

MONMOUTH COUNTY PLANNING BOARD

HALL OF RECORDS ANNEX
ONE EAST MAIN STREET
FREEHOLD, NEW JERSEY 07728-1255
(732) 431-7460

Site Plan Action

Our File #: BBSP10155

This is to inform the Borough of Bradley Beach Planning Board

that the Site Plan Application of 501 Lake Terrace, LLC

known as 501-511 Lake Terrace

located in Tax Map Block 7 Lot 2.03

Owned by: Same as above

Drawn by: InSite Engineering

and dated 5/6/2021 was received in this office on 5/13/2021. On 5/24/2021 the following action

was taken by the: X Development Review Committee Planning Director

X Request Information. No action will be taken until the items listed below are submitted.

If disapproved, the reasons listed below or on the attached sheet must be rectified before approval will be issued. If conditionally approved, the conditions listed below or on the attached sheet must be met before final approval will be issued. This action does not release the applicant from obtaining a consistency determination pursuant to N.J.A.C. 7:8-1 et seq. (Monmouth County Areawide Water Quality Management Plan). Prior to commencing any work within the right-of-way of a county highway or before doing any work that affects a county bridge, the applicant is required to obtain a road opening permit from the Monmouth County Highway Department. A review of the location of subsurface utilities within county road rights-of-way will be conducted by the County Highway Department upon application for a road opening permit. Prior to planting or removal of trees or shrubs within or along the right-of-way of a county highway, the applicant is required to obtain a permit from the Monmouth County Shade Tree Commission.

Note: County review is made only on items covered by statutory authority.

The following items must be addressed before formal review and action by the Development Review Committee:

1. Revise the plans to show a right of way radius per the development regulations. The applicant's response letter references a physical corner radius at the intersection of Lake Terrace and Fletcher Lake Avenue. Comment #1 in the 4/12/2021 action letter referred to §5.1-1 of the county's development regulations, which requires a 25-foot right-of-way radius as shown on the attached mark-up. The markup indicates it will not conflict with any existing building.
2. Revise the site plan to show a 25-foot x 250-foot sight triangle per §5.1-2 of the Monmouth County development regulations. The sight triangle easement shown on the plan was not drawn correctly. Per §5.1-2 the sight triangle is drawn as: "The area bounded by the right-of-way lines of the county road and proposed road or street and a straight line connecting a point measured along the centerline of the proposed road or street 25 feet the edge of pavement of the county roadway and a point on the center of each lane of the county road that approach the intersection a measured distance that equals 10 times the posted speed limit". A sight triangle easement drawn to the above dimensions is shown on the attached mark-up.
3. Provide dimensions from the centerline of right-of-way for Lake Terrace to the right-of-way and curb on both sides of the road.
 - a. Dimensions are obscured by other text on Existing Conditions and Site Preparation Plan, Site Layout Plan and the Grading and Drainage Plan.
 - b. A 60-foot right-of-way is dimensioned on the Site Layout Plan. However, an adjacent dimension indicates parallel 50-foot and 5-foot dimensions in line. Resolve and revise the measure of the width of the right-of-way and pavement.
 - c. Width of the road widening easement fronting the site is not indicated on the site plan.

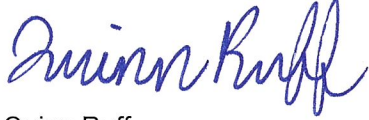
4. Correspondence from the applicant's engineer states that an existing road widening easement was indicated on the Site Layout Plan. Please address the following:
 - a. Clarify the purpose of the dashed line on the Site Layout Plan.
 - b. Metes and bounds for this parcel were not indicated.
 - c. Area of dedication, in acres and square feet and the grantee are not indicated.
 - d. Deed book and page are not indicated.
5. Revise the site plan to indicate R1-1 (STOP) signs at the intersection of Lake Terrace and Fletcher Lake Avenue.
6. Revise the site plan to indicate the station line(s) used for the centerline and gutter profile on the Site Layout Plan and the Grading and Drainage Plan.
7. Correspondence from the applicant's engineer states that existing topography and building foundation prevent compliance with §5.2-3.1 J-2 of the county's development regulations. The applicant shall submit a written summary of the justification for this waiver.
8. Pop-up emitters located 12 feet, 206 feet, and 325 feet from the northwest corner of the site are indicated near the right-of-way. Provide the typical dimension for clear distance between pop-up emitters and county right-of-way. Place note on Site Layout Plan and the Grading and Drainage Plan stating: "If inspection reveals less than one (1) foot clear distance from on-site storm drainage structures to right-of-way of C.R. 18, Lake Terrace, these structures shall be relocated at contractor's expense."
9. Correspondence from the applicant's engineer states that the pop-up emitters will function as overflow devices. The stormwater analysis indicates the proposed drywells were designed for the 2-hour, 1.25-inch storm. Therefore, any storm larger than this will cause the pop-up emitters to flow. The applicant shall submit an analysis of the discharge from each pop-up emitter during a 2-year, 10-year, and 25-year storms. This concentrated discharge will likely flow across the sidewalk and into the gutter. The applicant shall submit an analysis of the magnitude and depth of flow in the Lake Terrace gutter, as well as the conditions that will the pop-up emitter to open. In addition, clarify what will be the head vs. discharge relationship.
10. The county's curb and pavement repair detail states, "Remove surface course of Pavement", but the leader points to another leader. Clarify and revise the detail as necessary.
11. An ADA ramp is indicated at the southwest corner of intersection of Lake Terrace and Fletcher Lake Avenue as requested. However, aerial and street-level photographs indicate ADA ramps at all four corners of this intersection. The Grading and Drainage Plan indicates the curb return from Lake Terrace to Fletcher Lake Avenue will be replaced. This includes the ADA ramp. Provide a grading detail of the proposed ADA ramp at 1 inch = 5 inches, or greater. Additionally, provide the following:
 - a. Provide spot elevations at top and bottom of all existing and proposed curb ramps; at corners of detectable warning surfaces, and associated landing / maneuvering areas; at corners of all transition areas, and at corners of ramp flares, as indicated on Attachment 1.
 - b. Indicate that all changes in longitudinal / running slope are perpendicular to the direction of the associated sidewalk and that all cross-slopes are at maximum 2%, as indicated in Attachment 2.
 - c. Indicate that all detectable warning surfaces are located at the lower end of each curb ramp, as shown on Attachment 3. Indicate that the lower edge of each detectable warning surface is 6 to 8 inches from the face of curb, or adjacent to the back of curb, as shown on Attachment 3A.
 - d. Provide computations to verify that all longitudinal / running slopes are at maximum 8.33% (1V:12H) and that all cross slopes are at maximum 2% at locations indicated on Attachment 4. Use design slopes of 7.5% and 1.5% respectively, to allow for construction tolerances.
 - e. Indicate that curb ramps within the right-of-way of Lake Terrace are aligned with crosswalks, as indicated in Attachment 5.

- f. If curb ramps are not aligned with crosswalks, provide 4-foot by 4-foot turning area with maximum 2% slope, as indicated in Attachment 6. Incorporate the attached curb cradle detail into the detail sheet(s).

12. Indicate the distance from the PT of the curb return between Lake Terrace and Fletcher Lake Avenue.

Please provide an itemized response to these comments. Additional comments may be provided and conditions established by the Development Review Committee upon receipt of the requested information.

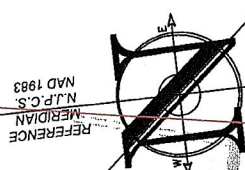
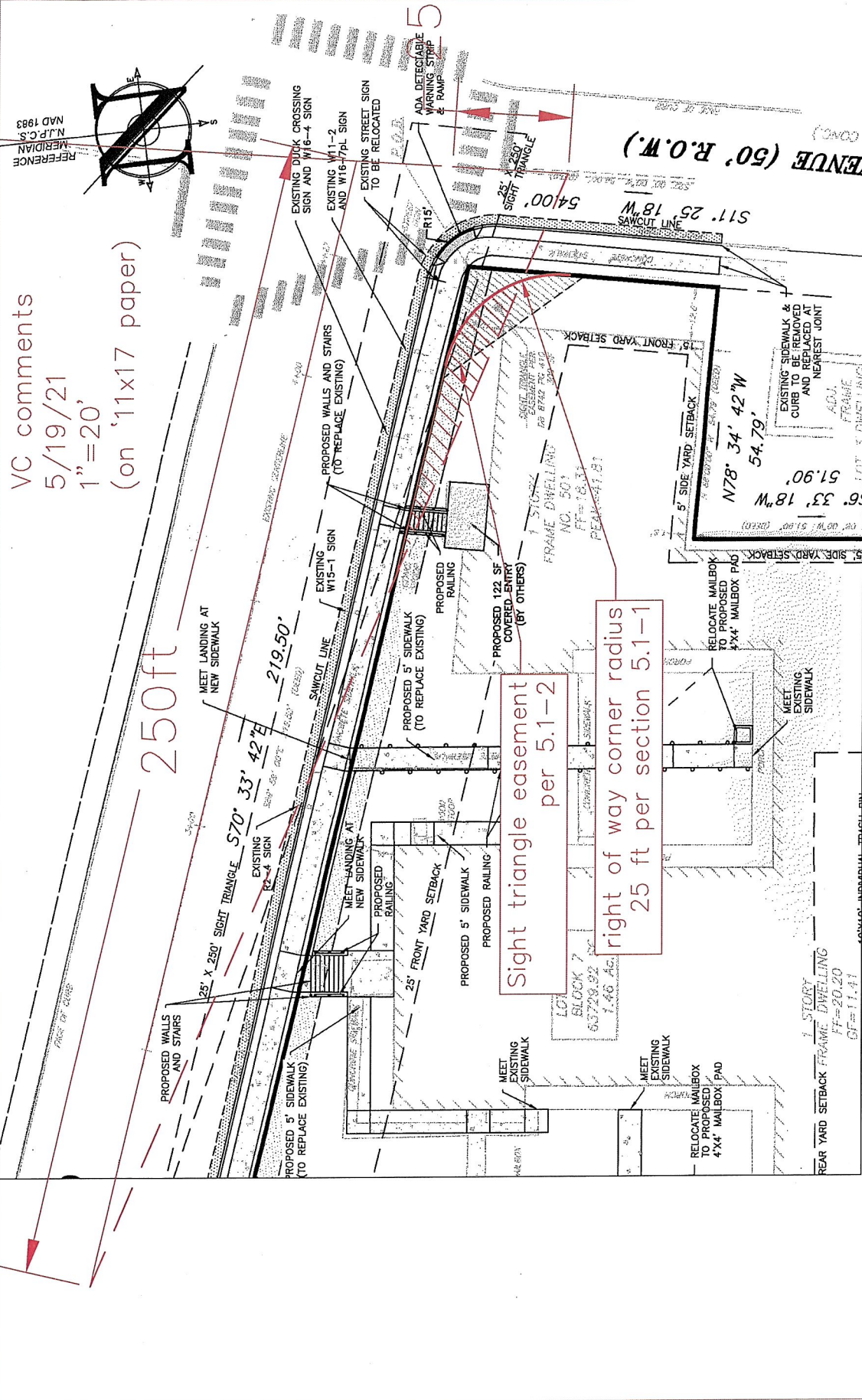
Revised plans shall be accompanied by the site plan revision fee of \$300.00.



Quinn Ruff
Assistant Planner
For the Development Review Committee

cc: InSite Engineering
Fox Rothschild LLP
Mark R. Aikins, Esq.
Joseph Barris, P.P., A.I.C.P., C.F.M.
J. Ettore; R. Bragg; V. Cardone; V. Zabat
Highway Department
Construction Office
BBSP10155 1372 RI

VC comments
5/19/21
1"=20'
(on '11x17 paper)



VENUE (50' R.O.W.)

Sight triangle easement
per 5.1-2

right of way corner radius
25 ft per section 5.1-1

250ft

MEET LANDING AT
NEW SIDEWALK

MEET-BANDING AT
NEW SIDEWALK

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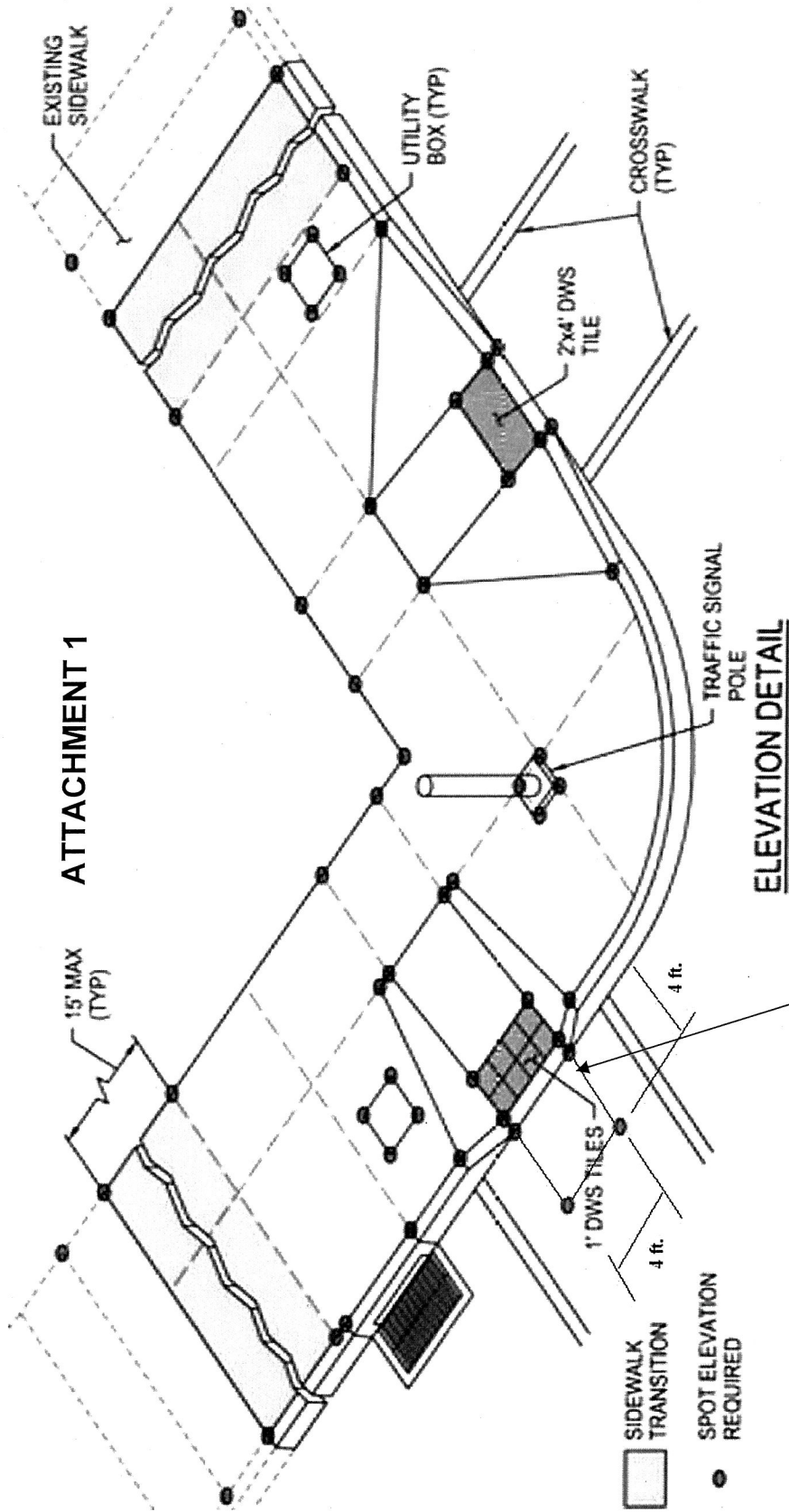
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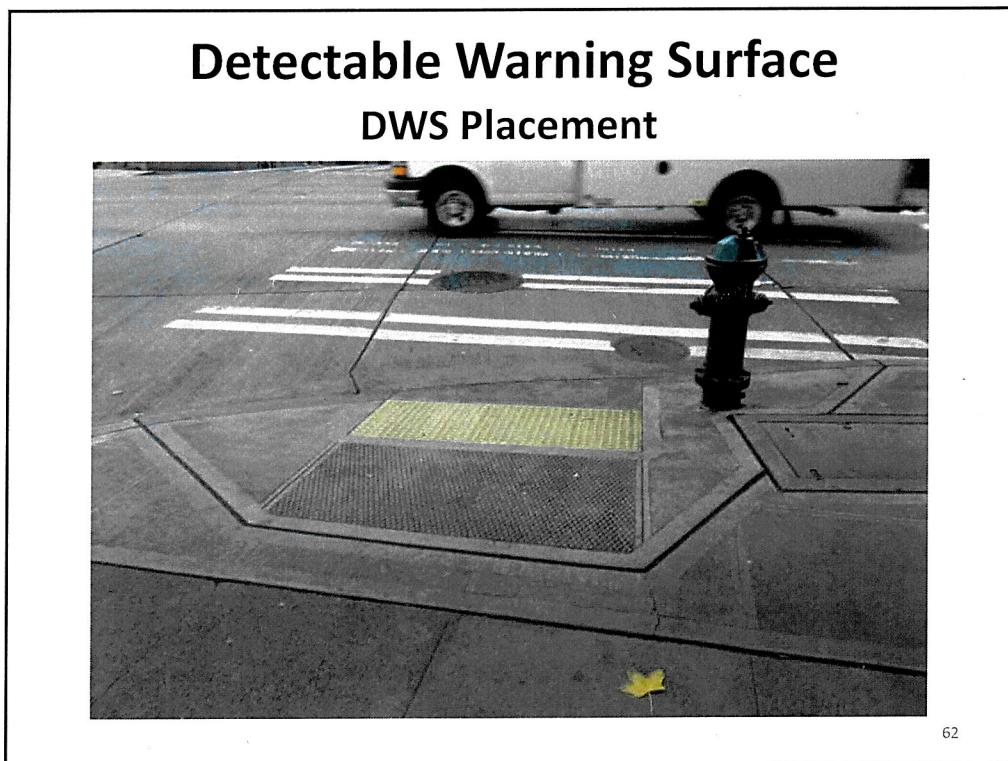
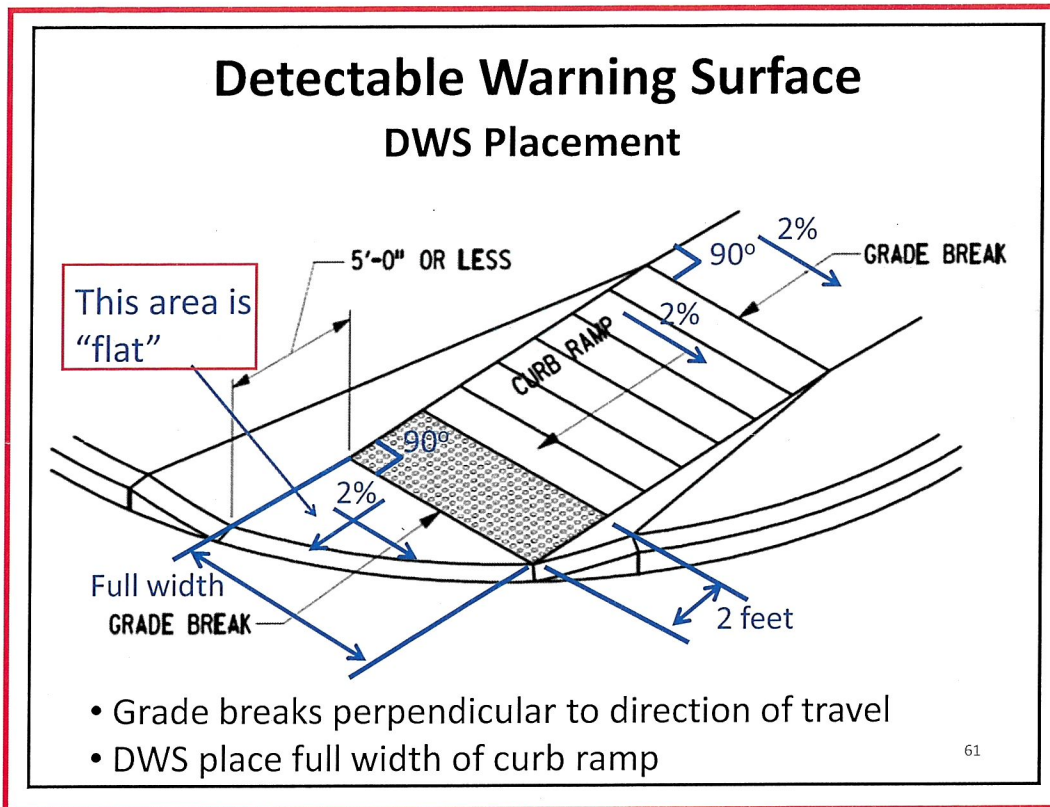
ATTACHMENT 1



ELEVATION DETAIL

IF RAMP IS NOT DIRECTIONAL, MUST PROVIDE 4-ft. x 4-ft. TURNING AREA ON PAVEMENT, AT MAX. 2% SLOPE IN BOTH DIRECTIONS. SEE ATTACHMENT 2

ATTACHMENT 2



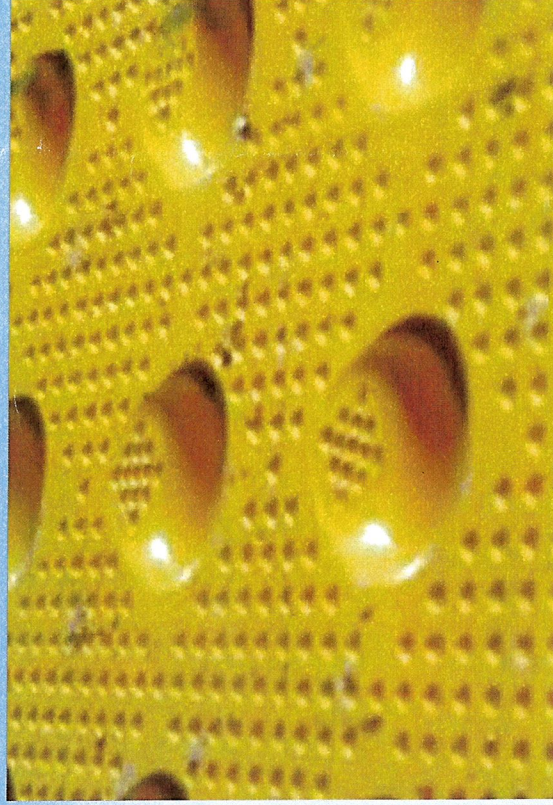
Basic ADA Requirements

ATTACHMENT 3

Detectable Warning Surface (DWS)

What is a DWS?

Raised truncated domes in a rectangular array.



Where do you place them?

Placed across the bottom of the curb ramp. Full width of ramp

What exactly do they do?

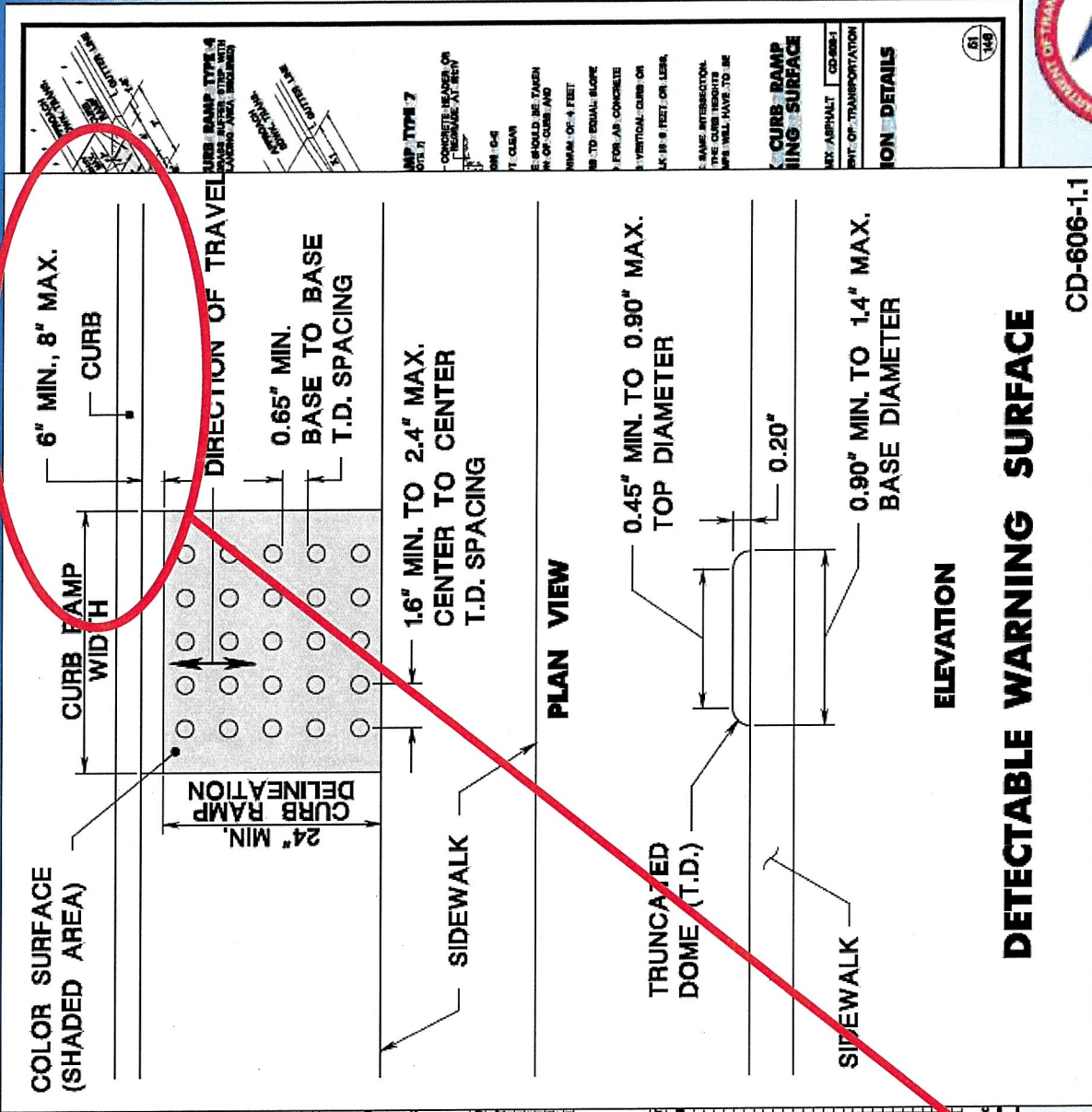
Aid those visually impaired to identify the end of the ramp.

DWS = Stop



ADA Standards

ATTACHMENT 3A

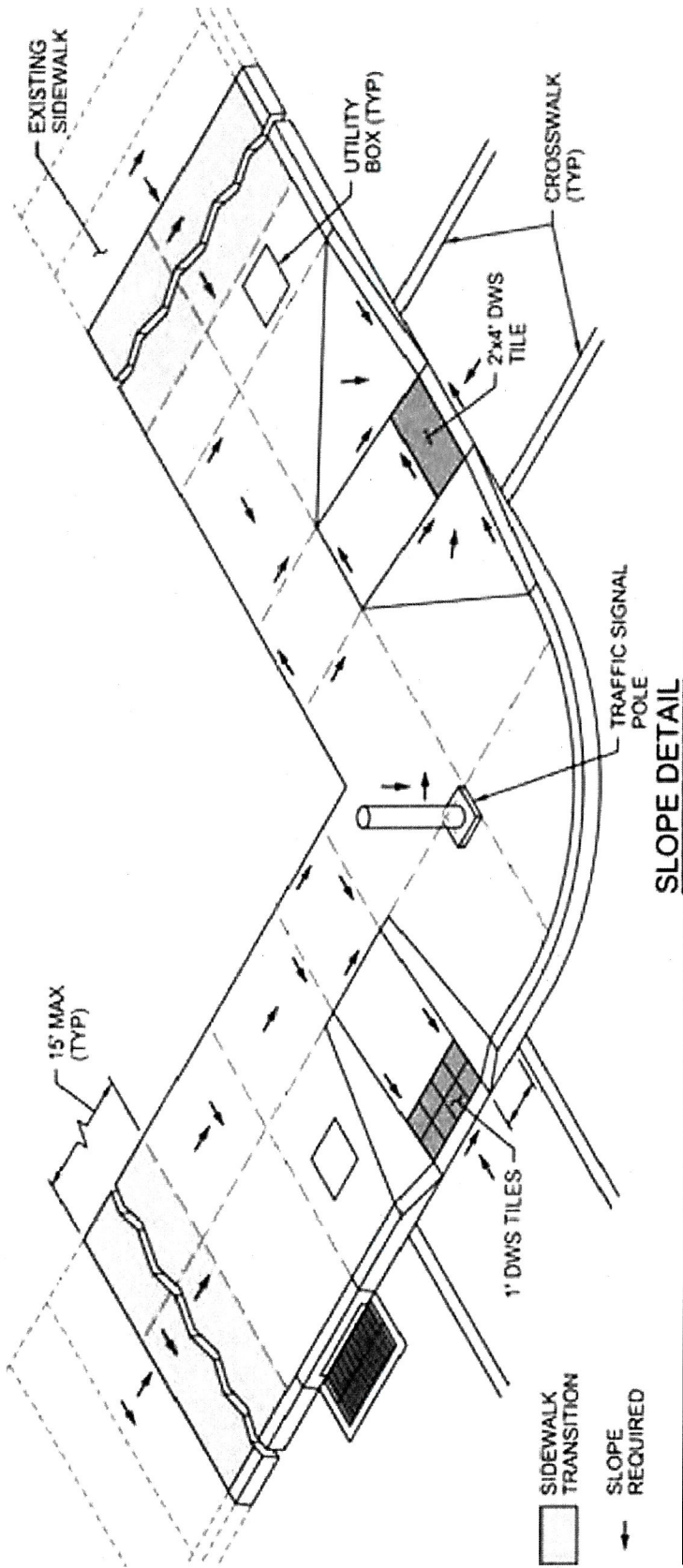


DETECTABLE WARNING SURFACE

CD-606-1.1

Should be placed at back of curb or 6" to 8" from front face of curb

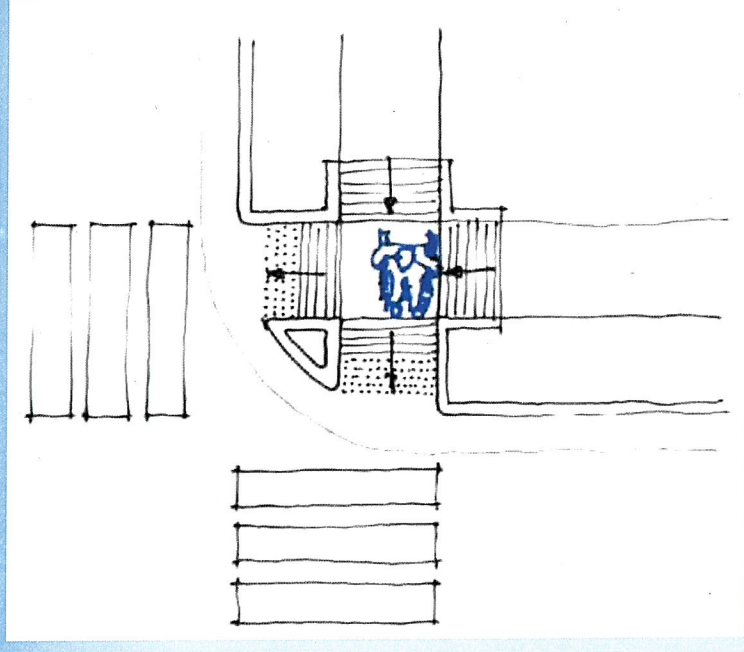
ATTACHMENT 4



Ramp Alignment

ATTACHMENT 5

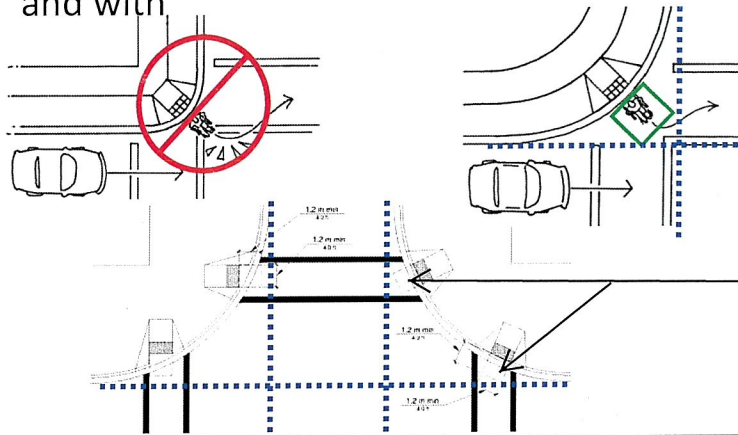
Ramps must be aligned with crosswalks to help wheelchair users orient themselves to cross the street



ATTACHMENT 6

Bottom Clear Space

Curb ramps shall also have clear space at the bottom of ramp that is level (2% max), and wholly outside of vehicle travel lanes and with

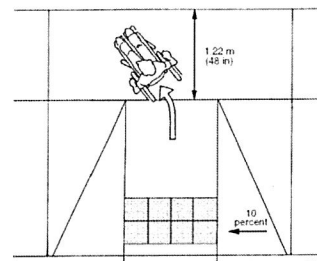


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IF RAMP IS NOT DIRECTIONAL, MUST PROVIDE 4-ft x 4-ft TURNING AREA WITH MAX. 2% SLOPE IN ALL DIRECTIONS, OUTSIDE VEHICLE TRAVEL LANES, WITHIN CROSSWALK LINES

Flares

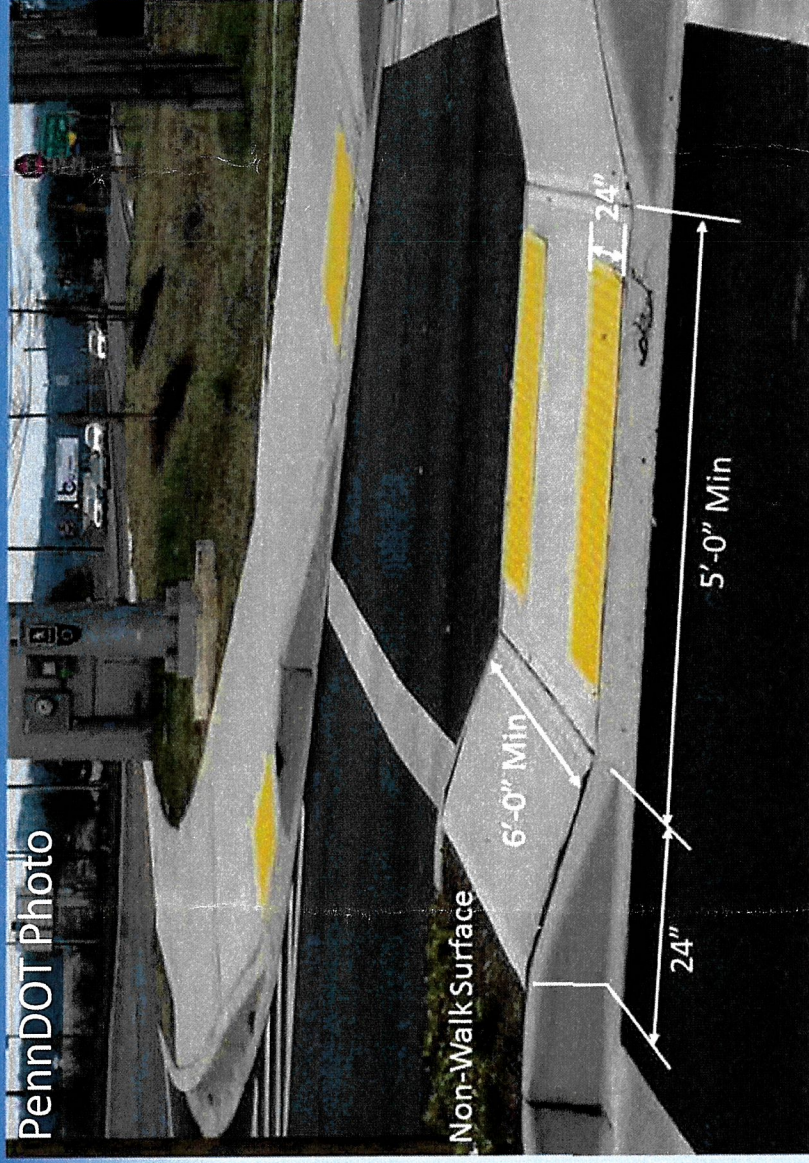
- Not part of the accessible route
- Flares should be used on all curbside sidewalks
- Flare slope: 10% (1:10) max. (ADAAG 4.7.5/PROWAG)
- If landing is less than 48", flare slope 8.33% (1:12) max (consider parallel ramp first)



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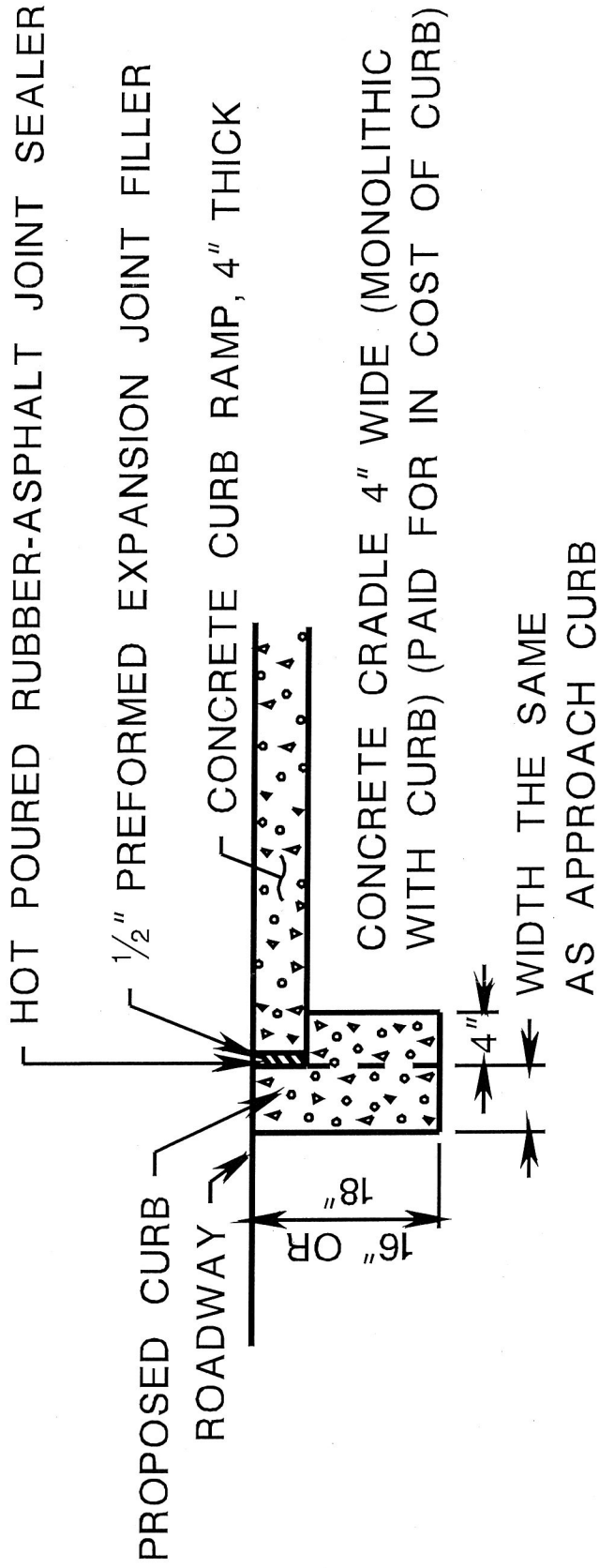
Median Openings

ATTACHMENT 7



NJDOT Pedestrian Compatible Planning and Design Guidelines state if a street is wider than 60 feet than a pedestrian refuge should be provided so that people can find openings in traffic from only one direction, and have a place to wait for an opening in the other direction. MUTCD requires a walking speed of 3.5 ft./sec





DROPPED CURB AND CRADLE

CURB RAMPS

TYPE 2.

