



BOROUGH OF OCEANPORT

PLANNING/ZONING BOARD

AGENDA • FEBRUARY 9, 2021

Regular

REMOTE/VIRTUAL

7:00 PM

Clement V. Sommers Municipal Building, 910 Oceanport Way, Oceanport, NJ 07757

I. Call to Order

II. Board Policy

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

III. Open Public Meetings Statement

This meeting complies with the Open Public Meetings Act by adequate and electronic notification on January 22, 2021 of this virtual/remote meeting and its location, date and time to the Asbury Park Press, Star Ledger and Two River Times and by the posting of same on the municipal bulletin board and Borough's Web Site.

This meeting is also being broadcast on the Borough's Local Public Access Channel, Verizon FiOS Channel 28. Members of the general public can register for meetings from the Borough website at www.oceanportboro.com by scrolling to the bottom of the homepage and clicking "REGISTER for Planning Board Virtual Meetings". Registering allows the general public to view and participate in meetings on their computers, smart phones and tablets. Once registered, members of the general public will be muted upon entry to a meeting. Registration allows a member of the general public to participate during the public portions of a meeting by using one of the following options:

(a) Use the Raise Your Hand Feature in the Go-to-Webinar toolbox to be acknowledged for an opportunity to speak. Once recognized and advised to speak, members of the general public may need to unmute themselves to participate in the meeting.

(b) call the Borough's Public Comments Line at (732)-272-8337. The Public Comments Line is only answered during the livestream broadcast of a meeting when the Chairman has opened the meeting to the public. A caller to the Public Comments Line must provide his or her name and address in order to participate in a meeting. Once this information is provided, callers will either be admitted to speak at the meeting immediately or they will be called back by the Board Secretary at the appropriate or designated time so that they can speak. Speakers participating through the Public Comments Line will be placed on speaker and all comments made will be part of the digital record of the meeting.

The instructions for Public Participation in the Borough's meetings are also available on the Borough's website at www.oceanportboro.com.

IV. Flag Salute

V. Roll Call

VI. Board Business

1. Approval of Minutes, Sept. 8, 2020
2. Approval of Minutes, Sept. 22, 2020
3. Report of Pending Applications
4. PB2019-14 Hager, Gary
262 Arnold Ave
Administrative Request

VII. Old Business

1. PR-21-7 : Resolution of Dismissal - 49 Sagamore Ave

VIII. New Business

1. PB2020-31 Vohden, Tricia & Cedric
29 Mohawk Ave

Block 70, Lot 6

Variance Relief to expand driveway

- Ordinance 390-25 K (1) requires residential properties to have in excess of 100 feet of frontage to be permitted a second driveway. The subject property has 100 feet of frontage on Mohawk Avenue.
- Driveway Setback, 5 feet required, 3 feet proposed

2. PB2020-29 Oport Partners LLC

675 Oceanport Way

Block 110.15, Lot 1

Block 110.16, Lot 1

Preliminary & Final Site Plan

IX. Petitions from the Public

X. Adjournment

**Planning/Zoning Combined Board**

315 E. Main Street
Oceanport, NJ 07757

SCHEDULED**PLANNING BOARD APPLICATION (ID # 1952)**

Meeting: 02/09/21 07:00 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 1952

PB2019-14 Hager, Gary

262 Arnold Ave
Administrative Request

**GARY
HAGER**

1/8/2021

Ms. Jeanne Smith
Borough Clerk
Planning / Zoning Board Secretary
Borough of Oceanport
315 Main Street
Oceanport, NJ 07757

Re: 262 Arnold Ave Garage Project-ADDING HVAC

Dear Ms. Smith,

As per our discussion I respectfully submit the following letter formally requesting consideration in adding a Carrier Split Unit to my garage. The unit will have a condenser hung on the left rear corner of the structure (drawing attached)

My request for HVAC is to accomplish a number of objectives listed below:

- To be able to work on my car or other project in my garage in the winter and summer in a more comfortable atmosphere
- To be able to make use of a small workout area upstairs that am planning on building

2622 Arnold Ave.

Oceanport, NJ

07757

- To be able to make use of a golf simulator in the winter and summer in the ½ bay on the left
- In addition, I have mild asthma. Working inside in freezing temperatures will be almost impossible. Likewise working out in the summer without some form of cooling option would be impossible.

I surmised, wrongly I may add, that having electric service would've been all the approval I would've needed to add heat and air as it makes use of that one utility.

In closing, It is important for me to restate that this garage cannot be made habitable as it does not have any of the services that any tenant would require. Specifically water, sewer, gas.

I politely ask for an approval to add this to my project.

Respectfully,

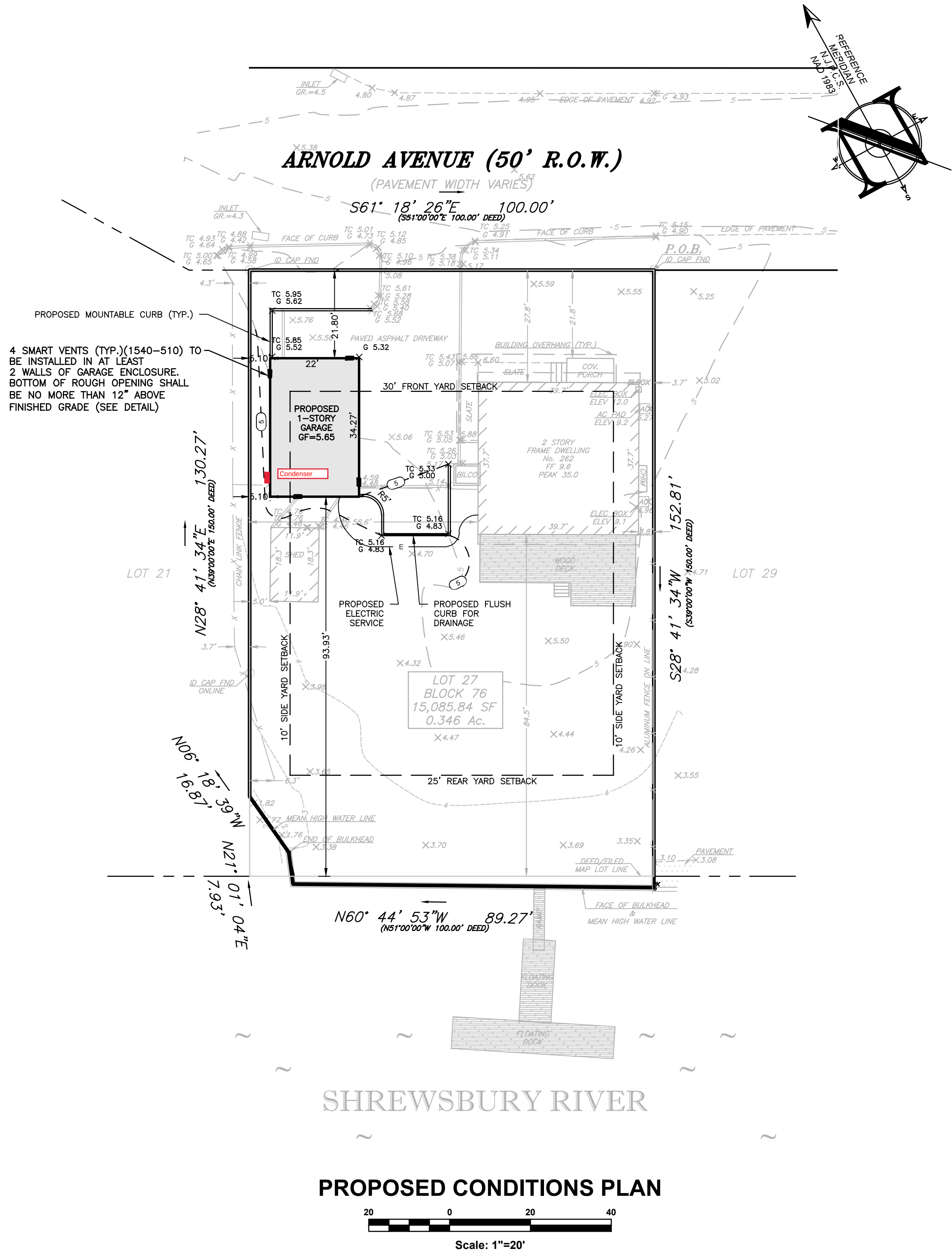
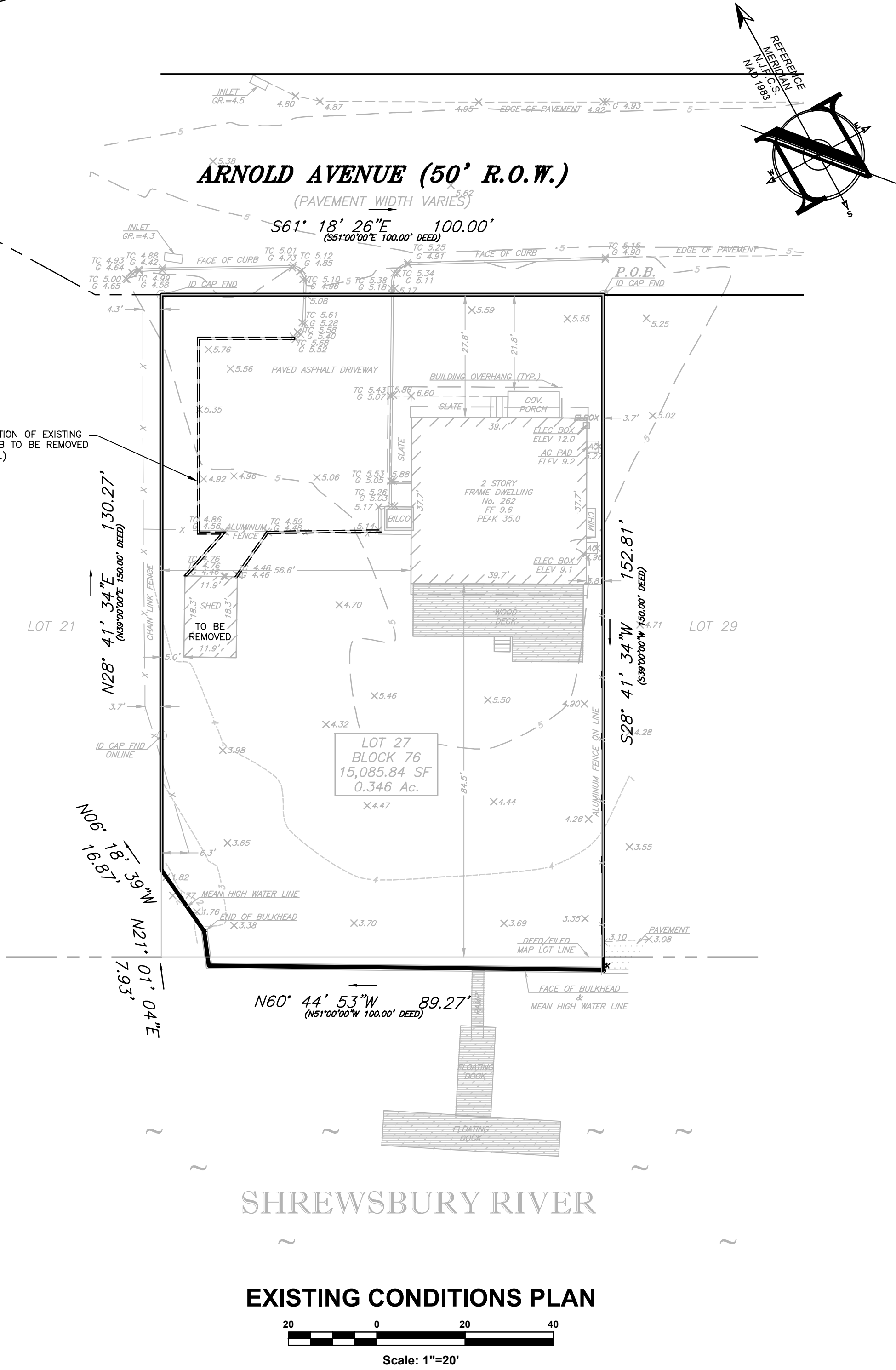
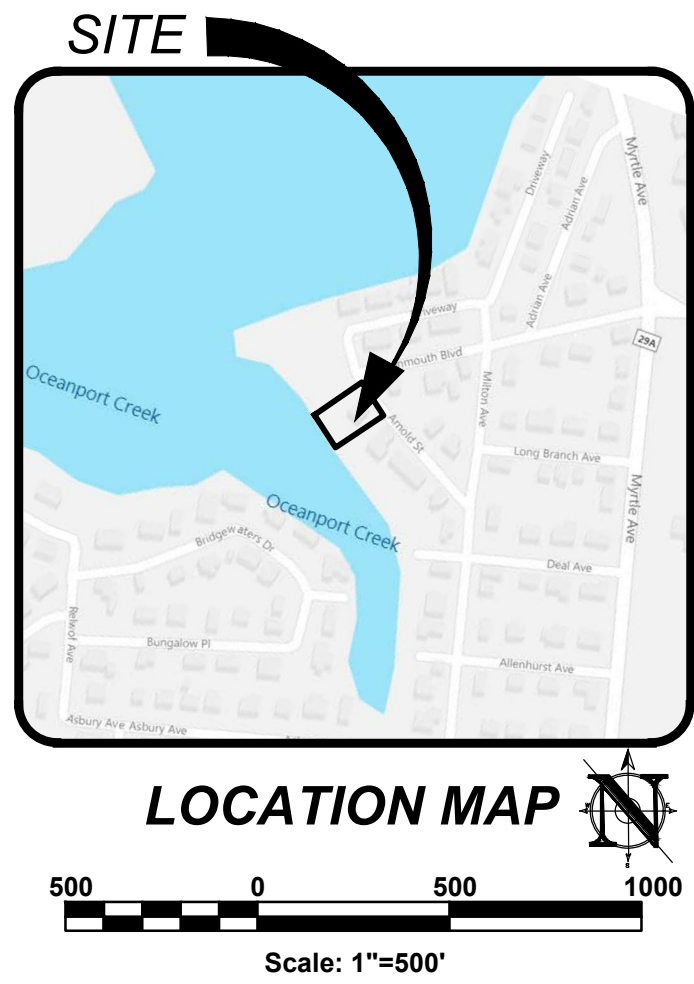
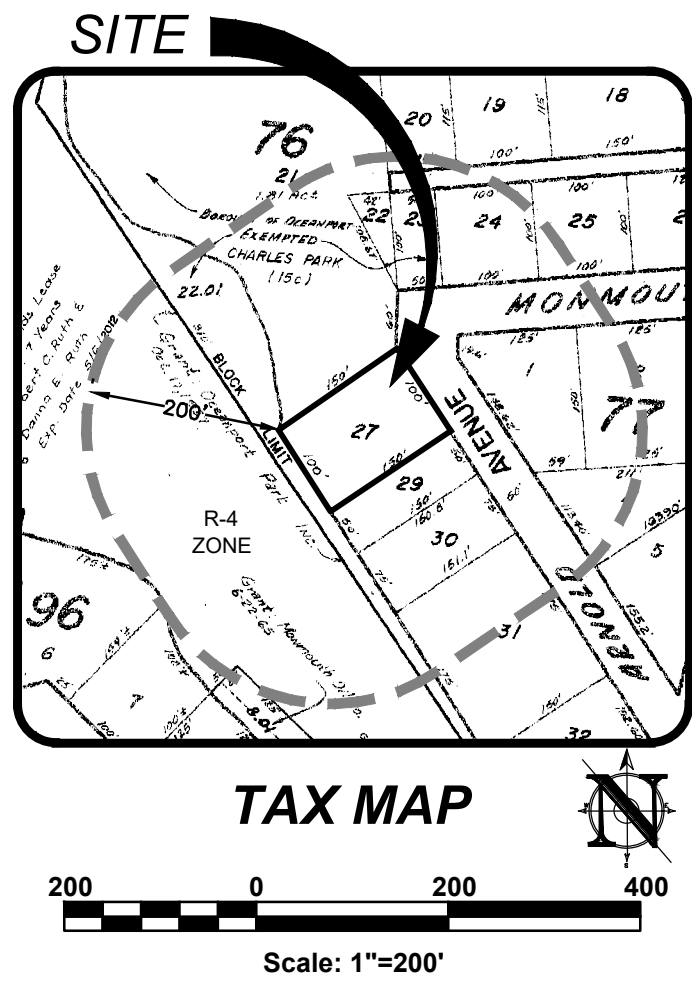
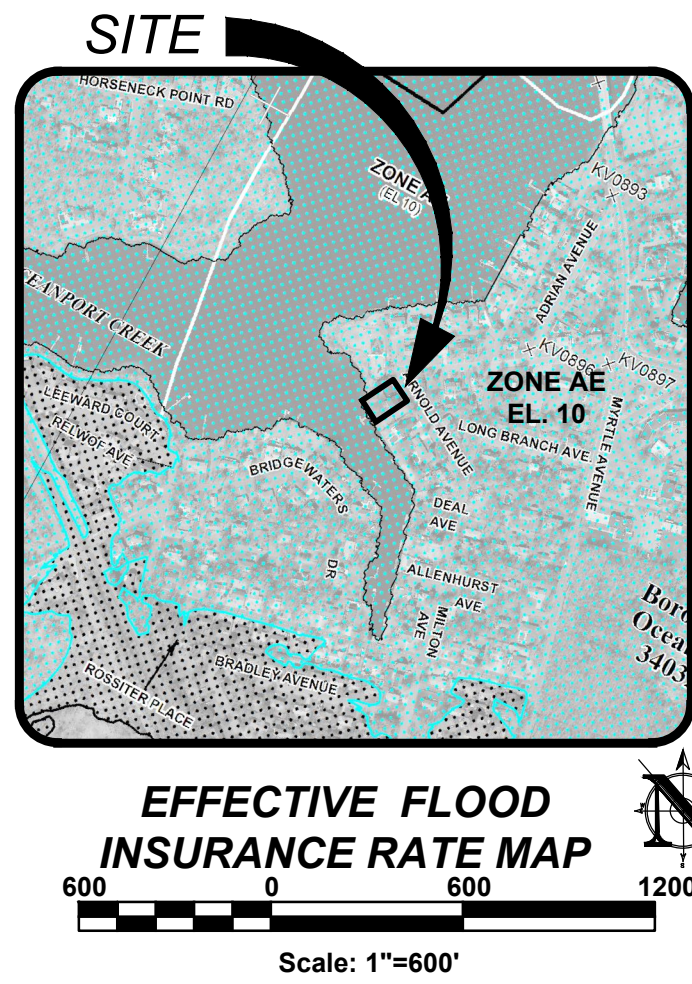
Gary Hager

ZONING COMPLIANCE CHART						
R-4 (SINGLE-FAMILY) ZONE						
SINGLE-FAMILY DETACHED DWELLING: PERMITTED						
ORD SECTION	STANDARD	REQUIRED	EXISTING	PROPOSED	COMPLIES	
SCHED II	MIN. LOT AREA (SF)	10,000	15,085.84	NO CHANGE	YES	YES
SCHED II	MIN. LOT WIDTH (FT)	100	100	NO CHANGE	YES	YES
SCHED II	MIN. LOT DEPTH (FT)	100	152.81	NO CHANGE	YES	YES
SCHED II	PRINCIPAL BUILDING					
SCHED II	MIN. FRONT YARD SETBACK (FT)	30	(1)(2)	27.8 (N)	NO CHANGE (N)	NO (N)
SCHED II	MIN. REAR YARD SETBACK (FT)	25		84.5	NO CHANGE	YES
SCHED II	MIN. SIDE YARD SETBACK					
SCHED II	ONE SIDE (FT)	10		3.7 (N)	NO CHANGE (N)	NO (N)
SCHED II	BOTH SIDES (FT)	20		60.3	NO CHANGE	YES
SCHED II	MAX. BUILDING HEIGHT (FT)	35		29.45	NO CHANGE	YES
SCHED II	MAX. BUILDING HEIGHT (STORIES)	2.5		2	NO CHANGE	YES
SCHED II	ACCESSORY BUILDING					
390-17.C	ALLOWABLE YARD LOCATION	SIDE/REAR	SIDE/REAR	SIDE	YES	YES
SCHED II	MIN. REAR YARD SETBACK					
SCHED II	GARAGE (FT)	5	N/A	93.93	YES	YES
SCHED II	MIN. SIDE YARD SETBACK					
SCHED II	GARAGE (FT)	10	N/A	5.10 (V)	NO (V)	NO (V)
SCHED II	SHED (FT)	10	5 (N)	N/A (X)	YES	YES
390-17.D	MAX. BUILDING HEIGHT (FT/STY) (GARAGE)	15/1	N/A	19/1.5 (V)	NO (V)	NO (V)
390-17.D	MAX. BUILDING HEIGHT (FT/STY) (SHED)	15/1	N/A	N/A		
SCHED II	MAX. ACCESSORY BUILDING COVERAGE (%)	5	1.4	5.0	YES	YES
SCHED II	LOT COVERAGE					
SCHED II	MAX. BUILDING COVERAGE (%)	25	11.8	15.6	YES	YES
SCHED II	MAX. IMPERVIOUS COVERAGE (%)	40	32.7	31.2	YES	YES
SCHED III	MIN. HABITABLE FLOOR AREA (TWO-STORY)(SF)					
SCHED II	FIRST FLOOR (SF)	1,050	(a)	NO CHANGE	YES	YES
SCHED II	TOTAL (SF)	1,800	(a)	NO CHANGE	YES	YES
SCHED II	MAX. DWELLINGS PER ACRE	1		1	YES	YES
(N) EXISTING NON-CONFORMITY (I) IMPROVED CONDITION N/A - NOT APPLICABLE						
(E) EXISTING VARIANCE (X) VARIANCE / NON-CONFORMITY ELIMINATED N/S - NOT SPECIFIED						
(V) PROPOSED VARIANCE (W) PROPOSED WAIVER						
(a) THIS PERTAINS TO AN EXISTING STRUCTURE WHICH WAS NOT MADE AVAILABLE TO THIS OFFICE						
(1) PER ORDINANCE SECTION 390-14.B, NO PRINCIPAL BUILDING SHALL BE NEARER TO THE STREET LINE OF ANY STREET THAN THE AVERAGE ALIGNMENT OF THE EXISTING PRINCIPAL BUILDINGS WITHIN 200 FEET OF EACH SIDE OF THE LOT WITHIN THE SAME BLOCK.						
(2) PER ORDINANCE SECTION 390-14.A(4), IN RESIDENCE DISTRICTS, AN OPEN PORCH ONE STORY IN HEIGHT CAN PROJECT NOT MORE THAN SIX FEET INTO THE FRONT YARD AND NOT MORE THAN FIVE FEET INTO THE SIDE YARD BUT IN NO INSTANCE NEARER THAN 10 FEET TO A SIDE LOT LINE AND 24 FEET TO THE FRONT LOT LINE.						

GENERAL NOTES

- SUBJECT PROPERTY**
TAX MAP #9: BLOCK 76, LOT 27; 262 ARNOLD AVENUE, BOROUGH OF OCEANPORT, MONMOUTH COUNTY, NEW JERSEY
- OWNER / APPLICANT**
GARY HAGER
262 ARNOLD AVENUE
OCEANPORT, NJ 07757
- PURPOSE OF THIS PLAN SET**
THIS PLAN SET HAS BEEN PREPARED TO SUPPORT AN APPLICATION TO THE TOWNSHIP (FOR ENGINEERING AND ZONING APPROVAL.)
- SURVEY DATA**
SURVEY INFORMATION CONTAINED HEREON IS BASED ON A FIELD SURVEY PERFORMED BY INSITE SURVEYING, LLC, ENTITLED "BOUNDARY & TOPOGRAPHIC SURVEY OF BLOCK 76, LOT 27, 262 ARNOLD AVENUE", WITH THE LATEST REVISION BEING DATED 12/12/19. A SIGNED AND SEALED COPY OF THIS SURVEY SHALL ALWAYS ACCOMPANY THIS SITE PLAN AS AN INDEPENDENT SHEET. TOPOGRAPHIC INFORMATION ON THE SURVEY REFERENCES THE NAVD83 VERTICAL DATUM.
- ARCHITECTURAL INFORMATION**
ARCHITECTURAL INFORMATION CONTAINED HEREON IS BASED ON PLANS PREPARED BY ANTHONY M. CONDOURIS, ARCHITECT, INC. ENTITLED "HAGER RESIDENCE", WITH THE LATEST REVISION BEING DATED 7/24/19
- BASE FLOOD ELEVATION**
ACCORDING TO FEMA'S EFFECTIVE FIRM ENTITLED "FIRM - FLOOD INSURANCE RATE MAP (FIRM), MONMOUTH COUNTY, NEW JERSEY (ALL JURISDICTIONS)", COMMUNITY PANEL #34025C0184G, DATED 06/20/18, THE SITE IS LOCATED IN ZONE AE, WITH A BASE FLOOD ELEVATION OF 10. THE FEMA MAP REFERENCES THE NAVD83 VERTICAL DATUM.
- CONSTRUCTION STAKEOUT**
SPECIAL CARE SHALL BE TAKEN DURING STAKEOUT AND CONSTRUCTION TO ADHERE TO THE LOCATION OF THE PROPOSED STRUCTURE AND SITE IMPROVEMENTS. THE BUILDING TIES ARE TO THE FOUNDATION.
- UNDERGROUND UTILITIES NOTIFICATION**
FOR ANY EXCAVATION IN NEW JERSEY, THE CONTRACTOR SHALL CALL PLANT LOCATION SERVICE AT 1-800-272-1000 FOR A MARKOUT REQUEST NO LESS THAN THREE (3) WORKING DAYS PRIOR TO STARTING ANY EXCAVATION.
- VERIFICATION OF UTILITIES**
EXISTING UTILITIES SHOWN ON THIS SITE PLAN ARE APPROXIMATE PER THE REFERENCED SURVEY. THE CONTRACTOR SHALL PERFORM SAMPLE TEST PITS TO DETERMINE EXACT LOCATIONS.
- EXISTING UTILITIES TO REMAIN**
ALL EXISTING UTILITIES TO REMAIN AND BE UTILIZED. THE CONTRACTOR SHALL CONFIRM ADEQUACY AND CONDITION OF ALL EXISTING UTILITIES.
- SPECIFICATIONS**
UNLESS OTHERWISE NOTED HEREON, ALL SITE WORK SHALL BE CONFORMANT WITH THE PROVISIONS OF THE "NEW JERSEY DEPARTMENT OF TRANSPORTATION (NJDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION.
- LIMIT OF DISTURBANCE**
PRIOR TO THE START OF SITE WORK, THE LIMIT OF DISTURBANCE SHALL BE DELINEATED WITH SNOW FENCING OR OTHER APPROPRIATE MARKERS.
- RESTORATION**
ALL AREAS DISTURBED DURING THE COURSE OF CONSTRUCTION SHALL BE RESTORED "IN-KIND" AS NEARLY AS PRACTICAL TO THEIR ORIGINAL STATE. AREAS WHERE SOIL IS LEFT EXPOSED SHALL BE GRADED, RAKED SMOOTH AND SEEDED IMMEDIATELY UPON COMPLETION OF SOIL DISTURBANCE.
- CONSTRUCTION IN FLOOD ZONE**
ALL CONSTRUCTION BELOW ELEVATION 12.4 MUST BE WATER RESISTANT MATERIALS.
- NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION**
THE PROPOSED GARAGE IS PERMITTED UNDER NJDEP CAFRA PERMIT 1338-09-0031.1 LUP190001 APPROVED ON 10/18/2019.
- ROOF LEADERS**
ALL ROOF LEADERS SHALL BE DIRECTED TO THE ARNOLD AVENUE RIGHT-OF-WAY OR SHREWSBURY RIVER.
- SOIL DISTURBANCE**
THE PROPOSED LIMIT OF DISTURBANCE IS LESS THAN 5,000 S.F., THEREFORE SOIL EROSION AND SEDIMENT CONTROL PLAN CERTIFICATION IS NOT REQUIRED FOR THIS PROJECT.

LEGEND	
EXISTING	PROPOSED
BOUNDARY LINE	BOUNDARY LINE
CONTOUR LINE	CONTOUR LINE
SPOT ELEVATION	SPOT ELEVATION
BUILDING	BUILDING
WALL	WALL
GAS	GAS
WATER	WATER
INLET	INLET
STORM	STORM
SANITARY MAIN	SANITARY MAIN
SANITARY LATERAL	SANITARY LATERAL
OVERHEAD WIRE	OVERHEAD WIRE
ELECTRIC	ELECTRIC
TELEPHONE	TELEPHONE
UTILITY POLE	UTILITY POLE
HYDRANT	HYDRANT
SIGN POST	SIGN POST
FENCE	FENCE
LIGHT FIXTURE	LIGHT FIXTURE
TEST PIT LOCATION	TEST PIT LOCATION
GRADE FLOW ARROW	GRADE FLOW ARROW
SWALE CENTER LINE	SWALE CENTER LINE



PROJECT INFORMATION

PROJECT NAME:
HAGER RESIDENCE PROPOSED GARAGE

PROJECT LOCATION:
BLOCK 76, LOT 27
262 ARNOLD AVENUE
BOROUGH OF OCEANPORT,
MONMOUTH COUNTY, NJ 07757

OWNER:
GARY HAGER
262 ARNOLD AVENUE
OCEANPORT, NJ 07757

APPLICANT:
GARY HAGER
262 ARNOLD AVENUE
OCEANPORT, NJ 07757

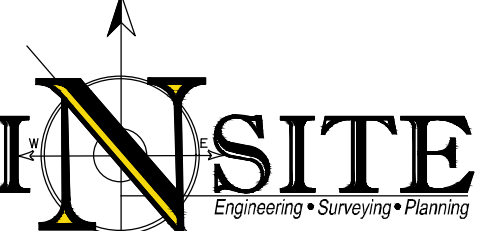
APPLICANT'S PROFESSIONALS

ARCHITECT:
ANTHONY M. CONDOURIS
20 BINGHAM AVENUE
RUMSON, NJ 07760

SURVEYOR:
INSITE SURVEYING, LLC
1955 ROUTE 34, SUITE 1A
WALL, NJ 07719


CALL BEFORE YOU DIG!
NJ ONE CALL... 800-272-1000
We find. We locate. We protect.

ELECTRIC	RED
GAS/OIL	YELLOW
COMMUNICATION/TV	ORANGE
WATER	BLUE
SEWER	GREEN
PROPOSED EXCAVATION	WHITE


InSite Engineering, LLC
CERTIFICATE OF AUTHORIZATION: 24GA28083200
1955 ROUTE 34, SUITE 1A, WALL, NJ 07719
732-531-7100 (PH) 732-531-7344 (FAX)
InSite@InSiteEng.net www.InSiteEng.net

LICENSED IN: NEW JERSEY, NEW YORK, PENNSYLVANIA
DELAWARE, CONNECTICUT, NORTH CAROLINA
COLORADO, & DISTRICT OF COLUMBIA

CAUTION: IF THIS DOCUMENT DOES NOT CONTAIN THE SIGNATURE
AND RAISED SEAL OF THE PROFESSIONAL, IT IS NOT AN ORIGINAL,
AND MAY HAVE BEEN ALTERED

PATRICK R. WARD, PE, PP
NJPE 24GE05079000 NJPP 33LJ00626800

REVISIONS

Rev #	Date	Comment
1	03/23/20	REVISED PER BOROUGH
0	01/14/20	INITIAL RELEASE

SCALE: 1"=20'
DATE: 01/14/20
JOB #: 19-1321-01
CAD ID: 19-1321-0170

☒ NOT FOR CONSTRUCTION
APPROVED BY:
☐ FOR CONSTRUCTION
PLAN INFORMATION

DRAWING TITLE:
PLOT PLAN

SHEET TITLE:
PLAN

SHEET NO.:
1 OF 2



Planning/Zoning Combined Board

315 E. Main Street
Oceanport, NJ 07757

SCHEDULED

RESOLUTION - PB 21-7

7.1

Meeting: 02/09/21 07:00 PM
Department: Planning/Zoning Board
Category: PB Resolutions
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 1959

Resolution of Dismissal - Arce, Rosetta

RESOLUTION OF DISMISSAL WITHOUT PREJUDICE

**OCEANPORT PLANNING BOARD
ROSETTA ARCE
49 SAGAMORE AVENUE
OCEANPORT, NJ
BLOCK 11, LOT 25
DISMISSAL DATE: FEBRUARY 9, 2021
MEMORIALIZATION DATE: FEBRUARY 9, 2021**

WHEREAS, Rosetta Arce previously submitted a Development Application to the Borough of Oceanport; and

WHEREAS, the said Application was submitted with respect to the property located at 49 Sagamore Ave, Oceanport, NJ, and more formally identified as Block 11, Lot 25; and

WHEREAS, the Application materials were submitted in connection with the Applicant's request to obtain Bulk Variance Approval associated with a request to construct an inground pool and associated improvements; and

WHEREAS, Hearings were held on December 16, 2020 and January 26, 2021; and

WHEREAS, at the time of the said Hearings, members of the public and Board Members expressed concerns for the extent of relief being sought and impacts on the adjacent neighbors; and

WHEREAS, as a result, the Applicant requested to carry the application to the February 23, 2021 meeting date in order to consider plan revisions to address Board comments and public questions; and

WHEREAS, the Applicant subsequently has submitted in writing notice withdrawing said application,

NOW, THEREFORE, BE IT RESOLVED, by the members of the Oceanport Planning Board as follows:

1. That the Rosetta Arce Application (with respect to the 49 Sagamore Avenue, Oceanport, NJ property) is hereby **dismissed, without prejudice**.

2. That the Applicant shall cause all outstanding escrow charges (and other appropriate charges associated with the Planning Board Application) to be satisfied, in full.
3. That when and if appropriate, the Planning Board Secretary is authorized to advise the Borough's Finance Office that any replenished / remaining escrow can be returned to the Applicant.
4. That the Board Secretary, Board Attorney, and Zoning Officer are hereby authorized to take all reasonable actions necessary to effectuate the intentions of the within Resolution.
5. That the within Resolution shall take effect immediately.

PR-21-07

02-09-21

This resolution memorializes an action taken at the regular meeting of the Oceanport Planning Board held on February 9, 2021 on roll call that evening by the following vote:

Offered by: _____

Seconded by: _____

ROLL CALL	YES	NO	ABSTAIN	ABSENT	INELIGIBLE
Widdis	()	()	()	()	()
Whitson	()	()	()	()	()
Davis	()	()	()	()	()
Tvrdik	()	()	()	()	()
Foster	()	()	()	()	()
Kleiberg	()	()	()	()	()
Kahle	()	()	()	()	()
Savarese	()	()	()	()	()
Cooper	()	()	()	()	()
Dailey (Alt. 1)	()	()	()	()	()
Vacant (Alt. 2)	()	()	()	()	()

This resolution was offered by _____, seconded by _____, and adopted on roll call by the following vote:

ROLL CALL	YES	NO	ABSTAIN	ABSENT	INELIGIBLE
Widdis	()	()	()	()	()
Whitson	()	()	()	()	()
Davis	()	()	()	()	()
Tvrdik	()	()	()	()	()
Foster	()	()	()	()	()
Kleiberg	()	()	()	()	()
Kahle	()	()	()	()	()
Savarese	()	()	()	()	()
Cooper	()	()	()	()	()
Dailey (Alt. 1)	()	()	()	()	()
Vacant (Alt. 2)	()	()	()	()	()

I hereby certify that the foregoing Resolution was adopted by the Planning Board of the Borough of Oceanport at its meeting of February 9, 2021.

Jeanne Smith, Secretary

From: [Rosetta Arce](#)
To: [Jeanne Smith](#)
Subject: 49 Sagamore Ave - Pool Application
Date: Friday, January 29, 2021 2:00:11 PM

Hello Jeanne and Respective Board Members,
After much thought, we have decided to pull our variance application from consideration. As such, we will not need a slot on the February hearing as discussed on January 26th. Please let us know if there is anything else needed from us to close out this application. Thank you for all of your assistance and to the board for their time.

I would ask that the fees involved for the variances requested, along with the remainder of the escrow be returned to us as soon as possible.

Thank you again.

The Arce Family
49 Sagamore Avenue
Oceanport, NJ 07757
[REDACTED]

**Planning/Zoning Combined Board**

315 E. Main Street
Oceanport, NJ 07757

SCHEDULED**PLANNING BOARD APPLICATION (ID # 1865)**

Meeting: 02/09/21 07:00 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 1865

PB2020-31 Vohden, Tricia & Cedric

29 Mohawk Ave

Block 70, Lot 6

Variance Relief to expand driveway

- Ordinance 390-25 K (1) requires residential properties to have in excess of 100 feet of frontage to be permitted a second driveway. The subject property has 100 feet of frontage on Mohawk Avenue.
- Driveway Setback, 5 feet required, 3 feet proposed



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

December 22, 2020

VIA EMAIL

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

Re: Bulk Variance
Block 70, Lot 6
29 Mohawk Avenue
Application No.: PB2020-31
Borough of Oceanport, Monmouth County, New Jersey
MC Project No. OPP-285

Dear Board Members:

Our office is in receipt of the following information in support of the above-referenced Variance Application:

- Plan entitled “Topographic Survey,” prepared by CC Widdis Surveying, LLC dated May 24, 2019 consisting of one (1) sheet.
- Plan entitled “Vohden Residence Front Yard Renovation,” prepared by Shissias Design and Development dated October 12, 2020 consisting of two (2) sheets.

The subject property is situated in the R-3 – Residential Single-Family Zone District and contains 0.622 acres on the northwest side of Mohawk Avenue approximately 290 feet east of the intersection with Bay View Place. The Applicant proposes to install a second apron and create a looped driveway.

Based on our review, we recommend that the Application be deemed **complete** and scheduled for the next available hearing. An engineering and planning review of the Application is included below.

General Comments

1. Bulk variances are required for the following:
 - a. Ordinance 390-25 K (1) requires residential properties to have in excess of 100 feet of frontage to be permitted a second driveway. The subject property has 100 feet of frontage on Mohawk Avenue.
 - b. Driveways are to be setback 5 feet from the side property line and projection of that line into the right of way [390-25 K (1)]. The existing and proposed driveways are setback 3 feet.



Jeanne Smith, Planning Board Secretary
MC Project No. OPP-285
December 22, 2020
Page 2 of 2

The Municipal Land Use Law permits the granting of a hardship variance under either of two (2) situations (C.40:55D-70c):

- 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;
 - c. An extraordinary and exceptional situation uniquely affecting a specific piece of property of the structures lawfully existing thereon.
- Benefits Outweighing the Detriments - A hardship 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.

2. The Applicant shall provide a signed and sealed survey to the Planning Board Secretary.

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

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

Very truly yours,

MASER CONSULTING INC.

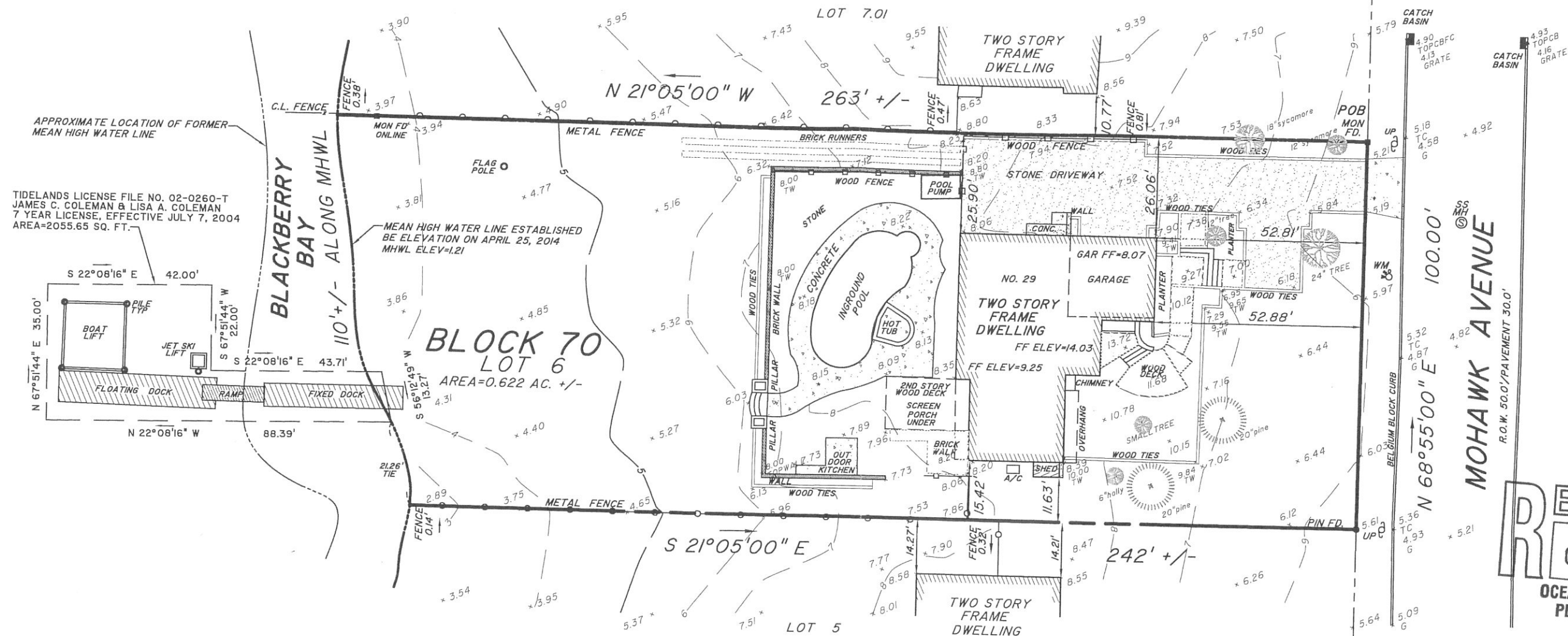
A handwritten signature in blue ink, appearing to read 'W.H.R. White, III'.

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

WHW/dmm
cc: Tricia Vohden, (via email)
Kevin Kennedy, Esq. (via email)

r:\general\projects\opp\opp-285\correspondence\out\201222_whw_smith_29_mohawk.docx

PREMISES ALSO KNOWN AS LOTS 21, 22, 23 AND 24 IN BLOCK 33 AND LOTS 19, 20, 21 AND 22 IN BLOCK 59 AS SHOWN ON A CERTAIN MAP ENTITLED "AMENDED MAP OF PORTAUPECK," AND FILED IN THE MONMOUTH COUNTY CLERKS OFFICE ON NOVEMBER 11, 1920 IN CASE NO. 23-6.

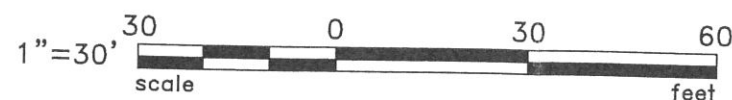


NOTES:

- 1) BUILDING OFFSETS AND FENCES NOT TO BE USED TO ESTABLISH PROPERTY LINES.
- 2) LOCATION OF UNDERGROUND UTILITIES, IF ANY, NOT SHOWN
- 3) THIS SURVEY SUBJECT TO ANY EASEMENT OF RECORD OR OTHER PERTINENT FACTS WHICH MAY BE DISCLOSED BY A TITLE SEARCH.
- 4) WETLANDS, FLOOD HAZARD AREAS AND OTHER ENVIRONMENTALLY SENSITIVE LANDS, IF ANY, NOT SHOWN NOR INVESTIGATED.
- 5) PROPERTY CORNERS NOT SET. WAIVER OF SETTING CORNER MARKERS OBTAINED FROM ULTIMATE USER PURSUANT TO THE BOARD OF PROFESSIONAL ENGINEERS AND LAND SURVEYORS REGULATION N.J.A.C. 13:40-5.1(d).
- 6) TOPOGRAPHIC INFORMATION ON THIS PLAN BASED ON 1988 NAVD.

LEGEND:

EXISTING CONTOURS	— 10 —
EXISTING SPOT ELEVATION	× 100.66
SANITARY SEWER LINE	— SS — SS —
WATER LINE	— W — W —
GAS LINE	— GAS — GAS —



RECEIVED
OCT 27 2020

OCEANPORT BOROUGH
PLANNING BOARD

TOPOGRAPHIC SURVEY BLOCK 70 LOT 6

SITUATED IN:
BOROUGH OF OCEANPORT, MONMOUTH COUNTY, NEW JERSEY

C.C. WIDDIS SURVEYING, LLC

LICENSED LAND SURVEYORS
175 Broadway, Long Branch, New Jersey 07740
Voice: 732.222.8810 ~ Telefax: 732.222.8815
NEW JERSEY AUTHORIZATION No. 24GA28196100

JAMES B. GODDARD
N.J. Professional Land Surveyor

James B. Goddard

N.J. PROFESSIONAL LAND SURVEYOR, License No. 37588

5/24/2019

DATE

DATE:
5/24/2019

SCALE:
1" = 30'

DRAWN BY:
JMW

CHECKED BY:
AJW

APPROVED BY:
JBG

DRAWING FILE:

MAP NO.:
C-9114

FILE NO.:
F9725

SHEET NO.
1 OF 1

Map File No. C- 9114 Block 70 Lot 6 Official Tax Map of the Borough of Oceanport

File No. F9725

**Planning/Zoning Combined Board**

315 E. Main Street
Oceanport, NJ 07757

SCHEDULED**PLANNING BOARD APPLICATION (ID # 1863)**

Meeting: 02/09/21 07:00 PM
Department: Planning/Zoning Board
Category: PB Applications
Prepared By: Jeanne Smith
Initiator: Jeanne Smith
Sponsors:
DOC ID: 1863

PB2020-29 Oport Partners LLC

675 Oceanport Way
Block 110.15, Lot 1
Block 110.16, Lot 1
Preliminary & Final Site Plan



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

OCPB-R0020
January 28, 2021
Via email and US Mail

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

RE: Preliminary and Final Major Site Plan – Engineering Review #1
Applicant: Oport Partners, LLC: Application No. PB2020-29
Building No. 1007; Intersection of Alexander Avenue and Murphy Drive
Oceanport, NJ Block 110.15, Lot 1 & Block 110.16, Lot 1

Dear Ms. Smith:

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

- Survey entitled “Boundary and Topographic Survey Map of Property Known as Parking & Commissary PX Parcel – Front Monmouth” prepared by John T. Luts, PLS, dated January 23, 2020, revised through July 22, 2020, consisting of one (1) sheet;
- Site Plans entitled “Preliminary and Final Plat – Major Site Plan for Oport Partners, LLC Phase:1 Commissary Parking, Lot 1 in Block 110.15 & Lot 1 in Block 110.16, Borough of Oceanport, Monmouth County, New Jersey” prepared by James A. Kennedy, PE, dated August 31, 2020 and revised on October 01, 2020, consisting of seven (7) sheets;
- Architectural Plans entitled “FT. Monmouth Commissary Core/Shell, 1007 Alexander Ave., Oceanport, NJ” prepared by Cybul Cybul Wilhelm Architects, AIA, dated August 6, 2020, consisting six (6) sheets.
- Traffic Impact Analysis Report prepared by John H. Rea, PE and Scott T. Kennel, of McDonough & Rea Associates, Inc. Traffic and Transportation Consulting, dated October 5, 2020;
- Freehold Soil Conservation District Certification Letter, dated November 5, 2020;
- Monmouth County Planning Board Approval Letter, dated November 9, 2020;
- Oceanport Planning Board Land Use Development Application;
- MCR Application Review, dated November 18, 2020;
- Stormwater Management Compliance Statement, dated August 31, 2020;
- Natural Resource Inventory, prepared by Phillips Preiss Grygiel LLC, dated May 2015.
- Correspondence requesting waiver of Environmental Impact Statement, prepared by John A. Giunco, dated December 21, 2020
- MCR Application Review – Preliminary Major Site Plan, Prepared by FMERA, dated December 21, 2020;
- Flood Hazard Area Verification Approval, prepared by Keith P. Stampfel, PE, dated May 12, 2020;

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

Attn: Jeanne Smith, Planning Board Secretary
 Re: Preliminary and final Major Site Plan – Engineering Review #1
 Applicant: Oport Partners, LLC ; Application No. PB2020-29
 Building No. 1007; Intersection of Alexander Avenue and Murphy Drive
 Oceanport, NJ Block 110.15, Lot 1 & Block 110.16, Lot 1

1. Project Description

The subject property is a 11.288 acre parcel located within District A of the Fort Monmouth Reuse and Redevelopment Plan. The property consists of the commissary, PX parcel, and parking parcel; Block 110.16, Lot 1. With this application, the Applicant is proposing the repurposing of the existing commissary building on the grounds of Fort Monmouth. The existing building contains approximately 51,190 SF and will be utilized for food distribution/processing/manufacturing and packaging. The property has frontage along Murphy Drive (also known as Oceanport Way) and Alexander Avenue.

The Reuse Plan as well as the Reuse Plan amendment #2 contemplate the renovation and reuse of the commissary as a retail and/or community center and the demolition of the PX-Complex.

2. Planning & Zoning Compliance

- 2.1 The subject property is located within District A. The commissary building must be adaptively reused. The following uses are permitted for the adaptive reuse of the commissary building:

Craft Production facility

Food Service -Related establishments

Food service -Research and Development.

- 2.2 The Applicant's attorney had submitted a waiver request from checklist item §390-10.B(9)(a) Environmental Impact Statement, dated December 21, 2020. The Applicant submitted the Natural Resource Inventory for the Former Fort Monmouth Properties, prepared by Phillips Preiss Grygiel, LLC dated May 15. The Applicant also notes that the FMERA's Environmental Staff Advisory Committee reviewed the project and the MCR review contains no environmental objections. Waiver of this Checklist item is required.

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

Table 1 Education / Mixed -Use Neighbor			
Description	Required/Permitted	Existing	Proposed
Minimum Lot Area	N/A	11.288 AC	11.288 AC
Minimum Street Setback	20-30 FT	21.8 FT	21.8 FT
Minimum Side Setback	15 FT	30.7 FT	30.7 FT
Minimum Rear Setback	25 FT	N/A	N/A
Maximum Building Height- (Adaptive Reuse)	N/A	31.4 FT	31.4 FT
Maximum Lot Coverage (Principal Building)	75%	85.9%	85.9% (V)
Floor Area Ratio	0.3	0.199	0.199

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

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3. Bulk Variances

Bulk Variance relief is required for the following:

- a. NJAC 19:31C-3.5(f) and the Reuse Plan Amendment #15 permits lot coverage up to 75% of the land area to be impervious, whereas the proposed development has 85.9% impervious coverage. Therefore, a variance is required for excessive ground coverage. This is a proposed nonconformity to remain in phase I. However, per the Applicant's agreement with FMERA (letter dated 12/21/20) the Applicant must rectify this variance in Phase II. The Applicant should testify regarding same.

The Municipal Land Use Law permits the granting of a hardship variance under either of two 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 specific piece of property of the structures lawfully existing thereon.
- 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.

4. Design Waivers:

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

- The literal enforcement of one or more rules on this subchapter is impractical; or
- The literal enforcement of one or more of the rules in this subchapter will exact undue hardship because of peculiar conditions pertaining to the land in question.

- 4.1 According to NJAC19:31C-3.10(j)(3), The maximum height of freestanding lights shall not exceed the height of the principal building, or 18 feet, whichever is less. The Applicant is proposing light poles with a mounting height of 20 feet. A design waiver is requested by the Applicant.

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- 4.2 Pursuant to NJAC19:31C-3.10(j)(4), the maximum illumination at the property line shall be 0.1 footcandle. Lighting levels exceed 1.6 FC along Alexander Avenue. Whereas, northern portions of the parking lot have lighting levels of 0.4 FC. A design waiver should be requested by the Applicant or comply with the standard. The Applicant should discuss the timing of the Phase II improvements when they propose to upgrade these lighting levels and whether the Phase I site will be operational and also clarify the hours of operation for workers.
- 4.3 Pursuant to NJAC19:31C-3.10(j)(5), the minimum light intensity in a given area can be no less than 0.5. Whereas the northern portion of the parking lot has a lighting intensity of 0.4 FC. The Applicant should request a design waiver or comply with the standard.
- 4.4 According to NJAC19:31C-3.10(d)(3); 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. The Applicant is proposing an above ground heated enclosure for the proposed water service. A year-round screening buffer should be provided around the utility enclosure. A design waiver should be requested by the Applicant or comply with the required standard.
- 4.5 According to NJAC19:31C-3.15(c)(2)(i)(1); Surface parking areas should be set back from street-facing lot lines, as well as from interior or rear lot lines shared with adjacent uses, at least five feet if one double-loaded bay of parking is provided, or at least 10 feet if a deeper parking area is provided. Whereas, the proposed development provides parking with a 0-foot setback from the property line. A design waiver is requested by the Applicant.
- 4.6 According to NJAC19:31C-3.15(c)(2)(i)(2)(v); Walkways between parking bays: Where more than 50 spaces are provided in any surface parking area, or where any parking spaces are located more than 125 feet from the primary building entrance, pedestrian walkway(s) should be provided through the parking lot, running parallel to bays of parking. The walkways should have a minimum clear walking area of five feet wide and should be sited to provide convenient, direct, and safe pedestrian access to the building. Whereas, no pedestrian accessways are provided in the 236-stall parking lot. A design waiver should be requested by the Applicant or comply with the standard.
- 4.7 From NJAC19:31C-3.15(c)(2)(i)(2); iv. For all non-residential buildings, a secure indoor bicycle storage room should be provided; Whereas, no bicycle racks have been provided in a secure indoor storage room. The FEMRA MCR review letter dated 12/21/20 supports the granting of a design an exception to this standard, as long as the Applicant agrees to provided outdoor bicycle racks during the Phase II improvements, with a requirement of one 1 bicycle space for each 10-15 parking spaces provided.

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5. Traffic

- 5.1 The Applicant shall provide testimony for the proposed use and potential impacts. The Traffic Report states that the development in the Phase I build condition will do so at a level of service 'B' for both AM and PM peak period hours from Oceanport Way to County Route 537. The Applicant should clarify the level of service of the existing roadway in the no-build condition for review and comparison.
- 5.2 It appears that concrete barriers are proposed in the Phase II parking area to restrict access during Phase I construction. However, there are two entrances to the Phase II parking area without concrete barriers proposed. The Applicant should address restricting full vehicular access to the existing parking lot.
- 5.3 Sight triangles should be shown at all intersections, of streets and driveways.
- 5.4 The trip generation portion of the traffic report indicates that half the building (25,595 SF) will be used as food service preparation and the remaining half (25,595 SF) will be used for general light industrial use. However, industrial uses are not permitted within District A. Clarification is requested regarding using light industrial versus using food service preparation for the proposed trip generation of the entire 53,700 SF commissary building.
- 5.5 The Phase I parking lot appears to encroach into Lot 5 and access also appears to be proposed through Lot 5. The Applicant has provided an easement that show some lots were consolidated, but does address the access. The Applicant should clarify the limits of the consolidation.
- 5.6 The Applicant should clarify if an easement covers the parking on lots 5 and 26 since it appears that the parking will act as one lot.

6. Pedestrian Circulation

- 6.1 The Applicant should clarify the accessible path from the ADA parking spaces to the building. It appears there is only depressed curb along the loading area of the commissary building. The Applicant shall provide barrier free ADA access from the parking spaces to the building access.
- 6.2 During our field investigation of the subject property, a white, vinyl fence gate that separates the front of the building and the side loading area was left ajar. There is a 4 ft. drop-off on the opposite side of the fence. The plans should address this hazard.
- 6.3 The Applicant should provide testimony regarding the anticipated pedestrian traffic to the site and proposed use. We recommend proposed sidewalk be provided along the Murphy Drive frontage and connect to the Fort Monmouth road network. If this is proposed in Phase II then the Applicant should clarify the timing.

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6.4 Many of the pedestrian improvements are proposed to be deferred to Phase II. The Applicant should clarify timing of the Phase II improvements.

6.5 The proposed aboveground heated enclosed water service appears to conflict with the existing sidewalk access, please address.

7. Grading

7.1 For the proposed ADA ramps a flat (2% maximum slope in all directions) 4'x 4' clear turning space is required at the top of all ramps and parking stalls should be 2% as well. The Applicant shall provide grades at the tops of all ramps and for all ADA Parking spaces to confirm this can be achieved.

8. Lighting

8.1 There is light spillage onto the adjacent lot in the northeast corner of the property Lot 5. This is the lot where access is proposed to the parking lot.

8.2 There are no lighting levels for the auxiliary parking lot along the northern side of the commissary building. The Applicant shall clarify the use of the auxiliary parking to the north and confirm the lighting levels.

8.3 There are no lighting levels provided in the loading area to the east of the commissary building. The Applicant shall clarify the use of the loading zone and provide existing lighting levels. Specifically, because loading typical occurs during off hours.

9. Landscaping

9.1 Upon completion of a site visit, it was observed that a number of trees that were proposed to remain have been removed. The plans should be updated to indicate trees that have been previously removed.

9.2 Landscape plan should indicate, explicitly, the location where proposed trees are being planted. This should include a callout on the plans.

9.3 We recommend that a planting buffer is provided around the proposed water heater enclosure.

10. Environmental

10.1 As the proposed use is food service related the Applicant shall clarify if a Phase I environmental impact assessment was conducted for the existing Commissary building and parcel.

Attn: **Jeanne Smith, Planning Board Secretary**
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- 10.2 Regarding endangered and threatened species, there was an active osprey (*Pandion haliaetus*) found on a FMERA owned utility pole located at the intersection of Anson Avenue and Murphy Drive. The nest was dismantled by a qualified voltage electrician on October 28, 2020 under the authority granted by Depredation Control Permit No. DC2020052, which was issued by the NJDEP on March 24, 2020. The Applicant should testify regarding same.

11. Stormwater Management

- 11.1 The project as proposed will not result in one acre or more of soil disturbance or increase impervious surfaces by ¼ acre or more. Therefore, the development is not considered a major development under the stormwater management regulations N.J.A.C. 7:8.
- 11.2 The Applicant proposes to use the existing, FMERA owned stormwater collection system. The Applicant shall clarify if any existing stormwater components, pipe, inlets, and appurtenances were televised and are structurally deficient or need replacement. Specifically, any pipes located underneath the parking area.
- 11.3 The Applicant proposes to maintain the existing stormwater patterns and proposes no increases in runoff, as there is no site layout, grading or impervious coverage changes proposed during the Phase I improvements. Stormwater runoff generated on-site will continue to be directed to the existing drainage system, which discharges to Husky Brook.
- 11.4 The site plan shows incomplete storm water system within project limits. We recommend that the plan is revised to show the full extent of the underground stormwater pipes, or the Applicant should testify regarding same.

12. Sanitary Sewer & Water

- 12.1 The Applicant should provide the location of the proposed water shut off gate valves and fire gate valves at the proposed connection to the water main on Anson Avenue.
- 12.2 The Applicant should specify if the existing water service will be abandoned at the building or at the water main. It appears there are two (2) fire hydrants connected to the old water service lines. The Applicant should clarify if these hydrants are to remain.
- 12.3 The Applicant should provide a utility easements with Lot 5 for the proposed water service connections.
- 12.4 The Applicant should clarify the timing of the water service installation by others.

13. General Comments

The Applicant should be prepared to discuss the following issues with the Board:

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- 13.1 The Applicant defers paving the parking lot until Phase II. The lot is in disrepair and requires resurfacing. The Applicant should testify regarding the timing of the Phase II improvements.
- 13.2 The Applicant should provide curb and sidewalk construction details on the plan for review.
- 13.3 The Applicant should specify the limits of concrete curb and sidewalk removal/replacement on the plans.
- 13.4 The existing parking area, curb islands, and portions of concrete sidewalk were observed to be in poor condition. It is recommended that repairs are made to address the ADA compliancy including ADA stalls at 2% and the ADA accessible route to the building.
- 13.5 The Applicant shall indicate the location of the proposed refuse area and provide testimony regarding same.
- 13.6 The Applicant shall indicate the proposed location and provide testimony regarding the location of the refuse area for the Phase I improvements.
- 13.7 The Applicant shall provide construction details for the asphalt pavement repair.
- 13.8 From NJAC19:31C-3.8(d), FMERA recommends the Applicant consider providing solar panels as a means of augmenting its project. The Applicant should discuss this recommendation with the Board.
- 13.9 The boundary between Lot 5 and adjacent Lot 26 should be clarified on the plans, so it can be determined if access or utility easements are required on lot 26.

14. Outside Approvals

- 14.1 This application may be subject to the following outside agency approvals:
 - a) Freehold Soil Conservation District. Applicant provided certification letter, dated November 5, 2020;
 - b) Monmouth County Planning Board. Applicant provided Site Plan Exemption Letter, dated November 9, 2020;
 - c) Oceanport Fire Official;
 - d) Oceanport Environmental Commission;

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

OCPB-R0020

January 28, 2021

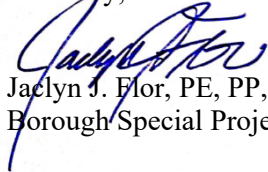
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The right is reserved to present additional comments pending the receipt of revised plans and/or the testimony of the Applicant before the Board.

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

Sincerely,



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

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



December 21, 2020

John A. Giunco
Giordano, Halleran & Ciesla, P.C
125 Half Mile Road, Suite 300
Red Bank, NJ 07701

Re: MCR Application Review-Preliminary Major Site Plan
District A - Phase –I
Oceanport Education/Mixed-Use Neighborhood District
Proposed Block: 110 Lot 4
Oceanport, New Jersey

Dear Mr. Giunco:

Our office is in receipt of the following items 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 (the "Land Use Rules") at N.J.A.C. 19:31C-3 for the above referenced parcel for a Major Site Plan.

A. Items Received on September 9, 2020:

- a. MCR application, dated September 9, 2020;
- b. Check for Application Fee and Escrow Fee (Check No. 678 and 679);
- c. Fort Monmouth Environmental Features Checklist, dated September 9, 2020;
- d. Site Plans prepared by Kennedy Consulting Engineering LLC, dated August 31, 2020; containing: Title Sheet, Layout Plan, Grading and Utility Plan, Lighting and Landscaping Plan, Soil Erosion and Sediment Control Plan, Soil Erosion Control Details and Construction Details;
- e. Architectural drawings, prepared by Taylor Architecture and Design, dated August 26, 2020; and
- f. Stormwater Management Statement prepared by Kennedy Consulting Engineering LLC, dated November 15, 2019.

B. Items Received on October 13, 2020:

- a. Traffic Impact Analysis prepared by McDonough & Rea Associates, Inc, dated October 5, 2020;
- b. Will Serve letter issued by New Jersey American Water dated October 5, 2020;
- c. Will Serve letter issued by New Jersey Natural Gas dated July 22, 2020;
- d. Will Serve letter issued by Jersey Central Light and Company dated July 22, 2020; and
- e. Will Serve letter issued by Verizon dated, July 21, 2020;

This authority has deemed this MCR application complete on October 13, 2020.

1. Subject Parcel

The subject parcel consists of $\pm$ 11.3 acres of land and a 53,700 gsf former grocery known as the Commissary Building (Building 1007), the PX Complex (Buildings 1000, 1001, 1002 and 1003 totaling approximately 45,626 gsf and Army Community Service center (Building 812) a 5,563 gsf administrative building, collectively referred to as District A. The site borders on Alexander and Anson Avenues, and Murphy Drive in the Oceanport Reuse Area of the Fort.

2. Proposed Development

The redevelopment on the District A parcels will occur in two phases. The applicant has submitted the application for the Phase One at this time. As part of the proposed Phase One project, the applicant is demolishing the interior and renovating the Commissary building for adaptive reuse as a food processing facility that processes food for consumption, sale, and distribution. The applicant is not proposing to increase the building footprint and the bulk of the improvements to the building will take place in the interiors only. The exterior of the Commissary building will be improved with new materials and colors. Buildings 1000, 1001, 1002, and 1003 are proposed to remain for the Phase One development.

The applicant has proposed to reuse the existing parking lot and the development would provide 236 parking spaces, including nine (9) barrier-free parking. Vehicular access to the site would be provided via Alexander Avenue, Anson Avenue, Todd Avenue and Murphy Drive.

3. Applicable Land Use Rules

The Fort Monmouth Reuse and Redevelopment Plan (the “Reuse Plan”), contemplates the renovation and reuse of the Commissary which is approximately 53,700 sq.ft as a retail and/or community center and the demolition of the PX-Complex.

Reuse Plan Amendment #15 to the *Reuse Plan* permits an alternative development scenario on District A - a merger of the Commissary and PX Complex, Parking Lot, and the Post Office Area parcels. Amendment #15 permits the adaptive reuse of the Commissary building into a $\pm$ 53,700 sq. ft. of commercial and retail uses related to food service establishments, research & development, and craft production. Additionally, Amendment #15 permits 140,000 sq. ft. of commercial space uses related to research and development, office and flex space, and instructional schools and studios on District A parcels. The Amendment does not delete any provisions of the Reuse Plan but rather supplements the Plan by proposing an alternative development scenario for the subject parcel.

The Land Use Rules places the subject parcel in the Oceanport Education and Mixed-Use District. Residential, mixed-use, retail, hospitality, office/research, institutional/civic, open space/recreation uses are permitted in the Education and Mixed-Use District.

3.1 Historic Preservation

The Commissary parcel is not located within the Fort Monmouth National Register Historic District (“Historic District”).

4. 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.

4.1 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 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.

The proposed development is in compliance with the use, height and FAR requirements set forth in the Amendment and in the Land Use Rules. **Therefore, a need for a use-type variance was not identified.**

The following bulk variance is required:

- a. Reuse Plan Amendment #15 allows up to 75% of the land area to be impervious. The proposed development has 85.9% impervious coverage. Therefore, a variance is required for excessive ground coverage. This is an existing nonconformity. As such, **FMERA supports the granting of the variance from the above deviations for the proposed Phase One project. The applicant must submit the revised MCR application for the Phase Two project and comply with the above landscaping standard.**

4.2 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. The design exceptions are as follows:

- a. A design exception is required for excessive mounting height for freestanding lights. Pursuant to N.J.A.C. 19:31C-3.10(j)(3) the maximum height of freestanding lights shall not exceed the height of the principal building, or 18 feet, whichever is less. The applicant has proposed lighting poles with 20 feet mounting height. **FMERA considers this deviation as a minor deviation from the requirements, as such FMERA recommends granting this design exception.**
- b. 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 foot-candle. The lighting plan indicates that the illumination level will exceed 0.1 foot-candle at the property line along Alexander Ave. and along JCP&L right of way. **A high illumination level along a public right of way is justifiable for safety and security purposes. As such, FMERA recommends granting this design exception.**

4.3 Design and Development Guideline Deviations

The applicant 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 lighting as further explained below:

- a. Pursuant to N.J.A.C. 19:31C-3.15 (c)(2)(i)(1) a 10-foot landscaped setback back is required for Surface parking areas from street-facing lot lines, as well as from interior or rear lot lines shared with adjacent uses, if a deeper parking area is provided. The proposed development does not meet this design standard and provides parking within 0 ft setback from the property line where 10 ft is required. This is an existing nonconformity. As such, **FMERA supports the granting this exception for the proposed Phase One project. The applicant must submit the MCR application for Phase Two project and comply with above landscaping standard.**

- b. Pursuant to N.J.A.C. 19:31C-3.15(e)(1)(iv), for all non-residential buildings and medium-density residential buildings, secure indoor bicycle racks should be provided within the garage area or within a separate secure storage room. Pursuant to N.J.A.C. 19:31C-3.15(e)(3), the number of bicycle parking in each required area should be based on the expected number of occupants, visitors, and or workers at the building. **As most of the proposed development involves the reuse of the existing building, providing indoor bicycle storage into the building could create some practical difficulties. Therefore, given the nature of the proposed use, FMERA strongly recommends that the applicant make a concerted effort to provide bicycle racks close to the building entrance or in the area connected by sidewalks during the Phase Two part of the redevelopment. FMERA supports the granting of an exception to allow this deviation so long as the applicant provides outdoor bicycle racks during the Phase Two part of the redevelopment, preferably one space for every 10-15 parking spaces. As such, FMERA supports granting this exception for the proposed Phase One project. The applicant must submit the MCR application for Phase Two project and comply with above bicycle storage standard.**
- c. Pursuant to N.J.A.C. 19:31C-3.15(c)(2)(v), where more than 50 spaces are provided in any surface parking areas, minimum five feet wide pedestrian walkway(s) should be provided through the parking lot, running parallel to bays of parking. The applicant has not indicated any pedestrian walkway(s) in the proposed parking lot. **Though, this is an existing nonconformity, FMERA, recommends that during the Phase Two part of the redevelopment, the applicant provide pedestrian walkways, stripped or otherwise, within the parking lot in an appropriate manner to ensure direct and safe access to the building from the parking lots. As such, FMERA supports granting this exception for the proposed Phase One project. The applicant must submit the MCR application for Phase Two project and comply with above pedestrian walkway standard.**

5. FMERA's Six Criteria for Evaluation

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.19:3.20(c)(5)(i) – (vi):

5.1 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: Pursuant to N.J.A.C. 19:31C-3.21, the need or request for an area-type variance has not been identified. The proposed development requires a variance for excessive ground coverage. This is an existing nonconformity. **FMERA supports the granting of variances for excessive ground coverage for the Phase One project.**

5.2 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: The site has ingress and egress points to and from Todd Avenue, Anson Avenue, Alexander Avenue and Murphy Drive (aka Oceanport Way). **FMERA believes that proposed ingress and access points to and from the site do not adversely impact the traffic mobility and pedestrian activities within the Fort area. FMERA found the submitted Traffic Impact Analysis report 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.**

5.3 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:

Water to Phase I will be supplied to the site via a New Jersey American Water (NJAW) 8" water main in Anson Avenue to the north. This main will be funded by FMERA and installed by NJAW in the coming weeks. The developer will coordinate with FMERA to install a service line across the JCP&L right-of-way to a hot-box installed by the developer adjacent to the Commissary. **MCR plans must be updated to show the proposed location of the hot-box and water service line off the northwest corner of the Commissary.**

Electric power to Phase I will be supplied by the FMERA owned and operated power grid. The Commissary is currently connected to the grid via an under-ground primary conduit off Murphy Drive.

Sanitary sewer outfall from the site is via the FMERA owned and operated sanitary system as it is currently configured.

Storm water outfall from the site is via the FMERA owned and operated storm drainage system as it is currently configured. The applicant is responsible for maintaining any and all pre-existing upstream storm water flow through the property during redevelopment and post-development.

Natural gas to the commissary will be supplied by New Jersey Natural Gas (NJNG). It the responsibility of the applicant to establish an account with NJNG.

FMERA has supplied the developer a will-serve letter, dated September 24, 2020, and a Demolition/Utility Disconnect letter dated September 14, 2020.

5.4 The need for and existence or availability of easements in connection with access and utilities:

All utility easements are depicted on the signed survey plans, and described in the legal descriptions, used for the closing of the property.

5.5 Architectural and aesthetic review:

FMERA's Response: FMERA reviewed proposed conceptual architectural plans and elevations of the proposed development. This Authority concurs with the architectural design proposed. **If new materials and exterior facade improvements are proposed throughout the building at a later time, the applicant should provide further information, such as additional exterior renderings, indicating the proposed finished appearance of all building facades.**

5.6 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 set forth in Amendment #15.

- b. FMERA recommends the following during the phase two part of the development.
- i. Pursuant to N.J.A.C.19:31C-3.14 9(c) all streets (except for alleys) should have sidewalks on both sides and sidewalks should have a clear walking area of at least five feet. FMERA recommends the applicant provide sidewalk along Alexander Avenue, Murphy Drive and Anson Avenue appropriately to facilitate pedestrian connectivity within the proposed site and in the Fort Area.
 - ii. The applicant should consider providing electrical vehicle charging stations in new parking lots in a range between 2%-6% of the total new parking spaces.
 - iii. The applicant should consider incorporating rain garden, bio-retention pond or other appropriated green infrastructure and Low Impact Development (LID) strategies to the proposed development
 - iv. FMERA recommends the applicant consider using solar panels, where feasible and in conformity with N.J.A.C. 19:31C-3.8 (d) , as means of augmenting its project.

6. Staff Advisory Committee Review

6.1 Historical Preservation Advisory Committee review

The subject parcel is not located within the Fort Monmouth National Register Historic District (“Historic District”). Therefore, the MCR application is not required to be reviewed by the FMERA’s Historic Preservation Staff Advisory Committee (the “Historic Committee”) nor is the project subject to the Historic Preservation Design Guidelines (the “Historic Guidelines”).

6.2 Environmental Staff Advisory Committee (ESAC) review

Please be advised that pursuant to N.J.A.C. 19:31C-3.20(c)(7) 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 Environmental Staff Advisory Committee (“ESAC”) review and comment on the application.

On October 5, 2020 the ESAC reviewed the MCR application. FMERA staff provided general overview to the ESAC including the nature of the proposed uses and the scope of the redevelopment & construction. The review by the ESAC included a report provided by FMERA staff which included the following recommendations on key environmental issues:

- a. Soil Disturbance: The Phase One plan calls for a portion of the parking lot located on the westside of the Commissary to be repaired and upgraded. Several islands (curbed areas with grass) found in the parking lot will be removed and paved over. The elimination of these islands accounts for a majority of the planned soil disturbance.

The project as proposed will disturb more than 5,000 sq. ft of soil. Disturbance of 5,000 sq. ft or more of soil triggers a requirement to submit a “Soil Erosion & Sediment Control Plan” to the Freehold Soil Conservation District for approval. Work may not commence until such time as the Freehold Soil Conservation District certifies the Soil Erosion & Sediment Control Plan as approved.

- b. Soil Disturbance of One Acre or More: The project as proposed will not disturb one acre or more of soil or increase impervious surfaces by a ¼ acre or more. As a result, the requirement to secure an “Authorization to Discharge 5G3 Construction Activity Stormwater General Permit” is not triggered.
- c. Stormwater Management: The developer proposes to make use of the existing, FMERA owned stormwater collection system. Under this proposal, the FMERA is required to maintain the stormwater

collection system found outside of the boundaries of the Commissary, Warehouses, and Post Office parcels.

- d. Water Bodies: There are no water bodies found on the Commissary Hall parcel. Husky Brook Creek, a tidal water body, is located approximately 600 feet north of the parcel boundary.
- e. Riparian Zone: There are no riparian zones found on the Commissary parcel.
- f. Wetlands & Associated Wetland Buffer Zones: There are no coastal or freshwater wetlands found on the Commissary parcel to include any associated transition zones.
- g. Coastal Area Facilities Review Act (CAFRA): The developer should assess whether or not a CAFRA permit is required based upon the proposed uses of the Commissary building.
- h. Flood Hazard Assessment: The developer should evaluate the need to perform a flood hazard assessment in accordance with the provisions of N.J.A.C. 7:13 et seq.
- i. Endangered & Threatened Wildlife or Vegetation Species Habitats:
As originally reported, there was an active osprey (*Pandion haliaetus*) nest found on a FMERA owned utility pole located at the intersection of Anson Avenue (also referred to as Razor Avenue) and Murphy Drive. The nest was located at the northwest corner of the intersection. The nest was located more than 300 feet from the Commissary's loading dock area and approximately 500 feet from the proposed parking lot renovation work.

Referenced nest was dismantled by a qualified high voltage electrician on October 28, 2020 under the authority granted by Depredation Control Permit No. DC2020052 which was issued by the NJDEP on March 24, 2020. On or before February 28, 2021, the FMERA, by means of a qualified contractor, will install a deterrent device on the subject utility pole which is designed to prevent further nesting activities at said location. It should be noted the installation of nest deterrent devices are not always 100% successful.

An active bald eagle (*Haliaeetus leucocephalus*) nest located on the Monmouth County Highway District property is more than 2,500 feet from the Commissary parcel. The highway department's operation is quite robust and to date said operations have not negatively impacted the nesting bald eagles. It is the opinion of the undersigned that work proposed at the Commissary parcel will not negatively impact the nesting bald eagles.

- j. Critical Wildlife Habitats: There are no critical wildlife habitats found on the Commissary parcel.

The above recommendations were discussed and the ESAC offered no objection to the proposed development and impact to the subject parcel.

7. Conclusion

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 February 5, 2020.

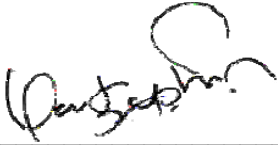
It shall also be noted that the Mandatory Conceptual Review, once the MCR application is completed, does not in any way obviate or supersede site plan approval by the Oceanport Borough Planning Board or where applicable, the Monmouth County Planning Board as stated within N.J.A.C. 19:31C-3.20(c)(8).

The Authority has completed the MCR based on the plans and documents submitted by the applicant. The applicant shall assume full responsibility to verify the site conditions, dimensions and details before commencing the work and assume full liability for any problems that may arise due to possible errors on these plans.

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:

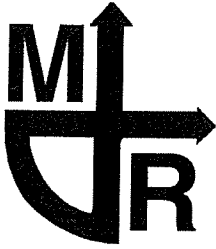


Upendra Sapkota, PP, AICP, LEED AP
Senior Officer- Planning & Development

MCR AUTHORIZED BY:



Bruce Steadman, Executive Director



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

October 5, 2020

Steve Lidster, Director of Development
Denholtz Associates
116 Chestnut Street, Suite 102
Red Bank, NJ 07701

Re: Fort Monmouth Property-Phase I
Borough of Oceanport, Monmouth County
MRA File No. 20-189

Dear Mr. Lidster:

As requested, McDonough & Rea Associates (MRA) has prepared a *Traffic Impact Analysis* for plans to repurpose the existing commissary building on the grounds of *Fort Monmouth* in the Borough of Oceanport, Monmouth County, New Jersey. The existing building contains approximately 51,190 SF and will be utilized for food distribution/processing/manufacturing and packaging. The property is located on Murphy Drive (also known as Oceanport Way) and will be accessed from Monmouth County Route 537 which is north of the subject property.

SCOPE OF STUDY

In order to prepare a thorough *Traffic Impact Analysis* for the repurposing of the commissary, MRA has conducted the following tasks:

1. Reviewed historical peak hour traffic volume data collected by this firm in connection with other *Fort Monmouth* projects recently approved by the Borough of Oceanport and the Fort Monmouth Economic Revitalization Authority (FMERA).
2. Established base traffic volumes traveling through the Route 537/Oceanport Way intersection, including existing peak hour traffic volumes and traffic generated by the previously approved projects..
3. Prepared traffic generation estimates for the repurposing of the commissary based on the intended uses within the building.

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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Steve Lidster, Director of Development

-2-

October 5, 2020

4. Distributed site generated traffic through the Route 537/Oceanport Way intersection.
5. Prepared level of service capacity analyses for the Route 537/Oceanport Way intersection.

The following report sets forth the database accumulated and the conclusions reached with respect to the repurposing of the *Fort Monmouth* commissary.

EXISTING CONDITIONS/TRAFFIC VOLUMES

The subject property is located on the west side of Murphy Drive which is also known as Oceanport Way within the confines of *Fort Monmouth*, Oceanport Borough. It is located south of County Route 537 which will be the primary roadway servicing the property.

A new Oceanport Borough community complex is presently under construction on the east side of Murphy Drive in the general vicinity of the site.

MRA consulted a *Traffic Impact Study* prepared by this firm for the *Allison Hall* mixed-use development which has been approved for an area of *Fort Monmouth* northeast of this property adjacent to Oceanport Avenue and County Route 537. In the *Allison Hall* traffic study, MRA also accounted for traffic that would be generated by other proposed uses in the vicinity of this site within *Fort Monmouth*. *Figure 1* in the *Appendix* illustrates base traffic volumes utilized for this analysis.

TRIP GENERATION/DISTRIBUTION

Estimates of traffic to be generated by the repurposing of the commissary were made after reviewing the proposed uses and comparing them to Land Use Codes in the 10th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. As we understand it, approximately half of the building (25,595 SF) will be used for the food service preparation activity and the other half of the building (25,595 SF) will be for general light industrial use. Based on these uses, the following *Table* illustrates the anticipated AM and PM peak street hour traffic generation from the commissary.



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Steve Lidster, Director of Development

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October 5, 2020

TABLE I
TRIP GENERATION
FORT MONMOUTH COMMISSARY BUILDING-51,190 SF

<u>USE</u>	<u>AM PSH</u>			<u>PM PSH</u>		
	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
25,595 SF Food Service (LUC 760)	26	5	31	5	23	28
25,595 SF Light Industrial (LUC 110)	<u>21</u>	<u>3</u>	<u>24</u>	<u>3</u>	<u>19</u>	<u>22</u>
Total	47	8	55	8	42	50

With respect to the anticipated distribution of site generated traffic, MRA anticipates that traffic will be split approximately 50 percent to and from the east and 50 percent to and from the west on County Route 537. *Figure 2* in the *Appendix* illustrates site generated traffic volumes.

ANALYSIS OF FUTURE TRAFFIC

In order to prepare a design year 2021 analysis for the commissary building, MRA also considered traffic that would be generated by the new Oceanport Municipal complex under construction on the east side of Oceanport Way. Traffic to be generated from that complex was added to design year of 2021 *build* traffic volumes which are shown on *Figure 3* in the *Appendix*.

Traffic engineers calculate levels of service of unsignalized 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 50 seconds per vehicle at an unsignalized 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 unsignalized 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 7.8.5.



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Steve Lidster, Director of Development

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October 5, 2020

Findings were that exiting traffic from Oceanport Way to County Route 537 for the 2021 *build* condition will do so level of service "B" for both the AM and PM peak street hours. Therefore, this intersection will operate well within acceptable traffic engineering parameters.

CONCLUSIONS

It is concluded, based on MRA's analysis that plans to repurpose the existing commissary building on the grounds of *Fort Monmouth* can be approved and operate compatibly with future traffic conditions in the area. The intersection of Oceanport Way/County Route 537 through which all site generated traffic is assumed to travel will operate at a good level of service "B" for both the AM and PM peak hours for the 2021 design year.

We hope the foregoing information is helpful. If you have any questions, please do not hesitate to call.

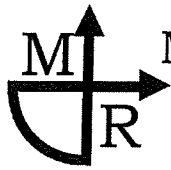
Very truly yours,

John H. Rea, PE
Principal

Scott T. Kennel
Sr. Associate

cc: Steve Denholtz
Blake Burger

APPENDIX



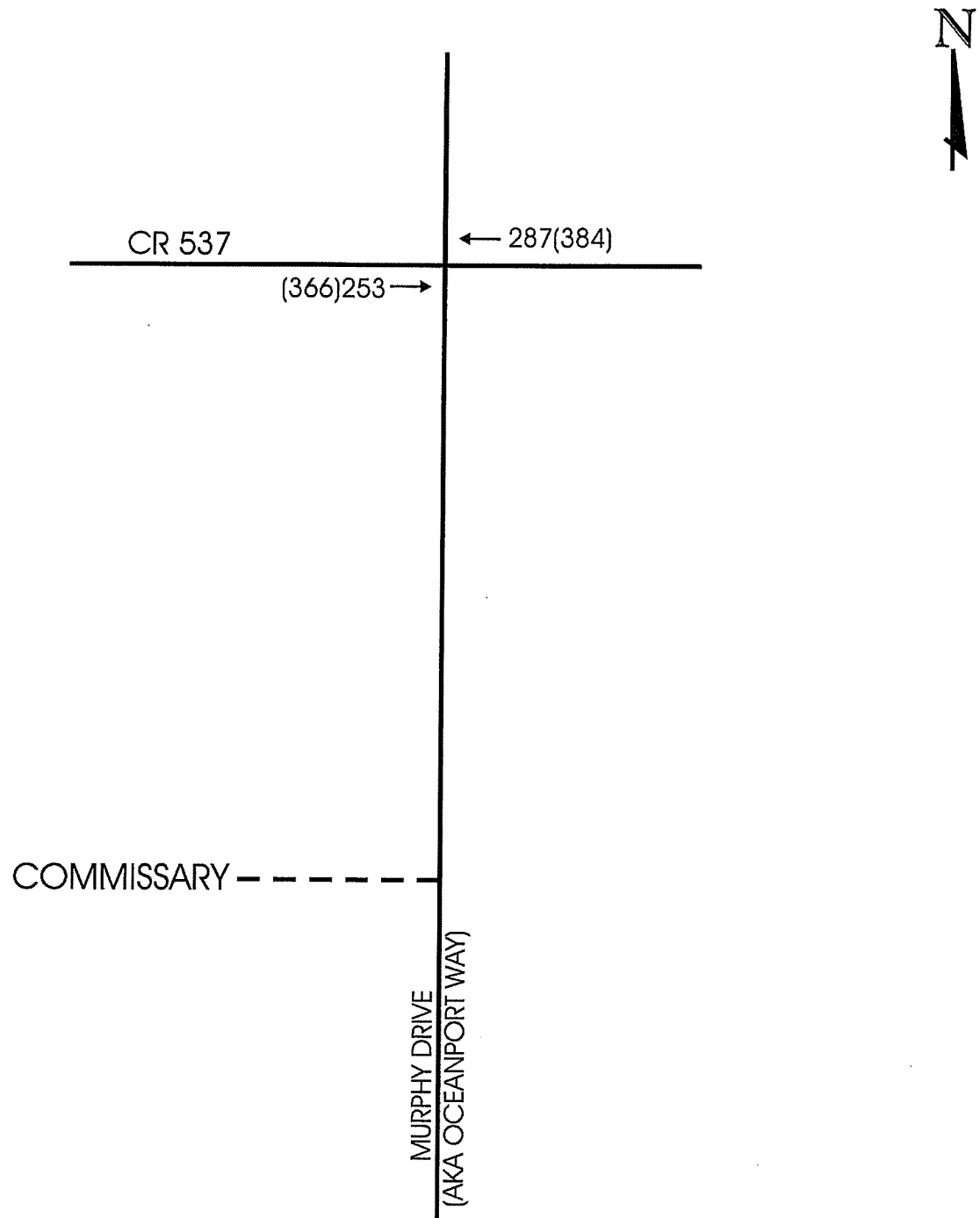
McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

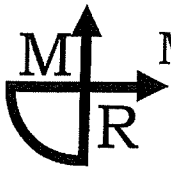
FIGURE 1

JOB NO.
20-189DATE:
OCT 2020

SUBJECT:

FORT MONMOUTH COMMISSARY - PHASE I
2021 AM PSH(PM PSH) BASE TRAFFIC VOLUMES

LEGEND: ← AM PSH(PM PSH)



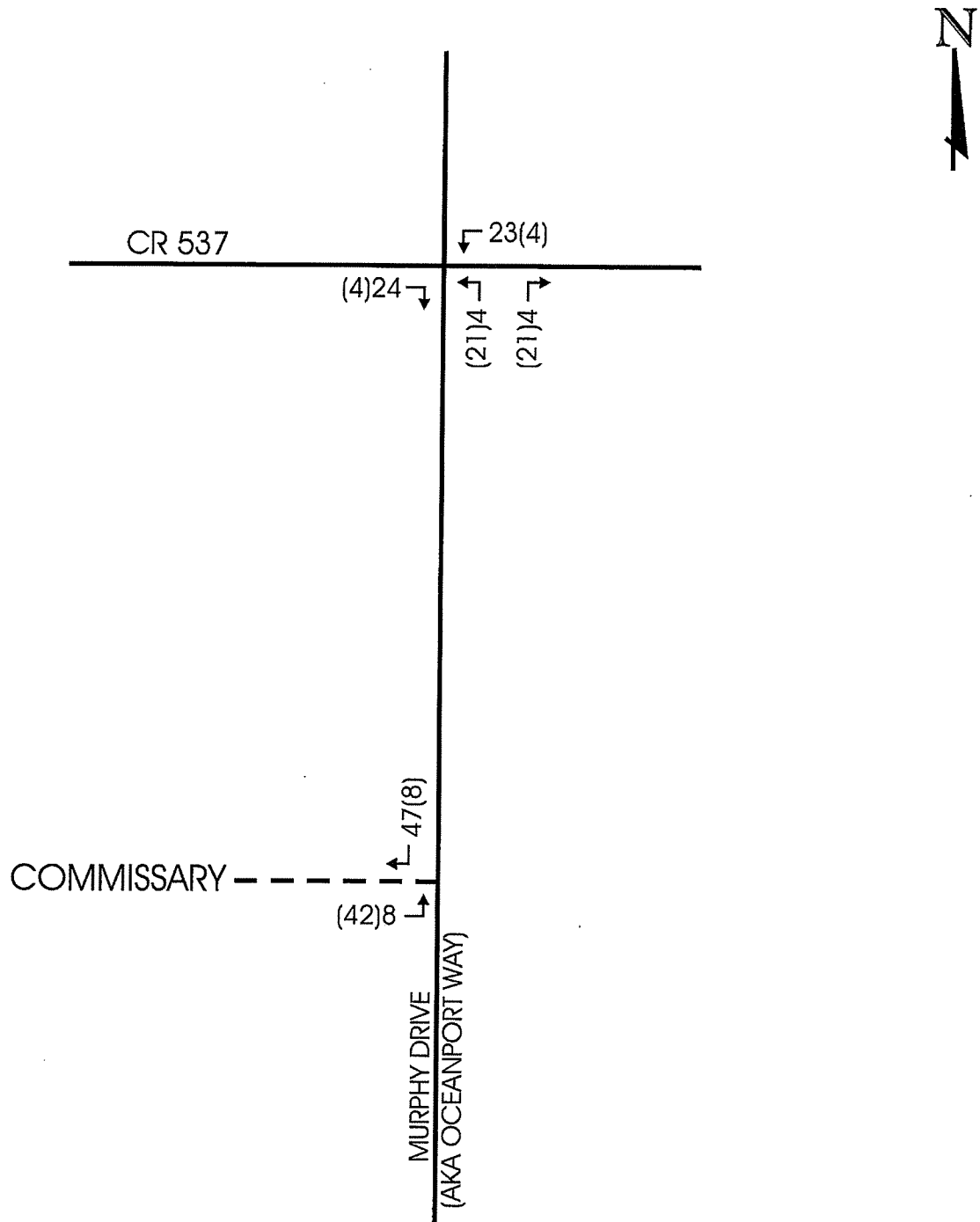
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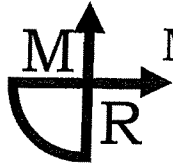
FIGURE 2

JOB NO.
20-189DATE:
OCT 2020

SUBJECT:

FORT MONMOUTH COMMISSARY - PHASE I
SITE GENERATED TRAFFIC VOLUMES- PHASE I

LEGEND: ← AM PSH(PM PSH)



McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 3

JOB NO.

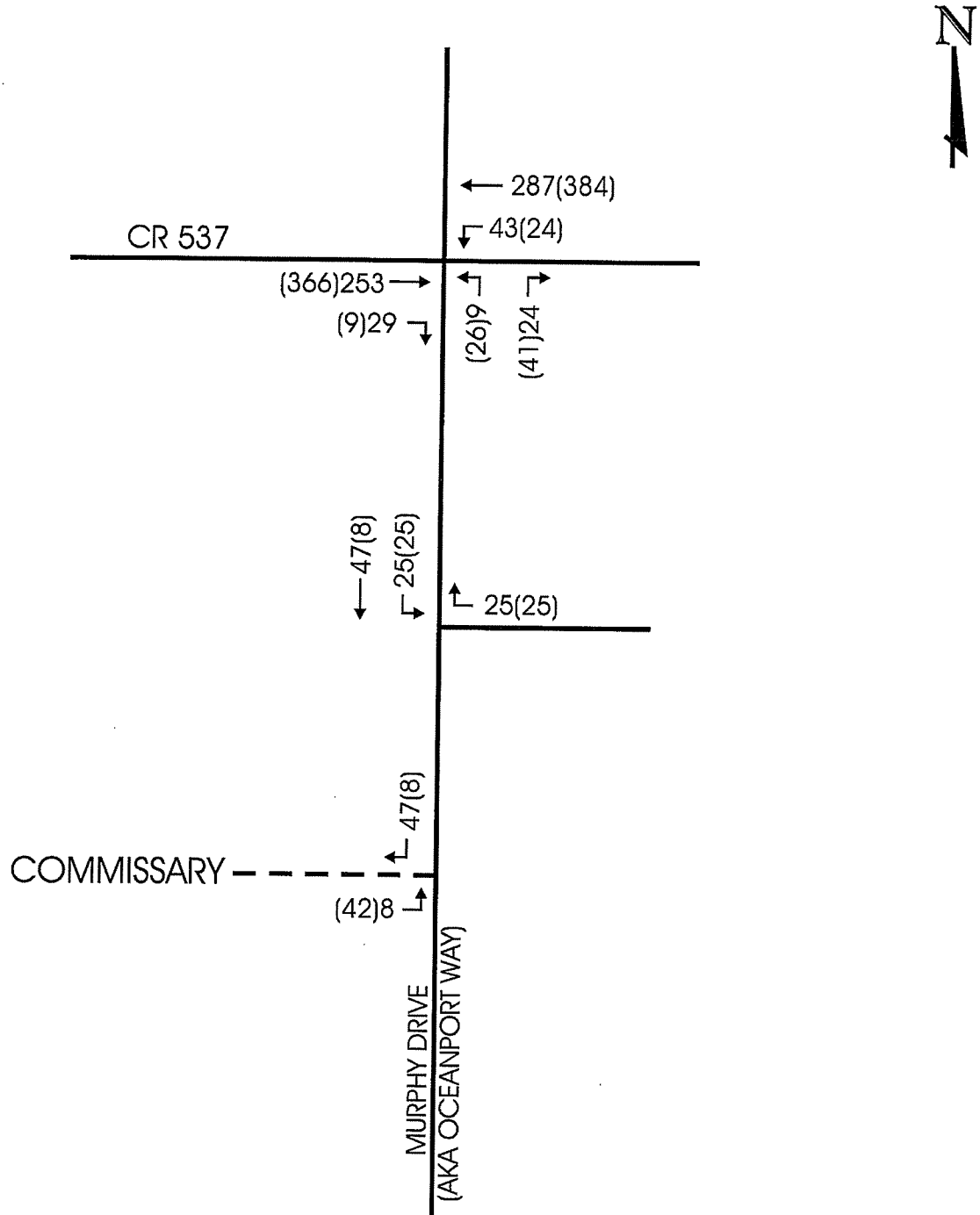
20-189

DATE:

OCT 2020

SUBJECT:

FORT MONMOUTH COMMISSARY - PHASE I
2023 PHASE I BUILD TRAFFIC VOLUMES



LEGEND: ← AM PSH(PM PSH)

**LEVEL OF SERVICE CRITERIA
FOR
TWO-WAY STOP-CONTROLLED INTERSECTIONS¹**

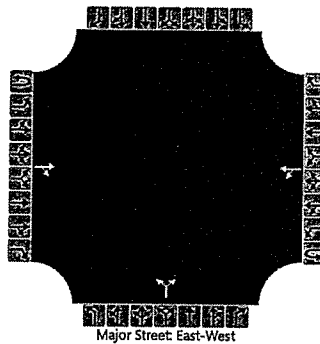
<u>Level of Service</u>	<u>Average Control Delay</u>
A	≤ 10.0 Seconds Per Vehicle
B	> 10.0 and ≤ 15.0 Seconds Per Vehicle
C	> 15.0 and ≤ 25.0 Seconds Per Vehicle
D	> 25.0 and ≤ 35.0 Seconds Per Vehicle
E	> 35.0 and ≤ 50.0 Seconds Per Vehicle
F	> 50.0 Seconds Per Vehicle

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

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	STK	Intersection	CR 537 & MURPHY
Agency/Co.	MRA	Jurisdiction	
Date Performed	10/1/2020	East/West Street	CR 537
Analysis Year	2023	North/South Street	MURPHY
Time Analyzed	AM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	20-189AFB-1-PHASE1 BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			253	29		43	287			9		24				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

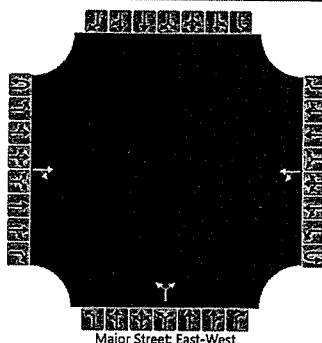
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						48					37					
Capacity, c (veh/h)						1241					587					
v/c Ratio						0.04					0.06					
95% Queue Length, Q ₉₅ (veh)						0.1					0.2					
Control Delay (s/veh)						8.0					11.5					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					1.4				11.5							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	STK	Intersection	CR 537 & MURPHY
Agency/Co.	MRA	Jurisdiction	
Date Performed	10/1/2020	East/West Street	CR 537
Analysis Year	2023	North/South Street	MURPHY
Time Analyzed	PM	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	20-189PFB-1-PHASE1 BUILD		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			366	9		24	384			26		41				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						27					74					
Capacity, c (veh/h)						1137					445					
v/c Ratio						0.02					0.17					
95% Queue Length, Q ₉₅ (veh)						0.1					0.6					
Control Delay (s/veh)						8.2					14.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.7				14.7							
Approach LOS									B							



Kennedy Consulting Engineers, LLC
 211 Maple Avenue
 Red Bank, New Jersey 07701
 Phone: 732.212.9393 • Fax: 732.212.9399

STORMWATER MANAGEMENT COMPLIANCE STATEMENT

OPORT PARTNERS, LLC

LOT 1 IN BLOCK 110.15 & LOT 1 IN BLOCK 110.16

BOROUGH OCEANPORT, MONMOUTH COUNTY, NEW JERSEY

The subject property is located at the intersections of Murphy Drive and Alexander Avenue in the Fort Monmouth Redevelopment Area. The property is comprised of approximately 11.3 acres. Stormwater runoff generated on the site flows to the existing drainage systems which ultimately discharge to Husky Brook.

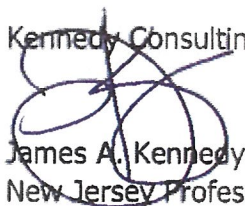
The site is currently developed with six (6) buildings with associated parking, pedestrian, and landscaped areas. Five (5) building will remain unoccupied during Phase I of the project. The remaining building, known as the commissary, will be reused with food service-related tenants. The goal of Phase I is to rehabilitate and occupy the existing commissary building and repair and restripe a portion of the associated parking area. Phase II will address the full redevelopment of approximately 26 acres in the vicinity of the commissary. The commissary building shall remain during Phase II.

No changes to the site layout, grading or impervious coverage are proposed during Phase I. As such, no changes to stormwater runoff are anticipated. Runoff generated on the site will continue to be directed to the existing drainage systems which discharge to Husky Brook.

FMERA's Land Use Ordinance defines "major development" as the as the disturbance of one or more acres of land. Since the proposed disturbance is less than one acre, the proposed project does not constitute a "major development" for stormwater management purposes.

Given that no changes to stormwater runoff are proposed and that the project is not considered a "major development" for stormwater management purposes, no adverse impacts to the surrounding properties are anticipated as a result of the proposed improvements.

Kennedy Consulting Engineers, LLC.


 James A. Kennedy, PE
 New Jersey Professional Engineer License No. 41275

August 31, 2020

OCEANPORT PLANNING BOARD LAND USE DEVELOPMENT APPLICATION

FOR OFFICIAL USE ONLY

Date Filed: _____	Application # _____
Application Fee: _____	Location (Address): _____
Escrow Fee: _____	Block: _____ Lot: _____
Date Deemed Complete: _____	Zone District: _____

Application is hereby made for:

☐ SUBDIVISION ☐ Concept Plan ☐ Minor ☐ Preliminary Major ☐ Final Major	☒ SITE PLAN ☐ Concept Plan ☐ Minor ☒ Preliminary Major ☒ Final Major (Single & 2-Family Exempt)	☐ VARIANCE/APEAL ☐ Bulk Variance(s) ☐ Use Variance(s) ☐ Interpretation ☐ Appeal of Administrative Officer
☐ INFORMAL HEARING	☐ AMENDED APPROVAL	☐ CONDITIONAL USE
☐ SPECIAL MEETING	☐ EXTENSION/RE-APPROVAL	☐ CERTIFICATE OF PRE-EXISTING, NON-CONFORMING USE

SUBDIVISION: Total number of lots: _____

SITE PLANS: Total Area of Site: 491,724 sq. ft. / 11.288 acres

Total Area of all floors of buildings: 53,700 to be used (97,837 sf total) sq. ft.

Total number of parking spaces provided: 236 to be used

☐ **ATTACH COMPLETED CHECKLIST FOR DETERMINATION OF COMPLETENESS**

I. APPLICANT:

Name: Oport Partners, LLC

Address: 116 Chestnut Street

Telephone Number: _____

Email Address: _____

(by providing an email address you agree to receive communications from the Board and its representatives by this format).

II. The Applicant is a: Corporation ☐ Partnership ☐
 Individual ☐ Other (please specify) ☒ LLC

III. If the applicant is a Corporation or a Partnership, please attach a list of the names and addresses of persons having a 10% interest or more in the Corporation or Partnership using the provided form.

IV. The relationship of the Applicant to the property in question is:
 Owner _____ Lessee _____ Contract Purchaser x Other (please specify) _____

V. **OWNER:**

Name: Fort Monmouth Economic Revitalization Authority ("FMERA")
 Address: 502 Brewer Avenue, Fort Monmouth, NJ
 Telephone Number: _____
 Email Address: _____

(by providing an email address you agree to receive communications from the Board and its representatives by this format).

VI. **APPLICANT'S ATTORNEY (if any):**

Name: John A. Giunco, Esquire; Giordano Halleran & Ciesla
 Address: 125 Half Mile Road, Suite 300, Red Bank, NJ 07701
 Telephone Number: 732-741-3900
 Email Address: jgiunco@ghclaw.com

(by providing an email address you agree to receive communications from the Board and its representatives by this format).

VII. **APPLICANT'S ENGINEER/SURVEYOR:**

Name: James A. Kennedy, PE; Kennedy Consulting Engineers, LLC
 Address: 211 Maple Avenue, Red Bank, NJ 07701
 Telephone Number: 732-212-9393
 Email Address: jkennedy@k-c-e.com

(by providing an email address you agree to receive communications from the Board and its representatives by this format).

VIII. **APPLICANT'S ARCHITECT (if any):**

Name: Brian M. Taylor, AIA; Taylor Architecture & Design
 Address: 95 Watchung Avenue, North Plainfield, NJ 07060
 Telephone Number: 908-226-5515
 Email Address: _____

(by providing an email address you agree to receive communications from the Board and its representatives by this format).

IX. **Other experts who will submit a report or testify for the Applicant:**

Name/License # John Rea, P.E., McDonough & Rea Associates
 Address: 1431 Lakewood Road, Suite C, Manasquan, NJ 08736
 Phone Number: 732-528-7076
 Email Address: jrea@mratraffic.com

(by providing an email address you agree to receive communications from the Board and its representatives by this format).

X. Description of present use of the premises. Commissary Parcel located at Fort Monmouth

XI. Purpose of application and detailed description of proposed improvements, development, change in use, etc. Attach Rider if additional space is necessary. Applicant proposes Phase I development of the Commissary Parcel, which consists of the restoration of an existing parking area to serve the existing commissary building, improvements to water utilities, lighting and landscaping

XII. List the specific zoning regulations for which appeal or variance relief is sought, and the nature and extent of the specific variances. (Ex. Side yard setback of 9', where 10' permitted)

N/A

Existing non-conforming lot coverage (85.9% provided where 75% permitted)

Existing non-conforming parking setback (0 ft provided where 10 ft required)

XIII. If the application seeks use variance relief, state the "special reasons" as that term is defined under the Municipal Land Use Law, to justify the granting of use variance relief pursuant to N.J.S.A. 40:55D-70d. Attach Rider if additional space is necessary.

N/A

XIV. State whether the applicant owns or has under contract for purchase, an adjoining property. If so, set forth the block and lot number and street address of the property.

Lot 1 in Block 110.14

XV. State what efforts have been made to obtain the result you wish to accomplish without violating the Zoning Ordinance (i.e., relocation of planned construction, purchase of additional land, etc.)

Existing non-conforming conditions to remain during Phase I only

XVI. The location of the property is approximately 0 feet from the intersection of
Murphy and Alexander.

XVII. Is the subject property located on a:

 County Rd State Rd OR within 200' of a Municipal boundary

XVIII. Are there any existing or proposed deed restrictions, easements, rights-of-way or other
dedications? X No Yes (If yes, attach a copy)

FOR SITE PLAN REVIEW ONLY:

1. Acreage of the entire site is: 11.288

2. Type of Proposal is:

<u> </u> New structure	<u> </u> Expanded Area
<u> </u> Improved Parking Area	<u> </u> Alteration to Structure
<u> </u> Expansion of Structure	<u> </u> Change of Use
<u> </u> Sign	<u> X </u> Reuse of existing structure & parking

3. The name of the business or activity (if any): Food Service-Related uses

IMPROVEMENTS: List all proposed on site utilities and off-tract improvements:

Existing water service to be abandoned and replaced. Offsite water main construction by others.

PLAT SUBMISSION: List maps and other exhibits accompanying this application

Preliminary and Final Plat - Major Site Plan prepared by James A. Kennedy, PE

Stormwater Management Compliance Statement prepared by James A. Kenedy, PE

Existing Elevations prepared by Brian M. Taylor, AIA

AUTHORIZATION AND VERIFICATION

I certify that the foregoing statement(s), materials submitted and information contained in this application are true. I further certify that I am (a) the individual applicant, or (b) that I am an Officer of the Corporate applicant and that I am authorized to sign the application for the Corporation or (c) that I am a general partner of the partnership applicant. (If the applicant is a corporation this must be signed by an authorized corporate officer. If applicant is a partnership, this must be signed by a general partner).

10/15/20
Date

John A. Grunco
Applicant
Attorney for Applicant
Applicant

Sworn and subscribed to before me this

15th day of October, 2020.

Denise M. Werniak
Notary Public of New Jersey
(Affix stamp and seal)
DENISE M. WERNIAK
A Notary Public of New Jersey
My Commission Expires August 20, 2024

STATEMENT OF LANDOWNER WHERE APPLICANT IS NOT LANDOWNER

I certify that I am the Owner of the property which is the subject of this application, that I have authorized the Applicant to make this application and that I agree to be bound by the application, the representations made and the decision in the same manner as if I were the applicant. (If the owner is a corporation this must be signed by an authorized corporate officer. If owner is a partnership, this must be signed by a general partner).

10/14/2020
Date

Bruce Steadman
Property Owner's Signature

Regina McGrade
Notary Public of New Jersey

Bruce Steadman
Print Name of Property Owner

Sworn and subscribed to before me this

14th day of October, 2020.

Regina McGrade
Notary Public of New Jersey
(Affix stamp and seal)
Regina McGrade
Notary Public
New Jersey
My Commission Expires March 8, 2023
No. 2430957

Ownership Disclosure Certification for Business Entity

- ☐ I certify that the list below contains the names and home addresses of all owners of the issued and outstanding stock of the undersigned. ☐

Check the box that represents the type of business entity:

- ☐ Partnership ☐ Subchapter S Corporation ☐ Limited Partnership
☐ Corporation ☐ Limited Liability Corporation x Limited Liability Company
☐ Sole Proprietorship ☐ Limited Liability Partnership

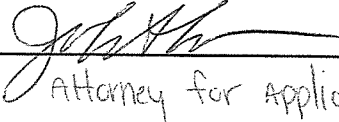
Name of Stock or Shareholder	Home Address
Oport Partners, LLC is the sole shareholder of the LLC	116 Chestnut Street, Red Bank, NJ 07701

Signature and Attestation:

The undersigned is fully aware that if I have misrepresented in whole or part this affirmation and certification, I and/or the business entity, will be liable for any penalty permitted under law.

Name of Business Entity: Oport Partners LLC

Print Name: John A. Giunco Date: 10/15/2020

Signed:  Title: Attorney for Applicant
Attorney for Applicant

Subscribed and sworn before me this 15th day of October, 2020.

State of New Jersey

County of Monmouth

Denise M. Wegrzyniak
(Notary)

My Commission Expires:

(SEAL)

DENISE M. WEGRYNIAK
A Notary Public of New Jersey
My Commission Expires August 20, 2024