



| YOUR GOALS. OUR MISSION.

TFPB-R3101

October 8, 2020

Via Email (tsena@tintonfalls.com)

Frank Lodato, Chairman
c/o Ms. Trish Sena, Secretary
Borough of Tinton Falls Planning Board
556 Tinton Avenue
Tinton Falls, NJ 07724

**Re: W&M Associates, LLC
Shipping & Receiving Center
1251 Jumping Brook Road
Block 128.03, Lot 47
Preliminary & Final Major Site Plan
Second Engineering Review
PB 2020-12**

Dear Chairman Lodato and Board Members:

As requested, our office has reviewed the following submittals for the above referenced property:

- Site plans entitled “1251 Jumping Brook Road Preliminary and Final Site Plan Application” prepared by Richard Burrow, P.E., of Langan Engineering, dated June 25, 2020, **last revised September 17, 2020, consisting of fifty (50) sheets.**
- Architectural plans entitled “1251 Jumping Brook Road” prepared by Progressive Architecture Engineering, Inc., dated June 4, 2020, consisting of three (3) sheets.
- Plans entitled “ALTA/NSPS Land Title Survey” prepared by David R. Avery, P.L.S. of Langan Engineering, dated June 24, 2020, consisting of six (6) sheets.
- **Plans entitled “NJDEP Permitting Plan” prepared by Richard Burrow, P.E., of Langan Engineering and Environmental Services, dated June 30, 2020, consisting of one (1) sheet.**
- Environmental Impact Statement prepared by Langan Engineering and Environmental Services, Inc., dated June 24, 2020.
- Traffic Evaluation prepared by Langan Engineering, dated June 26, 2020, **last revised September 16, 2020.**
- Stormwater Management Report prepared by Richard Burrow, P.E., of Langan Engineering and Environmental Services, dated June 25, 2020, **last revised September 18, 2020.**
- Stormwater Management Facilities Operation and Maintenance Manual prepared by Richard Burrow, P.E., of Langan Engineering and Environmental Services, dated June 25, 2020, **last revised September 18, 2020.**
- Will Serve letter prepared by New Jersey American Water, dated September 9, 2019.
- Will Serve letter prepared by Jersey Central Power & Light, dated September 13, 2019.
- Will Serve letter prepared by New Jersey Natural Gas, September 13, 2019.
- Will Serve letter prepared by Verizon, dated October 28, 2019.



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- Cover letter outlining all submitted easements and property restrictions prepared by Kenneth L. Pape, Esq., dated June 30, 2020.
- Written Request for Waiver Relief prepared by Kenneth L. Pape, Esq., dated June 30, 2020.
- Tinton Falls Planning Board Development Application.

Based on our review of the submitted documents and a recent site visit, we offer the following comments for the Board's consideration:

A. Project Description

Lot 47 (50.69 acres) is currently in use as a driving range and Par-3 golf course. The subject property is located in the IOP (Industrial Office Park) Zone of the Borough with frontage along Jumping Brook Road. With this application, the applicant seeks preliminary and final major site plan approval for the construction an Amazon Delivery Station consisting of an approximately 113,016 square foot warehouse distribution building, along with utilities, site lighting improvements, 229 car parking spaces, 713 van parking spaces, 11 truck loading spaces, 5 detention basins, related landscaping plantings, and associated infrastructure improvements. **The applicant has revised the site layout to accommodate the charging stations for electric vehicles and made modifications to the stormwater management system. The adjusted plan now consists of an approximately 113,016 square foot warehouse, 231 car parking spaces, 670 van parking spaces, and 11 truck loading spaces.**

B. Fees

The fees established through the Borough Development Application Fee Schedule as related to the subject application are as follows:

	<u>Administrative Fee</u>	<u>Escrow/Professional Fee</u>
Preliminary Site Plan	\$8,000.80	\$117,612.00
Final Site Plan	\$4,000.40	\$0 (No Fee)
Design Waiver	\$0 (No Fee)	\$500.00
Bulk "C" Variance	\$600.00	\$1,000.00
G.I.S. Fee	\$147.00	\$0 (No Fee)



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Publication Fee	\$30.00	\$0 (No Fee)
Fire Prevention	<u>\$100.00</u>	<u>\$0 (No Fee)</u>
Total Fees	\$12,878.20	\$119,112.00

The applicant has posted all necessary escrow fees and \$12,451.20 in administrative fees. The required administrative fee is \$12,878.20. The applicant shall post the remaining \$427.00 prior to the Planning Board meeting. **The applicant has agreed to post all remaining fees prior to the meeting.**

C. Technical Completeness Review

1. The applicant has requested various submission waivers. Based on our review of the submitted materials, we have no objection to these waivers. I therefore recommend the application be considered **complete** from an engineering standpoint and scheduled for the next available Planning Board meeting.

D. Required Variances & Design Waivers

1. The following bulk 'c' variances are required.
 - a. Section 40-29.D.2 of the Ordinance states that all critical environmental areas shall be preserved and not built upon, whereas the applicant is proposing to build on an area with slopes in excess of 15%, as well as filling existing freshwater wetlands.
 - b. Section 40-33.D.5.n of the Ordinance states that walls or fences along the side or rear yard shall not exceed six (6) feet in height, whereas the applicant is proposing a 10.88 foot high retaining wall along the northwestern side of the site.
 - c. **Section 40-34.M.3.c(1) of the Ordinance permits one wall sign per wall facing a public street, whereas a total of five wall signs are proposed.**
 - d. **Section 40-34.M.3.c(1) of the Ordinance permits a maximum wall sign area of 120 square feet for this site, whereas 182 square feet each is proposed for two of the wall signs.**



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- e. Section 40-34.M.3.c(4) of the Ordinance states that a single ground sign is permitted for each site, whereas the applicant is proposing to install three ground signs at this time.
- f. Section 40-34.M.3.c(4) of the Ordinance states that ground signs are to be set back a minimum of 20 feet from the property line, whereas the applicant is proposing to install three ground signs 10 feet from the property line. **The applicant has relocated the easternmost ground sign and the ground sign adjacent to the truck/van entrance 5 feet back into the site, providing a total of 15 foot setback from the property line. The westernmost ground sign has not been moved.**
- g. Section 40-34.N.4 states that two directional signs in the parking areas are permitted and that each sign shall not exceed two square feet, whereas it appears the applicant is proposing the following directional signs:
 - i. 20 square foot “Yard Rules” sign
 - ii. 6 square foot “Truck Entrance” sign
 - iii. 6 square foot “Exit” signs
 - iv. 20 square foot Wayfinding signs
 - v. 1.5 square foot “Visitor Parking” signs
 - vi. 1.5 square foot “Vendor Parking” signs
 - vii. 1.5 square foot “Customer Parking” signs
 - viii. 9 square foot “Muster Area” signs

The sign tables at the bottom of Sheet 11 should be revised to indicate the total number of each signs so the variance intensity can be properly reviewed. We also note that many of the wayfinding signs appear to be significantly oversized for the amount of text/graphics indicated on the sign. The size of the signs should be reduced where possible. **The applicant has provided counts for the proposed directional signage on Drawing SS501. Additionally, the applicant has reduced the “wayfinding” signage area(s) where possible and is requesting the required variance relief.**

- h. Section 40-35.G.1 of the Ordinance states that the maximum permitted lot area for warehouse uses is 10 acres, whereas 50.7 acres is proposed.
- i. Section 40-35.G.2 of the Ordinance states that the minimum percentage of gross floor area used for warehousing shall be 90% of the total building area. Therefore, 101,714.40 square feet is required for warehousing, whereas the applicant indicates 100,916 square feet is proposed. A bulk ‘c’ variance is



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therefore required. The applicant shall confirm the total square footage of both office and warehouse space. **Addressed. The applicant has adjusted the building layout. The final square footage of the office area has been adjusted to 8,606 SF, which is approximately 7.6% of the total building area (113,016 SF). Therefore, 92.4% of the total building area is used for warehousing and a bulk 'c' variance is no longer required.**

2. The following design waivers are required:

- a. Section 40.26.G.7 of the Ordinance states that nonresidential uses shall be permitted up to two driveways when the lot width exceeds 500 feet, the driveways are at least 200 feet apart, and the driveways meet the required setbacks from intersecting streets and adjacent property lines. The applicant is currently proposing four driveways, three of which do not meet the required 200 feet separation distance when measured from edge of driveway to edge of driveway.
- b. Section 40-26.N.1.e of the Ordinance states that the maximum height of any freestanding light shall not exceed 18 feet, whereas a number of 25 foot freestanding light fixtures are proposed at the rear of the site. **The applicant has indicated 7 nonconforming light poles will be installed in the rear of the site in order to avoid conflict with delivery trucks/vans.**
- c. Section 40-26.N.1.h of the Ordinance states that the maximum permitted illumination at property lines shall be 0.1 footcandles. Based on the provided lighting plan it appears spillage does occur over the front property line along Jumping Brook Road, however the indicated lighting intensity at the property line from the lighting chart is 0 footcandles. The applicant shall revise the lighting chart to indicate the true illumination levels at the property line. It appears levels up to 3.3 footcandles are proposed at the property line. A design waiver is most likely required. We note that spillage occurs within the driveway and should not adversely impact neighboring properties. **The lighting chart has been revised to indicate 3.2 footcandles at the property line.**
- d. Section 40-26.N.1.j of the Ordinance states that for all nonresidential uses, the maximum permitted light intensity at any location shall not exceed 4.0 footcandles, whereas 7.2 footcandles is proposed. Additionally, the maximum average permitted for the entire site is 2.0, whereas 3.1 footcandles is proposed.



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- e. Section 40-26.Q.2.a of the Ordinance states that a minimum of 10% of the surface parking shall be landscaped and include one (1) shade tree for every five (5) parking spaces, whereas the proposed landscaping plan does not meet this requirement. **The applicant has indicated that although this requirement is not met, landscaping was generally provided around the parking lot in an effort to enhance the parking area.**
- f. Section 40-26.R.3 of the Ordinance states that standard institutional and light industrial/warehouse loading space shall measure at least fifteen (15) feet wide by sixty (60) feet long, with height clearance of no less than twenty (20) feet. As is currently shown, the proposed loading spaces measure 12 feet wide by 60 feet long, and therefore do not meet the width requirement. **The applicant has acknowledged the loading space dimensions do not comply with the Borough requirement. The proposed loading dimensions are consistent with the tenant's requirements for other facilities of similar use.**

E. Site Requirements & Parking

1. For warehouse uses, Parking Schedule 1 of Section 40-39 of the Ordinance requires a minimum of one space per 5,000 square feet of G.F.A. The following is a summary of the required parking spaces:

1 parking space per 5,000 square feet G.F.A.
@ **104,410** square feet G.F.A. **20.88**

For office uses, Parking Schedule 1 of Section 40-39 of the Ordinance requires a minimum of one space per 250 square feet of G.F.A. The following is a summary of the required parking spaces:

1 parking space per 250 square feet G.F.A.
@ **8,606** square feet G.F.A. **34.42**

There are **55** total parking spaces required, whereas **231** traditional car spaces are proposed. It appears the applicant is proposing an adequate amount of parking spaces; however, testimony shall be provided on the anticipated parking demand and the reason for the surplus in parking supply.

Per the applicant, the total number of associates working at the proposed site will be 177. The associate parking demand based on the Trip Projection table in the appendix of the traffic report is 126 parking spaces, including consideration for shift



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offsets. The site plan provides **231** associate parking spaces, which is **105** more spaces than appear to be required. **The applicant has projected that a maximum of 200 employees will utilize the site at one time during the peak season. Additionally, 7 ADA spaces and 14 customer/vendor/visitor parking spaces are provided which are not anticipated to be used at all times. The applicant indicates that the surplus in parking spaces is provided as a buffer in the event there is additional overlap between shifts.**

The plans also indicate a total of **670** van parking spaces to be used for the delivery vans and the drivers' personal vehicles. Additional testimony shall be provided on how these spaces will be utilized and how long the vans will remain parked at the site. **The applicant has indicated van drivers will enter the site in their personal vehicles, park their personal vehicles in an available van parking space, pick up a van, and proceed to the queuing area. The vans will be parked onsite unless on a delivery. Additional testimony shall be provided.**

The total number of van drivers working at the proposed site will be 195 based on the Trip Projection table in the appendix of the traffic report. Each van driver will require one space for their personal vehicle and one space for their assigned van. Based on this, the van parking demand would be 390 parking spaces, assuming every van driver took their own vehicle to work. The site plan appears to provide **670** van parking spaces, which is **280** more spaces than would be required. **Based on updated tenant provided projections, a maximum of 511 vans will be operating onsite on a given day during the peak season. With 670 van spaces provided and 511 in use, 159 van spaces are left empty for personal vehicles, which at first glance does not appear adequate during the peak season. However, the applicant indicates that as vans are taken out for delivery routes throughout the day, additional van spaces become available for later shifts for drivers to park their personal vehicles. Further testimony shall be provided.**

The Engineer shall provide testimony regarding the anticipated parking demand and why such a large surplus of parking spaces is being provided. There is a concern with the reported number of employees and new trips being underestimated. We understand there may be an increase during the holiday season; however, the proposed number of parking spaces still appears to be significantly more than required. **The total number of required parking spaces has been updated to include 511 fleet vehicles, which brings the total required spaces to 567 (per Borough Ordinance). The applicant is proposing 901 parking spaces on site, which they have indicated is required for the tenant's operating procedures. Additional testimony shall be provided.**



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2. For warehouse uses, Loading Schedule 1 of Section 40-39 requires a minimum of one loading space for the initial 5,000 square feet of G.F.A. and one additional loading space for every 40,000 square feet of G.F.A. that follows. The following is a summary of the required loading spaces:

1 loading space for the initial 5,000 square
feet G.F.A. plus 1 loading space for each
additional 40,000 square feet G.F.A.
@ 113,016 square feet G.F.A. 3.7 spaces → 4 spaces

There are 4 total loading spaces required, whereas 11 loading spaces are proposed. It appears the applicant is proposing an adequate amount of loading spaces; however, testimony shall be provided on the anticipated loading demand and the reason for the surplus in loading spaces. **The applicant has indicated that the surplus in loading spaces is required to meet the operational needs of the anticipated tenant. Approximately 9 dock doors will be utilized to receive incoming packages. The remaining 2 docks will be used for reverse logistics in the event that packages need to be sent back to the fulfillment center.**

3. The Engineer shall indicate how many fleet vehicles are proposed or will be permitted on site (i.e. how many vans will be stationed at the site). All fleet vehicles shall be added to the parking requirement per Section 40-39.B.4 of the local Ordinance. **The applicant has indicated that the maximum number of fleet vehicles (vans) operating at the site during the peak season is 511. The applicant shall also indicate how many fleet vehicles will be onsite during normal operations (i.e. not during peak season).**
4. As per Section 1106 of the 2018 New Jersey International Building Code, where parking is provided, accessible parking spaces shall also be provided in compliance with table 1106.1. Based on table 1106.1, given that 229 car parking spaces are provided, 7 ADA accessible parking spaces are required. The applicant is currently proposing 10. The applicant appears to be providing an adequate number of ADA accessible spaces. **The applicant has revised the plans to propose a reduction of ADA parking spaces. The applicant is now proposing 7 parking spaces and is therefore still meeting the requirement.**

As per Section 1106.5 of the 2018 New Jersey International Building Code, for every six or fraction of six ADA accessible spaces provided, a van accessible space must be provided. Based on the 10 proposed ADA accessible spaces, 2 van accessible spaces are required. The applicant is currently proposing two van accessible spaces and appears to be meeting the requirement.



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5. The site plans indicate a total of 60 Van Loading Spaces, 60 Queuing Spaces, and 11 Loading Dock Spaces. The Engineer shall provide testimony regarding how these spaces will operate and what portion of the spaces are anticipated to be in use at any given time.
6. Testimony shall be provided regarding the proposed Delivery Station's use and operation. The Engineer shall be prepared to discuss the following:
 - a. Hours of operation
 - b. Number of Employees (total and maximum per shift)
 - c. Designated personal vehicle parking for associate employees
 - d. Designated personal vehicle parking for delivery van drivers
 - e. Designated van storage parking during off-shift hours
 - f. Flex driver parking/waiting area
 - g. Non-staff parking
 - h. Delivery Schedule and types of delivery trucks
 - i. Time to service one delivery van (empty cargo to full cargo)
 - j. Time to unload one delivery truck (full cargo to empty cargo)
7. The Signing and Striping Plan shows 10 parking spaces labeled for "Visitor Parking". The Applicant shall clarify what type of visitor is expected at the site and whether self-pickup will be allowed. **Addressed. The applicant has indicated that 6 spaces shall be designated visitor spots and 4 spaces shall be designated customer spaces. In this case "visitors" would include maintenance staff or office supply deliveries and "customer" would include people coming to site to pick up high valued packages requiring signature.**
8. Four driveways are currently being proposed for the site, whereas only 2 driveways are permitted for the current lot size per Section 40.26.G.7 of the Ordinance. Additionally, all site driveways must be spaced at least 200' apart from one another. The Engineer shall assess the need and spacing of the four site driveways. The applicant should consider removing the separate driveway for the associate parking area. It appears that employees could utilize the driveway to the northeast as most truck traffic will be overnight. **The applicant intends on moving forward with the application as-is with the four separate driveways proposed. The applicant has explained the need to separate the different types of traffic for the operation. Additional testimony shall be provided.**
9. The Engineer shall assess sight distances at the site driveways at a 30 MPH design speed (posted speed is 25 MPH). Sight triangle easements shall be shown on the site



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- plans per Borough guidelines. **Addressed. The sight triangles have been indicated on the plans. As the areas are located almost entirely within Borough right-of-way, easements are not required.**
10. Several sign designation callouts on the Signing and Striping Plans (specifically the S-21 callouts) do not point to a sign symbol. Similarly, several sign symbols exist which have no designation callout. The Engineer shall review and revise the Signing and Striping Plans to ensure all sign symbols are properly labeled. **Addressed. The applicant has revised all symbol callouts appropriately.**
 11. The Engineer should consider revising the stop bars used at the site driveways to depict 2 foot wide white stripes rather than 1 foot wide white stripes. **Addressed. The applicant has revised the proposed striping for the stop bars to be 2 feet wide.**
 12. The “DO NOT ENTER” pavement marking located at the site’s southern driveway extends into the southbound travel lane along Jumping Brook Road. The Engineer shall shift all stop bars to a minimum of 6 feet from the curb line extension. The “DO NOT ENTER” pavement marking shall be removed. The “DO NOT ENTER” S-2 signs shall be relocated closer to Jumping Brook Road, but not placed back-to-back with the stop sign. **Addressed. The pavement markings and signs have been relocated accordingly.**
 13. The Engineer shall add travel lane widths and parking space dimensions to the Signing and Striping Plans. **Addressed. The applicant has revised the Signage and Striping Plan to depict travel lane and parking space dimensions.**
 14. The “LOADING DOCK STRIPING” detail does not appear to be plotting correctly on Sheet 13 of the Civil Plan Set. The Engineer shall review this detail and revise accordingly. **Addressed. The applicant has revised the loading dock striping detail appearing on SS501 accordingly.**
 15. It is unclear where van drivers will be parking their personal vehicles. If the personal vehicle parking is separated from the delivery van parking, there is a concern with employees walking long distances through the parking lots to get to their delivery van. The Engineer shall provide testimony regarding how the personal vehicle to delivery van parking condition will be handled. **The applicant has indicated that van drivers will enter the site in their personal vehicles, park their personal vehicle in an available van parking space, pick up a van, and proceed to the van queuing area. Additional testimony shall be provided at the public hearing.**



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- a. The Engineer should also consider providing additional sidewalk and crosswalks to link parking lots and aisles together, specifically for the isolated van parking spaces at the eastern end of the site. **The applicant has indicated that drivers are not anticipated to be walking long distances within the parking areas, therefore sidewalk and crosswalks are not needed. The applicant shall confirm that van drivers do not need to access the building after parking their personal vehicles.**
16. The Engineer should consider providing mid-block crossings along the access road which links Site Driveway #2 at Jumping Brook Road to the back (west) side of the proposed building by the loading dock spaces. These crossings would allow employees to safely walk between the van parking spaces and the Delivery Station building. All mid-block crossings shall be accompanied by proper pedestrian crossing and advanced warning signage. **Due to the outlined operating procedures, the applicant does not intend on providing crossings for van drivers. Additional testimony shall be provided at the public hearing.**
17. As part of any development application, the applicant is required to install a sidewalk along the property frontage or make an equivalent contribution to the Borough's sidewalk fund. If sidewalk is not proposed, the fee must be paid by the applicant prior to final plan approval. Based on the number of employees that will be working at the site and nearby commercial establishments, I recommend that sidewalk be provided along the property frontage. **Addressed. The applicant has proposed to install sidewalk along a portion of the property frontage. The sidewalk is proposed to extend from the westernmost driveway to the easternmost driveway. The sidewalk does not extend further to the east or west due to wetlands. The applicant has proposed to pay for the remaining sidewalk contribution for the areas where sidewalk is not proposed.**
18. Section 40-26.Q.2.k of the Ordinance states that parking areas shall be paved with not less than four (4) inches of compacted base course of plant-mixed bituminous stabilized base course, or equivalent, and a minimum of two (2) inches thick compacted wearing surface of bituminous concrete (FABC), or equivalent. The applicant shall revise the paving details to adhere to the Borough requirement. **The applicant has provided a geotechnical report indicating that their design is in accordance with AASHTO standards. It remains my recommendation that the applicant be required to comply with the Borough pavement standards due to the high traffic anticipated for this site. At an absolute minimum, I highly recommend that 2 inches of surface course asphalt be provided for all pavement types. From a constructability standpoint, many paving contractors have a**



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difficult time obtaining a smooth finish with only 1.5 inches of surface course due to the aggregate size.

19. Vehicle turning templates are provided for a delivery truck, delivery van, and fire truck.

a. Delivery truck

- i. The delivery truck is shown encroaching on the opposing exit traffic lane when entering the site through Driveway #2. The Engineer shall provide testimony regarding how trucks are expected to enter the site when any number of vehicles are queued in the exit lane. **Addressed. The turning template has been revised to eliminate truck traffic conflicts.**
- ii. The traffic report indicates that no trucks will be making southbound rights from Jumping Brook Road. The truck turning template indicates that trucks will be making this southbound right turn movement. The Engineer shall clarify this discrepancy. **The applicant has indicated the likely routes to utilize the Garden State Parkway, NJ Route 66, NJ Route 34, and NJ Route 18 to the north of the NJ Route 34 intersection. The applicant does not anticipate any trucks using the Asbury Avenue and Green Grove Road intersection. The turning template has been provided in the event that turning movement is required.**
- iii. The Engineer shall provide a turn template for left turns into the site from Jumping Brook Road. **Addressed. The requested turning template has been provided.**
- iv. The Engineer shall confirm that the NJ Title 39 design vehicle is not anticipated anywhere else on the site other than the travel path shown on the turning template diagrams. **Addressed. The applicant has confirmed that the vehicle is not anticipated anywhere else on the site.**

b. Delivery van

- i. Travel path acceptable as shown.

c. Fire truck

- i. We defer to the local Fire Marshal for review.

F. Traffic

1. The Engineer shall review crash history along Jumping Brook Road within the vicinity of the proposed site, including the analyzed intersections, and provide an interpretation of the data to ensure there are no historical trends in this area that would be impacted by this development and need to be addressed accordingly. **The**



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applicant reviewed the crash data from 2017 to August 2020 for Jumping Brook Road. A figure summarizing the data and a crash data analysis has been include in the revised traffic study. It appears that there has been a steady incline of accidents at the intersection of Jumping Brook Road and Route 66 over the years, with 21 accidents in 2019. Although this intersection is under State jurisdiction and located in Neptune, the applicant should indicate if any improvements are anticipated at this intersection based on the increase in traffic as a result of the proposed project.

2. Trip projections were estimated and provided by the tenant. The Engineer developed the trip generation for the proposed site from these trip projections and approximate arrival/departure times. This method of calculating trip generation accounts for site specific operating conditions including anticipated work shifts.

The proposed site is reported to peak in the AM at **276 trips** from 10:00 AM to 11:00 AM and in the PM at **250 trips** from 7:30 PM to 8:30 PM based on the information provided by the tenant.

Our office reviewed the ITE trip generation for a “Warehousing” (L.U. 150) facility. The peak hour trips of the facility based on the number of employees was calculated as follows:

“Warehousing” (L.U. 150):

177 associates + 195 van drivers + 54 flex drivers = 426 employees

@ 0.68 trips per employee during AM peak hour:

$426 * 0.68 = \mathbf{290 \text{ trips}}$

@ 0.68 trips per employee during PM peak hour:

$426 * 0.68 = \mathbf{290 \text{ trips}}$

It appears that the trip generation used in the applicant’s analysis is slightly less than the comparison with the ITE “Warehousing” land use of an equal employee count. Despite this difference, the trip generation used in the analysis appears consistent with what would be expected from a site of this nature when considering the unique working shifts and employee count presented in the report.

There does however appear to be a disconnect between the reported number of employees/trips and the parking spaces being provided. The Engineer shall provide correlation between the proposed parking facilities and operational needs considering the presented employee count. **The applicant has indicated the**



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disconnect between the number of employees/trips and the surplus in parking is to accommodate the increase in associates and van drivers during peak season. Further testimony shall be required.

3. Delivery facilities typically experience seasonal increases in demand and product output, particularly around Thanksgiving and Christmas time. The Engineer shall provide testimony comparing seasonal peaks to normal operation and how much additional traffic may be generated compared to what was presented in the traffic report. The worst case scenario shall be provided. **The applicant has provided the following peak season operational changes:**
 - a. **An additional 76 associates to Shift 1 (2:00 am to 12:30 pm).**
 - b. **A new shift of 165 employees shall be added at approximately 5:30 PM to 1:00 am.**
 - c. **An additional 26 tractor-trailers will arrive and depart the site between 6:00 pm and 12:00 am.**
 - d. **An additional 160 delivery van drivers will arrive and depart the site between 6:30 am and 8:00 am and will return to the site at approximately 5:00 pm.**
 - e. **An additional 156 delivery van drivers will arrive and depart the site during the normal DSP operation, which will be extended to approximately 12:00 pm.**

The applicant's engineer shall provide testimony on the impact of the additional traffic and the Level of Service at the studied intersections during the peak season. The normal operations of the site do not typically overlap with the peak hours of the surrounding streets. However, it appears that there may be some overlap during the peak season.

4. The Engineer shall provide testimony regarding how the trip generation of the proposed site compares to that of an Amazon Fulfillment Facility. The statement should include how the trip generation and type of vehicles utilizing the facility differ. **The applicant has indicated the trip generation of this site will generate a fraction of the trips observed at a fulfillment center. Further testimony is to be provided at the public hearing.**



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5. The Engineer identifies the intersections and roadways which will serve the proposed site in a trip distribution figure (Figure 9) located in the appendix of the traffic report. A large portion of the site generated trips are expected to utilize the Garden State Parkway and County road systems.
 - a. The Engineer has established a proposed directional trip distribution based on journey-to-work census data for passenger cars and for delivery vans. The Engineer shall indicate why the same directional distributions were used for both passenger cars and delivery vans. The Engineer shall also identify the delivery range (radius) which the proposed site will service. **The applicant has indicated the use of the same directional distributions for passenger cars and delivery vans because the people working at the delivery station will live in the areas that will also be serviced by the delivery station. The station will primarily serve northern Ocean County and eastern Monmouth County. The service area consists of Keansburg to the north, Colts Neck to the west, Jackson to the southwest, and Wall to the southeast.**
 - b. Based on Table 2 on Page 4 of the traffic report, 100% of the truck traffic will be arriving/departing west on Route 66. The Engineer shall explain why there are no trucks anticipated at the intersection of Jumping Brook Road & Asbury Avenue. **The applicant anticipates trucks to be arriving and departing to tenant managed facilities located to the north and west of the proposed delivery station. The likely routes trucks will use between the proposed station and the tenant managed facilities in Robbinsville, Cranbury, Carteret, Edison and Staten Island would consist of the Garden State Parkway, NJ Route 66, NJ Route 34, and NJ Route 18.**
 - c. Typically, a delivery facility of this nature receives pre-packaged deliveries from a larger warehouse located elsewhere in the region. The Engineer shall indicate where the trucks supplying the proposed Delivery Center are originating from. **Addressed. The larger tenant managed warehouses in the area are in Robbinsville, Cranbury, Carteret, Edison and Staten Island.**
6. The AM peak hour of the proposed site is anticipated to occur between 10:00 AM to 11:00 AM which does not coincide with the peak hour of adjacent street traffic at 7:45 AM too 8:45 AM. The traffic report provides an analysis of both the network AM peak hour and site AM peak hour.
7. The PM peak hour of the proposed site is anticipated to occur between 7:30 PM to 8:30 PM which does not coincide with the peak hour of adjacent street traffic at 4:30 PM to 5:30 PM. However, the traffic report does not provide an analysis of the



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site's PM peak hour. The Engineer shall provide information regarding traffic conditions during the 7:30 PM to 8:30 PM peak hour for the site.

a. The Engineer shall supplement Table 2 in the traffic report to include the trip generation of the site during the 7:30 PM to 8:30 PM peak hour for the site. **Addressed. The applicant has revised Table 2 in the traffic report to include the evening peak hour of the delivery station.**

8. The Engineer has accounted for trips due to future adjacent developments in the area. These include a 9,007 SF shopping center and a 2,250 SF restaurant with a drive-thru window located at the northwestern corner of the Jumping Brook Road & Essex Avenue intersection. The Engineer shall clarify how these adjacent development volumes shown in Figure 4 were established or indicate where they were obtained from. **The applicant has indicated the data was obtained from a traffic study prepared by the applicant's professionals for the adjacent development. The study can be found in the appendix of the submitted report.**
9. The Engineer shall modify/produce a level of service (LOS) analysis summary table to include the volume to capacity ratio (V/C ratio), vehicle delay, 95th percentile vehicle queue, and LOS for each movement at each analyzed intersection approach. We reserve the right to further review of queuing conditions at the analyzed intersections once this table is provided. **The applicant has added the requested table summarizing the volume to capacity ratio and vehicle queues to the traffic study.**
10. Traffic impacts between the 2021-No-Build and 2021-Build conditions are relatively minimal except for the intersection between Jumping Brook Road & Essex Road. A LOS E or worse is generally considered unacceptable. During the PM peak hour, the LOS at the eastbound intersection approach between Jumping Brook & Essex Road degrades from LOS E to LOS F between 2021-No-Build and 2021-Build conditions. Proposed traffic improvements are not discussed in the traffic report. The Engineer shall discuss the need for traffic improvements within the adjacent areas, and more specifically at the intersection of Jumping Brook Road & Essex Road. **The applicant has revised the report to account for the proposed improvements by others near the Jumping Brook Road and Essex Road intersection. Based on the revised numbers, the intersection will already exist at LOS F with the adjacent project; however, there will still be an increase in the delay by approximately 20 seconds with the proposed Amazon facility. The applicant has noted that proposed improvements will better align turning vehicles at the intersection, but will not improve traffic operations. The applicant has not**



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discussed the need for traffic improvements in the nearby area or at the intersection of Jumping Brook Road & Essex Road.

11. The LOS analysis output considers the northbound and southbound right turn lanes at the intersection of Jumping Brook Road & Asbury Avenue as free-flowing movements when yield control is provided. Similarly, the southbound right turn at the intersection of Jumping Brook Road and NJ Route 66 is analyzed as a free-flowing movement when yield control is provided. It should also be noted that no dedicated acceleration lane is provide for any of these yield conditions. The Engineer shall revise the analysis input to properly assess these yield traffic control conditions. **Addressed. The applicant has revised the yield control at the northbound and southbound right-turn lanes at the intersection of Asbury Avenue and Green Grove Road as well as the southbound right-turn lane at the intersection of NJ Route 66 and Jumping Brook Road.**
12. The LOS analysis output considers the lane utilization factor of both southbound thru lanes at the intersection of Jumping Brook Road and NJ Route 66 as 95% even though the right lane ends just past the intersection. Similarly, both eastbound thru lanes at the intersection of Jumping Brook Road and Asbury Avenue are analyzed as 95% even though the right lane ends just past the intersection. Drivers that are familiar with the area tend to utilize the lane which does not need to merge, resulting in a more significant difference in lane utilization. The Engineer shall revise the analysis input to incorporate more accurate lane utilization factors. **Addressed. The applicant has revised the LOS analysis to reflect the actual lane utilization factors obtained from peak-hour video used to conduct the traffic counts.**
13. The capacity analysis worksheets attached to the traffic report do not appear to account for any additional heavy vehicle percentages due to site truck traffic at the intersection of Jumping Brook Road and NJ Route 66 even though 100% of the site truck traffic is expected to utilize this intersection. The Engineer shall assess the need to increase heavy vehicle percentages at this intersection due to site truck traffic and revise the analysis accordingly. **Addressed. The applicant has revised the capacity analysis worksheet to reflect the anticipated one truck to use the eastbound left-turn and southbound right-turn movements during peak hours. As a result, the heavy truck traffic volume increased by less than 0.5%.**
14. The proposed site provides 11 truck loading dock spaces however, only 2 trucks are anticipated to arrive/depart per any given hour based on the Trip Projection Table in the appendix of the report. The Engineer shall provide testimony regarding the accuracy of such an even arrival/departure distribution and discuss the likelihood of a larger platoon of trucks to arrive/depart in single hour.



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15. The Engineer shall trace/highlight the approximate limits of the proposed site on the Site Location Map (Figure 1) provided in the appendix section of the report. **Addressed. The limits of the proposed redevelopment have been indicated on Figure 1 of the traffic report.**

G. Grading, Drainage & Utilities

1. Additional grading information shall be provided for the proposed curb ramps adjacent to the ADA parking stalls, as well as spot elevations along the sidewalk to confirm ADA slope and accessibility requirements are met. **Addressed. The requested grading information has been provided on CS505.**
2. The applicant is currently proposing a 10.88 foot retaining wall in the north west corner of the site, whereas a maximum height of 6 feet is permitted. The applicant's engineer shall provide testimony on why a wall of this height is necessary. We recommend the grading be adjusted if possible to lower the wall height or that a tiered retaining wall system be designed to breakup the total height of the proposed single wall.
3. The applicant shall be aware that structural calculations, plans, and details prepared by a Licensed Professional Engineer in the State of New Jersey will be required prior to construction for all walls over 3 feet in height. We defer further review and approval to the Construction Official. **The applicant has revised the Concrete Retaining Wall detail to provide a note indicating signed and sealed structural plans shall be provided to our office for review prior to construction along with the project shop drawing submittals.**
4. The proposed project will disturb more than 1 acre of land; therefore, it is considered a "major development" as defined by N.J.A.C. 7:8, and subject to the NJDEP Stormwater Management requirements.
 - a. The applicant is proposing five (5) extended detention basins to address the Stormwater Quantity requirements by reducing post-construction peak runoff rates for the 2, 10 and 100-year storm events to 50, 75, and 80 percent, respectively, of the pre-construction peak runoff rates.
 - b. This project increases the impervious surface area more than 0.25 acres; therefore, the water quality requirements are applicable per N.J.A.C. 7:8-5.5. The applicant indicates that the project meets the water quality requirements by using five (5) extended detention basins and six (6) Stormfilter water



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quality devices to reduce the post-construction load of total suspended solids (TSS) per N.J.A.C. 7:8-5.5.

- c. The applicant is proposing to address the groundwater recharge requirement by maintaining 100% of the average annual pre-construction groundwater recharge volume for the site via the two (2) subsurface recharge systems.
5. The applicant shall revise the proposed drainage area (36.73 acres) to match the existing drainage area (36.77 acres). **Addressed. The proposed drainage area has been revised to match the existing drainage area.**
6. The applicant shall provide the soil types and soil boundaries on the Existing and Proposed Drainage Area Maps. **Addressed. The applicant has included the requested soil information on both the existing and proposed drainage areas.**
7. The applicant shall provide the Tc information for each Tc path on the Existing and Proposed Drainage Area Maps. **Addressed. Tc information has been added to the proposed drainage area map and existing drainage area map.**
8. The applicant shall provide the existing outlet control structure information to support the Pre-Development Quantity Calculations. **Addressed. The applicant has added the existing outlet control structure to the existing drainage area map.**
9. The applicant shall confirm the 3.5-inches orifice invert in Basin 1. An invert of 96.01 has been proposed in Basin 1 in the Post-Development Quantity Calculations and the elevation 96.00 shown on the Site Detail Plans 4. **Addressed. The elevation has been revised accordingly.**
10. The applicant shall confirm the slope of the culvert out of Basin 2. The pipe slope of 0.5% has been proposed in the Basin 2 Post-Development Quantity Calculations but a pipe slope of 0.3% is shown on the Partial Grading and Drainage Plans. **Addressed. The pipe slope information has been revised to 0.3% in the storm report.**
11. The applicant shall revise the 24-inches culvert length of 75-ft and the slope of 0.25% in Basin 5 in the Post-Development Quantity Calculations to match with the length of 73-ft and the slope of 0.3% shown on the Partial Grading and Drainage Plans. **Addressed. The applicant has revised the length and slope of the culvert in the storm report to match the plan Partial Grading Plan.**
12. The basins grading shall be revised to ensure that all basins have one (1) foot of freeboard. **Addressed. The proposed basin design and outlet control structure elevations have been revised to provide the required one (1) foot for all proposed**



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basins.

13. The applicant shall provide the Stormfilter Water Treatment Device design for review. **Addressed. The applicant has provided the treatment device design in Appendix C of the Storm Report.**
14. The applicant shall provide the TSS removal calculations for BMPs in series for watersheds A2 and A4 for review. **Addressed. The TSS removal calculations have been provided on the Drawing DA104.**
15. The applicant shall provide justification for placing the Stormfilter Water Treatment Device units in series as this is typically not acceptable to the NJDEP. **The applicant has submitted an application to the NJDEP with the referenced Stormfilter Water Treatment Device units in series. The applicant has requested for the devices to remain pending NJDEP approval.**
16. The applicant shall provide the groundwater recharge systems routing calculations for review. **Addressed. The requested recharge routing calculations have been submitted and appear to be acceptable.**
17. The applicant shall revise the Groundwater Recharge Spreadsheet to match the proposed impervious areas and ensure the volume balance is solved on the spreadsheet. **Partially Addressed. The volume balance must be solved to demonstrate compliance.**
18. The applicant shall provide a spreadsheet of "C" Runoff Coefficient calculations for review. **Addressed. The applicant has provided the requested calculations.**
19. The applicant shall revise the peak flow of Basin 4 from 2.0 CFS to 2.4 CFS and of Basin 5 from 6.0 CFS to 6.4 CFS in the emergency spillway calculations. **Addressed. The spillway calculations have been revised accordingly**
20. The following pipe sections shall be revised for consistency between the plans and pipe calculations with respect to the proposed Grade / Rim Elevation;
 - a. CB-108. **Addressed.**
 - b. MH-303. **Addressed.**
 - c. MH-304. **Addressed.**
 - d. MH-305. **Addressed.**
 - e. MH-306. **Addressed.**
 - f. MH-307. **Addressed.**



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- g. MH-309. **Addressed.**
 - h. CB-310. **Addressed.**
 - i. MH-311. **Addressed.**
 - j. CB-315. **Addressed.**
 - k. CB-312. **Addressed.**
 - l. CB-316. **Addressed.**
 - m. MH-318. **Addressed.**
21. The following pipe sections shall be revised for consistency between the plans and pipe calculations with respect to the proposed pipe length;
- a. Line 1 in 100 Storm Run: MH-102 To FES-102. **Addressed.**
 - b. Line 20 in 300 Storm Run: CB-301 To FES-301. **Addressed.**
22. The following pipe sections shall be revised for consistency between the plans and pipe calculations with respect to the proposed pipe slope;
- a. Line 1 in 100 Storm Run: MH-102 To FES-102. **Addressed.**
 - b. Line 10 in 100 Storm Run: CB-110 To MH-113. **Addressed.**
 - c. Line 9 in 300 Storm Run: MH-309 To MH-306. **Addressed.**
 - d. Line 3 in 400 & 500 Storm Run: CB-501 To FES-501. **Addressed.**
23. The following pipe sections shall be revised for consistency between the plans and pipe calculations with respect to the proposed pipe invert;
- a. Line 9 in 300 Storm Run: MH-309 To MH-305. **Addressed.**
 - b. Line 2 in 400 & 500 Storm Run: OCS-401 To HW-401. **Addressed.**
 - c. Line 3 in 400 & 500 Storm Run: CB-501 To FES-502. **Addressed.**
 - d. **Line 12 in 300 Storm Run: MH-309 to WQ-3.**
24. The following pipe sections shall be revised for consistency between the plans and pipe calculations with respect to the proposed pipe size;
- a. Line 3 in 400 & 500 Storm Run: CB-501 To FES-502. **Addressed.**
25. The following pipe sections shall be revised for consistency between on plans and pipe calculations with respect to the runoff coefficient;
- a. Line 1 in 300 Storm Run: CB-302 To FES-302. **Addressed.**
 - b. Line 10 in 300 Storm Run: CB-314 To MH-309. **Addressed.**



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26. The applicant shall rename the structure from FES-201 to HW-201 and revise the flow from 6.77 CFS to 10.72 CFS in the Scour Hole Calculations. Applicant shall update all plans upon revision of calculations. **Addressed. The applicant has revised the scour hole calculations appearing in Appendix G of the Storm Report accordingly.**
27. The applicant shall provide the 100-year storm elevation at each basin on the Partial Grading and Drainage Plans. **Addressed. The plans have been revised accordingly.**
28. The applicant shall provide the Test Pits data including existing ground elevations, seasonal high ground water elevations and the permeability rates on the Grading and Drainage Plans. **Addressed. The Test Pit Data has been provided on the Overall Grading & Drainage Plan (CG-100).**
29. Applicant shall confirm that all drainage structure and pipe callouts are shown on the Partial Drainage Plans and Storm Sewer Profile Plan. **Addressed. The plans have been revised accordingly.**
30. The applicant shall provide all basin cross section details with the water surface elevations for the 2, 10, and 100 year storm events, as well as the SHGW elevations to demonstrate that that a minimum one (1) foot separation between the bottom of the detention basins and SHGW is provided. **Addressed. The applicant has provided all basin cross section details on sheet CS505.**
31. The applicant shall verify that a minimum two (2) foot separation between the bottom of the Groundwater Recharge Chambers and SHGW is provided. Also denote that a minimum two (2) foot separation between the bottom of the Groundwater Recharge Chamber and SHGW is provided on the Site Detail Plans. **Addressed. The applicant has indicated the bottom of the Groundwater Recharge Chamber sits at elevation 100 and the SHGW elevation is 96.1. The minimum two (2) foot separation is being met and a note has been added to the detail stating the required minimum separation.**
32. The applicant shall provide a 3'x 3' concrete cutoff wall at the end of the flared end section and add 6" coarse aggregate in between the riprap and filter fabric. **Addressed. The applicant has revised the FES detail and scour hole detail accordingly.**
33. The applicant shall provide all non-standard drainage structure details for review. **The applicant has indicated all details provided are for standard structures. All non-standard structures will be provided with the project shop drawing submittals.**



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34. The applicant shall provide all trash rack details for review. **Addressed. The applicant has provided the trash rack detail.**
35. The applicant shall provide 6" crushed stone subbase on all outlet control structure details. **Addressed. The crushed stone has been added to the OCS details.**
36. The applicant shall revise the basin bottom elevation on the details for OCS-101, OCS-201, OCS-301 and OCS-501 to match with the Post-Development Quantity Calculations. **Addressed. The details have been revised to indicate the basin bottom elevations shown in the Post-Development Quantity Calculations of the Stormwater Management Report.**
37. The applicant shall add another 2.5-inches orifice at elevation 73.00 on the OCS-501 detail to match with the Post-Development Quantity Calculations. **The applicant has revised the plans and storm report to include a 3.5-inch orifice at elevation 73.00 on OCS-501.**
38. All tables in Stormwater Drainage Management Report shall be revised upon the revision of calculations.
39. The applicant shall include the groundwater recharge chamber maintenance tasks in the Stormwater Operations and Maintenance Manual. **Not addressed. The Stormwater Operations and Maintenance Manual is missing all appendices appearing in the table of contents. The applicant shall resubmit the complete O&M Manual for review.**
40. All inlets on the Partial Grading and Drainage Plans shall be labeled as to type (i.e. Type A, Type B, etc.). **Addressed. All proposed inlets have been labeled appropriately.**
41. A storm sewer detail shall be added to the Trench Detail for RCP and HDPE pipe. The HDPE detail must indicate crushed stone a minimum of 6" below the pipe and up to the spring line. **Partially addressed. A detail has been provided; however, the dimensions and labels shall be reviewed and revised. It appears there are mislabeled callouts. The applicant shall also confirm if the detail is for both RCP and HDPE pipe and if crushed stone is required all around RCP pipe.**
42. The applicant appears to be proposing Double B Inlet(s) at this time, however a Double E Inlet detail has been provided. The applicant shall revise the Double E



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- construction detail to a Double B detail. **Addressed. The applicant is proposing Inlet Type B, E & Double B on the plans and has provided construction details.**
43. A note shall be added to the plans indicating that all reinforced concrete pipe shall have rubber o-ring gaskets. **Addressed. The applicant has added the note to the plans.**
44. Drainage easements are required around each drainage basin. Metes and bounds descriptions shall be provided on the plans. The deed of easement and descriptions shall be submitted to our office and the Borough Attorney for review and approval. In the alternative, a blanket drainage easement across the entire site may also be provided.
45. The applicant shall fill out, to the extent possible, and provide a draft copy of the “Tier A MS4 NJPDES Permit – Attachment D – Major Development Stormwater Summary” form for review. **Addressed. The applicant has submitted the draft copy of “Attachment D”.**
46. The sanitary sewer manhole cover detail shall be revised to indicate “SEWER” on the manhole cover. **Addressed. The applicant has revised the detail accordingly.**
47. The applicant shall revise the sanitary manhole detail to include 2 coats bitumastic 8 mil thick exterior coating and 2 coats white epoxy, 8 mil thick interior coat. **Addressed. The detail has been revised accordingly.**
48. The sanitary cleanout detail shall be revised to indicate a screw type plug with brass cap and depressed nut. A cast iron cleanout box shall also be indicated to be required in any asphalt or concrete areas. **Addressed. The detail has been revised accordingly.**
49. The proposed sanitary sewer lateral is proposed to tie into an existing sewer manhole at an elevation greater than 2 feet above the invert out. A drop connection shall therefore be indicated. **Addressed. The detail has been revised to note a drop connection.**
50. A construction detail and/or notes shall be provided to indicate that the new sewer lateral connection to the existing manhole shall be done by core drilling with a new flexible water-tight rubber boot. **Addressed. The detail has been revised to indicate core drilling with a flexible water-tight rubber boot.**



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H. Landscaping and Lighting

1. Section 40-26.M.1 of the Ordinance states that all areas not occupied by impervious surfaces shall be suitably landscaped. Therefore, additional trees and/or shrubs shall be planted along the softscape strip towards the rear of the loading area, adjacent to proposed 3LSR trees as there is plenty of space to do so. **Addressed. The area of concern has been suitably landscaped.**
2. Section 40-26.M.3.c. of the Ordinance states shade trees shall be located not closer than 25 feet to any proposed streetlight or street intersection. There are some areas of conflict between light poles and shade trees. The applicant shall revise plans or request waiver. **Addressed. The landscaping has been revised accordingly.**
3. Section 40-26.M.3.f of the Ordinance states that routine maintenance of shade trees shall be the responsibility of the property owner and shall commence once the certificate of occupancy has been issued. **Not addressed. The applicant indicated a note was added to LP502 referencing shade tree maintenance, however no such note is shown on the sheet.**
4. Section 40-26.M.3.g of the ordinance states that the developer shall guarantee that each shade tree shall fully survive until such time as the release of the maintenance guarantee. The Borough Engineer shall inspect the shade trees at the time of the request for the release of the performance guarantee and shall require that the dead or dying trees be replaced. Upon request by the developer for the release of the maintenance guarantee the Borough Engineer shall inspect the shade trees and shall require that the dead or dying trees be replaced. **Addressed. The applicant acknowledges the requirement.**
5. 40-26.M.4. As per the ordinance, any landscaping within two years of planting, dies for any reason, shall be replaced by the developer or by the current owner at their sole expense. The applicant shall revise the Landscaping Maintenance Notes for the maintenance during construction. Note D should state that plants are to be guaranteed for a period of two years after inspection. **Addressed. The applicant has revised the note.**
6. Section 40-26.M.6.k. of the Ordinance states that entrances to nonresidential lots shall be given special landscaping treatment with an entrance feature. The applicant shall provide testimony on compliance with this requirement.
7. Section 40-26.M.3.d. of the Ordinance states no shade tree shall be removed for the construction of any driveway or curb cut without replacement. The Applicant shall



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- specify the restoration areas on site. **Addressed. Appropriate landscaping has been provided.**
8. Section 40-26.M.3.e of the Ordinance states that an exclusive shade tree easement dedicated to the Borough shall be recorded on the final site plan. The easement shall be 5 feet wide and indicated on the plans. A copy of the easement and associated metes and bounds description shall be submitted to our office and the Borough Attorney for review and approval.
 9. We defer to the Borough Shade Tree Commission for additional review and comments.
 10. As stated previously, Section 40-26.N.1.e of the Ordinance states that the maximum height of any freestanding light shall not exceed 18 feet, whereas a number of 25 foot freestanding light fixtures are proposed at the rear of the site. The applicant's engineer shall provide testimony on why conforming light pole heights cannot be utilized. **The applicant has indicated that 25 foot light poles are strictly intended to be installed to the rear of the site to limit conflicts between light poles and truck/van operations.**
 11. Section 40-26.N.1.c.1 of the Ordinance states that all outdoor lighting during non-operating hours of the business on site not necessary for safety or security purposes shall be reduced, active by motion-sensor devices, or turned off. **Addressed. The applicant has revised the lighting plan compliance chart to reflect acknowledgment of the requirement.**
 12. Section 40-26.N.1.j of the Ordinance states that the light intensity at ground level shall be as follows:

a. Minimum	0.5 footcandles; 0.8 proposed
b. Maximum	4.0 footcandles; 7.1 proposed
c. Maximum Average	2.0 footcandles; 3.1 is proposed
d. Uniformity ratio (Not greater than)	4:1 footcandles; complies.

The plans shall be revised to confirm the above-mentioned illumination requirements are met. **Design waivers are required for minimum, maximum, and maximum average light intensity levels.**



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I. Environmental

1. There are wetlands on the property that were delineated, and a Freshwater Wetlands Letter of Interpretation was approved in April 2020 to verify the boundaries of the wetlands and resource value of the wetlands. The EIS includes a copy of the LOI approval with the information on the required wetland buffers.
2. The EIS describes the required NJDEP Permit applications as a result of the wetland and wetland buffer disturbance. The NJDEP permits that are listed in the EIS include a Freshwater Wetlands General Permit Nos. 2, 7, and 11 and Flood Hazard Area Individual Permit and Verification. The EIS includes a list of the required permits but does not include status of the permit applications. The applicant shall include information on the status of the permit application review and a copy of the approval should be sent to the Borough upon receipt. In addition, the plans show the proposed activities in the wetlands and wetland buffers, however they do not include impact numbers. The plans should be revised to show the amount of impacts in the regulated areas. **Addressed. The applicant has submitted an NJDEP Permitting Plan indicating the proposed impacts to the regulated areas.**
3. The EIS mentions that an unnamed tributary to Jumping Brook is situated just beyond the northern property line. Based on review of the existing conditions plan and the topography, it appears as though there are tributaries that are located on the northern portion of the property. If the tributaries are considered “Regulated Waters” by the NJDEP Flood Hazard Area Control Act Rules, the top of bank needs to be labeled and the Riparian Zone needs to be on the plan. The EIS should provide a paragraph on the streams and riparian zones on the property. If the applicant is waiting on the NJDEP Flood Hazard Area Verification to establish the regulated waters and riparian zones, the EIS should include information on the regulated features. If any work is proposed in the Riparian Zone, the Flood Hazard Area Permit would address the impacts.
4. Section 6.0 describes the existing gasoline Above Ground Storage Tank and Maintenance Building are to be removed onsite. The applicant shall include documentation that the two appurtenances have been removed with LSRP oversight and in compliance with NJDEP Site Remediation Requirements. **The applicant has indicated the above ground storage tank is an unregulated storage tank that does not require the oversight of an LSRP. The applicant intends on removing the tank at a later date.**
5. Since the former use of the site was a golf course the applicant should indicate whether there are irrigation wells. They should advise of if there will be a continued



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use of the existing irrigation well(s) or if they will close the well(s). If they close the well (s), the applicant will need a well abandonment permit. They may need a water allocation permit for water withdrawal if they continue to use the well(s). The EIS should include information on the existing irrigation wells and proposed use of the wells. **The applicant is coordinating the decommissioning of the onsite irrigation wells with an NJ licensed well driller. Abandonment Permit(s) shall be submitted to our office once the wells have all been decommissioned.**

J. Miscellaneous

1. The applicant has indicated one wall sign on the site plan, however upon further review of the architectural plans it appears two large “Tenant Sign” wall signs and three “Minor Sign” wall signs are proposed. We note that two wall signs of the size appearing in the architectural plans are not permitted. Additionally, we will need details and location callouts on the plans. The number, size, location, and graphics of all proposed signage shall be clarified so any variances can be identified. **Partially Addressed. The applicant has revised the plans to indicate a Main Building Sign and a Customer Hub Sign (182 SF each) on the site plan. Additionally, the applicant has indicated three minor wall signs are proposed which generally will be 12” tall, black and white, non-illuminated wall signs. The applicant intends on providing more detailed information on the minor wall signs in the Building Permit Package. The applicant shall be required to provide all signage information to our office and the Board for review prior to the Planning Board meeting, as well as add the minor wall signage to the plan with appropriate details.**
2. As it is currently shown, the cover sheet is missing a total page number. The plans shall be revised accordingly. **Addressed. The cover sheet has been revised to include a page number.**
3. As it is currently shown on the site plan, the compactor and dumpster locations seem to be within loading spaces. The locations of these features should be clarified, and the plans revised accordingly. We note that the dumpster(s) shall be located within a modular block trash enclosure. **Addressed. The applicant has removed the trash compactor and has provided a masonry block dumpster enclosure in the western portion of the side adjacent to the loading spaces.**
4. As it is currently shown, the Zoning Chart on the cover sheet includes variances which are no longer applicable and is missing variances which the applicant is requesting relief from. The Zoning Chart shall be revised to reflect the variances



Le: Borough of Tinton Falls Planning Board
Attn: Ms. Trish Sena, Secretary

Re: W&M Associates, LLC
1251 Jumping Brook Road
Block 128.03, Lot 47
Preliminary & Final Major Site Plan
Second Engineering Review
PB 2020-12

outlined in this letter as well as any indicated in the Borough's Planner's letter.
Addressed. The zoning schedule has been revised accordingly.

5. The Cover Sheet shall be revised to include a notarized signature block for the Owner/Applicant. **Addressed. The applicant has revised the cover sheet to include the notarized signature block.**
6. We defer further review and approval of emergency vehicular access to the Fire Marshall. **Addressed. The applicant has indicated they have received approval from the Fire Marshal.**
7. All approvals or waivers should be obtained from any outside agencies having jurisdiction. This includes, but is not limited to:
 - a. Freehold Soil Conservation District. **Pending.**
 - b. Monmouth County Planning Board. **Pending.**
 - c. New Jersey Department of Environmental Protection. **Pending.**

Should you have any questions or comments, please do not hesitate to contact me.

Very truly yours,

T&M ASSOCIATES

THOMAS P. NEFF, P.E., P.P., C.M.E., C.F.M.
TINTON FALLS PLANNING BOARD ENGINEER

TPN:TJL:

cc: Jennifer Beahm, P.P., Board Planner
Dennis Collins, Esq., Board Attorney
Dana Webb, Zoning Officer
William Sitar, Applicant (sitar@sitarcompany.com)
Richard Burrow, P.E., Applicant's Engineer (rburrow@langan.com)
Kenneth L. Pape, Esq., Applicant's Attorney (kpape@hpnjlaw.com.com)