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August 13, 2020

Marlboro Township Planning Board
1979 Township Drive
Marlboro, NJ 07746

**Re: Marlboro Development Group, LLC "Marlboro Green" (PB# 1202-20)
Preliminary and Final Major Subdivision and Site Plan –
Engineering & Planning Review #3
Block 213.01, Lot 44
Location: NJ State Highway Route 79, Stevenson Drive and Bucks Lane
Zone: GH1D (Generational Housing 1 District)
CME File No.: HMRP0213.02**

Dear Planning Board Members:

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

- Transmittal (3 sheets) prepared by Giordano, Halleran & Ciesla, P.C., dated April 24, 2020;
- Major Access Permit Submission Letter by Langan Engineering and Environmental Services, Inc. dated July 24, 2020;
- NJ DOT Driveway Access Permit Application dated June 19, 2020;
- NJDOT Lot Consolidation or Subdivision Application dated June 19, 2020;
- NJDOT Street Intersection Application dated June 19, 2020;
- NJDOT Access Permit or Highway Occupancy Permit Application Request for Waiver – Signal Spacing;
- NJDOT Access Permit or Highway Occupancy Permit Application Request for Waiver – Left-Turn Lane;
- "Lot Conformance Calculations" Overall Existing Block and Lot Plan, and Overall Site Lot Subdivision Exhibit – NJDOT Permitting Plans (2 sheets) prepared by Matrix New World Engineering dated July 21, 2020, unrevised;
- Hydrology and Hydraulics Checklist for Access or Operations permit dated July 27, 2020.
- Scope of Study Report prepared by Langan Engineering and Environmental Services, Inc. dated May 26, 2020;

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CONSULTING AND MUNICIPAL ENGINEERS

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Marlboro Township Planning Board
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- Traffic Impact Study prepared by Langan Engineering and Environmental Services, Inc. dated July 16, 2020;
- Preliminary and Final Major Subdivision Plat – Marlboro Green Tract (1 sheet) prepared by Matrix New World Engineering dated March 5, 2020, unrevised; and
- Stevenson Drive Improvements – Intersection Improvements and Signal Installation (11 sheets) prepared by Langan Engineering and Environmental Services, Inc. dated July 24, 2020, unrevised.

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

1. Project Description

The subject 13.7 acre property is a corner lot within a GH1D (Generational Housing 1 District) Zone and contains 535 feet of frontage along NJ State Highway Route 79 to the west, 757 feet of frontage along Stevenson Drive to the north, and 199 feet of frontage along Bucks Lane to the south. Currently, the property is vacant/wooded and contains isolated wetland areas. The property is encumbered by a Grade Crossing Easement along a portion of the Stevenson Drive site frontage and a Sight Triangle Easement at the Route 79 and Stevenson Drive intersection. A portion of the Henry Hudson Trail adjoins the property along the easterly property line.

The Applicant is seeking Preliminary and Final Major Subdivision approval to subdivide the property into 92 lots consisting of a 10.7 acre tract to provide 85 townhome residential lots, three (3) open space lots and one (1) lot for private roadway dedication as well as one (1) lot for multi-family affordable housing rental units within one (1) building and two (2) lots for commercial development providing one (1) building each.

The Applicant is also seeking Preliminary and Final Major Site Plan approval for the above outlined development of the property, specifically as follows:

- The townhome development tract will be 10.7 acres in size and contain 541 feet of frontage along Stevenson Drive to the north and 199 feet of frontage along Bucks Lane to the south. The lot would contain 85 market rate townhome dwelling units within eighteen (18) 3-story buildings, and three (3) open space lots (1.0, 1.5 and 2.5 acres) including three (3) stormwater basins, and a centrally located wet pond basin.



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- Lot 44.02 will be a 0.8 acre (38,604 s.f.) corner lot providing 142 feet of frontage along Route 79 to the west and 215 feet of frontage along Stevenson Drive to the north. The lot is to contain 20 affordable housing rental units within one (1) three-story building.
- Lot 44.03 will be 1.1 acres (48,405 s.f.) in size and contain 229 feet of frontage along Route 79 to the west. The lot would contain an 8,110 s.f. (76 feet x 100 feet) one-story multi-tenant commercial building.
- Lot 44.04 will be 1 acres (45,330 s.f.) in size and contain 164 feet of frontage along Route 79 to the west. The lot would contain a 4,000 s.f. (38 feet x 100 feet) commercial building, whether multi-tenant is unclear.

Access to the townhome portion of the development is proposed by a full-movement drive along Bucks Lane and a full-movement, boulevard style drive along Stevenson Drive. All buildings are to have access along private internal roadways and 59 on-street parking spaces, including two (2) electric vehicle parking/charging spaces, are proposed with all townhome units to contain a two-car garage with driveway. No roadway connection is proposed between the townhome component and either the commercial or affordable housing components. An apparent full-movement drive is proposed along Route 79 as well as a full-movement drive along Stevenson Drive to provide access to the commercial lots and affordable housing units, respectively, with shared access between the areas. Forty parking spaces are proposed on the affordable housing lot while 42 spaces are proposed on the 8,110 s.f. commercial building lot and 20 spaces proposed on the 4,000 s.f. commercial building lot. Each commercial building is depicted, per the Site Plan, to provide a drive-thru lane. All buildings are to be serviced by municipal sanitary sewer via connection to an existing gravity system within Stevenson Drive and municipal water by connection to existing mains within Stevenson Drive and Buck Lane. Stormwater management for the commercial buildings and affordable housing units is proposed by two (2) underground detention systems discharging to an existing drainage system along Route 79 while the townhome development is to provide three (3) surface area basins and a wet pond basin interconnected and discharging to an existing drainage system with Stevenson Drive. Landscape and lighting improvements are proposed throughout all areas of the development and two (2) refuse enclosures, one (1) each, are proposed to service the commercial and affordable housing areas. Site identification signage is proposed consisting of two (2) column signs along the Bucks Lane access drive, one (1) monument sign along the townhome area access drive along Stevenson Drive and two (2) pylon signs along Route 79 with one (1) at the commercial area access drive and one (1) at the Route 79 and Stevenson Drive intersection. Monument wall signs also appear proposed at the



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commercial area access drive and the affordable housing access drive. The westerly onsite wetland area is to remain while the two (2) easterly wetland areas are to be eliminated. A sidewalk connection to the adjoining Henry Hudson Trail is proposed from the townhome area.

With this current submittal, the Applicant has provided a Major Subdivision Plat for the 10.7 acre townhome development portion of the project as well as providing NJDOT submittal information as listed previously associated with improvements at the Route 79 and Stevenson Road intersection, including traffic signal installation, and a waiver request regarding providing a left-turn lane along Route 79 at the proposed site access drive.

2. Surrounding Uses

Properties north, south and west of the subject site along Route 79 are zoned C-1 and contain a predominate mix of commercial uses, with scattered residential, agricultural and vacant/wooded parcels, including residential parcels adjoining the site along Bucks Lane. Properties east of the site opposite the Henry Hudson Trail are zoned SCPR containing residential parcels.

3. Zoning Compliance

The subject property is designated within a Generational Housing 1 District per recently adopted legislation New Law Ordinance No. 2019-14, Section 220-XX.1 "Generational Housing 1 District". The table below summarizes the bulk measures and zone requirements of the development per Ordinance Section 220-XX.1.

Overall Tract:

<u>DESCRIPTION</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
Maximum Residential Density	105 units with maximum 20 multi-family	105 units with 20 multi-family
Minimum Commercial Space	8,000 s.f. gross floor	12,110 s.f. ±
Maximum Commercial Space	16,000 s.f. gross floor	12,110 s.f. ±



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Attached Single-Family/Townhouse Dwellings:

<u>DESCRIPTION</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
Maximum Tract Area	10 acres	10.7 acres
Maximum Building Height	3 ½ story/40 feet	3 ½ story/34.2 feet
Maximum Units per Building	6 units	6 units
Minimum Building Setback – Side to Side	20 feet	20 feet
Minimum Building Setback – Front to Back	30 feet	41.8 feet
Minimum Building Setback – Back to Back	45 feet	50.2 feet
Minimum Building Setback – Tract Boundary	15 feet	22.3 feet
Minimum Building Setback- Internal Road/Drive Aisle	15 feet	15 feet

Multi-Family/Mixed Use Building:

<u>DESCRIPTION</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
Minimum Tract Area	20,000 s.f.	38,604 s.f.
Maximum Building Height	3 ½ story/40 feet	3 ½ story/35 feet
Minimum Building Setback – Route 79	25 feet	28.2 feet



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<u>DESCRIPTION</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
Minimum Building Setback – Stevenson Drive	25 feet	86.1 feet
Minimum Building Setback – Other Boundary	8 feet	10 feet
Minimum Building Setback – Internal Road/Drive Aisle	5 feet	11.7 feet
Minimum Building Setback- Other Building	25 feet	>25 feet

Commercial Building:

<u>DESCRIPTION</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
Minimum Tract Area	25,000 s.f.	45,330 s.f.
Maximum Building Height	3 ½ story/40 feet	1 story/19.6 feet
Minimum Building Setback – Internal Road/Drive Aisle	2 feet	5.6 feet
Minimum Building Setback – Route 79	60 feet	76.0 feet
Minimum Building Setback – Other Boundary	2 feet	3.9 feet
Minimum Building Setback – Drive Thru Aisle	0 feet	0 feet



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Accessory Structures:

<u>DESCRIPTION</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
Maximum Building Height	15 feet	N/A
Minimum Building Setback – Side Yard	3 feet	N/A
Minimum Building Setback – Rear Yard	5 feet	N/A

Parking Area Setback

<u>DESCRIPTION</u>	<u>REQUIRED</u>	<u>PROPOSED</u>
Any Adjacent Property Line	10 feet	15 feet
Any Internal Subdivision Line	0 feet	0.5 feet
Any Commercial Building	0 feet	4 feet
Any Multi-Family/Mixed Use Building	5 feet	8.6 feet
Any Attached Single Family / Townhouse Dwelling	10 feet	10 feet
Any Internal Drive Aisle	0 feet	0 feet
Any Solid Waste/Recycling Facility	0 feet	6 feet

The Applicant has requested relief from the following variances with this application:

- a. **Section 220-97B** – Each off-street parking space shall measure not less than 10 feet by 20 feet; 9 feet by 18 feet parking spaces are proposed at the commercial sites. We note that 9 feet by 18 feet spaces are also proposed at the townhome and affordable housing sites which would be compliant with Residential Site Improvements Standards (RSIS) Section 5:21-4.15.



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- b. **Section 220-97C(4)** – Driveways shall have a minimum width of 20 feet for one-way traffic and 25 feet for two-way traffic for all non-residential single-family uses; 24 foot wide driveways with two-way traffic are proposed at the commercial sites as well as an 18 foot drive for one-way traffic leading to a depicted drive-thru area at the 4,000 s.f. commercial building site (Lot 44.04). We note a one-way drive-thru lane of 12 feet to 15 feet wide depicted at the 8,110 s.f. commercial building and dual 10.7 foot wide lanes proposed at the 4,000 s.f. commercial building drive-thru which should be discussed with the Board.

The Applicant has not requested any design waivers with this application, however, the following relief appears necessary:

- c. **Section 220-150D** – A waiver from strict compliance from the groundwater recharge, stormwater runoff quantity, and stormwater runoff quality requirements of Subsections F and G may be obtained for the enlargement of an existing public roadway, or the construction or enlargement of a public pedestrian access, provided that the following conditions are met:
- i. The applicant demonstrates that there is a public need for the project that cannot be accomplished by any other means; ***The Applicant has addressed this condition.***
 - ii. The applicant demonstrates through an alternatives analysis, that through the use of nonstructural and structural stormwater management strategies and measures, the option selected complies with the requirements of Subsections F and G to the maximum extent practicable; ***The Applicant's position is that the existing conditions do not provide the opportunity for recharge and therefore there is nothing to mitigate. Our office notes that this is a major development as defined by our Ordinance and is subject to compliance with stormwater runoff quality, quantity, and recharge. Our office acknowledge that the rationale to support the waiver request is due to poor soil permeability and generally shallow groundwater. Further, the project is subject to NJDEP review of stormwater, which will include review of the recharge requirements.***
 - iii. The applicant demonstrates that, in order to meet the requirements of Subsections F and G, existing structures currently in use, such as homes and buildings, would need to be condemned; ***The Applicant has addressed this condition.***



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- iv. The applicant demonstrates that it does not own or have other rights to areas, including the potential to obtain through condemnation lands not falling under Subsection D(3) above within the upstream drainage area of the receiving stream, that would provide additional opportunities to mitigate the requirements of Subsections F and G that were not achievable on site. ***The Applicant has addressed this condition.***
- v. In addition to the above, the board having jurisdiction over an application requiring a stormwater management plan shall have the jurisdiction to grant a waiver from strict compliance with the performance requirements of Sections 220-147 through 220-158 or the stormwater management plan. The waiver may be granted where an applicant has demonstrated the inability or impracticality of strict compliance with Sections 220-147 through 220-158 and/or the stormwater management plan upon the following conditions. The applicant must demonstrate one of the following:
 - d. An inability to apply any of the best management practices and methodologies as defined and approved herein and in the stormwater management plan, due to an extraordinary and exceptional situation uniquely affecting the subject property or structures thereon, resulting in a peculiar and exceptional practical difficulty or undue hardship; or
 - e. That the purposes of Sections 220-147 through 220-158 and stormwater management plan can be advanced by a deviation from the best management practices and methodologies as defined and approved herein and in the stormwater management plan, where the benefits of such deviation substantially outweigh any detriment.
 - f. In requesting a waiver as to any application, the applicant may submit as reasons for the waiver the site conditions of the proposed project, including soils types; thin soil cover; low permeability soils, and/or shallow depths to groundwater (high groundwater levels), unique conditions which would create an unsafe design, or conditions which would provide a detrimental impact to public health, welfare, or safety. ***The Applicant has addressed this condition.***
 - g. The waiver cannot be granted due to conditions created by the applicant. If the applicant can comply with the requirements of Section 220-147 through 220-158 and stormwater management plan through reducing the size of a project, the hardship is self-imposed, and therefore the Board lacks jurisdiction to grant any waiver under this section.



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- c. Timing associated with the installation and removal of the sales and construction trailers and construction of the model units must be reviewed. Parking associated with the construction trailer should also be reviewed.
- d. Operations associated with the electric vehicle parking/charging spaces, including any restrictions regarding time/duration of parking/charging should be reviewed.
- e. The proposed stormwater management of the site and compliance with NJDEP requirements regarding quantity, quality and recharge must be reviewed. At a minimum, as noted above, the site does not appear to comply with recharge requirements.
- f. The effect of the proposed development upon the existing grade crossing easement along Stevenson Drive.
- g. Whether snow plowing will be the responsibility of the HOA or residents.
- h. Whether centerline striping throughout the proposed internal roadways is proposed or not.
- i. The overall traffic impacts associated with the development, including but not limited to the following:
 - i. Ingress/egress on Schanck Road (also known as Bucks Lane). Our office has concern with the safety of the additional traffic expected on the street due to the width of the street east of its intersection with Hudson Street.
 - ii. The status of the NJDOT submission, specifically as it relates to the need for a traffic signal at the intersection of NJ Route 79 at Stevenson Drive. It should also be determined who would be responsible for the signal installation cost. The timing of the installation of same at this intersection with respect to the development of the proposed project should be discussed considering the substantially failing and significant delay increases anticipated at the intersection for Build conditions without the signal improvements being implemented.
 - iii. Adequacy of right-of-way along the site frontages. It appears the Right-of-Way half-width along the sites frontage is 12-15 feet. Per RSIS, the Right-of-Way half-width should be expanded to 25 feet.
 - iv. The RSIS classification of the internal roadways, and the subsequent need for sidewalk along both sides of the roadway network.



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- v. The number of accessible parking spaces that are required for the visitor parking spaces in the development and how same will be dispersed throughout the development.
 - vi. Adequacy of sight distance for vehicles entering/exiting the guest parking spaces located on the inside of curves due to townhouse placement and proposed landscaping.
 - vii. It appears that Road A and Road E are lined up could eventually connect, affecting the proposed refuse enclosure and anticipated traffic volumes towards the commercial area and NJ Route 79. The Applicant should provide testimony if same is a possibility or if the commercial and affordable housing units will remain separate from the townhouses in perpetuity.
 - viii. Circulation of large wheel-base vehicles (emergency, refuse, buses, etc.) throughout the sites.
7. This application may be subject to the following outside agency approvals:
- a. Monmouth County Planning Board
 - b. Freehold Soil Conservation District
 - c. NJDEP - Letter of Interpretation (LOI)
 - d. NJDOT Access Permit
 - e. Marlboro Township Environmental Commission
 - f. Marlboro Township Fire Bureau
 - g. Marlboro Township Police Department
 - h. Marlboro Township Water Department
 - i. 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 our office.

Our office has prepared the enclosed Technical Engineering Review #3. The items contained therein should be addressed by the Applicant's Engineer.



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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.

Very truly yours,
CME ASSOCIATES

Laura J. Neumann, PE, PP
Planning Board Engineer and Planner

LJN/GAC/pg/BM
Enclosure(s)

cc: Marlboro Township Engineering Department
Michael W. Herbert, Esq. - Planning Board Attorney
Marlboro Development Group, LLC – Applicant
Matrix New World Eng. – Applicant's Engineer/Surveyor
Thomas J. Brennan Architects – Applicant's Architect
John A. Sarto, Esq. – Applicant's Attorney



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MARLBORO TOWNSHIP PLANNING BOARD

Marlboro Development Group, LLC "Marlboro Green"

PRELIMINARY AND FINAL MAJOR SUBDIVISION AND SITE PLAN

TECHNICAL ENGINEERING REVIEW #3

A. General

1. Provide a detail for 6-inch thick sidewalk with reinforcement/wire mesh where sidewalk is proposed between driveways and aprons.

B. Stormwater Management

1. Clarify whether surface basins #1 and #2 act as separate or joint stormwater management systems, as they were previously depicted as separate and currently proposed as connected yet still denoted as #1 and #2. Further clarify on the design and function of the basin now being shown connected as one.
2. Revise the O&M Manual to include comparison of actual vs design approximate drain time for the proposed wet pond.
3. Revise the plans to include a detail for the proposed aerator, including specifications for same and confirmation that sufficient oxygen level for mosquito control will be achieved.

B. Landscaping

1. Revise the plans to provide one additional shade tree along Route 79, south of the proposed entrance drive, near the property corner.
2. Revise the plans to propose the same species of ornamental tree to be located at each building, to enhance site aesthetics.
3. Revise the plans to shift all proposed shade and large evergreen trees back 8-foot minimum, where possible, from proposed curbs and driveway, to reduce potential root/hardscape conflicts.



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4. Revise the plans to provide a 15-foot clearance between proposed trees and light fixtures, to prevent future branch/light conflicts.
5. Revise the plans to provide an alternative for proposed AS (Sugar Maple) for those located within the proposed basins, as this species does not tolerate wet locations.
6. Revise the plans to reduce the quantity of trees in the Red Oak family, as Bacterial Leaf Scorch (BLS), a viral disease without a known cure, is present in the area. We note that the Red Oak family is more susceptible to BLS than the White Oak family. Therefore, in place of the proposed QR (Red Oak) plans shall be revised to include either Swamp White Oak or Bur Oak.
7. Revise the plans to accurately depict the size and spacing of the three existing street trees along Stevenson Drive that are indicated to remain, to prevent overcrowding.
8. Revise the plans to provide missing labels from the evergreen row of trees along the property line, as it is difficult to determine the locations of the thirty-four proposed JCM (Mountbatten Juniper) located along the eastern property line.
9. Revise the plans to exclude Norway Spruce, and instead propose Green Giant Wester Arborvitae as this species has a columnar type shape that lends itself to tight spatial locations around the site, i.e. near parking lots, retaining walls, etc.
10. Revise the 'Tree & Shrub Planting & Staking' detail, sheet 12 of 22, to indicate rigid, plastic, open mesh trunk guards to protect from the irreparable damage from buck rub.
11. Provide a detail for open mesh trunk guards.
12. Revise the plans to indicate the proposed safety surface.
13. Revise the plans to indicate dimensions for the proposed playground equipment.

C. Lighting

1. Revise the plans to provide a data summary chart, to indicate the average, minimum and maximum light levels for residential roadways, parking areas and commercial lots.
2. Revise the plans to reduce light levels to an average of 0.40-0.45 footcandles if the proposed roadways will ultimately be Township owned.



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3. Review and revise the light fixtures along the roadway from LED to high pressure sodium light fixtures, as it appears JCP&L will provide and install high pressure sodium light fixtures along the roadway under the light contribution rate.
4. Revise the plans to relocate any light fixtures that are proposed within concrete sidewalks and conflict with the required barrier free accessible route.
5. Revise the plans to indicate the proposed light temperature in Kelvins for proposed LED fixtures.
6. Revise the plans to provide full catalog cuts and complete ordering information for all proposed light fixtures and poles, noting proposed color and finish for each, to prevent confusion during construction.
7. Provide details for any proposed building mounted light fixtures.
8. Revise the plans to provide isolux patterns for proposed lighting fixtures.
9. Revise the lighting details, sheet 20 of 22, to clarify proposed residential light fixture as the notes appear to indicate two different products. It appears Note #1 under the ‘Commercial Light Fixture “A” & Pole Detail’ refers to a residential fixture.

D. Americans with Disabilities Act (“ADA”)

1. We defer compliance with ADA requirements to the Construction Code Official. At a minimum, it does not appear the proposed Handicap accessible aisle graphically depicted at proposed Commercial Building #1 indicates a five (5) foot wide accessible aisle as depicted in the detail.

E. Signs

1. Revise the plans to provide details for any proposed wall mounted signs.
2. Revise the sign details, sheet 20 of 22, to provide the following note: Sign supports and support foundations shall be designed to sustain minimum design loadings for dead, live, wind and seismic conditions, in accordance with the Township Construction Division having jurisdiction.



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F. Woodland Management

1. Revise the plans to graphically depict and specifically locate tree protection fencing at the limit of disturbance and provide a detail, in accordance with Township Ordinance Section 337-16. Currently, the plans depict fencing around individual trees to remain; however, fencing should run along the entire limit of disturbance as well as any trees outside of these limits (such as the street trees along Stevenson Drive).
2. Contact this office to set up a field meeting with our Licensed Tree Expert to review the proposed trees to remain, to ensure their health and viability.
3. Revise the tree replacement calculations as our office allows for the reduction of surveyed trees by 20% to account for assumed dead and dying trees on site. Note that street trees required to be provided shall not be deducted from the replacement calculations.
4. Revise the plans to update tree removal calculations with replacement requirements, in accordance with Township Ordinance Section 337-19C.
5. Revise the plans to indicate the final monetary contribution calculated for tree removals.
6. Revise the 'Construction Sequence', sheet 16 of 21, to indicate the timing of tree protection fence installation and removal, to prevent confusion during construction.

I. Environmental

1. Provide the required Preliminary Site Investigation Report in accordance Township Ordinance Section 220-159.1 that indicates historical information on the previous uses of the site and identifies any areas of concern that may warrant soil testing, as review of historical aerial photography revealed the property has had past agricultural use.

J. Traffic

1. Provide clarification and additional detail with regards to the different models that were utilized to determine the difference in trip distributions between Commercial and Residential trips.
2. Revise the traffic report calculations for the affordable housing building to utilize proper LUC 221 (Multifamily Housing [Mid-Rise]) since the affordable housing bldg. is 3 floors.



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3. Revise the traffic analysis and calculations to utilize more conservative volumes to ensure delays don't significantly increase due to the development. By using fewer trips than the conservative ITE Trip Generation Handbook volumes for their analysis, the Applicant/Engineer could be overlooking the additional trips throughout the network that might create significant increases in delay for intersections already failing, specifically the intersection NJ Route 79 at Stevenson Drive.
4. Update the traffic volume figures that depict Site Driveway 4 until the last figure (Figure 13) and ultimately complete the analysis for same to confirm all approaches will operate at acceptable Level of Service ("LOS") with LOS C or better. The Traffic Impact Study should include Site Driveway 4.
5. Provide additional clarification for the traffic volumes utilized within the Traffic Signal Warrant Analysis for the intersection of NJ Route 79 at Stevenson Drive.
6. Provide additional clarification for the increase in Saturday midday peak hour delay due to westbound approaching traffic for the intersection of NJ Route 79 at Buck Lane. Also provide additional clarification for the AM and PM peak hour delays for same.
7. Revise the sight triangle for each proposed intersection to be depicted extending beyond the property limits and up to the roadway centerline as required, including depicting same on the landscaping sheets to ensure compliance.
8. Verify that the sight distance provided for vehicles entering and exiting the guest parking spaces located on the inside of curves is acceptable, due to townhouse placement and proposed landscaping.
9. Provide a profile for the intersection of proposed Road Cat Schanck Road (aka Buck Lane).
10. Provide a profile for the intersection of proposed Road Eat NJ Route 79.
11. Revise the plans to include a Truck Turning Radius Plan.
12. Revise the plans to include the required loading zone as per Township Ordinance Section 220-98 which states that same is required for every building, structure or part thereof having over 5,000 square feet of building area.



Marlboro Township Planning Board
Re: Marlboro Development Group, LLC
"Marlboro Green" (PB# 1202-20)
Preliminary and Final Major Subdivision and Site Plan
Engineering & Planning Review #3

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13. Revise the plans to depict the required drive aisle width of 25 feet for perpendicular parking with two-way traffic throughout the development as well as the drive aisles within the parking lots per Township Ordinance Section 220-169H(1)a.
14. Revise the road profile names to match the proposed (lettered) road names on the site plan.
15. It appears that the 85 townhomes have been removed from the proposed project and have been included in "current developments in the study area." These volumes have been relocated to the 2023 No-Build Traffic Volumes instead of the Total New Site Generated Trips. The Site Plan and Subdivision Plat depict the 85 townhomes to be included in this application. Same should be revised.
16. Multiple intersections were removed between the first and second Traffic Impact Study. The removed intersections should be included with the updated traffic volumes.
17. Verify whether increasing time for the Stevenson Road approach will reduce the queuing. Currently it appears that the inclusion of a traffic signal at the intersection of NJ Route 79 and Stevenson Drive will provide acceptable LOS for all peak hours. However, the northbound 95th percentile queue appears to queue past the proposed the intersection of Stevenson Drive at Site Driveway 2.

K. **Major Subdivision Plat (Lot 44.01 – Townhouse Lots)**

1. Indicate point of curvature at south end of the S66° 02' 10" E/61.04 tie course along Stevenson Drive.
2. Our office would recommend that corner markers be provided at the proposed roadway intersections along Stevenson Drive and Bucks Lane.
3. Verify lot/block numbers opposite Stevenson Drive.
4. All non-radial lot lines should be labelled.
5. Verify curve number(s) along front of Lot 44.11