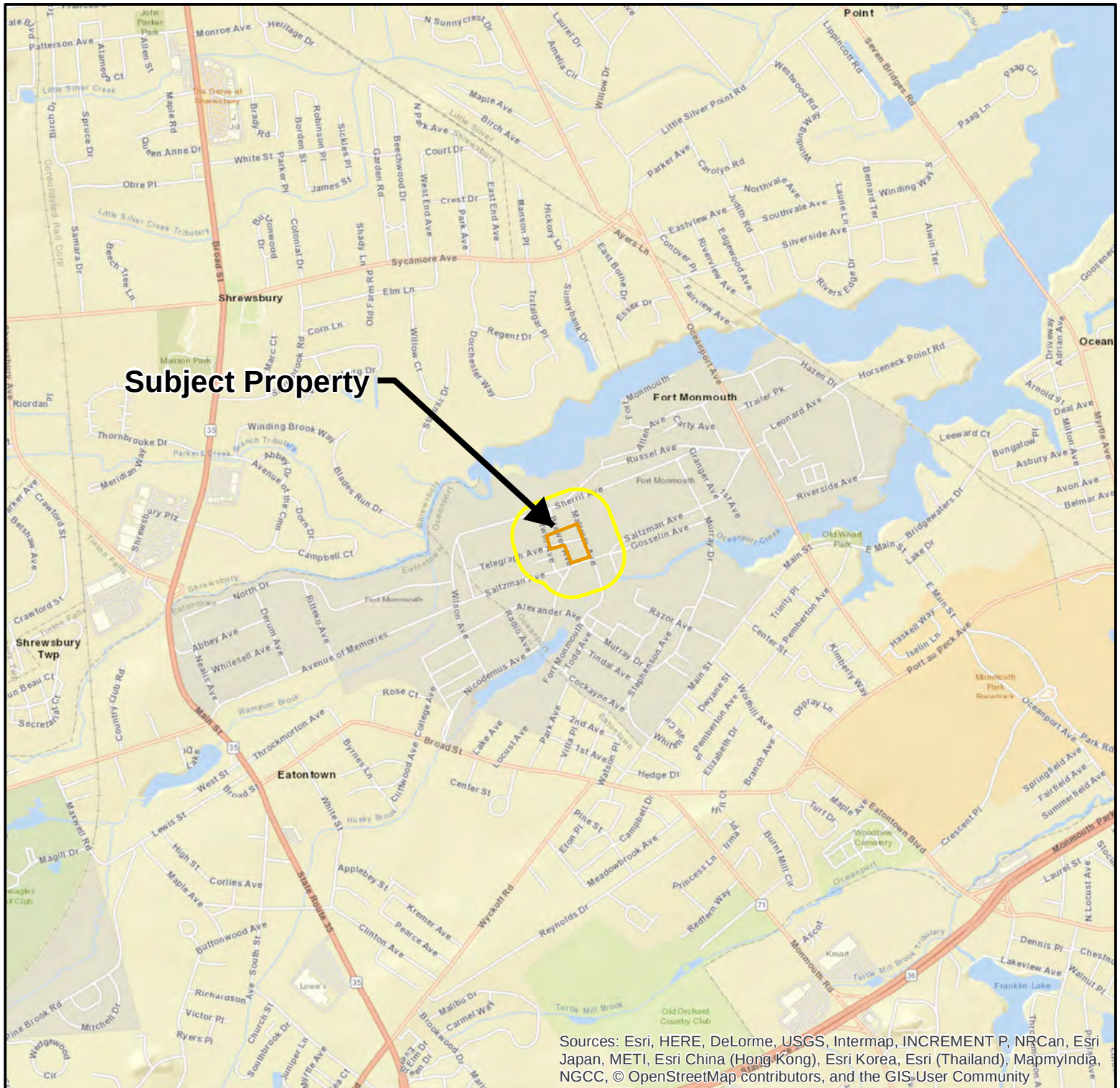
The subject property and surrounding area have been developed since at least 1947. However, due to the closure of Fort Monmouth the site has not been active since at least 2011. The subject property has become run down and dilapidated. The historic dance hall (existing building) onsite has been left vacant and is in need of repair since at least 2011. In 2012 Hurricane Sandy damaged the structure causing a portion of the roof to collapse. The site includes an existing parking lot as well as a park, which is planned to remain as open space. The existing building is suitable for restoration and redevelopment. Oceanport is equipped with public water, sewer, natural gas and electricity. Currently water service is provided by American Water, and the remainder of utilities are provided by FMERA. In addition, the surrounding area consists largely of vacant properties within the Fort and has been deemed compatible with the desired uses of the surrounding area by FMERA. Given these circumstances, the subject property is well-suited to accommodate restoration and improvement of the historic development. Further, the proposed use of the site is consistent with the historical use of the site and surrounding area.

2.2 Compliance with Fort Monmouth Reuse and Redevelopment Plan

The proposed project complies with the Fort Monmouth Reuse and Redevelopment Plan (Reuse Plan) development ordinances/bulk requirements. The site is designated as part of the Green Tech Campus development district. Amendment #4 to the Reuse Plan allow for the redevelopment of the Dance Hall building for commercial/retail uses including outdoor dining as an accessory use. The development is permissible as long as bulk requirements for the Campus Development districts and for commercial/retail uses including outdoor dining accessory uses are met. FMERA has approved the development as presented and any proposed deviations from the applicable requirements.

Figure 1 - Local Street Map

7.3.b



LEGEND

- Subject Property
- 500-Foot Buffer



1 inch = 2,000 feet

0 1,000 2,000 4,000 Feet

Project: 5096 Date: 7/24/19

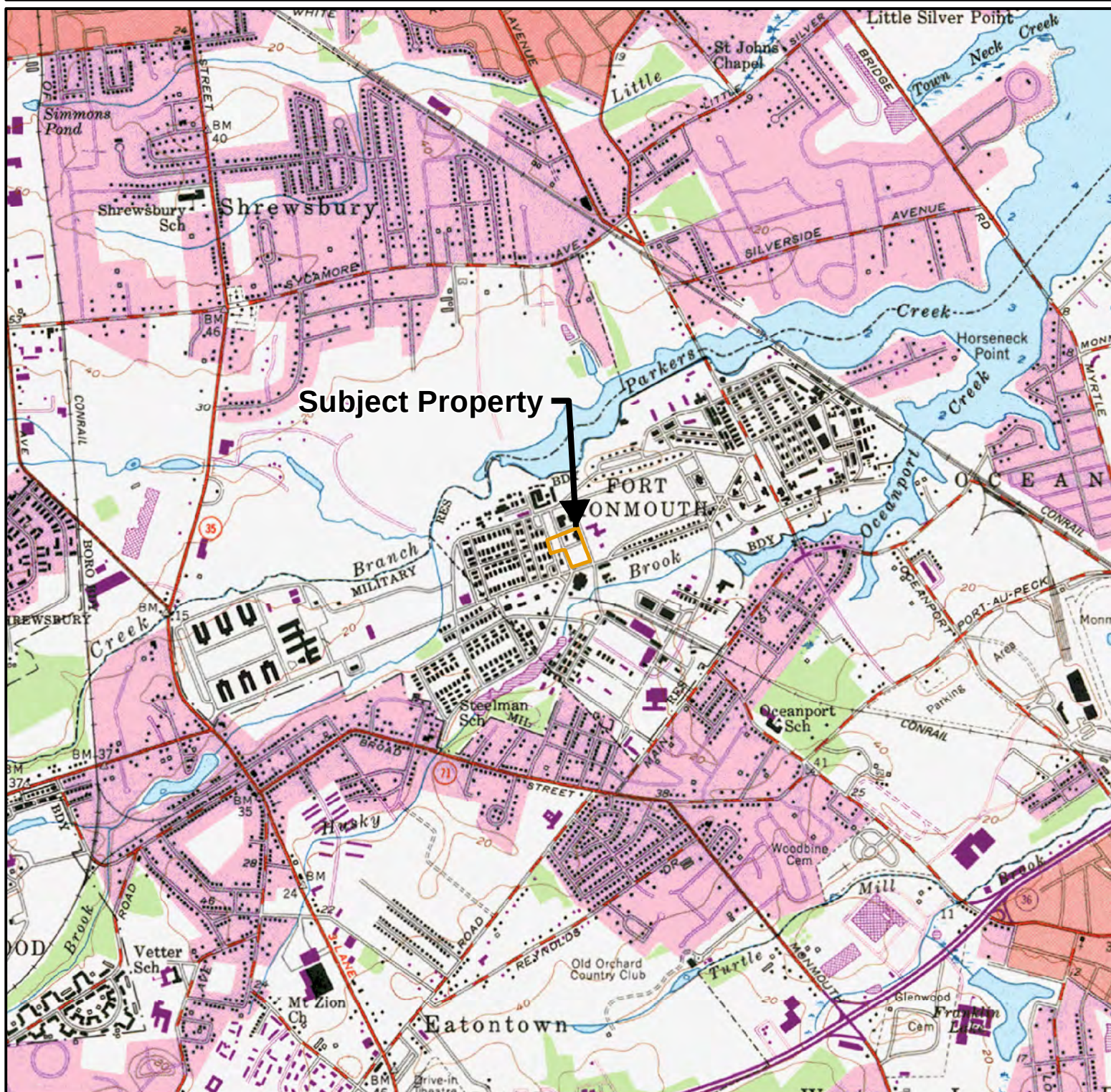
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Oceanport, Monmouth County**

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Figure 2 - USGS Topographic Quad Map

7.3.b



LEGEND

 Subject Property



1 inch = 2,000 feet

0 1,000 2,000 4,000 Feet

Project: 5096 Date: 7/24/19

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Figure 3 - Subject Property and Surrounding Area



LEGEND

- Subject Property
- 500-Foot Buffer



1 inch = 250 feet

0 125 250 500 Feet

Project: 5096 Date: 7/24/19

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Figure 4 - Borough of Oceanport Tax Map

7.3.b



LEGEND

 Subject Property



1 inch = 600 feet

0 300 600 1,200 Feet

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3.0 ENVIRONMENTAL IMPACT ASSESSMENT

3.1 Sewer & Electrical Facilities

FMERA has authorized the use of the existing downstream sanitary sewer system, as currently configured, as an outfall for the property, until such time as other solutions are achieved through an alternate provider, presumably when FMERA has completed its mission. The alternate provider would likely be the Twin River Reclamation Authority, but details will be determined at some point in the future and will likely be a fort-wide solution.

FMERA has authorized the use of the existing Fort Monmouth electrical power grid, as currently configured, as utility source for the property until such time as other solutions are achieved through an alternate provider. It is anticipated that New Jersey Central Power & Light (NJCP&L) will ultimately provide electricity to the proposed facility. The Loft at Fort Monmouth will meter all electric services.

Lighting will be provided in a manner consistent with developments of this size and scope. Specifically, as outlined in the Lighting Plan prepared by Melillo + Bauer Associates and dated December 19, 2018 nineteen (19) Type 3 Pole Mounted Lights will be installed along the majority of the perimeter with twenty-three (23) Type 5 pole mounted lights installed within the interior. Per the plan notes, all site light fixtures will operate from 10 AM to 12 PM Monday through Sunday with reduced operation outside of these areas.

Please see Attachment 2 for the FMERA Will-Serve Letter, dated April 5, 2019 for additional details.

1.1.1 Impacts

While the subject property is already equipped with utility connections, any necessary new utility lines will be installed underground, as they are on surrounding properties. Electricity will either be provided underground or via overhead power lines which are already present on Malterer Street and Brewer Street. The proposed development is consistent with the historic uses of the subject property, as well as the density and uses in the surrounding area. Additionally, the uniformity ratio and all minimum and maximum light levels along pedestrian walkways meet the requirements to the maximum extent practicable.

3.2 Water Supply

New Jersey American Water Company has an existing water main on Saltzman Avenue fronting the subject property that will serve the development. There is no water main on Brewer Avenue.

Please see Attachment 2 for the American Water Will-Serve Letter, dated March 7, 2019 for additional details.

3.2.1 Impacts

The proposed development will have no major impact on the water supply as the infrastructure to accommodate the proposed development is in place.

3.3 Surface & Subsurface Hydrology

Parkers Creek, a tidal waterbody, is located approximately 600 feet to the north of the subject property and Husky Creek is located approximately 450 feet to the south. No streams or estuaries are present on or adjacent to the subject property. Further, as these streams are located over 300 feet from the subject property, no riparian zones under the Flood Hazard Control Act Rules exist onsite.

No wells are located onsite and therefore, the exact depth to groundwater has not been determined. However, according to the geotechnical report prepared by Simon Engineering, LLC, dated September 26, 2018, groundwater was encountered at approximately 3 feet below grade during soil boring installation. The report suggests that the seasonal high-water table is estimated at 2 feet below grade.

3.3.1 Impacts

No impacts to streams or estuaries will occur as a result of the proposed development.

Based on the proposed use of the subject property, no impacts to groundwater are anticipated to occur. The Proposed Stormwater Management Calculations, prepared by Landmark Surveying & Engineering, LLC and dated June 19, 2019 states that the 2-year and 10-year will only have a slight increase of runoff into the surrounding area and infiltration rates. Additionally, no wells are proposed and no groundwater will be extracted. No impacts to the surface or subsurface hydrology will occur as a result of the proposed development.

3.4 Air Quality

Existing air quality surrounding the site is typical of a central New Jersey suburban setting. There are existing hazardous air pollutants (HAP's) which come from cars, heavy duty trucks, buses, and other highway vehicles. These vehicles produce diesel particulate matter, diesel exhaust and/or carbon monoxide. There are known health standards associated with these pollutants.

There are no predicted impacts associated with air quality with this project. The proposed development will not require any air permits from the NJDEP during or following construction. There may be some temporary airborne dust associated with the construction process but these conditions will be localized and will dissipate with the stoppage of each workday. Standard construction mitigation measures such as application of mist to suppress dust, use of interior chutes and dumpster covers, prompt debris removal, wind covers, and use of crushed stone at access points will take place during construction, if necessary. Further, upon completion of the development, the air quality will not be impaired.

3.4.1 Impacts

The proposed development will not impact the onsite/surrounding air quality long term and is ultimately consistent with other developments in the area. No variances regarding air quality will be required.

3.5 Traffic Volume, Noise & Flow

A Traffic Impact Analysis was conducted by McDonough & Rea Associates (MRA) to determine the effects of the proposed development on the surrounding area. MRA rates traffic impact using a standard grade scale of "A" to "F", with "A" being the highest or best attainable level of service and "F" being the worst. The findings included existing and future traffic conditions in the area which was estimated based on the proposed development of surrounding sites provided by FMERA. Upon commencement of operations onsite noise levels will remain low during the day but may be increased during peak hours specified below but will be contained within the building. The noise levels will be consistent with the local ordinances.

3.5.1 Impacts

MRA concluded that the intersection at Route 537/Oceanport Avenue, will operate at an acceptable level of service "B" for weekend peak hours. The PM peak street hour occurs between 5:15 and 6:15 and evening peak hour between 7:00 and 8:00 PM. It is at this time where The Loft at Fort Monmouth will be generating its maximum traffic impact.

A "B" level of service should be considered acceptable given that they will be attained at the anticipated busiest time.

3.6 Noise

The State of New Jersey has promulgated noise standards, which generally dictate that noise levels are to be kept below 65 decibels during daytime and 50 decibels at night. Noise sources that may arise from the project will occur during two time periods: a temporary construction period and a post construction operational period. The project will restrict construction activity to the hours between 7 am and 6 pm on weekdays and Saturday. Construction noise during this time period can typically be higher than that of the project operations, and as a rule is greater in the earlier stages of the project. Construction noise is considered temporary since it ends with the completion of the project.

The facility will generate some ambient noise once it is operational. However, the site's immediate vicinity is in an area anticipated to be largely developed as commercial entities in the future. Existing housing is located over 600 feet away.

3.6.1 Impacts

The increase in noise will have no long-term significant impacts to the subject property or surrounding area following the completion of the project. Operation of the venue will comply with all municipal laws and regulations regarding noise. Further, the proposed development will comply with all zoning requirements. No variances regarding noise will be required.

3.7 Demography

Currently, the subject property does not provide any benefit to resident, working or visitor populations. The subject property is not habitable as it is currently improved with a vacant deteriorating dance hall. The subject property has not provided any employment opportunities since Fort Monmouth was closed in 2011.

The redevelopment of the subject property will benefit resident, working and visitor populations within Oceanport and the surrounding area. The new structure will provide employment opportunities during and after its construction as it will serve as a banquet hall. The new development will also increase the tax ratable, the income of which could also be used to improve services provided to the borough's population. Finally, the new development will improve the area aesthetically for both visitors and residents alike, and will provide cultural services currently lacking in the area.

3.7.1 Impacts

The redevelopment of the subject property will benefit resident, working and visitor populations within Oceanport. No negative impacts are anticipated to occur for these populations, as the development complies with all applicable ordinances and envisions uses permitted in the Zone at densities allowable in the Zone.

3.8 Geology

The bedrock geology of subject property is divided into two classifications. The southern portion consists of "Hornerstown Formation" (Tht) with a lithology of glauconite sand that is fine to medium grained. The northern portion consists of "Tinton Formation" (Kt) which consist of Quartz sand, glauconitic, and is locally indurated (hardened).

The surficial geology of the subject property falls within one classification which is "Cape May Formation" (Qcm2). The lithology of this geologic formation consists of sand, pebble gravel, minor silt, clay, peat, and cobble gravel.

3.8.1 Impacts

No long-term impacts to the geology of the subject property are anticipated. The majority of the proposed project will occur at grade and shallow depths. Bedrock will not be encountered or impacted, and any fill materials brought onsite will be consistent with construction standards.

3.9 Soils & Soil Capabilities

The subject property and surrounding area are not identified within any known acid-producing soil formations, or within any areas mapped for soils with limiting factors. The subject property is mapped within an Udorthents-Urban land complex, 0-5% slopes. The USDA describes these soils as well drained loams and loamy sands, underlain by fill and/or disturbed original soil material. The runoff class is medium and the soils are not considered hydric. Additionally, no areas of erosion were observed onsite. Please refer to Figure 5 – Soils Map for additional details.

Per the Geotechnical Investigation prepared by Simon Engineering, LLC and dated September 26, 2018, "Because the soil encountered below grade is suitable for bearing, footings may be used to support the foundation." Please refer to this report for additional information on the onsite soil capabilities.

3.9.1 Impacts

No impacts to soils, soils with limiting factors, high acid or erodible soils will occur as a result of the proposed development. The onsite soils are suitable for the proposed development.

3.10 Topography

According to the available LiDAR data (2014 USGS CMGP Lidar: Post Sandy (New Jersey) Point Cloud files with Orthometric Vertical Datum North American Vertical Datum of 1988 (NAVD88) using GEOID12B), the onsite elevations range from, 12 feet to approximately 16 feet. Based on the provided survey which used an assumed datum, the subject property appears to be relatively flat, with elevations increasing gently approximately 4 feet from the southeast portion of the subject property to the northwest. As the slope is approximately 1% it is clear that no areas onsite have steep slopes (greater than 20%).

3.10.1 Impacts

No significant impacts to onsite topography will occur as a result of the proposed development. No grading which would significantly impact the existing topography of the site is proposed.

3.11 Slopes

Based on the lidar data and the provided survey which used an assumed datum, the subject property appears to be relatively flat, with elevations increasing gently approximately 4 feet from the southeast portion of the subject property to the northwest. No areas onsite have steep slopes (greater than 20%).

3.11.1 Impacts

There are no major or steep slopes onsite or in the vicinity that will be impacted/.

Figure 5 - Monmouth County Soils Map

7.3.b



LEGEND

 Subject Property



1 inch = 300 feet

0 150 300 600 Feet

Project: 5096 Date: 7/24/19

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3.12 Vegetation

Limited vegetation is present on the subject property and is primarily confined to the pocket park. The proposed plans indicate that approx. 41% of the site will consist of impervious surfaces, including asphalt and a building. Pervious surfaces in the form of pavers will cover approximately 4% of the site, while lawn and landscaping will make up the remaining 55% of the site. There are no major vegetative groups, woodlands, open fields, or forest types on the subject property.

The majority of the vegetation present on the subject property is found within the existing pocket park (identified as "Van Kirk Park" on the enclosed development plans). As part of the proposed project, the park will be enhanced and maintained. Currently no clearing or removal of vegetation is proposed within the park. The onsite vegetation is representative of a standard suburban environment and unmaintained development with residential lawn, ornamental shrubs, weeds and larger trees observed. The onsite vegetation includes but is not limited to:

Trees: scarlet oak, pin oak, black oak, red cedar, black cherry, red maple, sweet gum, ornamental cherry mulberry, apple, white oak, and black walnut

Shrubs/Herbaceous: multiflora rose, Japanese honeysuckle, groundsel, yucca, , grape, Virginia creeper, hemp dogbane, fig, mullein, green briar, Japanese knotweed, barberry, poison ivy, blackberry, plantains, clover ,mugwort, residential lawn, and knotweed

The tree health will be assessed, and an evaluation of tree removal be made in accordance with the anticipated park uses.

3.12.1 Impacts

No impacts to vegetation will occur as a result of the proposed development. Seed planting is proposed in any disturbed locations to prevent soil erosion and to restore the lawns. The character of the park will remain consistent and will permit maximum enjoyment.

3.13 Regulated Wetlands

The subject property consists of impervious surfaces, maintained lawn, a wooded park, and multiple structures. No wetlands areas were observed or are mapped onsite or within 150 feet of the subject property. Please refer to Figure 6 – Freshwater Wetlands Map for details.

3.13.1 Impacts

No impacts to wetlands will occur as a result of the proposed development.

3.14 Wildlife & Wildlife Habitats

Based on a review of the NJDEP's available Landscape (V. 3.3) data, the northern portion of the subject property is mapped as Rank 4 habitat patch. Rank 4 indicates that this habitat is associated with at least one "state endangered" species. Specifically, this portion of the subject property is mapped as foraging habitat for Least Tern, a state endangered migratory bird.

The southern portion of the subject property is mapped as Rank 1 habitat patch. Rank 1 indicates that this area contains "habitat specific requirements" but no species have been identified utilizing it.

Please refer to Figure 7 – Atlantic Coastal Landscape Map for details.

3.14.1 Impacts

Although the northern portion of the subject property is mapped as foraging habitat for Least Tern, the proposed development will not impact the species as minimal changes to the historically existing onsite improvements will occur. Further, the Least Tern is a coastal species who feeds mostly on fish and breeds on beaches. As no waterbodies are located onsite, the subject property does not provide a suitable food source or nesting areas for the bird. No impacts to wildlife habitat will occur as a result of the proposed development.

Figure 6 - Freshwater Wetlands Map

7.3.b



LEGEND



Subject Property



Monmouth County Wetlands



1 inch = 400 feet

0 200 400 800 Feet

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Figure 7 - Atlantic Coastal Landscape Map



LEGEND

Subject Property

Species-Based Habitat - Atlantic Coastal

Rank 1 - Habitat specific requirements

Rank 2 - Special Concern

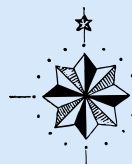
Rank 3 - State Threatened

Rank 4 - State Endangered

Rank 5 - Federal Listed

1 inch = 300 feet

0 150 300 600 Feet



Project: 5096 Date: 7/24/19

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3.15 Watercourses

There are no watercourses present on the subject or adjacent properties. The nearest water course is Husky Brook, a tidal stream located approximately 450 feet to the south of the subject property. The proposed development will not impact Husky Brook or any other surrounding waterways.

Please refer to Figure 8 – Streams and Watercourses Map for details.

3.15.1 Impacts

No impacts to any watercourses will occur as a result of the proposed development.

3.16 Waterfront/Shoreline Features

There are no waterfront or shoreline features present on the subject or adjacent properties.

3.16.1 Impacts

No impacts to waterfront or shoreline features will occur as a result of the proposed development.

3.17 Historic Sites & Archeological Resources

The subject property is mapped within Archaeological Grid FB145. The subject property does not fall within any historic districts. The 2019 NJ DEP - Historic Preservation Office's "New Jersey and National Registers of Historic Places" identifies the Fort Monmouth Historic District (reference number 13000764) on adjacent properties east of Malterer Avenue. There are two adjacent historic properties located to the east of the subject property. The NJDEP currently recognizes these properties as Post Chapel (Building 500) and Healthcare Building (Building 501) both of which are located on Malterer Avenue. Please see Figure 9 – Archaeologic & Historic Sites Map for details.

3.17.1 Impacts

The proposed development is not considered a historic structure and it will not impact any archaeologically sensitive or historical areas.

Figure 8 - Streams & Watercourses Map

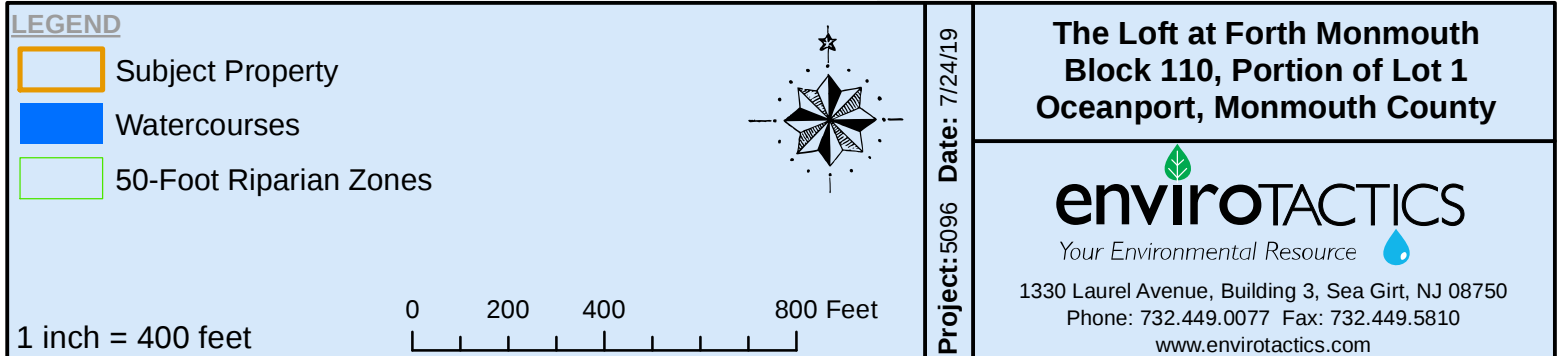
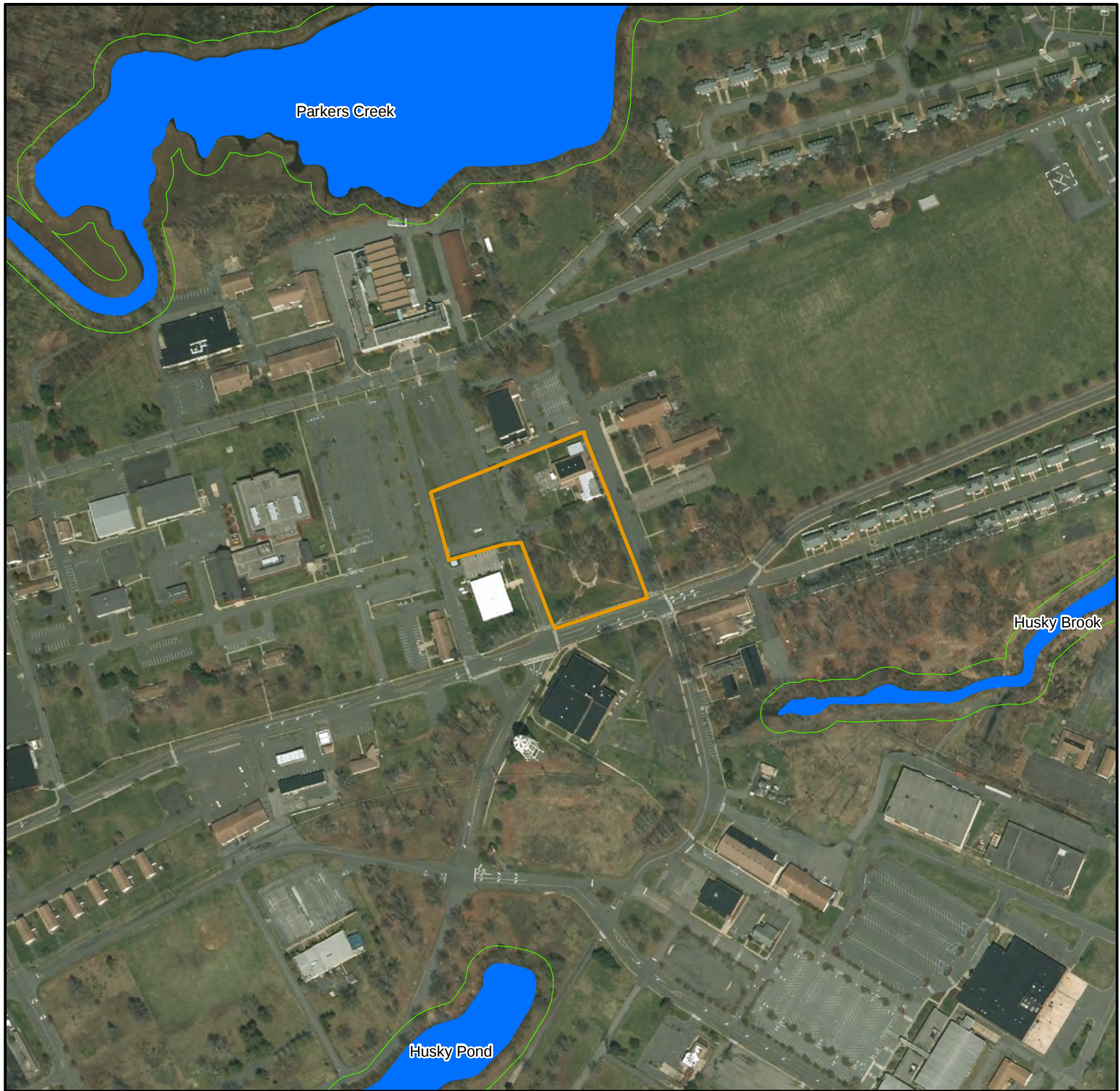


Figure 5 - Archaeological & Historic Sites Map



LEGEND

- Subject Property
- Historic Properties



1 inch = 300 feet

0 150 300 600 Feet

Project: 5096 Date: 7/24/19

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3.18 History including hazardous materials

Based on historic aerial photographs and provided data, the subject building appears to have been constructed sometime around 1941. During the site walk-through, evidence of old heating methods, including fireplaces, were observed throughout. No evidence of a boiler room or furnace were observed, and the existing building did not appear to be equipped with a natural gas meter. The building materials, based on the age, may contain asbestos or lead-based paint.

During the site walk-through, no evidence of toxic or hazardous waste was observed. No documentation was received or reviewed regarding any hazardous waste. No evidence of any contamination or spills was observed. No documentation was received or reviewed regarding any historical contamination or spills.

Due to the nature of the proposed facility, the waste generated will primarily consist of food waste, including used cooking grease, and commercial waste such as boxes, packaging, and paper. The waste will be removed regularly by a private waste hauler and disposed of in a manner consistent with the applicable laws and regulations.

No groundwater samples were collected so the groundwater quality onsite has not been assessed. However, based on the historical use of the subject property as a dance hall and park, it is not anticipated that impacts to groundwater would occur onsite.

3.18.1 Impacts

The proposed development will include renovating the existing building. Based on the age of the building, the building materials may contain asbestos or lead-based paint. These are not anticipated to impact the property or the proposed development, but the building materials should be disposed of properly upon demolition.

Based on the historical use of the subject property as a dance hall and park, it is not anticipated that hazardous wastes would have been generated onsite. Further, based on the proposed use of the site as a banquet hall and park, no future generation of hazardous wastes is anticipated to occur.

If during construction asbestos-containing building materials or lead-based paint are identified, the materials should be properly disposed of in accordance with NJDEP regulations and subject to the jurisdiction of the NJDEP.

Contamination and spills can impact the soil and groundwater on a property and the surrounding area. No evidence of any spills or contamination occurring onsite has been observed or reviewed. However, please note that this was based on visual observation. No sampling was conducted.

3.19 Floods & Flood Hazard Areas

The subject property is not identified by FEMA as being located within a mapped flood hazard area. Based on the Effective Flood Insurance Rate Map (FIRM) effective June 20, 2018, the entire site is located within a D Zone. This zone represents a government property which has not been evaluated as part of the Effective FIRM. The nearest mapped feature is an AE Zone Floodway located approximately 750 feet to the north from the subject property. The base flood elevation (BFE) in these offsite areas is 8 feet (NAVD 88).

Based on FEMA's Preliminary FIRM, in which the subject property has been included in the mapping as it is no longer considered a government property, the entire site is located within an X Zone. This zone represents an area of minimal flood hazard and is not typically regulated under the NJDEP's Flood Hazard Area Control Act Rules. The nearest mapped features on this FIRM are two AE Zone Flood Fringes located

approximately 400 feet to the southeast and 800 feet to the northwest of the subject property. The BFE's of both of these flood zones are identified as being at elevation 8 and as the lowest elevation on the site is approximately elevation 12 all of the available data suggests that the site is not located within a flood zone.

Please refer to Figure 10A – FEMA Effective FIRM and Figure 10B – FEMA Preliminary FIRM for details.

3.19.1 Impacts

Based on the available data from the Preliminary FIRM, the subject property will have no impact on flood hazard areas and riparian zones. It is not anticipated that the proposed development will take place within any NJDEP-regulated flood hazard areas and therefore, no permits are anticipated to be required.

3.20 Elevation at Two Foot Contours

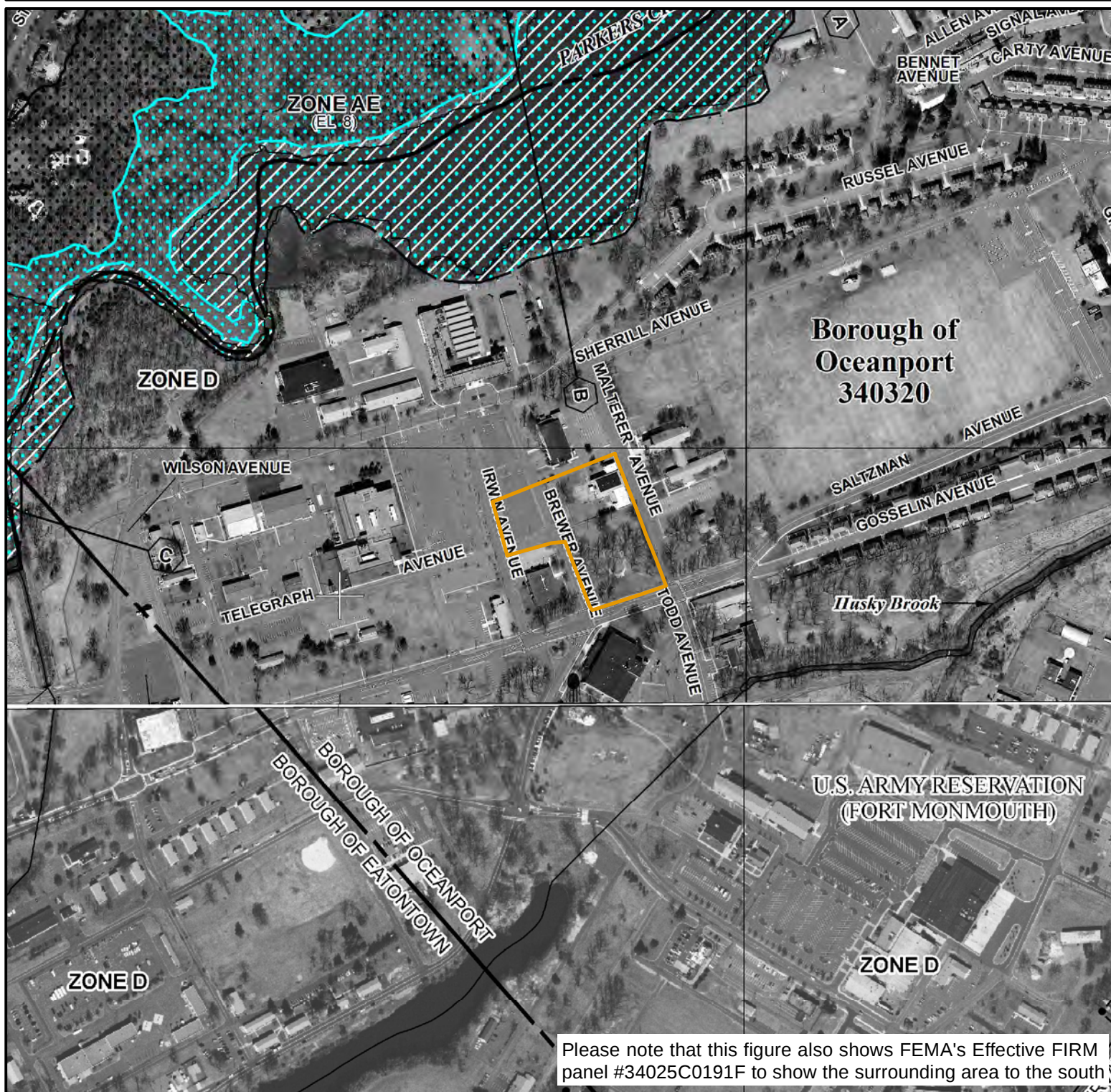
The provided survey displays elevations onsite at one-foot intervals. LiDAR provided via the United States Geological Service((2014 USGS CMGP Lidar: Post Sandy (New Jersey) Point Cloud files with Orthometric Vertical Datum North American Vertical Datum of 1988 (NAVD88) using GEOID12B), was utilized to obtain actual elevations. Elevations range from 12 feet in the south to 16 feet in the north, presenting an overall slope of approximately 1%.

3.20.1 Impacts

No impacts to the existing elevations are proposed.

Figure 10A - FEMA Effective FIRM #34025C0191F

7.3.b



LEGEND

 Subject Property



Project: 5096 Date: 7/24/19

**The Loft at Fort Monmouth
Block 110, Portion of Lot 1
Oceanport, Monmouth County**

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Your Environmental Resource

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Figure 10B - FEMA Preliminary FIRM

7.3.b



LEGEND

 Subject Property



1 inch = 500 feet

0 250 500 1,000 Feet

Project: 5096 Date: 7/24/19

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4.0 Assessment of Environmental Impact

4.1.1 Listing of unavoidable adverse impacts

There are no major adverse impacts to the environment to avoid. The proposed project will result in a culturally vibrant use of a deteriorating facility within a developed area.

4.1.2 Steps to minimize and mitigate environmental damage

There are a few natural resources in the immediate vicinity of the property that will be impacted therefore no specific steps are required to minimize or mitigate the environmental damage to any natural resources.

However, steps will be taken to ensure that the construction phase limits the impact to the surrounding areas such as:

- Effective implementation of soil erosion and sediment control measures, including tree preservation, hay bales, silt fencing, and inlet filters, as well as, utilization of Stormwater Best Management Practices, should successfully minimize the site development's impact on existing natural resources.
- Strict adherence to the limits of disturbance parameters and stabilizing the construction entrance to reduce the amount of soil being brought off site.
- Every reasonable effort will be made to protect the existing landscaping with the ultimate goal of providing for minimal disruption throughout the course of construction and after completion.

4.1.3 Alternatives

The proposed development is the preferred development but there is a no-build alternative that should also be assessed. The no build alternative will result in the continued deterioration of the property and a lost opportunity for the Oceanport tax base. Also, should the project not be built, there will be a dearth of similar services for the residents of Fort Monmouth and the surrounding Oceanport and Monmouth County area. It is expected that this development will become something of a destination which is exponentially more beneficial to the community at large and within the aims of the fort redevelopment than the current deteriorating structure.

4.1.4 References to Regulation

The project has been reviewed by FMERA and determined to be compliant with or requires the following:

State:

- **NJDEP:** The site is not in a flood hazard area nor wetlands or transition area and CAFRA is not triggered by the proposed development, therefore the NJDEP does not have any jurisdiction.
- **FMERA:** Approval was issued by FMERA on May 9, 2019 for the proposed development.

County:

- **Freehold Soil Conservation District:** As more than 5,000 square feet of soil will be disturbed, approval from the Freehold Soil Conservation District of the Soil Erosion & Sediment Control Plan is required.

- **Monmouth County Planning Board:** A Letter of No Interest is being sought from the Monmouth County Planning Board.

Local:

- **Oceanport:** The purpose of this EIS is to supplement information being submitted as part of the Oceanport Planning Board review process.

5.0 CONCLUSIONS

Based on the above inventory and analysis, it is Envirotactics' professional opinion that the proposed development will not result in any significant impact on the environment or cultural resources of the Borough of Oceanport. No negative impacts to any critical physical, social or historic environments will result from the proposed development. Additionally, the development will be completed outside of any NJDEP-regulated areas including wetlands, transition areas, flood hazard areas, vegetated riparian zones, CAFRA-regulatory thresholds or habitat for threatened or endangered species.

Attachment 1
List of Preparers

MICHAEL GREENE
Director of Land Use

EDUCATION:

Bachelor of Science, Environmental Science, Richard Stockton College of New Jersey, 2002

CERTIFICATIONS:

Certified Wetlands Specialist, Cook College, Rutgers University
40 Hour OSHA Health & Safety Training
8 Hour Annual OSHA Health & Safety Refresher Training

EXPERIENCE:

Land Use Manager, Senior Project Manager, Wetlands Specialist • Envirotactics, Inc. • Wall, New Jersey • February 2004 - Present

Mr. Greene is responsible for managing and directing of project managers and field personnel during all land use projects. These tasks include but are not limited to wetland investigations and delineations, Threatened and Endangered Species Assessments, GIS mapping and the preparation of CAFRA, Freshwater Wetlands, Flood Hazard Area and Pinelands permit application. Mr. Greene has prepared and submitted numerous land use applications throughout New Jersey. Additionally, Mr. Greene has provided expert witness testimony for land use applications to planning and zoning boards throughout New Jersey and to County Superior Courts and State Appellate Courts.

Mr. Greene is experienced in performing species and habitat analysis of sensitive areas throughout New Jersey and is fluent in performing GIS analysis on field collected GPS based survey information. His background includes extensive experience involving plant ecology and identification, wetland delineations, regulatory guidance, indoor air quality investigations and microbial sampling.

Microbial Consultant • Envirotactics, Inc. • Manasquan, New Jersey • March 2002 – 2007

Mr. Greene was also a Certified Microbial Consultant through the American Indoor Air Quality Council. Mr. Greene has completed numerous commercial and residential indoor air quality investigations dealing effectively with problematic toxic mold issues requiring remediation and final clearance sampling.

COURSES INSTRUCTED / GUEST LECTURER:

- Guest lecturer for a major insurance company on behalf of a mold remediation company, "Understanding Microbial Assessments and Water Intrusion Problems in Residential & Commercial Buildings", 2004.
- Guest lecturer, 2007 Coastal Development Institute, New Jersey Institute for Continuing Legal Education (ICLE), 2007.
- Guest lecturer for American Institute of Architects (Jersey Shore Chapter) that provided CEU's for Architects, "CAFRA Permitting & Regulations", 2008.
- Facilitator for Land Conservation Rally, "Wetlands: Impact on property acquisitions and development" roundtable, March 2011.
- Facilitator for Land Conservation Rally, "Wetlands" roundtable, March 2012.

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www.envirotactics.com

PATRICK C. LYMAN, CFM
Senior Project Manager

EDUCATION:

Master of Science, Homeland Security, Monmouth University, 2016
Bachelor of Arts, Environmental Studies, History, University of Colorado at Boulder, 2010
United States Coast Guard Marine Science Technician "A" School, 2014

CERTIFICATIONS:

Certified Floodplain Manager
Wetlands Delineation Series Certificate – Rutgers Office of Continuing Professional Ed.
40 Hour OSHA Health & Safety
8 hour Annual OSHA Health and Safety Refresher Training
Stream School – NJDEP & Stroud Water Research Center
Division/Group Supervisor/Marine Transportation System Unit Leader
ICS Course 100, 200, 300, 339, 700 and 800 Level Completions

EXPERIENCE:

Senior Project Manager Envirotactics, Inc. • Sea Girt, New Jersey
December 2010 - Present

Mr. Lyman is responsible for directing and managing various land use projects. These tasks include Freshwater Water Wetland investigations, delineations, and permit applications. Mr. Lyman also specializes in CAFRA, Waterfront Development, Flood Hazard Area, Tidelands, Pinelands and United States Army Corps of Engineer's permit applications as well as general regulatory guidance to current and prospective clients. Mr. Lyman has also completed Threatened and Endangered Species surveys and investigations for avian, reptile, and amphibian species within the Pinelands area and elsewhere. He is well-versed in GIS mapping and spatial analysis.

Marine Science Technician • United States Coast Guard Reserve. • Sector New York
July 2013 – Present

Petty Officer Lyman is assigned to the Incident Management Division (IMD) which is tasked with ensuring and maintaining the maritime safety and security of the central and northern New Jersey and New York waterways as a representative of the Captain of the Port. Primary responsibilities with the IMD office include preventing and responding to pollution incidents as well as investigating and identifying the Responsible Party.

Intern • Institute of Arctic and Alpine Research • Boulder, Colorado
June 2009 – August 2009

Mr. Lyman responsibilities included assisting with alpine water sampling, ecological data collection, and laboratory analysis as part of Dr. Diane McKnight's research with the University of Colorado's Mountain Research Station.

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KELSEY KACHELRIESS
PROJECT MANAGER

EDUCATION:

Bachelor of Science, Environmental Studies with a Minor in International Affairs, 2014,
The Florida State University

CERTIFICATIONS:

40 Hour OSHA Health & Safety Training
8 Hour Annual OSHA Health & Safety Refresher Training
Wetlands Delineation Series Certificate – Rutgers Office of Continuing Professional Ed.

EXPERIENCE:

Project Manager, Envirotactics, Inc. • Wall, New Jersey • January 2015 - Present

Ms. Kachelriess has over four years of experience performing environmental investigations including groundwater and soil sampling events, underground storage tank locations, Phase I Environmental Site Assessments of residential, commercial, and industrial properties. Ms. Kachelriess performs site assessments for Phase I Environmental Site Assessments, underground storage tank removals, installation of soil borings, monitoring well installation, and land use development constraints. Additionally, Ms. Kachelriess utilizes GIS mapping and assists in obtaining various land use permits for clients, for projects which may be regulated by CAFRA, Waterfront Development, Freshwater Wetlands, Coastal Wetlands and/or Flood Hazard Area regulations. Ms. Kachelriess also delineates wetlands, having received a certification for the delineation of wetlands from Rutgers Office of Continuing Professional Education in June 2016.

Internship • Florida Fish and Wildlife, Gopher Tortoise Program • Tallahassee, Florida • May 2014 – July 2014

Internship included several components of expanding the Gopher Tortoise Program of Florida Fish and Wildlife. This included implementing three new volunteer programs, creating and distributing over 100 educational compact discs, investigating build statuses of projects with Incidental Take Permits using GIS, participating in educational outreach events, and attending local government workshops and site visits.

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Attachment 2 – Will Serve Letters



April 5, 2019

Trip Brooks
Brooks Real Estate Development LLC
305 Bond Street, 3rd Floor – Suite 1
Asbury Park, NJ 07712

Re: Utility will-serve letter
The Loft
552 Caren Franzini Way
Oceanport, NJ 07757

Dear Mr. Brooks,

This letter confirms that the Fort Monmouth Economic Revitalization Authority (FMERA) authorizes The Loft utilization of the existing Fort Monmouth electrical power grid, as currently configured, as utility source to the above referenced property, until such time as other solutions are achieved through an alternative provider. During the time of this agreement, FMERA will make all best efforts to supply sufficient and adequate service, and will, in every commercially reasonable fashion, address any and all interruptions or outages.

Additionally, this letter confirms that FMERA authorizes The Loft utilization of the existing downstream sanitary sewer system, as currently configured, as an outfall for the property, until such time as other solutions are achieved through alternative provider. The FMERA owned sanitary sewer system upstream of the site will remain unchanged. The on-site sanitary sewer system will be modified in accordance with the approved MRC submittal and borough approvals.

This agreement also includes the understanding that The Loft will meter all electric services. Sanitary sewer billing will follow.

Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'KEL', followed by a horizontal line.

Kristyn Dantes
Director of Facilities and Infrastructure





March 7, 2019

149 Yellowbrook Rd
Farmingdale, NJ 07727

George.Bauer@AMWATER.COM

Trip Brooks

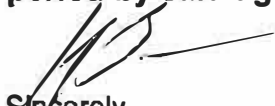
Via email:
rudowskydevelopment@gmail.com

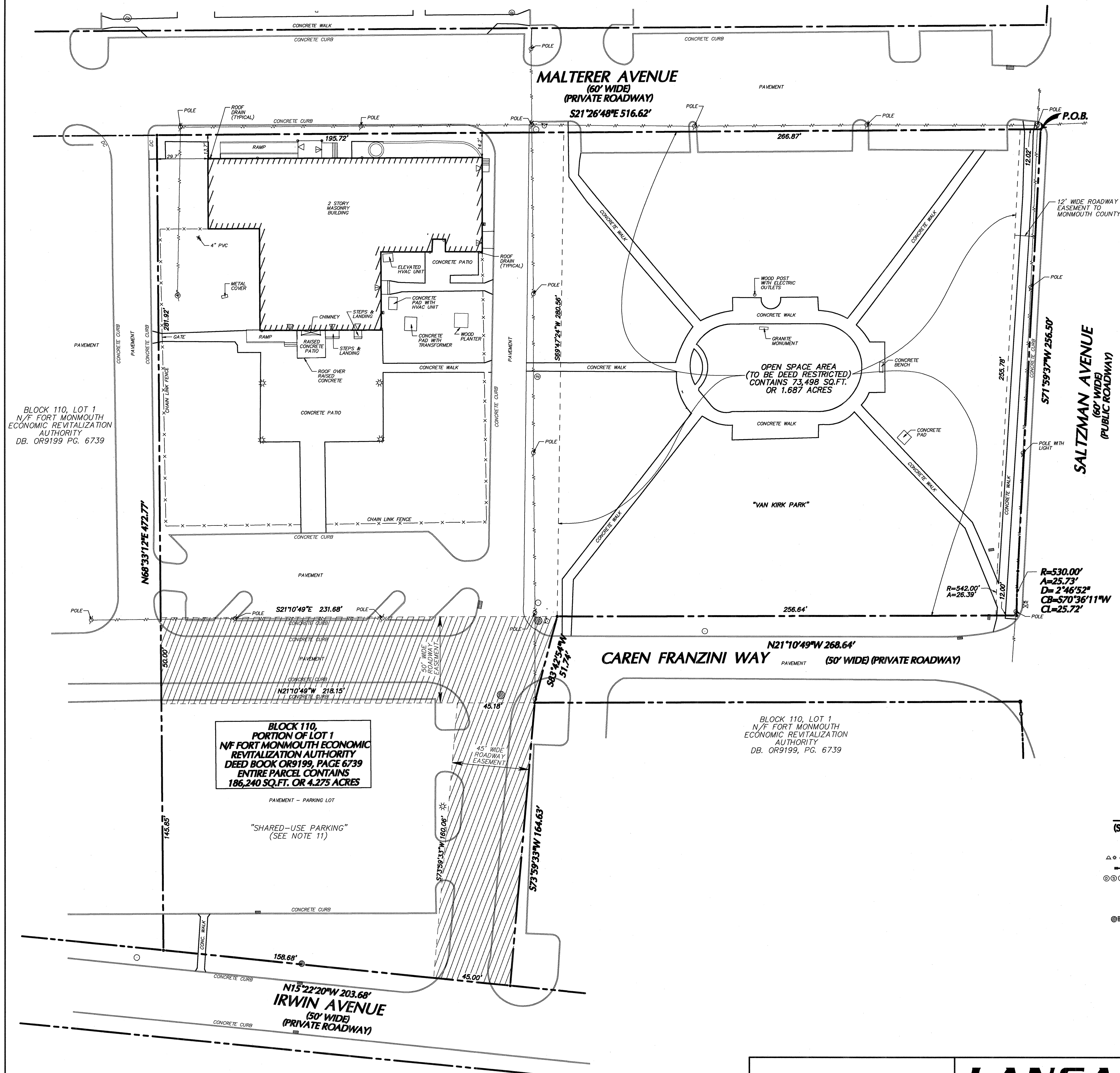
**RE: Water Availability: Block 110.08 Lot 1;
552 Caren Franzini Way Oceanport NJ 07757**

Please be advised that New Jersey American Water Company has an existing 8" water main on Saltzman Ave fronting the property that will be 552 Caren Franzini Way Oceanport NJ 07757 (there is no water main on Brewer Ave).

Because we do not know what the demands for any new services will be, we cannot verify that the main will support any new services you may require. However, allowing for the proper design and installation of appropriate facilities, we can provide water service. If off site construction is needed to provide the service, it will be payable by the requestor.

Please note that some water main extensions required for water service may be subject to approval by the New Jersey Department of Environment Protection (NJDEP) and other applicable regulatory agencies. The Developer is fully responsible for investigating the need for a permit, funding, submitting and obtaining all required applications and permits. New Jersey American Water Company makes no representation that permits or approvals are required or will be granted by the regulatory agencies and makes no representation about the duration of the permit application review period by said agencies.


Sincerely,
George R Bauer
Operation Superintendent
New Jersey American Water
149 Yellowbrook Rd
Farmingdale, NJ 07727



NOTES

- THIS SURVEY IS BASED UPON EXISTING PHYSICAL CONDITIONS FOUND AT THE SUBJECT SITE, AND THE FOLLOWING REFERENCES:
 - MAP ENTITLED "ALTA/ACSM LAND TITLE SURVEY, FORT MONMOUTH PHASE TWO PARCEL SURVEY SECTION A, B AND C, BOROUGH OF EATONTOWN, BOROUGH OF OCEANPORT, MONMOUTH COUNTY, NEW JERSEY DATED 10-09-2014, LAST REVISED 11-06-14 AND PREPARED BY LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC.
 - MAP ENTITLED "SURVEY OF FORT MONMOUTH, N.J. PROPERTY MAP" SIGNED 2/20/1969 SHEET 1 OF 2.
 - MAP ENTITLED "MASTER PLAN, BASIC INFORMATION MAPS, RESERVATION MAP, FORT MONMOUTH, RED BANK, NEW JERSEY" DATED 11/01/1985, DRAWING NO. 18-02-01.
 - TAX MAP SHEET 2 FOR THE BOROUGH OF OCEANPORT.
 - MAP ENTITLED "SURVEY OF FORT MONMOUTH, N.J. PROPERTY CORNER TIES" SIGNED 2/20/1969 AND PREPARED BY DEPARTMENT OF THE ARMY, SHEET 2 OF 2.
 - MAP ENTITLED "REAL ESTATE FORT MONMOUTH, CORPS OF ENGINEERS U.S. ARMY, NEW YORK DISTRICT, DATED 9/16/1951, DRAWING NO. N.J. 271.
 - MAP ENTITLED "CORPS OF ENGINEERS U.S. ARMY, NEW YORK DISTRICT, REAL ESTATE FORT MONMOUTH" LAST REVISED 6-12-97, INSTALLATION OR PROJECT NO. 569.
 - MONMOUTH COUNTY GIS DATA.
 - MAP ENTITLED "RIGHT OF WAY PLAN, BLOCK 301, LOT 1 (EATONTOWN), BLOCK 110, LOTS 1,2,3,4 & 6 (OCEANPORT), FORT MONMOUTH MAIN POST, BOROUGH OF EATONTOWN, BOROUGH OF OCEANPORT, MONMOUTH COUNTY, NEW JERSEY" PREPARED BY LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC. DATED 27 JANUARY, 2017.
 - DEED BOOK OR9199, PAGE 6739.
- THE SURVEYED PROPERTY IS SUBJECT BUT NOT LIMITED TO THE FOLLOWING FACTS AS REVEALED BY THE HEREON REFERENCED INFORMATION. THE INFORMATION SHOWN HEREON DOES NOT CONSTITUTE A TITLE SEARCH BY THE SURVEYOR. ALL INFORMATION THAT MAY AFFECT THE QUALITY OF TITLE TO BOTH THE SUBJECT AND ADJOINING PARCELS SHOULD BE VERIFIED BY AN ACCURATE AND CURRENT TITLE REPORT.
- THE MERIDIAN OF THIS SITE IS REFERENCED TO NEW JERSEY STATE PLANE COORDINATE SYSTEM NAD 1983 AS ESTABLISHED USING GPS METHODS (LEICA SMARTNET GEOD 12A) GRID COORDINATES HAVE BEEN CONVERTED TO GROUND COORDINATES BY HOLDING CENTROID POINT WITH A COORDINATE VALUE OF N 540299.316, E 619349.825 AND MULTIPLYING BY A COMBINED SCALE FACTOR OF 1/0.999722917 (1.000077088).
- STREET NAMES, BLOCK AND LOT NUMBERS AS PER BOROUGH OF OCEANPORT CURRENT TAX MAP AS REFERENCED IN NOTE 10.
- PLANIMETRIC INFORMATION SHOWN HEREON HAS BEEN OBTAINED FROM GROUND SURVEYS BY LANGAN ENGINEERING AND ENVIRONMENTAL SERVICES, INC. DURING DECEMBER 2016 AND SUPPLEMENTED WITH DATA FROM MONMOUTH COUNTY GIS.
- OFFSETS (IF SHOWN) ARE FOR SURVEY REFERENCES ONLY AND ARE NOT TO BE USED IN CONSTRUCTION OF ANY TYPE.
- UTILITIES, WETLANDS, ENVIRONMENTAL AND/OR HAZARDOUS MATERIALS LOCATION IF ANY, NOT COVERED UNDER THIS CONTRACT.
- THIS PLAN NOT VALID UNLESS EMBOSSED WITH THE SEAL OF THE PROFESSIONAL.
- THE OUTBOUND CONFIGURATION OF THIS SURVEY IS BASED ON INFORMATION PROVIDED BY FMERA.
- AS PER THE NATIONAL FLOOD INSURANCE PROGRAM FLOOD INSURANCE RATE MAP ENTITLED "MONMOUTH COUNTY, NEW JERSEY (ALL JURISDICTIONS) PANEL 183 AND 191 OF 457 EFFECTIVE DATE SEPTEMBER 25, 2009" THE SUBJECT PROPERTY LIES WITHIN ZONE D.
- SUBJECT TO FMERA'S RESERVATION OF DEVELOPMENT RIGHTS TO ESTABLISH SHARED-USE PARKING PURSUANT TO PSARA BETWEEN FMERA AND AP DEVELOPMENT PARTNERS, LLC DATED 20 DECEMBER 2016.

LEGEND

(SYMBOLS NOT SHOWN TO SCALE)

	HYDRANT		TREE
	STREET LIGHT		BENCH MARK
	SIGNAL POLE		SIGN
	MANHOLE		POLE
	WATER VALVE		ANCHOR POLE
	GAS VALVE		BOLLARD
	UNKNOWN VALVE		FENCE (TYPE AS NOTED)
	CATCH BASIN		OVERHEAD WIRE
	METAL COVER		GUIDE RAIL (TYPE AS NOTED)
	ELECTRIC BOX		TREE LINE
	DOOR		PROPERTY/RIGHT-OF-WAY LINE
	DOUBLE DOOR		DEED LINE
	GARAGE DOOR		RAILROAD TRACK
	PARKING METER		FENCE (COLUMNS & METAL FENCE)
	CLEAN OUT		BOROUGH BOUNDARY LINE
			REFERENCED UTILITY LINE (TYPE AS NOTED)-PLOTTED FROM EXISTING MAPPING

TO:

1. FORT MONMOUTH ECONOMIC REVITALIZATION AUTHORITY (FMERA)

"I HEREBY STATE THAT THIS PLAN IS BASED ON A FIELD SURVEY MADE BY ME OR UNDER MY IMMEDIATE SUPERVISION IN ACCORDANCE WITH NJAC 13:40-5.1 PREPARATION OF LAND SURVEYS, AND TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION AND BELIEF, AND IN MY PROFESSIONAL OPINION, CORRECTLY REPRESENTS THE CONDITIONS FOUND ON THE DATE OF THE FIELD SURVEY AT THE SUBJECT PROPERTY" AND

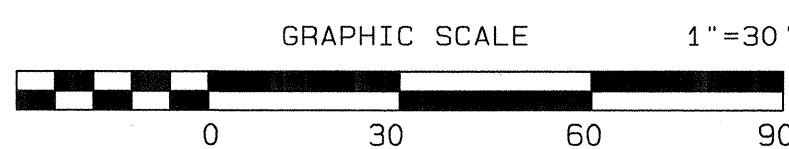
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 12, 13, AND 14 OF TABLE A THEREOF. FIELD WORK WAS PERFORMED FOR THIS SURVEY DURING DECEMBER 2016.

Date:

3-09-17

Signature:

GARY A. VEENSTRA
PROFESSIONAL LAND SURVEYOR, N.J. LICENSE NO. 246503721300
GVEENSTRA@LANGAN.COM



LANGAN

300 Kimball Drive, Parsippany, NJ 07054
T: 973.560.4800 F: 973.560.4801 www.langan.com
NEW JERSEY NEW YORK CONNECTICUT PENNSYLVANIA
OHIO WASHINGTON DC FLORIDA TEXAS CALIFORNIA
ABU DHABI ATHENS DOHA DUBAI ISTANBUL PANAMA LONDON
Langan Engineering, Environmental, Surveying and Landscape Architecture, LLC, S.A.
Langan Engineering, Environmental, Surveying and Landscape Architecture, S.P.A.
Langan International LLC
Collectively known as Langan
NJ Certificate of Authorization No. 24GA27896400

Project

**FORT MONMOUTH
MAIN POST
DANCE HALL PARCEL**

BOROUGH OF OCEANPORT
MONMOUTH COUNTY NEW JERSEY

Drawing Title

**ALTA/NSPS
LAND TITLE SURVEY**

BLOCK 110, PORTION OF LOT 1

Project No. 100291701

Date 09 MARCH 2017

Scale 1"=30'

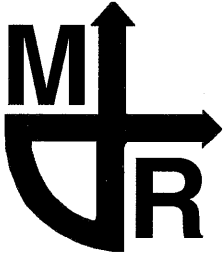
Drn. By BP

Checked By GAV

Drawing No.

VL101

1 OF 1



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

Kevin P. McDonough (1953-1994)
John H. Rea, P.E.
Jay S. Troutman, Jr., P.E.
Scott T. Kennel

March 14, 2019

The Loft Partnership, LLC
Attn: Trip Brooks
305 Bond Street, #301
Asbury Park, NJ 07712

Re: The Loft
552 Caren Franzini Way
Portion of Lot 1 in Block 110
Borough of Oceanport, Monmouth County
MRA File No. 19-122

Dear Mr. Brooks:

Pursuant to your request, McDonough & Rea Associates (MRA) has conducted a *Traffic Impact Analysis* for plans to repurpose the existing World War II era dance hall on the noted property into a restaurant/event facility that can accommodate approximately 200 guests.

SCOPE OF STUDY

In order to prepare a thorough *Traffic Impact Analysis* for this proposal, MRA has conducted the following tasks:

1. Made field visits to the site to establish existing roadway and traffic conditions in the area.
2. Conducted peak hour traffic counts at the intersection of Route 537/Oceanport Avenue.
3. Prepared estimates of traffic to be generated by the banquet space based upon data published by the New Jersey Department of Transportation (NJDOT).
4. Distributed site generated traffic to the adjacent roadway network in accordance with anticipated origins and destinations of site generated traffic.

Please reply to:

- ☒ 1431 Lakewood Road, Suite C, Manasquan, NJ 08736 • (732) 528-7076 • Fax (732) 528-6673
☐ 105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

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105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181

Mr. Trip Brooks

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March 14, 2019

5. Prepared estimates of future traffic volume demand including background traffic growth from other proposed projects within *Fort Monmouth*.
6. Conducted a level of service capacity analysis at the Route 537/Oceanport Avenue signalized intersection.

The following report sets forth the database accumulated and the conclusions reached with respect to *The Loft*.

EXISTING CONDITIONS

The subject property is located at 552 Caren Franzini Way within the premises of *Fort Monmouth* in the Borough of Oceanport, Monmouth County, New Jersey as shown on *Figure 1*, a *Site Location Map* in the *Appendix*.. Caren Franzini Way is a local north/south roadway which connects to Monmouth County Route 537. Monmouth County Route 537 has recently been opened within *Fort Monmouth* and connects to traffic signals at New Jersey State Route 35 to the west and Oceanport Avenue to the east. Route 537 will be the primary roadway that brings traffic to and from *The Loft*.

Route 537 has a posted speed limit of 35 MPH in the area and provides for 1 travel lane in each direction with a striped median that provides for left turn lanes at certain locations. Certain residential projects within *Fort Monmouth* are currently being occupied (*East Gate*, *Liberty Walk*).

The intersection of Route 537 at Oceanport Avenue is a signalized intersection which currently operates as a "T" intersection with the east leg of the intersection truncated at this point in time. The traffic signal operates on a 3-phase operation with a leading northbound left turn arrow from northbound Oceanport Avenue turning west on Route 537. Each approach to the intersection is striped for 2 lanes.



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

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105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181

Mr. Trip Brooks

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March 14, 2019

EXISTING TRAFFIC VOLUMES

Traffic volume data was collected by MRA by conducting manual turning movement counts at Route 537/Oceanport Avenue during the time frames when the restaurant/event space will be generating its maximum traffic impact. Based on communication with you, peak hours for the restaurant/event space will typically be on Friday and Saturday evenings, after 5:00 PM. Traffic counts were conducted at Route 537/Oceanport Avenue between 5:00 PM and 8:00 PM on a Friday evening and Saturday evening. Results of the manual turning movement counts reveal that Friday evening volumes were higher than Saturday evening volumes, presumably due to commuter/work related traffic which may not be present on Saturday evenings. Therefore, Friday evening was considered the critical evening for analysis.

Most events will likely be scheduled to begin at approximately 5:00 PM and will discharge traffic later in the evening after 8:00 PM, depending on the duration of the event. *Figure 2* in the *Appendix* illustrates existing weekday PM peak street hour and weekend evening traffic volumes traversing the intersection. The PM peak street hour occurs between 5:15 PM and 6:15 PM and evening peak hour between 7:00 PM and 8:00 PM.

In order to conduct a worst case analysis, MRA assumed that arrivals for an event would coincide with the 5:15 PM to 6:15 PM peak hour and departures would coincide with the 7:00 PM to 8:00 PM peak hour, although many events may end much later than 8:00 PM. It should also be noted that if there is no event scheduled for a particular night, the 5:00 PM to 8:00 PM traffic counts will also be coincident with the peak hours for a restaurant.

TRIP GENERATION/DISTRIBUTION

Estimates of traffic to be generated by the restaurant/event space were made after consulting the *10th Edition* of the Institute of Transportation Engineers (ITE) *Trip Generation Manual* and the NJDOT's published trip generation data for access permits to the State highway system. Since the ITE does not have a category for an event space (such as a banquet facility), but the NJDOT does have such a category, the NJDOT's data was utilized for traffic generation.

The following *Table I* illustrates the anticipated traffic generation from a 300 seat restaurant/event space during the arrival peak hour and departure peak hour. Please note that this results in a 50 percent overestimation of traffic based on the 200 seat capacity.



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

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Mr. Trip Brooks

-4-

March 14, 2019

TABLE I
TRIP GENERATION-200 SEAT RESTAURANT/EVENT SPACE (USING 300 SEATS)
THE LOFT

<u>WEEKEND ARRIVAL PH</u>			<u>WEEKEND DEPARTURE PH</u>		
<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
90	10	100	10	90	100

With respect to the distribution of site generated traffic, traffic was assumed to be evenly split east and west along Route 537 toward Route 35 in the Borough of Eatontown and Oceanport Avenue in the Borough of Oceanport. *Figure 3* in the *Appendix* illustrates anticipated site-generated traffic flows.

ANALYSIS OF FUTURE TRAFFIC

A design year of 2022 was assumed for analysis. In addition to existing traffic volumes utilizing the Route 537/Oceanport Avenue intersection, other development within *Fort Monmouth* was assumed to take place prior to the design year. Based on communication with the *Fort Monmouth Economic Revitalization Authority (FMERA)*, the following information was provided:

- *Squier Hall* - plan for redevelopment as a satellite college campus. Approximately 300 students
- *Russell Hall* – commercial development. Approximately 40-50 staff
- *Barker Circle* – 75 residential units, commercial space, restaurant and small theater
- *Allison Hall* – commercial redevelopment with retail and restaurant space and 100 room hotel

In addition to the foregoing, as previously indicated, the *East Gate* and *Liberty Walk* residential developments are currently receiving tenants. It is our understanding that the *East Gate* community consists of 68 units and 12 were occupied as of late January, with 19 more properties closed and 16 under contract as of this date. *Liberty Walk* consists of 48 units. As of late January, 25 were occupied with an anticipation that 7 more units would be occupied in early February.



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

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105 Elm Street, Lower Level, Westfield, NJ 07090 • (908) 789-7180 • Fax (908) 789-7181

Mr. Trip Brooks

-5-

March 14, 2019

The timing of the construction of the foregoing projects and future tenancy of all residential units is uncertain for the 2022 design year, however, again in order to prepare a conservative analysis, MRA has doubled the turning movement counts into and out of Route 537 from Oceanport Avenue for the 2022 design year. Furthermore, based on the anticipated peak hours for the foregoing projects which are in the construction/planning phase, those projects' peak hours will not coincide with peak hours for *The Loft*. Peak hours for residential, retail and college uses will not peak on Friday and Saturday evenings, when the restaurant/event space will generate its peak traffic.

For the Oceanport Avenue thru movements at this location, the NJDOT's Historical Background Traffic Growth Rate data for the area was consulted with a finding that thru volumes along Oceanport Avenue are anticipated to grow at a rate of 1 percent per year. MRA conservatively applied a 5.0 percent growth rate to existing thru volumes for the 3 year period from 2019 to 2022. *Figure 4*, in the *Appendix* illustrates design year 2022 *no-build* traffic volumes and *Figure 5* in the *Appendix* illustrates build traffic volumes.

Traffic engineers calculate levels of service of signalized intersections which relate to the quality of traffic flow. Level of service is a measure of average control delay. Average control delay is the time lost due to deceleration and the amount of time from when a vehicle is stopped for a traffic control device (or at the end of the queue) to when the vehicle departs the intersection. Delay is a relative quantity of driver discomfort, frustration, fuel consumption, and loss in travel time.

Levels of service range from "A" to "F," with "A" being the highest or best attainable level of service. Level of service "E" with average control delays of not more than 80 seconds per vehicle at a signalized intersection indicates near to or at capacity conditions and is generally considered the limit of acceptable level of service and delay.

Full definitions of levels of service for signalized intersections as well as level of service summaries are included in the *Appendix*. The intersections studied by this report were analyzed according to the procedures set forth in the *Highway Capacity Manual 2010*, using the *McTrans Highway Capacity Software (HCS)*, release 7.5.

Findings were that at the signalized intersection of Route 537/Oceanport Avenue, this intersection would operate at an acceptable level of service "B" for both the weekend late afternoon peak hour and for the weekend evening peak hour. Therefore, this intersection has the capacity to process *The Loft* traffic and other traffic generated by adjacent uses planned for *Fort Monmouth* and operate well within accepted traffic engineering parameters.

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-6-

March 14, 2019

CONCLUSIONS

It is concluded, based on the analysis set forth in this report, that plans to repurpose the existing World War II era dance hall into *The Loft* can be approved and operate compatibly with existing and future traffic conditions in the area. The signalized intersection of Route 537/Oceanport Avenue, located in the Borough of Oceanport, is the closest signalized intersection to *The Loft*. It will operate at an acceptable level of service "B" for weekend peak hours when *The Loft* will be generating its maximum traffic impact.

We hope the foregoing information is helpful.

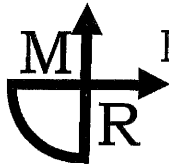
Very truly yours,

John H. Rea, PE
Principal

Scott T. Kennel
Sr. Associate

cc: Luke Rudowsky, PE

APPENDIX



McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

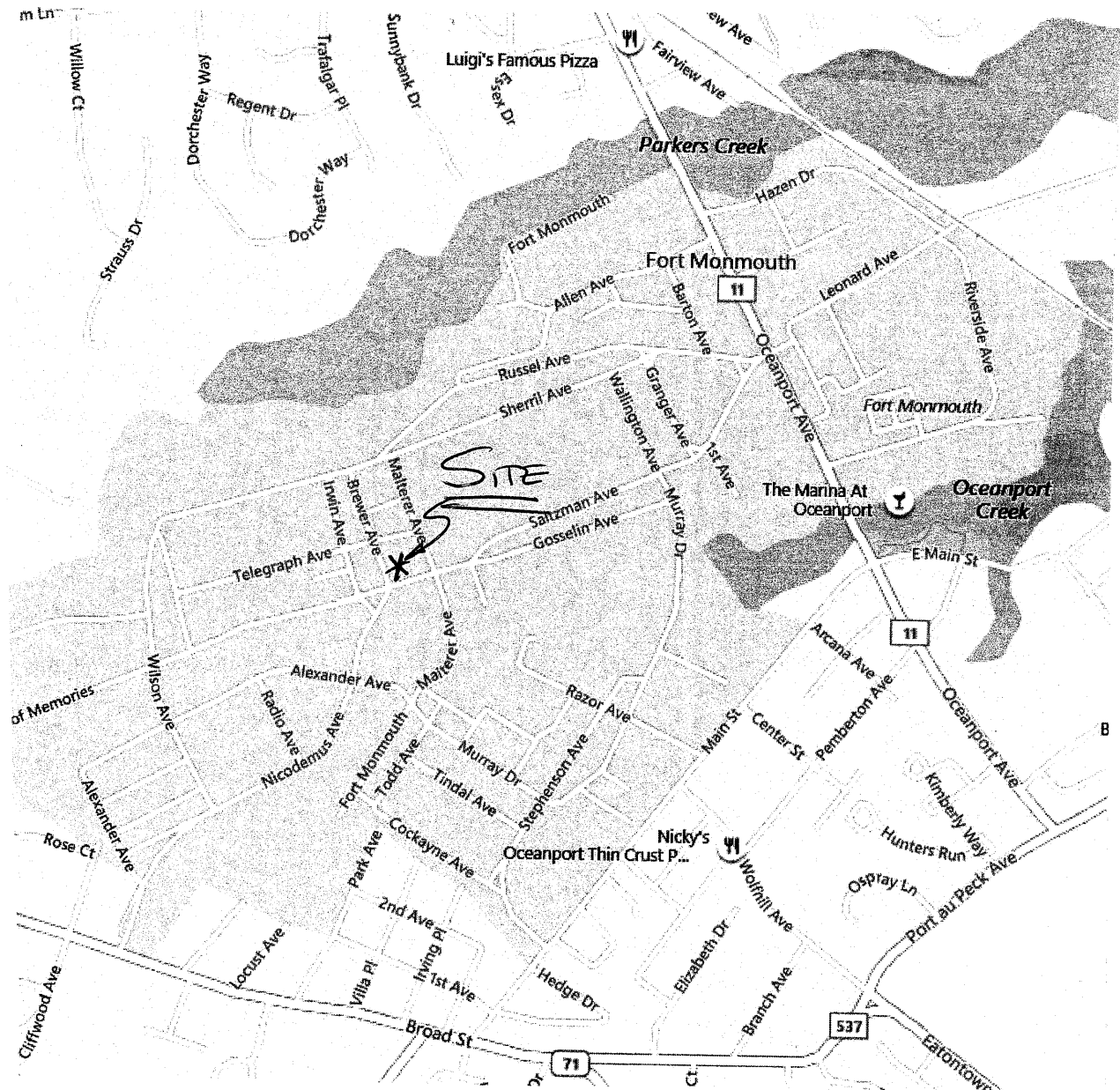
FIGURE 1

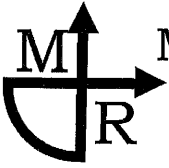
JOB NO.
19-122

DATE:
MAR 2019

SUBJECT:

THE LOFT SITE LOCATION MAP





McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 2

JOB NO.

19-122

DATE:

MAR 2019

SUBJECT:

THE LOFT

EXISTING VOLUMES: WEEKEND PM PSH(5:15-6:15) WEEKEND EVENING PSH (7-8)

CAREN
FRANZINI
WAY

SITE

OCEANPORT
AVENUE

ROUTE 537

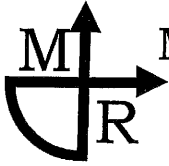
← 90(32)

← 453(272)

(40)113
(37)112

↑ (34)68

↑ (286)410



McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 3

JOB NO.

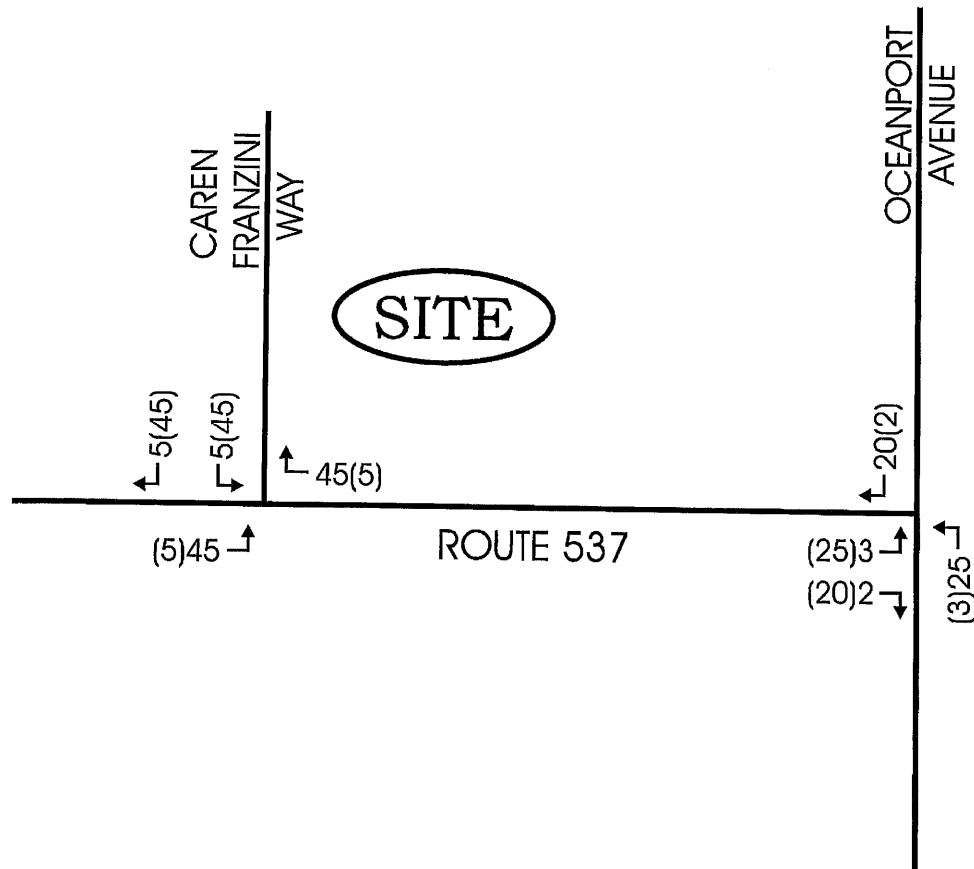
19-122

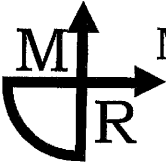
DATE:

MAR 2019

SUBJECT:

THE LOFT
 SITE GENERATED TRAFFIC : WEEKEND 5:15-6:15 PM (WEEKEND 7 - 8 PM)





McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 4

JOB NO.
19-122DATE:
MAR 2019

SUBJECT:

LOFT
2022 NO - BUILD TRAFFIC VOLUMESCAREN
FRANZINI
WAY

SITE

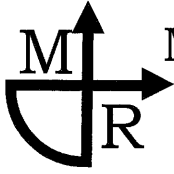
OCEANPORT
AVENUE

ROUTE 537

← 180(64)
← 476(286)

(80)226 →
(74)224 →

← (68)136
← (300)430



McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 5

JOB NO.
19-122DATE:
MAR 2019

SUBJECT:

THE LOFT
2022 BUILD TRAFFIC VOLUMESCAREN
FRANZINI
WAY

SITE

OCEANPORT
AVENUE

ROUTE 537

← 200(66)
← 476(286)

(105)229 →
(94)226 →

(71)161 →
(300)430 →

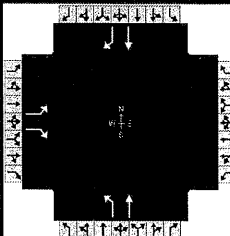
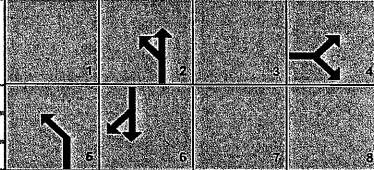
**LEVEL OF SERVICE
FOR
SIGNALIZED INTERSECTIONS¹**

<u>Level of Service</u>	<u>Description</u>	<u>Control (Signal) Delay Per Vehicle (Seconds)</u>
A	Very short delay, good progression; most vehicles do not stop at intersection.	≤ 10.0
B	Generally good progression and/or short cycle length; more vehicles stop at intersection than at Level of Service "A."	> 10.0 and ≤ 20.0
C	Fair progression and/or longer cycle length; significant number of vehicles stop at intersection, though many still pass through without stopping.	> 20.0 and ≤ 35.0
D	Congestion becomes noticeable; longer delays from unfavorable progression, long cycle lengths, or high volume/capacity ratios; many vehicles stop at intersection.	> 35.0 and ≤ 55.0
E	Considered to be the <u>limit of acceptable delay</u> ; indicative of poor progression, long cycle lengths, or high volume/capacity ratios; frequent individual cycles failures.	> 55.0 and ≤ 80.0
F	Often an indication of over-saturation (i.e., arrival flow exceeds capacity); also caused by poor progression and long cycles lengths; capacity is not necessarily exceeded under this level of service.	> 80.0

¹ Transportation Research Board, Highway Capacity Manual 2010, National Research Council, Washington, DC, 2010.

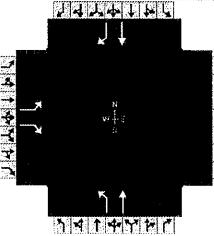
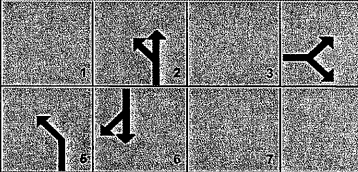
HCS7 Signalized Intersection Results Summary

7.3.d

General Information						Intersection Information									
Agency		MRA				Duration, h		0.25							
Analyst		STK		Analysis Date		Area Type		Other							
Jurisdiction				Time Period		WKEND AFTERNOON		PHF		0.90					
Urban Street		OCEANPORT AVE		Analysis Year		2022 BUILD		Analysis Period		1> 7:00					
Intersection		RT 537		File Name		19-122FB-WKEND-AFTERNOON.xus									
Project Description		19-122FB-WKEND-AFTERNOON													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				229		226				161	430			476	200
Signal Information															
Cycle, s	80.0	Reference Phase	2		Green	10.0	40.0	17.0	0.0	0.0	0.0	0.0			
Offset, s	0	Reference Point	End		Yellow	3.0	3.0	3.0	0.0	0.0	0.0	0.0			
Uncoordinated	No	Simult. Gap E/W	On		Red	0.0	2.0	2.0	0.0	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On												
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4			5	2		6				
Case Number					9.0			1.0	4.0		7.3				
Phase Duration, s					22.0			13.0	58.0		45.0				
Change Period, (Y+R c), s					5.0			3.0	5.0		5.0				
Max Allow Headway (MAH), s					2.9			2.7	0.0		0.0				
Queue Clearance Time (g s), s					13.9			5.1							
Green Extension Time (g e), s					0.3			0.1	0.0		0.0				
Phase Call Probability					1.00			1.00							
Max Out Probability					0.87			0.07							
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14				5	2		6		16
Adjusted Flow Rate (v), veh/h				254		251				179	478		529		222
Adjusted Saturation Flow Rate (s), veh/h/ln				1781		1585				1781	1870		1870		1585
Queue Service Time (g s), s				10.5		11.9				3.1	9.3		15.8		6.5
Cycle Queue Clearance Time (g c), s				10.5		11.9				3.1	9.3		15.8		6.5
Green Ratio (g/C)				0.21		0.21				0.65	0.66		0.50		0.50
Capacity (c), veh/h				379		337				578	1239		935		793
Volume-to-Capacity Ratio (X)				0.672		0.746				0.310	0.386		0.566		0.280
Back of Queue (Q), ft/ln (50 th percentile)				134.6		143.9				27.8	75.4		161.9		55.7
Back of Queue (Q), veh/ln (50 th percentile)				5.3		5.7				1.1	3.0		6.4		2.2
Queue Storage Ratio (RQ) (50 th percentile)				0.00		0.00				0.00	0.00		0.00		0.00
Uniform Delay (d 1), s/veh				28.9		29.5				7.9	6.1		13.9		11.6
Incremental Delay (d 2), s/veh				9.2		14.0				1.4	0.9		2.5		0.9
Initial Queue Delay (d 3), s/veh				0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh				38.1		43.4				9.3	7.0		16.4		12.5
Level of Service (LOS)				D		D				A	A		B		B
Approach Delay, s/veh / LOS				40.8		D	0.0			7.7	A		15.3		B
Intersection Delay, s/veh / LOS				19.4						B					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

HCS7 Signalized Intersection Results Summary

7.3.d

General Information				Intersection Information											
Agency		MRA				Duration, h		0.25							
Analyst		STK		Analysis Date		Area Type		Other							
Jurisdiction				Time Period		WKEND EVENING		PHF		0.90					
Urban Street		OCEANPORT AVE		Analysis Year		2022 BUILD		Analysis Period		1> 7:00					
Intersection		RT 537		File Name		19-122FB-WKEND-EVENING.xus									
Project Description		19-122FB-WKEND-EVENING													
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h				105		94				71	300			286	66
Signal Information															
Cycle, s	80.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	No	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	10.0	42.0	15.0	0.0	0.0	0.0					
				Yellow	3.0	3.0	3.0	0.0	0.0	0.0					
				Red	0.0	2.0	2.0	0.0	0.0	0.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase					4			5	2		6				
Case Number					9.0			1.0	4.0		7.3				
Phase Duration, s					20.0			13.0	60.0		47.0				
Change Period, (Y+R c), s					5.0			3.0	5.0		5.0				
Max Allow Headway (MAH), s					2.9			2.7	0.0		0.0				
Queue Clearance Time (g s), s					6.6			3.2							
Green Extension Time (g e), s					0.2			0.0	0.0		0.0				
Phase Call Probability					1.00			1.00							
Max Out Probability					0.00			0.00							
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				7		14				5	2		6		16
Adjusted Flow Rate (v), veh/h				117		104				79	333		318		73
Adjusted Saturation Flow Rate (s), veh/h/ln				1781		1585				1781	1870		1870		1585
Queue Service Time (g s), s				4.6		4.6				1.2	5.4		7.8		1.8
Cycle Queue Clearance Time (g c), s				4.6		4.6				1.2	5.4		7.8		1.8
Green Ratio (g/C)				0.19		0.19				0.68	0.69		0.52		0.52
Capacity (c), veh/h				334		297				767	1286		982		832
Volume-to-Capacity Ratio (X)				0.349		0.351				0.103	0.259		0.324		0.088
Back of Queue (Q), ft/ln (50 th percentile)				54.8		49.8				9.5	41.6		76.2		15.3
Back of Queue (Q), veh/ln (50 th percentile)				2.2		2.0				0.4	1.6		3.0		0.6
Queue Storage Ratio (RQ) (50 th percentile)				0.00		0.00				0.00	0.00		0.00		0.00
Uniform Delay (d 1), s/veh				28.3		28.3				5.1	4.8		10.9		9.5
Incremental Delay (d 2), s/veh				2.9		3.2				0.3	0.5		0.9		0.2
Initial Queue Delay (d 3), s/veh				0.0		0.0				0.0	0.0		0.0		0.0
Control Delay (d), s/veh				31.1		31.5				5.3	5.2		11.7		9.7
Level of Service (LOS)				C		C				A	A		B		A
Approach Delay, s/veh / LOS				31.3	C		0.0			5.3	A		11.4	B	
Intersection Delay, s/veh / LOS				13.2						B					
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS															
Bicycle LOS Score / LOS															

THE LOFT EVENT SPACE
 ROUTE 537 & OCEANPORT AVENUE
 OCEANPORT BORO, MONMOUTH COUNTY
 MRA JOB 19-122 FRIDAY PM COUNT

McDonough & Rea Associates
 1431 Lakewood Road Suite C
 Manasquan NJ 08736
 (732) 528-7076

File Name : 19122 oceanport & rt 537 fr11
 Site Code : 00019122
 Start Date : 2/22/2019
 Page No : 1

Groups Printed- CARS - TRUCKS

Start Time	Oceanport Avenue (CR 11)				Oceanport Avenue (CR 11)				Route 537 Eastbound			
	Thru	Right	App. Total	Left	Thru	Left	App. Total	Left	Right	App. Total	Int. Total	
05:00 PM	49	16	65	13	66	13	79	15	16	31	175	
05:15 PM	115	24	139	17	109	17	126	23	33	56	321	
05:30 PM	84	17	101	18	106	17	124	30	24	54	279	
05:45 PM	128	25	153	17	88	18	105	30	32	62	320	
Total	376	82	458	65	369	65	434	98	105	203	1095	
06:00 PM	126	24	150	16	107	16	123	30	23	53	326	
06:15 PM	102	15	117	15	115	15	130	22	25	47	294	
06:30 PM	86	12	98	6	89	6	95	14	16	30	223	
06:45 PM	78	13	91	11	63	11	74	19	15	34	199	
Total	392	64	456	48	374	48	422	85	79	164	1042	
07:00 PM	65	9	74	5	61	5	66	10	10	20	160	
07:15 PM	92	6	98	11	91	11	102	15	12	27	227	
07:30 PM	65	11	76	9	74	9	83	7	5	12	171	
07:45 PM	50	6	56	9	60	9	69	8	10	18	143	
Total	272	32	304	34	286	34	320	40	37	77	701	
Grand Total	1040	178	1218	147	1029	147	1176	223	221	444	2838	
Apprch %	85.4	14.6		12.5	87.5	12.5		50.2	49.8			
Total %	36.6	6.3	42.9	5.2	36.3	5.2	41.4	7.9	7.8	15.6		

Start Time	Oceanport Avenue (CR 11)				Oceanport Avenue (CR 11)				Route 537 Eastbound			
	Thru	Right	App. Total	Left	Thru	Left	App. Total	Left	Right	App. Total	Int. Total	
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1												
Intersection	453	90	543	68	410	68	478	113	112	225	1246	
Volume	83.4	16.6		14.2	85.8	14.2		50.2	49.8			
Percent	126	24	150	16	107	16	123	30	23	53	326	
Peak Factor											0.956	
High Int. Volume	128	25	153	17	109	17	126	30	32	62		
Peak Factor			0.887				0.948			0.907		

THE LOFT EVENT SPACE
 ROUTE 537 & OCEANPORT AVENUE
 OCEANPORT BORO, MONMOUTH COUNTY
 MRA JOB 19-122 SATURDAY PM COUNT

McDonough & Rea Associates
 1431 Lakewood Road Suite C
 Manasquan NJ 08736
 (732) 528-7076

File Name : 19122 oceanport & rt 537 sat1
 Site Code : 00019122
 Start Date : 3/2/2019
 Page No : 1

Groups Printed- CARS

Start Time	Oceanport Avenue (CR 11)				Oceanport Avenue (CR 11)				Route 537 Eastbound			
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Int. Total
05:00 PM	81	7	1	89	7	97	104	12	18	0	30	223
05:15 PM	67	11	1	79	16	99	115	19	17	0	36	230
05:30 PM	82	11	2	95	14	58	72	7	17	4	28	195
05:45 PM	58	6	0	64	6	58	64	8	10	0	18	146
Total	288	35	4	327	43	312	355	46	62	4	112	794
06:00 PM	43	4	0	47	5	48	53	4	5	0	9	109
06:15 PM	91	8	0	99	11	92	103	17	12	2	31	233
06:30 PM	71	5	1	77	12	62	74	11	8	3	22	173
06:45 PM	61	5	0	66	12	51	63	8	5	6	19	148
Total	266	22	1	289	40	253	293	40	30	11	81	663
07:00 PM	53	8	1	62	10	60	70	10	13	1	24	156
07:15 PM	51	8	0	59	9	82	91	13	5	1	19	169
07:30 PM	58	4	0	62	10	53	63	10	6	1	17	142
07:45 PM	44	3	0	47	11	52	63	5	8	0	13	123
Total	206	23	1	230	40	247	287	38	32	3	73	590
Grand Total	760	80	6	846	123	812	935	124	124	18	266	2047
Approch %	89.8	9.5	0.7		13.2	86.8		46.6	46.6	6.8		
Total %	37.1	3.9	0.3	41.3	6.0	39.7	45.7	6.1	6.1	0.9	13.0	

Start Time	Oceanport Avenue (CR 11)				Oceanport Avenue (CR 11)				Route 537 Eastbound			
	Thru	Right	RTOR	App. Total	Left	Thru	App. Total	Left	Right	RTOR	App. Total	Int. Total
Peak Hour From 05:00 PM to 07:45 PM - Peak 1 of 1												
Intersection	288	35	4	327	43	312	355	46	62	4	112	794
Volume	88.1	10.7	1.2		12.1	87.9		41.1	55.4	3.6		
Percent	67	11	1	79	16	99	115	19	17	0	36	230
05:15 Volume												0.863
Peak Factor												
High Int. 05:30 PM	82	11	2	95	16	99	115	05:15 PM	17	0	36	
Volume				0.861			0.772	19			0.778	
Peak Factor												



May 6, 2019

Thomas Giglio
Landmark Engineering, Inc.
813 Main Street
Avon-by-the-Sea, New Jersey 07717

Re: MCR Application Review-Preliminary Major Site Plan
Dance Hall Parcel - Building #552
Oceanport Reuse Area – Main Post Fort Monmouth
Proposed Block: 110.08; Lot: 1

Dear Mr. Giglio:

On January 5, 2018, our office received an application in support of the Fort Monmouth Economic Revitalization Authority's Mandatory Conceptual Review ("MCR") pursuant to the Fort Monmouth Land Use Regulations and Development Design Guidelines ("Land Use Rules") at N.J.A.C. 19:31C-3 for the above referenced parcel for a Minor Site Plan; review of that application was completed on February 13, 2018. Subsequent modifications to the original application was deemed to require major site plan review, and our office received an initial MCR application for Major Site Plan on December 20, 2018 and an updated MCR application on March 29, 2019. In a previous letter dated February 26, 2019, our office deemed the MCR application incomplete and provided preliminary review requesting additional materials and revisions. Our office is now in receipt of the following in support of the MCR process for the Major Site Plan. This revised application constitutes a material modification from the initial application requiring further review pursuant to N.J.A.C. 19:31C-3.20(c)(9).

- 1) Revised MCR application dated 03/29/2019;
- 2) Fort Monmouth Environmental Features Checklist dated 12/20/2018;
- 3) Complete Oceanport Planning Board site plan approval application dated 12/20/2018;
- 4) Revised Major Site Plans containing 8 sheets total, prepared by Landmark Surveying and Engineering, Inc., dated 12/22/2017, last revised 04/16/2019;
- 5) Revised Architectural Plans containing 4 sheets total, prepared by MODE Architects, dated 12/07/2018, last revised March 28, 2019;
- 6) Revised Landscape Architecture Plans containing 5 sheets total, prepared by Melillo + Bauer Associates, dated 03/21/2019;
- 7) Traffic Impact Analysis prepared by McDonough & Rea Associates, Inc., dated 03/14/2019;
- 8) Will Serve Letter issued by New Jersey American Water, dated 03/07/2019;
- 9) Will Serve Letter issued by New Jersey Natural Gas, dated 03/04/2019; and
- 10) Will Serve Letter issued by Verizon New Jersey Inc., dated 03/05/2019.

This Authority has deemed this MCR Application submission complete on April 17, 2019.

Subject Parcel

The proposed development involves Building #552 which was formerly known as the Dance Hall at Fort Monmouth ("the Dance Hall Parcel"). The Dance Hall Parcel is an approximately 4.2 acre parcel of land containing the ±16,420 gross square foot Building #552. Building #552 consists of a central one- and two-story

area with one-story additions on the north and south sides of the building. Building #552 fronts on Malterer Avenue to the east, Caren Franzini Way to the north and west, and Telegraph Avenue to the south. There is an associated $\pm 7,000$ square foot parking area adjacent to Building #552, as well as a $\pm 22,000$ square foot parking area to the west which is separated from Building #552 and its associated parking by Caren Franzini Way. The parcel includes Van Kirk Park, an approximately 1.75 acre park to the south of Building #552 containing the Van Kirk and Purple Heart memorials.

Applicable Land Use Rules

Per the Fort Monmouth Reuse and Redevelopment Plan (the "Reuse Plan"), Building #552 and its associated parking area would be demolished and a linear central park would be created which would also cover the parking area across Brewer Avenue. The Reuse Plan envisions the replacement of Van Kirk Park by a new tech building. The Reuse Plan further contemplates the realignment of Caren Franzini Way and Telegraph Avenue to flank the proposed linear central park. The Land Use Rules place the Dance Hall Parcel in the Green Tech Campus development district which is characterized by large block sizes, low lot coverage limits, and a focus on office/research facilities, hotels, and institutional uses.

Amendment #4 to the Reuse Plan permits an alternative development scenario on the Dance Hall parcel whereby Building #552 would be reused for commercial/retail uses including outdoor dining on the portion of the parcel east of Caren Franzini Way as an accessory use. As part of the amendment, Van Kirk Park would be maintained including the construction of permitted accessory structures in open space/active recreation areas such as an outdoor performance stage. In addition, the amendment permits the maintenance of the two existing parking areas, and recognizes there is the potential for a shared parking scenario on the larger parking lot across Caren Franzini Way. The amendment also permits the maintenance of the existing alignment of Caren Franzini Way and Telegraph Avenue. However, Telegraph Avenue could be eliminated or privatized by the owner of the Dance Hall parcel. Per Amendment #4, this property shall comply with the bulk requirements within the Campus development districts and for commercial/retail uses including outdoor dining accessory uses.

Proposed Development

The applicant proposes to maintain the existing two story building for use as a restaurant, event space, and on-site brewery. Building additions totaling $\pm 6,923$ square feet are proposed, including at the western side of the building where the existing concrete pads will be removed. The exterior of the building will be improved with new brick veneer, a new membrane roofing system, new terraces, and new windows and doors. Outside of the building, the applicant proposes two new pervious courtyard spaces by the north and south facades. One loading zone and a gated trash enclosure are provided by the northeast façade of the building.

The development would provide 87 parking spaces, including 72 spaces in the existing parking lot west of Caren Franzini Way, and 15 spaces (9 existing, 6 new) in the parking lot east of Caren Franzini Way. Vehicular access to the site would be provided via Caren Franzini Way; a 50 foot wide right-of-way extended from Caren Franzini Way is proposed between the two parking lots and a new one-way driveway is proposed to provide ingress from Caren Franzini Way to the main building entrance. Paver walks and crosswalks are proposed adjacent to the parking lots and along Caren Franzini Way for pedestrian access.

The applicant is additionally proposing to preserve and enhance the Van Kirk Park located adjacent to the Dance Hall Building in the south portion of the parcel. Van Kirk Park would be deed restricted and remain as an open space area. Proposed enhancements include new concrete sidewalks, bike racks, and various landscaping improvements.

Requested Relief

Please be advised that an application within the Fort Monmouth project area, pursuant to N.J.A.C. 19:31C-3.20(b)(4), may not be deemed complete by the local Planning Board until the Board has received the results of this Mandatory Conceptual Review.

Variances

Pursuant to N.J.A.C. 19:31C-3.21(a), the local planning board shall have the authority to grant bulk and area-type variances from the requirements set forth within N.J.A.C 19:31C-3. The following bulk and area-type variances are required:

- 1) **Rear yard setback.** Since the main entrance is on Caren Franzini Way, the rear of the building faces Malterer Avenue. Per the land use rules at N.J.A.C. 19:31C-3.5(h)iv, retail uses are required to have a rear yard of 25 feet. The existing building is ±13.7 feet from Malterer Avenue. Therefore, a variance is required for the rear yard setback. **FMERA supports this variance because the project involves a reuse of an existing building and the applicant does not propose to move the building.**

Design Exceptions

Pursuant to N.J.A.C. 19:31C-3.21(d)(1), the local planning board, when acting on site plan and subdivision applications, shall have the power to grant design exceptions from the requirements listed in N.J.A.C. 19:31C-3.10 through 3.12. The need for the following design exceptions were identified by this Authority as follows:

- 1) Pursuant to N.J.A.C. 19:31C-3.10(c)1, access driveways within Parking Areas shall be a minimum of 25 feet for two-way traffic and 22 feet for one-way traffic when parking spaces are at a 90-degree angle. The existing parking lot has driveways of 23.47 feet and 22.48 feet. **This is an existing non-conformity. As such, FMERA recommends granting this design exception.**
- 2) Design exceptions are required for the proposed lighting plan, which is not compliant with design standards concerning lighting in the Land Use Rules. Pursuant to N.J.A.C. 19:31C-3.10(j)4, the maximum illumination at property lines shall be 0.1 footcandle. The Lighting Plan shows illumination in excess of 0.1 footcandle at property lines. Additionally, N.J.A.C. 19:31C-3.10(j)5 requires that light intensity provided at the ground level for nonresidential uses are between 0.5 and 4.0 footcandles on any location with maximum 2.0 footcandles for average entire area and maximum 4:1 uniformity ratio. The lighting plan indicates that the minimum light intensity will be 0.1 footcandles within the Van Kirk Park area, resulting in an average entire area light intensity of 2.1 footcandles and a uniformity ratio of 8:1. **FMERA supports these design exceptions from the above-referenced lighting standards. The subject property fronts on public right-of-ways on all sides, and thus higher illumination levels at property lines are justifiable for safety and security purposes. Further, FMERA recognizes that a recreational park requires less intensity of lighting than other nonresidential uses, and that the deviations relating to average entire area illumination and uniformity ratio are a result of accommodating for varying levels and types of lighting appropriate for different uses within the entire parcel.**

Design and Development Guideline Deviations

The applicant also deviated from the design and development guidelines listed in N.J.A.C. 19:31C-3.14 through 3.18 with respect to landscaping, pedestrian access and buffer setbacks as further explained below:

- 1) Pursuant to N.J.A.C. 19:31C-3.15(c)2iii, 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. **This is an existing nonconformity and no changes are proposed to the parking lot. FMERA supports the granting of an exception to allow this deviation.**

- 2) Pursuant to N.J.A.C. 19:31C-3.15(c)2v, where more than 50 spaces are provided in any surface parking areas, pedestrian walkway(s) should be provided through the parking lot, running parallel to bays of parking. **This is an existing nonconformity and no changes are proposed to the parking lot. FMERA supports the granting of an exception to allow this deviation.**

The Authority staff is also required to review each application to determine whether one or more use-type variances or an amendment to the Reuse Plan may be required. If the Authority staff determines that a use-type variance or an amendment to the Reuse Plan is required, the local planning board shall not have jurisdiction over the subdivision application or site plan application until the applicant obtains approval from the Authority for the required use-type variance(s) under the Authority's purview or receives an amendment to the Reuse Plan. **A need for a use-type variance was not identified.**

In addition to determining whether use-type variances may be required, in conducting the MCR, the Authority staff may evaluate the application for, and express the Authority's position as to each of the following six criteria, if and as applicable, to the application under consideration pursuant to N.J.A.C. 19-31C-3.20(c)(13)iv5:

Six Criteria

- 1) The need and justification for, and desirability of, any bulk and/or area-type variances requested by the applicant or that the Authority identifies as being required:

FMERA's Response: FMERA supports the granting of the bulk variance for rear yard setback, as it is an existing nonconformity and the applicant is not proposing to move the existing building.

- 2) Adequacy of access to and egress from the subject property, the impact of the proposed project on the existing road-way system within the Fort Monmouth project area boundaries, the relationship of the proposed project to the existing municipal or county roadway system, and the need for roadway improvements, relocations or modifications:

FMERA's Response: All paved cart ways adjacent to the project are to remain essentially unchanged. The Reuse Plan contemplated the realignment of Caren Franzini Way and possibly Telegraph Avenue. Amendment #4 permits the existing roadway alignment to remain unchanged. **FMERA found the submitted Traffic Impact Analysis to be satisfactory and concurs with its assessment that the proposed development will not result in substantial detrimental impact to current or future traffic conditions in the area.**

- 3) Availability and adequacy of water, sewer, electric, gas and telecommunication utilities, potential impacts of the proposed project on the existing utility infrastructure within the Fort Monmouth Project Area, the relationship of the project to the existing municipal or other utility systems, and the need for infrastructure improvements or modifications:

FMERA's Response: The applicant has submitted will serve letters from utility service providers, including for water, natural gas, and telecommunication.

The site will remain on the FMERA-owned electrical power grid and sanitary system, until such time as alternative services are available or in place. FMERA will supply the applicant with a will serve letter for electric and sanitary services.

FMERA has reviewed the proposed plan to relocate the existing sanitary line that runs underneath an existing, on-site concrete patio. FMERA approves the relocation and subsequent abandonment of the existing line to accommodate a proposed addition to the building. **All standard industry practices should be utilized and**

in place to ensure uninterrupted sanitary service during the relocation and installation of the new sanitary lines.

Applicant shall not take any actions that compromises the existing former Army utility infrastructure. Further, all precautions must be exercised to preserve the integrity of the 34.5 kVA overhead electric lines that run east/west along Telegraph Avenue and on Applicant's property. **Appropriate industry standards must be consulted and utilized when the new sanitary structures are installed to ensure an adequate distance between the new sanitary structures and existing electric utility poles must be maintained. Applicant shall take all appropriate industry precautions when performing any work or maintenance under the existing former Army electric lines.**

- 4) The need for and existence or availability of easements in connection with access and utilities:

FMERA's Response: The site plans indicate 30-foot-wide general utility easement along Saltzman Avenue benefitting FMERA, a 30-foot-wide general utility easement centered on the utility poles along the south side of Telegraph Avenue also benefitting FMERA, and a 20-foot-wide easement over an existing sanitary line that runs south to north through the site. The existing sanitary easement is required to remain in place until the sanitary line is relocated and abandoned. Along Malterer Avenue, a 12.69-foot-wide general utility easement benefitting FMERA is proposed. There is also a 27.84-foot-wide sanitary sewer and water easement proposed along Caren Franzini Way on the west side of the Van Kirk Park benefitting FMERA. For access, a 50-foot-wide right-of-way easement is indicated over Caren Franzini Way between the two parking lots; a 12-foot-wide roadway easement is dedicated to Monmouth County along Route 537; and a driveway easement is proposed on Brewer Avenue near the intersection with Caren Franzini Way. **The access and future maintenance responsibilities of these areas shall be specified within the deed as appropriate pursuant to N.J.A.C. 19:31C-3.10(i).**

- 5) Architectural and aesthetic review:

FMERA's Response: A representative floor plan and architectural plans have been submitted. This Authority concurs with the architectural design proposed.

- 6) Any other aspect of the project that, in the opinion of the Authority is relevant to the successful redevelopment of the Fort Monmouth project area, including, but not limited to, the potential impacts of the proposed project on future redevelopment within the Fort Monmouth project area.

FMERA's Response:

- a) The proposed project is in compliance with the alternative development scenario envisioned in Amendment #4.
- b) Pursuant to N.J.A.C. 19:31C-3.9(d)6.i, a wall sign is permitted for retail uses between the top line of display windows or doors on the first floor, and the bottom line of the second floor windows, roof, or cornice above, in an area that is uninterrupted by windows, architectural details, or openings. The proposed new sign shown on the architectural elevation plan is conforming to this locational requirement. However, details regarding size, dimensions, and letter height have not been specified. A scaled estimate based on the elevation plan indicates that the sign is conforming to the dimensional standards set forth at N.J.A.C. 19:31C-3.9(d)6.i.(1) Table 12. **While the specific design and type of construction for the sign are not required to be finalized at this time, FMERA recommends that the Applicant confirm compliance with above cited standards and provide dimensional details at time of local planning board site plan review.**

- c) Pursuant to N.J.A.C. 19:31C-3.10(d)2, developments with less than 15,000 square feet of new floor area are encouraged but not obligated to place all utilities lines underground or in rear alleys away from view of other types of streets. The applicant is proposing ±6,923 square feet of new floor area. FMERA notes that there are utility poles and overhead wires along many street frontages. **Per FMERA's recommendation to leave existing utilities in place, unless otherwise noted in this letter, where natural foliage is not sufficient to provide year-round screening of any utility apparatus appearing above the surface of the ground, other than utility poles, the applicant shall provide sufficient live screening to conceal such apparatus year-round.**
- d) Pursuant to N.J.A.C. 19:31C-3.15(e)(1)iv, non-residential buildings are encouraged but not obligated to provide a secure indoor bicycle storage room. **FMERA notes that several bicycle racks are provided near the building around Van Kirk Park and believes that they provide sufficient bicycle parking spaces.**

A copy of each application for the MCR shall be provided to the Environmental Staff Advisory Committee (ESAC) for informational purposes. Where the application involves open space to be preserved or sensitive environmental features identified in the natural resources inventory, the Authority shall request that the ESAC review and comment on the application. The Fort Monmouth Environmental Features Checklist has been provided and presented to the ESAC on Monday, February 4, 2019, and demonstrated no additional features to discuss. Staff has determined that the submitted Fort Monmouth Environmental Features checklist accompanying the MCR application demonstrates that the project does not detrimentally impact habitat areas, open space or sensitive environmental features as listed on the environmental features checklist.

If following the completion of the MCR, the application is materially modified or revised, notice of such modifications or revisions shall be provided to the Authority, and the Authority, by written notice to the planning board and the applicant, may require additional or supplemental conceptual review, if the Authority determines that such modifications or revisions materially and negatively alter the assumptions on which the conceptual review was based.

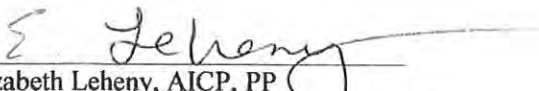
Please also note, per N.J.A.C. 19:31C-3.20(b)4, that it shall be a condition of each final site plan granted by the planning board that the developer shall have entered into a redevelopment agreement with this Authority or EDA as designated redeveloper for the project unless the project is exempt from the requirement or a redevelopment agreement pursuant to N.J.A.C. 19:31C-3.24(b). The applicant executed a redeveloper's agreement with FMERA on August 10, 2015.

It shall also be noted that the Mandatory Conceptual Review, once the MCR application is completed, does not in any way obviate or supersede site plan approval by the Oceanport Borough Planning Board or where applicable, the Monmouth County Planning Board as stated within N.J.A.C. 19:31C-3.20(c)(13)iv8.

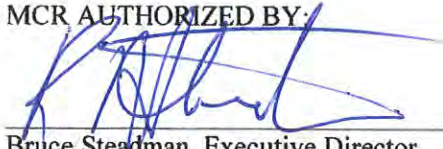
Thank you in advance and should you have any questions, please feel free to contact this office at 732-720-6350.

Sincerely,

MCR COMPLETED BY:


Elizabeth Leheny, AICP, PP
Phillips Preiss Grygiel Leheny Hughes LLC

MCR AUTHORIZED BY:

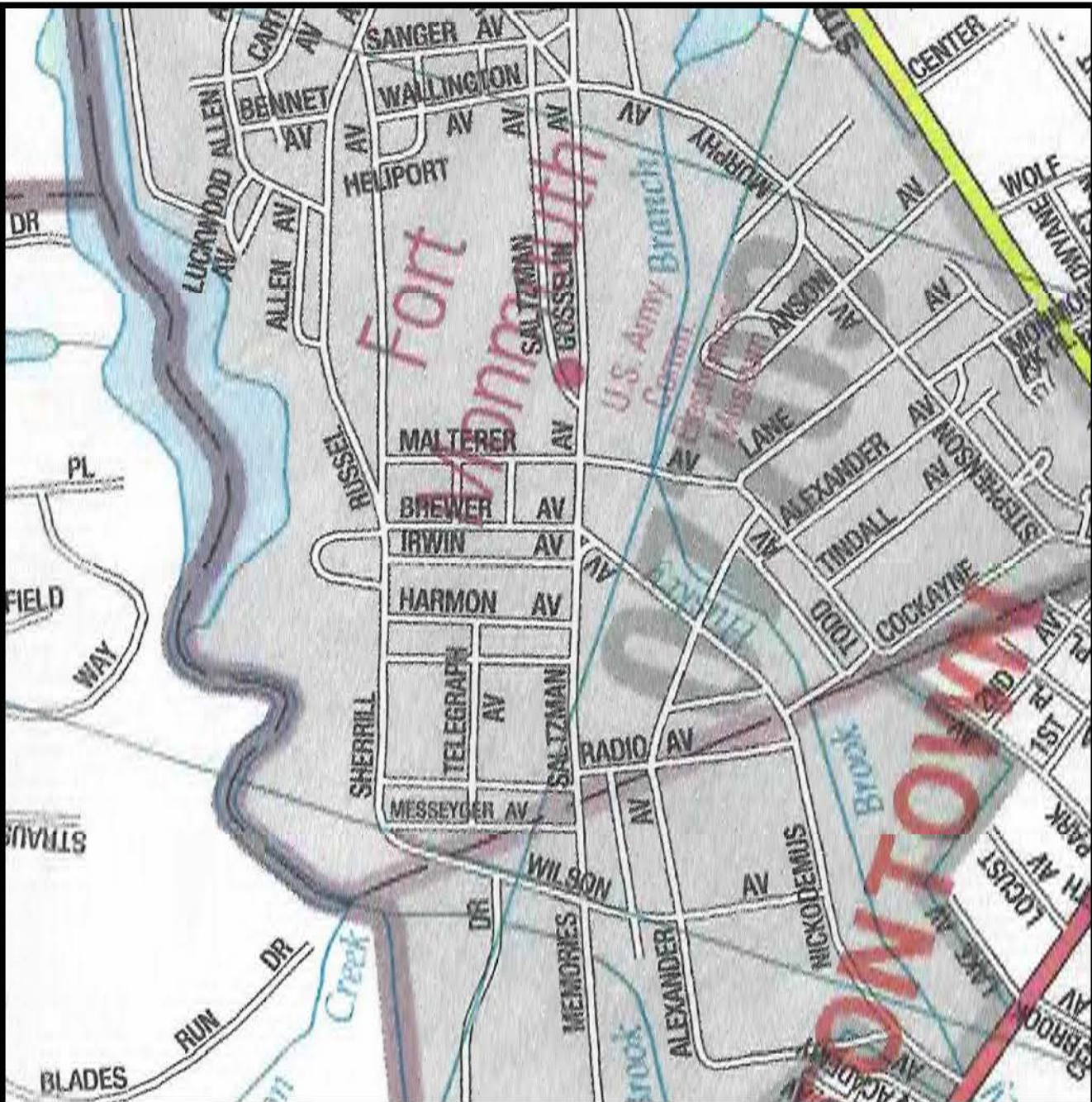

Bruce Steadman, Executive Director

cc:

Trip Brooks, Regional Development Group LLC
Paul Braungart, Regional Development Group LLC
Carlton Kromer, Esq., Applicant's Attorney
Daniel M. Condatore, RA, Applicant's Architect
Thomas B. Bauer, Applicant's Landscape Architect

MAJOR SITE PLAN FOR THE LOFT AT FORT MONMOUTH 552 CAREN FRANZINI WAY

PORTION OF LOT 1 IN BLOCK 110 IN
OCEANPORT BOROUGH, MONMOUTH COUNTY, NEW JERSEY



LOCATION MAP

N.T.S.

OWNER/APPLICANT

THE LOFT PARTNERSHIP, LLC
305 BOND STREET, 3RD FLOOR
ASBURY PARK, NJ 07712
C/O TRIP BROOKS 732-804-0902

I AM THE OWNER OF THE PROPERTY AS DESIGNATED AND SHOWN HEREON AND HEREBY CONSENT TO THE FILING OF THIS PLAN WITH THE BOARD OF THE BOROUGH OF OCEANPORT

I AM THE AGENT FOR THE OWNER FOR THE PROPERTY AS DESIGNATED AND SHOWN HEREON AND HEREBY CONSENT TO THE FILING OF THIS PLAN WITH THE BOARD OF THE BOROUGH OF OCEANPORT

TRIP BROOKS DATE

NOTARY PUBLIC DATE

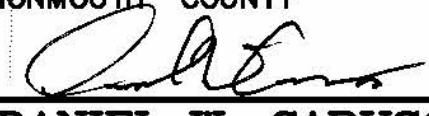
SHEET INDEX			
SHEET #	DESCRIPTION	DATE	REVISION DATE
1 OF 8	COVER SHEET	12/22/17	2/28/19
2 OF 8	SITE PLAN	12/22/17	2/28/19
3 OF 8	GRADING & UTILITY PLAN	12/22/17	2/28/19
4 OF 8	DETAILS	12/22/17	2/28/19
5 OF 8	SOIL EROSION & SEDIMENT CONTROL PLAN	12/22/17	2/28/19
6 OF 8	SOIL EROSION & SEDIMENT CONTROL NOTES	12/22/17	2/28/19
7 OF 8	SOIL EROSION & SEDIMENT CONTROL DETAILS	12/22/17	2/28/19
8 OF 8	DRAINAGE MAPS	12/22/17	2/28/19

APPROVED BY THE OCEANPORT BOROUGH BOARD
ON _____ DATE _____

BOARD CHAIRMAN DATE

BOARD SECRETARY DATE

BOARD ENGINEER DATE

3	REVISIONS BASED ON 2/26/19 FMERA LETTER	2/28/19	TG
2	CHANGE REVISION DATES	2/11/19	TG
1	ADD KEY MAPS	12/12/18	TG
REV.	DESCRIPTION	DATE	BY
COVER SHEET 552 CAREN FRANZI WAY PORTION OF LOT 1, BLOCK 110 situate in BOROUGH OF OCEANPORT MONMOUTH COUNTY NEW JERSEY			
 LANDMARK SURVEYING AND ENGINEERING, INC. 813 Main Street Avon-by-the-Sea, New Jersey 07717 Tel: (732)775-8558 - Fax: (732)775-7848 CERT. OF AUTH. #24GA27929700 Email: Landmarkse@Optimum.net Web: www.Landmarkse.net		SCALE: 1"=30' DATE: 12/22/17	
 DANIEL W. CARUSO, P.E. N.J. PROFESSIONAL ENGINEER - GE36687		DRAWN BY: SHEET # TG 1 of 8	DRAWING: JOB # 16154 DW 03-25-19 16154

PROTECT YOURSELF
A PHONE CALL
CAN BE YOUR INSURANCE POLICY



WHAT YOU DON'T KNOW CAN HURT YOU.
THE STATE OF NEW JERSEY REQUIRES NOTIFICATION OF EXCAVATORS,
DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S
SURFACE ANYWHERE IN THE COMMONWEALTH.
CALL BEFORE YOU DIG

TAX MAP

N.T.S.



AERIAL MAP

PLANS PREPARED BY:
**LANDMARK
SURVEYING AND ENGINEERING, INC.**

813 Main Street - Avon by the Sea, NJ 07717

Phone: (732) 775-8558 - Fax: (732) 775-7848

Email: LANDMARKSE@OPTIMUM.NET

BOROUGH OF OCEANPORT
TAX MAP SHEET 2
BLOCK: 110
LOT: PORTION OF LOT 1

1. PROPERTY IS KNOWN AND DESIGNATED AS A PORTION OF LOT 1 BLOCK 110 AS SHOWN ON TAX MAP SHEET NUMBER 14 OF THE BOROUGH OF OCEANPORT
2. TOTAL LOT AREA = 186,239.92 sq. ft. / 4.26 AC.
3. THE PROPOSED STORM DRAINAGE SHALL CONNECT TO EXISTING STORM DRAINAGE
4. SOME LOCATION OF UTILITIES ARE FROM SURVEY PREPARED BY LANGAN DATED 12/13/17.
5. SOME LOCATIONS (NOTED AS APPROXIMATE) ARE SCALED FROM PLANS TITLED "DIRECTORATE OF PUBLIC WORKS" SUBMITTED BY FORK MOUNTAIN. SOME UTILITY STRUCTURES (NOTED AS APPROXIMATE) ARE MEASURED IN THE FIELD BY LANDMARK 1/29/18.
6. SOME UTILITIES SHOWN ON THE MAPS SUPPLIED BY FORK MOUNTAIN WERE NOT FOUND.
7. THIS PLAN IS BASED ON "ALTA/ASPHALT/PAVEMENT TILE SURVEY", DATED 12/13/17 PREPARED BY LANGAN SIGNED JOSEPH E. LANGANO, PROFESSIONAL SURVEYOR - N.J. LIC. NO. 246503627330
8. PROPERTY LOCATED IN THE GREEN TECH CAMPUS DISTRICT
9. VERTICAL ELEVATION BASED ON AN ASSUMED DATUM REFERENCE
10. CURB, APRONS AND WALK TO BE REPLACED AS REQUIRED. PAVEMENT REPAIR TO BE IN ACCORDANCE WITH DETAIL AS SHOWN ON SHEET 4 OF 8
11. ALL PROPOSED UTILITIES ARE TO CONNECT TO EXISTING MAINS. LOCATION TO BE CONFIRMED BY CONTRACTOR PRIOR TO CONSTRUCTION
12. THIS PLAN IS NOT TO BE SCALED FOR DISTANCES.
13. UNDERGROUND UTILITIES AREA BASED ON VISUAL MARKOUT ONLY. ALL UNDERGROUND UTILITIES ARE TO BE CONFIRMED BY CONTRACTOR PRIOR TO CONSTRUCTION. EXISTING STORM DRAINAGE SHALL BE MAINTAINED THROUGHOUT PROJECT
14. 48 HOURS NOTICE IS REQUIRED TO THE ENGINEERS OFFICE PRIOR TO THE START OF CONSTRUCTION
15. SOIL BEARING CAPACITY AND FOUNDATION DESIGN BY OTHERS
16. LOCATION OF ALL UNDERGROUND UTILITIES ARE TO BE CONFIRMED PRIOR TO CONSTRUCTION ACTIVITIES
17. THE RELOCATION AND INSTALLATION OF THE CONCRETE PIPES AND TRANSFORMER ARE THE SOLE RESPONSIBILITY OF THE DEVELOPER. SERVICE WIRES TO THE TRANSFORMER SHALL BE UNDERGROUND FROM FMEAR OWNED UTILITY POLE 35'-4" TO THE SOUTH EAST. THE DEVELOPER IS RESPONSIBLE FOR INSTALLING THE UNDERGROUND WIRES AND CONDUIT FROM THE TOP OF THE POLE TO THE TRANSFORMER. ONCE COMPLETED, THE ELECTRIC PROVIDER WILL REMOVE THE POLE AND THE UTILITY SHALL BE REINSTALLED.
18. EXISTING GROSS FLOOR AREA RATIO= GROSS FLOOR AREA (14,985.98 sq. ft.) DIVIDED BY LOT AREA (186,239.92 sq. ft.)=0.08
19. PROPOSED GROSS FLOOR AREA RATIO= GROSS FLOOR AREA (30,143.26 sq. ft.) DIVIDED BY LOT AREA (186,239.92 sq. ft.)=0.16
20. EXISTING SANITARY SEWER EASEMENT TO REMAIN IN PLACE UNTIL THE EXISTING SANITARY SEWER MAIN IS REMOVED.

PRINCIPAL BUILDING:		ZONE: GREEN	TECH CAMPUS	ZONE DISTRICT
		PERMITTED	EXISTING	PROPOSED
USE:		RETAIL	DANCE HALL VAN KIRK PARK	RESTAURANT, BREWERY & EVENT SPACE
MIN. LOT AREA (SF):		NA	186,239.92 sf	186,239.92 sf
MIN. FRONT YARD (FT.): IRWIN AVE		30 ft	363.05 ft	313.32 ft
MIN. FRONT YARD (FT.): CAREN FRANZINI WAY		30 ft	165.7 ft	119.40 ft
MIN. SIDE YARD (FT.):		7 ft	29.7 ft	29.7 ft
MIN. REAR YARD (FT.): FRONTONS FROM TWO STREETS		25 ft	13.7 ft	13.7 ft
MAX. LOT COVERAGE-BUILDINGS (%):		NA	61.6%	9.85%
MAX. LOT COVERAGE-IMPERVIOUS (%): TOTAL		45%	41.22%	45.48%
MAX. BUILDING HEIGHT (ST./FT.):		2 STORY/30'	2 STORY/26 ft.+	2 STORY/26 ft.+
PARKING (RESTAURANT) 1/3 SEATS (200 SEATS)		67 SPACES	117 SPACES	87 SPACES
PARKING (BREWERY) 1/250 SF (2180 SF)		9 SPACES	NA	10 SPACES
LOADING ZONE (MIN.):		1 SPACE	0 SPACES	1 SPACES
TRASH ENCLOSURE		1 ENCLOSURE	0 ENCLOSURE	1 ENCLOSURE
FLOOR AREA RATIO		0.3	0.08	0.16

NOTE 1. 43.55% INCLUDES ALLOWANCE OF 80% FOR PERVIOUS PAVERS
NOTE 2. PARKING FOR RESTAURANT BASED ON SEATS
NOTE 3. PARKING FOR BREWERY BASED ON GROSS FLOOR AREA

THE LOFT AT OCEANPORT

9	REVISIONS BASED ON 2/26/19 FMERA LETTER	2/28/19	TG
8	REVISIONS BASED ON 2/7/19 MEETING	2/11/19	TG
7	REVISIONS TO AREA CALCULATIONS	1/21/19	TG
6	REVISIONS PER MCR REVIEW LETTER DATED 10/30/18	12/12/18	TG
5	ADD PROPOSED SANITARY SEWER MAIN	9/24/18	TG
4	REVISED TO INCLUDE SANITARY SEWER MAINS	9/18/18	TG
3	REVISED TO INCLUDE ADDITIONALS TO MAIN BUILDING	9/21/18	TG
2	REVISED AS PER MEETING WITH KRISTY DATES DIRECTOR OF FACILITIES 1/26/18	1/29/18	TG
1	REVISE PARKING AND ROADS	1/6/18	TG

LANDMARK
SURVEYING AND ENGINEERING, INC.
813 Main Street
Avon-by-the-Sea, New Jersey 07717
Tel: (732)775-8558 - Fax: (732)775-7848
CERT. OF AUTH. #24GA279298700
Email: Landmarkse@Optimum.net
Web: www.Landmarkse.net

SCALE: 1"=30'		DATE: 12/22/17	
DRAWN BY:	SHEET #:	DRAWING:	JOB #: