

**MANASQUAN PLANNING BOARD MEETING AGENDA  
CONDUCTED WITH ZOOM  
OCTOBER 19, 2021 4:00 PM – TUESDAY**

**Join Zoom Meeting**

<https://zoom.us/j/2610095007?pwd=d01aMVlrY0hINVFGd25RcGpyZS83QT09>

**OR**

**Tel – 1-646 876 9923 US (New York)**

**ID # 261 009 5007**

**Password 281 797**

Please take notice that the Manasquan Planning Board will convene a remote meeting on October 19, 2021 4:00 PM. (The Board had previously advertised the said meeting, but the within notice is being re-advertised so as to publicize the remote nature of the same.) Due to the Coronavirus/COVID-19 Borough and State Directives, the said meeting is being held remotely, through a web-meeting conference communication system. The remote meeting format will allow Board Members and the Public to simultaneously hear, listen to, participate in, digest, observe, comment on, and/or otherwise object to any and all Board decisions/actions. The remote meeting format, as aforesaid, will allow the Borough's Planning Board to conduct business, without violating any Executive Orders, without violating any COVID-19 Health and Safety Protocol, and while still complying with the spirit and intent of Prevailing Provisions of New Jersey Law. (Please note that the public access to the Municipal Building is not currently permitted).

Members of the public are welcome to, and encouraged to, participate by observing/participating in the remote meeting. The meeting will be held via Zoom. You can access the meeting through the Zoom App via a smartphone or tablet, via a special link on your computer, or by telephone. Note the information printed above.

**PUBLIC MEETING**

Salute to the Flag

Roll Call

Sunshine Law Announcement

**OLD/NEW BUSINESS**

1. March 23, 2021 Meeting Minutes

**RESOLUTION**

2. #54-2021 Cosentino, Jaycee & Eleanor - 21 McGreevey - Application #40-2021
3. #55-2021 O'Neill, Lauren - 214 Broad Street - Application #42-2021

**APPLICATION**

4. 15 Minute Presentation - 201 Second Avenue
5. #38-2021 233 Main Street - Block Lot
6. #43-2021 VFW - 30 Ridge Avenue - Block Lot

**OTHER BUSINESS**

Comments from individual board members

**ADJOURNMENT**

RECEIVED SEP 22 2021

10/19/2021

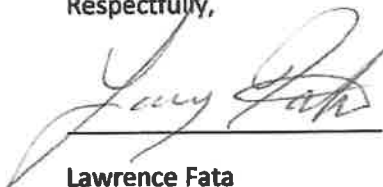
September 22, 2021

Attention:  
Planning Board Secretary

This letter is requesting time on an upcoming Planning Board agenda for an informal presentation of proposed construction I am considering to my home at 201 Second Avenue, Manasquan, NJ, 08736 (block: 177, lot: 40, Tax ID: 2835)

The nature of my request can be summarized as follows: Presently the roof height of my home is at the local zoning maximum height for my property (33 feet). I am considering the utilization of my attic as a home office area and for additional personal storage, which ideally would benefit by raising the roof height an additional 2ft.

Respectfully,



Lawrence Fata

Owner

C: 732-600-1045

Fata241@comcast.net

August 24, 2021

Mary Salerno, Secretary  
Manasquan Borough Planning Board  
201 East Main Street  
Manasquan, NJ 08736

Re: Boro File No. MSPB-R1670  
Site Plan – Main Street Station  
Block 88, Lot 39.01  
233 East Main Street  
B-1 - Business Zone  
Borough of Manasquan, Monmouth County, NJ

Dear Ms. Salerno:

As per your request, I have reviewed the above-referenced application in accordance with the provisions of the Borough Land Development Ordinance. The documents reviewed in conjunction with this application include:

1. Site Plan prepared by Joseph Kociuba, PE, PP, of KBA Engineering Services, LLC, dated May 25, 2021.
2. Traffic Impact Study prepared by John Rea, PE, of McDonough & Rea Associates, Inc., dated July 21, 2021.

The property is located in the B-1 - Business Retail Zone with frontage on East Main Street and Warren Avenue. With this application, the applicant is proposing to construct a drive through for the existing CVS Pharmacy and for the existing restaurant on the west side of the building. The existing access on East Main Street will be changed to an entrance only and the drive aisle parallel to East Main will be limited to one way traffic. The application is deemed complete as of August 24, 2021.

The following are our comments and recommendations regarding this application:

1. The property is located in the B-1 - Business Zone.
2. The following use ('d') variance is required as part of this application:
  - a. Drive through facilities are not expressly permitted in the B-1 Zone and "fast food drive-in facilities" are expressly prohibited.
3. The following non-conformities exist on Lot 39.01 and are not proposed to be modified as part of this application:
  - a. A maximum lot coverage of 60% is permitted, whereas a coverage of 90.64% exists and is proposed.


Re: Boro File No. MSPB-R1670  
Use Variance – Main Street Station  
Block 88, Lot 39.01

April 24, 2021  
Sheet 2

- b. A total of 90 parking spaces are required, whereas 87 spaces exist and are proposed.
  - c. A total of two dedicated loading spaces are required on site, whereas one space exists and is proposed.
4. The applicant should explain the functioning of both of the proposed drive-through aisles, including; drop offs versus pick-ups, services offered (pharmacy pick-up, Covid testing, etc.), speaker/intercom systems including volume levels, and hours of operation.
5. Both drive up windows have limited stacking areas and appear to be able to accommodate three cars before they will impact the proposed passing lane. The applicant should explain how this will affect the site and traffic flow at the rear of the site. Stacking at the CVS window may also back out into the parking lot, near the entrance on East Main Street which must be considered.
6. The circulation parallel to East Main Street must be explained as if is to me limited to one-way traffic, cars travelling parallel to Warren Avenue towards East Main Street will be forced to turn around in the aisle if they do not find an available parking stall.
7. The applicant must explain the proposed “service area” between the two drive through areas. If it will function as the sole loading area, the nature of deliveries and their frequency, must be discussed.
8. The applicant should explain if the proposed improvements will add additional impervious coverage to the site. There are limited areas for additional stormwater management on site if they are necessary for additional impervious coverage.
9. If the use variance application is approved, a site plan application, including fully engineered plans and details, will be required.

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

Very truly yours,

  
ALBERT D. YODAKIS, P.E., P.P.  
PLANNING BOARD ENGINEER  
BOROUGH OF MANASQUAN

ADY:jy



Re: Boro File No. MSPB-R1670  
Use Variance – Main Street Station  
Block 88, Lot 39.01

April 24, 2021  
Sheet 3

cc: George McGill, esq., Planning Board Attorney  
Giunco Realty  
99 Crine Road, Colts Neck, NJ 07722  
Joseph Kociuba, PE, PP  
KBA Engineering Services, 2517 Route 35, Bldg E, Suite 203, Manasquan, NJ 08736

BOROUGH HALL  
201 EAST MAIN STREET

Incorporated December 30, 1887

732-223-0544  
Fax 732-223-1300

EDWARD G. DONOVAN  
Mayor

CONSTRUCTION DEPARTMENT

FRANK F. DIROMA  
Supervisor of Code Enforcement

THOMAS F. FLARITY  
Municipal Administrator

**BOROUGH OF MANASQUAN**  
COUNTY OF MONMOUTH  
NEW JERSEY 08736

STEVEN J. WINTERS  
Construction Official

**APPLICATION TO THE PLANNING BOARD**

\*Applicant's Name: Giunco Realty

\*Applicant's Address: 99 Crine Road, Colts Neck, NJ 07722

\*Telephone Number: Home: 732-741-3900 Cell: \_\_\_\_\_

\*e-mail Address: jgiunco@ghclaw.com

\*Property Location: 233 East Main Street

\*Block: 88 Lot: 39.01

\*Type of Application: Site Plan Amendment to permit a drive through pick-up only and use variance Bulk Variance, Non-Permitted Use- Conditional Use- Subdivision- Minor Subdivision- Major- relief Site Plan Approval

\*Date of Zoning Officer's Denial Letter: 6/29/21  
Attach Zoning Permit Application

\*Plot Plan (Survey) not older than five (5) years, clearly indicating all buildings and setbacks.

\*Is the Applicant the Landowner? Yes

\*Does the Applicant own any adjoining land? No

\*Are the property taxes paid to date? Yes


\*Have there been any previous applications to the Planning Board concerning this property? Yes  
(Attach copy) See Resolution No. 19-1992 and Resolution No. L-1993 dated May 4, 1993 attached.

\*\*Are there any Deed Restrictions, Easements, or Covenants affecting this property? No

(Attach copy)

\*The applicant agrees to be responsible for and pay for the costs entailed in the review of this application by any experts retained by the Planning Board for advice in this matter.

  
\_\_\_\_\_  
Signature of Applicant or Agent

  
\_\_\_\_\_  
Date

06/2021

BOROUGH HALL  
201 FAST MAIN STREET

EDWARD G. DONOVAN  
Mayor

THOMAS F. FLARITY  
Municipal Administrator

Incorporated December 30, 1887

CONSTRUCTION DEPARTMENT

**BOROUGH OF MANASQUAN**  
COUNTY OF MONMOUTH  
NEW JERSEY 08736

732-223-0544  
Fax 732-223-1300

FRANK F. DiROMA  
Supervisor of Code Enforcement

STEVEN J. WINTERS  
Construction Official

June 29, 2021

Giunco Realty  
99 Crine Road  
Colts Neck, NJ 07722

Re: Block: 88 Lot: 39.01 Zone: B-1  
233 East Main Street

Dear Sir or Madam:

On this date we reviewed your application for the following project.

Remove a portion of the existing building to create a one-way driveway aisle and drive thru window for the CVS Pharmacy and a service area and a pick up lane for the existing restaurants and to change the existing two-way driveway aisle to one way with the exit located on Warren Avenue.

Plot plan prepared by Joseph Kociuba on May 25, 2021.

**Application denied for the following reason(s):**

Section 35-18.3 – Requires Planning Board approval for the proposed project.

Section 35- 9.4 – lot Coverage - 60% Permitted  
90.64% Existing and Proposed

Section 35-13.5 – Loading Spaces – 2 Spaces Required  
1 Space Existing  
0 Spaces Proposed

Section 35-13.4 – Onsite Parking – 90 Spaces Required  
87 Spaces Existing and proposed

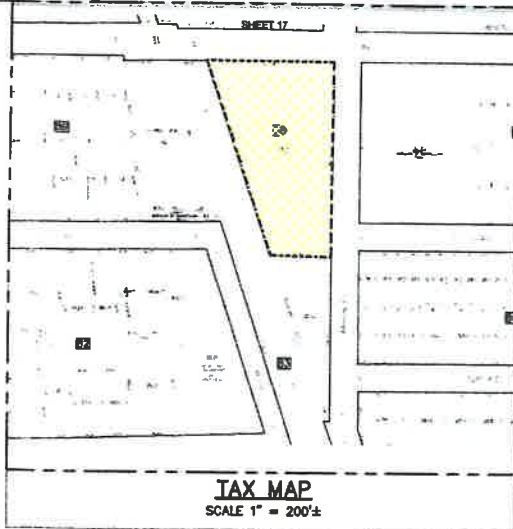
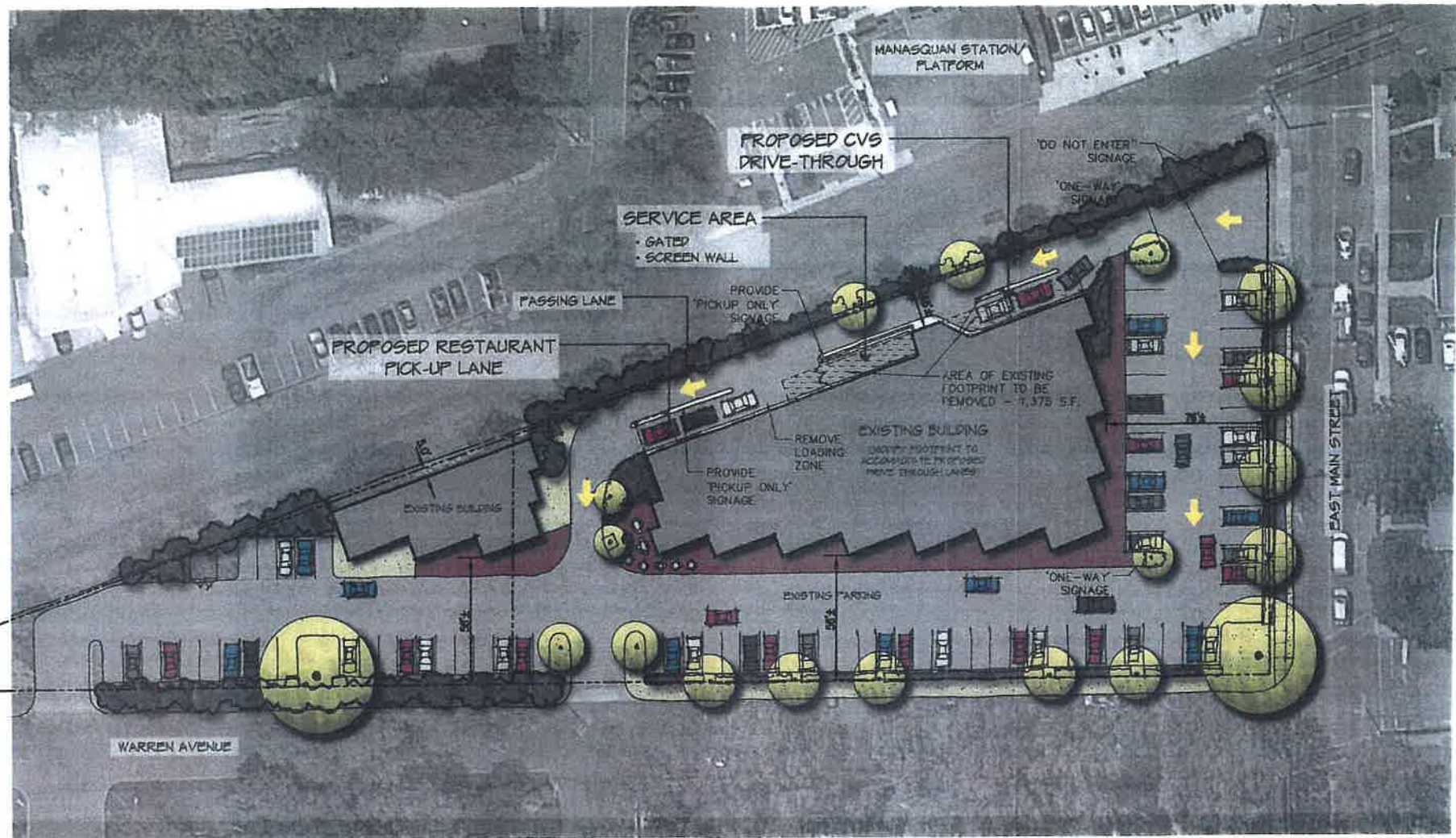
If you have any questions, please call me at 732-223-0544, ext. 256

Sincerely,

A handwritten signature in black ink, appearing to read "R. Furey". The signature is written in a cursive style with a large initial "R" and a long, sweeping underline.

Richard Furey  
Zoning/Code Enforcement Officer





**GENERAL NOTES**  
 PROPERTY IS KNOWN AS BLOCK 88, LOT 39.01 AS SHOWN ON THE OFFICIAL TAX MAPS OF THE BOROUGH OF MANASQUAN, MONMOUTH COUNTY, NEW JERSEY.  
 PROPERTY IS LOCATED IN THE B-1 BUSINESS ZONE AND CONTAINS A TOTAL OF 1.398± ACRES (60,910± S.F.)  
 APPLICANT PROPOSES TO REMOVE 1,375 S.F. OF FOOTPRINT AND CONVERT AREA TO DRIVE-THROUGH ACCESS FOR PROPOSED CORNER RETAIL STORE AND PICK-UP LANE FOR RESTAURANTS. USE VARIANCE REQUIRED.

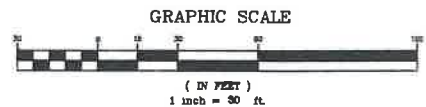
APPLICANT: JOHN GUINCO, QUINCO REALTY  
 99 CRINE ROAD  
 COLTS NECK N.J. 07722

DESCRIPTION	ZONE B-1		
	REQUIRED/PERMITTED	EXISTING	PROPOSED
LOT AREA	6,000 S.F.	60,910 S.F.	60,910 S.F.
MIN. LOT FRONTAGE	30 FT.	235.06 FT.	235.06 FT.
FRONT YARD SETBACK (E MAIN ST.)	10 FT.	75.0 FT.	75.0 FT.
FRONT YARD SETBACK (WARREN AVE)	10 FT.	57.0 FT.	57.0 FT.
SIDE YARD SETBACK	3/7 FT. (ONE/BOTH)	67.00 FT. (ONE)	67.00 FT. (ONE)
REAR YARD SETBACK	5 FT.	18.2 FT.	18.2 FT.
MAX. BLDG. COVERAGE	40 %	28.73 % (17,502± S.F.)	28.47 % (16,193± S.F.)
MAX. IMPERVIOUS COVERAGE	60 %	* 90.84 % (56,214± S.F.)	* 90.84 % (56,214± S.F.)
MAX. BUILDING HEIGHT	40 FT. (3 STY.)	< 35 FT.	< 35 FT.
PARKING	90 SPACES (SEE PARKING CALC.)	* 87 SPACES	* 87 SPACES
LOADING	2 LOADING SPACES	**1 LOADING SPACE	**0 LOADING SPACE

\* - INDICATES EXISTING NON-CONFORMITY  
 \*\* - INDICATES VARIANCE REQUIRED

Description	Unit	Area	Existing		Proposed		
			Requirement	Stalls Req'd	Area	Requirement	Stalls Req'd
CVS	1	9,000	250	36	8,325	250	33.3
Main Street Cleaners	2	1,199	250	4.8	1,199	250	4.8
Corner Bagelry	3	1,534	250	6.1	1,534	250	6.1
LCH, LLC (Seabreeze Salon)	4	978	250	3.9	978	250	3.9
Enterprises (Bubbakoo's)	5	2,502	250	10	2,502	250	10
Espositos of Manasquan LLC	6,7	2,172	250	8.7	1,472	250	5.9
Tandem Cycle LLC	8	1,500	250	6	1,500	250	6
Jennifer Vafakou/Inlet Yoga	9,10	1,513	250	6.1	1,513	250	6.1
Musical Music and Dance, LLC	11	3,395	250	13.6	3,395	250	13.6
<b>Total</b>		<b>23,788</b>		<b>85.2</b>	<b>22,413</b>		<b>89.7</b>

BASEMAP CONCEPT PLAN, MAIN STREET STATION, MANASQUAN, NEW JERSEY AS PREPARED BY MELILLO BAUER CARMAN LANDSCAPE ARCHITECTURE DATED 2/12/21



REV. NO.	DATE	DESCRIPTION
<b>CONCEPT PLAN</b> <b>MINOR SITE PLAN</b> 233 F. MAIN STREET <b>BLOCK 88 - LOT 39.01</b> FOR GUINCO REALTY BOROUGH OF MANASQUAN OCEAN COUNTY, NEW JERSEY		
		2317 Route 35, Box E, Box 203 Manasquan, NJ 08740 P: (732) 222-8655 F: (732) 222-8657 KBA@manasquan.com Phone@KBAengineering.com Website: www.kbaengineering.com
DRN	SW	CHK
PROJECT NO. 2021-169		SCALE AS SHOWN
DATE 5/25/2021		SHEET 1 OF 1
<b>JOSEPH J. KOCIUBA, P.E., P.P.</b> P.E. License No. 61424		



## McDonough & Rea Associates, Inc.

*Traffic and Transportation Consulting*

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

July 21, 2021

John Giunco, Esq.  
 Giunco Realty  
 99 Crine Road  
 Colts Neck, NJ 07722

Re: Main Street Station  
 Borough of Manasquan, Monmouth County, New Jersey  
 MRA File No. 21-143

Dear Mr. Giunco:

As requested, McDonough & Rea Associates (MRA) has conducted an analysis for a *Site Plan* prepared by KBA Engineering (KBA) to convert a portion of the existing rear service area into drive-thru pick-up windows for the existing *CVS* pharmacy and for restaurants at the south end of the existing building. As part of the proposed changes, we have also evaluated the impact of changing the existing driveway to East Main Street from a full in/out access to an inbound access only and changing the parking aisle parallel to Main Street to a 1-way south aisle. Under this scenario, all exiting movements would be made to Warren Avenue. The following represents our analysis.

### **PROPOSED CHANGES TO MAIN STREET STATION**

Based on a review of the KBA plan, a portion of the west side of the existing larger building within *Main Street Station* would be removed in order to provide for a drive-thru pick-up window for the *CVS* pharmacy and for restaurants at the south end of the building. A loading area would also be provided between the 2 drive-up windows. By removing a portion of the building to accommodate the drive-thru windows, the plan shows an ability to provide for a *bypass* lane so the drive-thru window activity would not inhibit thru traffic at the back of the building.

We understand that you have agreed to a restriction on the drive-thru windows such that they would be limited to pick-up of products that have been ordered or scheduled only; therefore, customers would not be permitted to place an order for products and wait for delivery of those products. This restriction would minimize queuing at the drive-thru windows.

Please reply to:

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



## McDonough & Rea Associates, Inc.

### Traffic and Transportation Consulting

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John Giunco, Esq.

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July 21, 2021

### SCOPE OF STUDY

In order to prepare an analysis for the proposed scenario, MRA conducted the following tasks:

1. Made field visits to the site to establish existing roadway, traffic and parking conditions in and around *Main Street Station*.
2. Conducted peak hour traffic counts during the weekday PM peak street hour and mid-day Saturday peak hour at the following intersections:
  - East Main Street at the site access to *Main Street Station*
  - East Main Street at Warren Avenue/Wyckoff Avenue
  - Main Street Station access to Warren Avenue north driveway (which is the primary driveway to Warren Avenue)
3. Redirected existing site generated traffic through the aforementioned intersections assuming that the East Main Street driveway is restricted to inbound movements only and all exit movements are done at the northerly Warren Avenue driveway.
4. Conducted level of service capacity analyses for the affected intersections.
5. Reviewed the KBA *Site Plan* with respect to stacking for the drive-thru windows and conformance to proper traffic engineering principles.

### EXISTING/REDIRECTED TRAFFIC VOLUMES

As previously indicated, traffic counts were conducted at the affected intersections during the critical weekday PM peak street hour and mid-day Saturday peak hour when traffic activity in the area and traffic generated by the retail tenants within *Main Street Station* will be at a maximum. *Figure 1* in the *Appendix* illustrates existing peak hour traffic flow.

Under the assumption that the East Main Street driveway will be converted to an inbound driveway only, existing exiting movements at that location were redirected to the northerly Warren Avenue driveway, which is opposite Euclid Avenue. *Figure 2* in the *Appendix* illustrates redirected traffic volumes thru the Warren Avenue driveway and at the East Main Street/Warren Avenue/Wyckoff Avenue intersection.



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John Giunco, Esq.

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July 21, 2021

### ANALYSIS OF LEVELS OF SERVICE

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

Levels of service range from “A” to “F” with “A” being the highest or best attainable level of service. Level of service “E” with average control delays of not more than 50 seconds per vehicle at an unsignalized intersection indicates near to or at capacity conditions and is generally considered the limit of acceptable level of service and delay.

Full definitions of levels of service for unsignalized intersections as well as level of service summaries are included in the *Appendix*. The intersections studied by this report were analyzed according to the procedures set forth in the *Highway Capacity Manual 2010*, using the *McTrans Highway Capacity Software (HCS)*, release 7.8.5.

Based on our level of service calculations for the redirected traffic scenario, the following represents our findings:

#### ***EAST MAIN STREET ACCESS***

At the East Main Street access, which will be converted to an inbound access only, left turn movements from westbound East Main Street into the site driveway would do so at level of service “A” during both the PM peak street hour and Saturday peak hour. Therefore, this driveway would operate within accepted traffic engineering parameters.

#### ***EAST MAIN STREET AT WARREN AVENUE/WYCKOFF AVENUE***

At this 4-way intersection, stop control is provided on the Warren Avenue and Wyckoff Avenue approaches. Findings were that crossing movements from the Warren Avenue and Wyckoff Avenue approaches to East Main Street would do so at level of service “C” or better during both the PM peak street hour and Saturday peak hour. Therefore, this intersection would operate within accepted traffic engineering parameters.



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### Traffic and Transportation Consulting

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John Giunco, Esq.

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July 21, 2021

#### ***MAIN STREET STATION ACCESS TO WARREN AVENUE***

At the *Main Street Station* access driveway to Warren Avenue, Euclid Avenue forms the 4<sup>th</sup> leg of the intersection. Findings at this location were that exiting movements to Warren Avenue from both the *Main Street Station* driveway and Euclid Avenue approach would do so at level of service "A" during both the PM peak street hour and Saturday peak hour. Therefore, this intersection would operate within accepted traffic engineering parameters.

Based on the foregoing level of service analyses, MRA concludes that the proposed change in access, limiting the East Main Street driveway to inbound movements only and redirecting existing exiting movements to Warren Avenue can be accomplished without creating adverse traffic impacts on the adjacent roadway network. A review of land uses along Warren Avenue between the northerly Warren Avenue driveway to *Main Street Station* and East Main Street reveals there are no single family homes along this stretch of roadway, only a park on the east side of Warren Avenue.

We further note, based on our observations of traffic flow in the area, that an additional benefit can be realized by limiting the East Main Street driveway to inbound movements only. Currently, exiting movements at this location are in close proximity to the *NJ Transit* rail crossing and redirecting these movements to the East Main Street/Warren Avenue/Wyckoff Avenue intersection will provide for better spacing and less conflict in the vicinity of the rail crossing.

#### **SITE PLAN CHANGES**

Of primary importance with respect to the proposed changes, is whether the drive-thru windows for the *CVS* pharmacy and restaurants can operate without interfering with on-site circulation patterns. As previously indicated, it is our understanding that the use of the drive-thru windows will be limited to pick-up items only and customers will not be able to order products at these drive-thru locations.



## McDonough & Rea Associates, Inc.

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John Giunco, Esq.

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July 21, 2021

A review of the proposed location of the *CVS* drive-thru window reveals that approximately 4 vehicles can be stacked without interference with on-site circulation aisles. It has been MRA's experience, having done dozens of *Traffic Impact Studies* for pharmacies with drive-thru windows, that typical stacking at the drive-thru windows does not exceed 2 or 3 vehicles at one time. These observations were made prior to the Covid 19 pandemic shut downs. Recent observations of stacking at the pharmacy drive-thru windows have resulted in longer queues primarily due to customers partaking in Covid 19 testing which are administered through the drive-thru windows. However, our analysis assumes that the proposed *CVS* drive-thru window at this location would be operating in a post-Covid scenario and; therefore, anticipated stacking would be in the 2-3 vehicle range.

With respect to the proposed drive-thru window at the south end of the building which would serve the restaurants, it is also noted that this window would be for pick-up only. Approximately 4 vehicles can be stacked without interference with the proposed loading area. Given the fact that this window would be for pick-up items only, we believe stacking for 4 vehicles to be sufficient for this activity.

In addition to the foregoing, the parking aisle that is parallel to Main Street on the north side of the building will be changed to a 1-way south aisle. Making this change will insure that inbound movements from Main Street that will utilize the drive-thru facilities on the west side of the building, will not encounter conflicting vehicles in the area of the entrance from Main Street.

### CONCLUSIONS

It is concluded, based on our analysis of the proposed changes to *Main Street Station*, that removal of a portion of the west side of the building to provide for drive-thru windows for the *CVS* pharmacy and restaurants at the south end of the building can be provided without creating negative impacts to on-site circulation or to the access points at *Main Street Station*. By changing the existing East Main Street access to an inbound driveway only, conflicts created by exiting movements in close proximity to the rail crossing will be eliminated. The redirected traffic would utilize the northerly Warren Avenue access which would operate at an excellent level of service "A" during peak hours.

The redirected traffic which would also utilize the East Main Street/Warren Avenue/Wyckoff Avenue intersection would also permit this intersection to operate at level of service "C" or better during peak hours, within accepted traffic engineering parameters.

**McDonough & Rea Associates, Inc.****Traffic and Transportation Consulting**

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

John Giunco, Esq.

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July 21, 2021

MRA also believes that the stacking providing for the drive-thru windows will be adequate based on the fact that they would be pick-up windows only and there would not be order boards or the potential for customers to place orders at the pick-up windows, but only pick-up pre-ordered items.

We understand that if this concept is acceptable to the Borough of Manasquan, a fully engineered *Site Plan* would be prepared detailing the proposed changes.

If you have any questions regarding this analysis, please do not hesitate to contact us.

Very truly yours,

John H. Rea, PE  
Principal

  
Scott T. Kennel  
Sr. Associate

# APPENDIX





McDONOUGH & REA ASSOCIATES

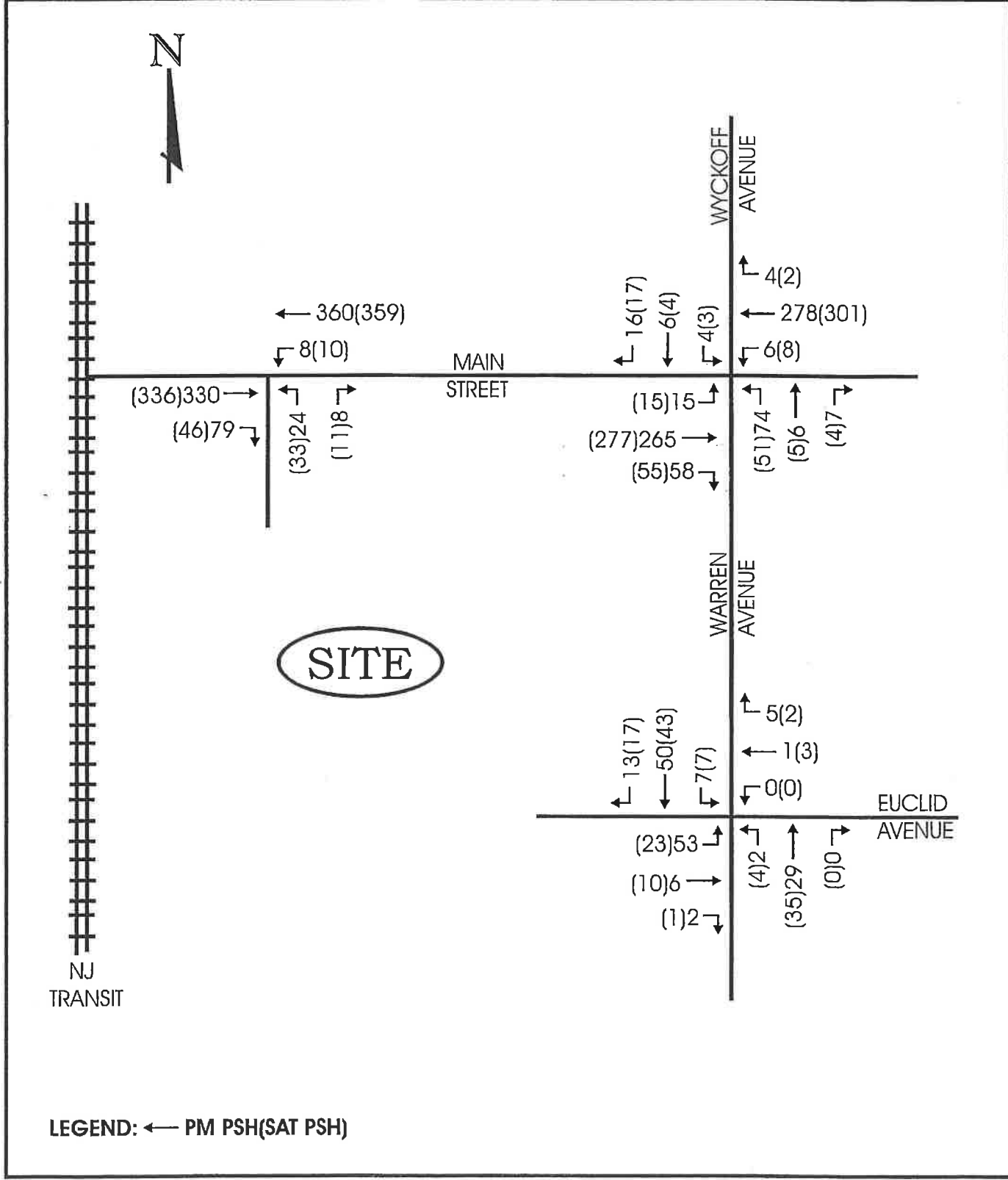
TRAFFIC AND TRANSPORTATION CONSULTING

FIGURE 1

JOB NO.  
21-143

DATE:  
MAR 2021

SUBJECT: MAIN ST. STATION PLAZA - MANASQUAN N.J.  
EXISTING 5-6 PM PSH (1-2PM SAT PSH) TRAFFIC VOLUMES





McDONOUGH & REA ASSOCIATES

TRAFFIC AND TRANSPORTATION CONSULTING

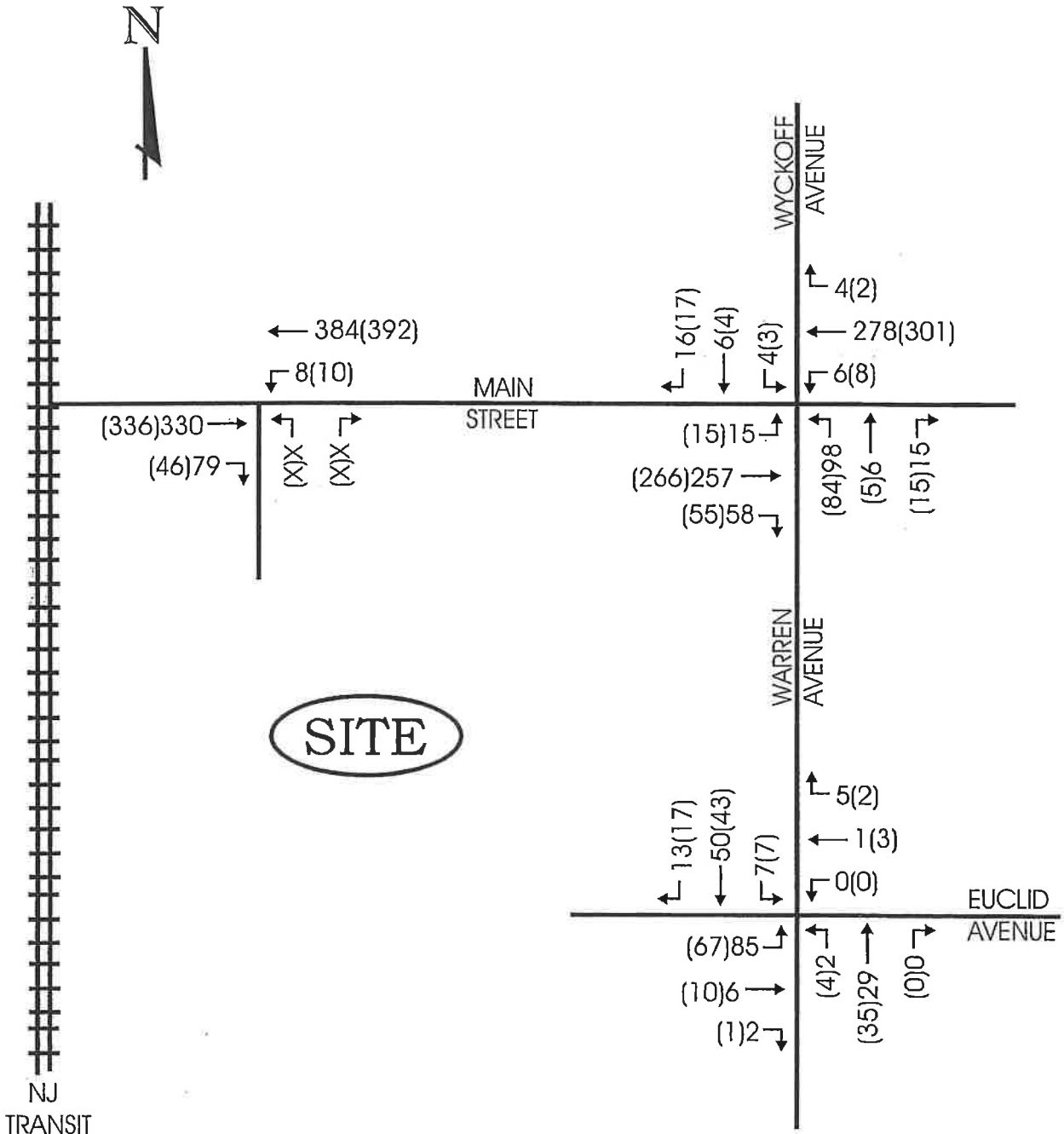
FIGURE 2

JOB NO.  
21-143

DATE:  
MAR 2021

SUBJECT:

MAIN ST. STATION PLAZA - MANASQUAN N.J.  
RE-DIRECTED PM PSH (SAT PSH) TRAFFIC VOLUMES



LEGEND: ← PM PSH(SAT PSH)

**LEVEL OF SERVICE CRITERIA  
FOR  
TWO-WAY STOP-CONTROLLED INTERSECTIONS<sup>1</sup>**

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

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<sup>1</sup> Transportation Research Board, Highway Capacity Manual 2010, National Research Council, Washington, DC, 2010.

MAIN ST. STATION  
 E. MAIN STREET & PLAZA ACCESS  
 MANASQUAN BORO, OCEAN COUNTY  
 MIRA JOB 21-143 FRIDAY PM COUNT

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

File Name : 21143 plaza & main pm1  
 Site Code : 00021143  
 Start Date : 3/12/2021  
 Page No : 1

Start Time	E. Main Street Westbound			Main St. Plaza Access Northbound			E. Main Street Eastbound		
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total
03:00 PM	0	76	76	6	0	6	69	13	82
03:15 PM	2	52	54	12	0	12	65	12	77
03:30 PM	2	74	76	11	4	15	92	13	105
03:45 PM	3	82	85	9	1	10	71	13	84
Total	7	284	291	38	5	43	297	51	348
04:00 PM	3	72	75	8	2	10	81	16	97
04:15 PM	1	67	68	10	0	10	58	14	72
04:30 PM	1	69	70	10	0	10	80	12	92
04:45 PM	2	71	73	8	3	11	69	19	88
Total	7	279	286	36	5	41	288	61	349
05:00 PM	3	81	84	8	0	8	78	20	98
05:15 PM	0	78	78	6	4	10	82	20	102
05:30 PM	0	59	59	5	1	6	61	16	77
05:45 PM	5	99	104	5	3	8	75	23	98
Total	8	317	325	24	8	32	296	79	375
Grand Total	22	880	902	98	18	116	881	191	1072
Approach %	2.4	97.6		84.5	15.5		82.2	17.8	
Total %	1.1	42.1	43.2	4.7	0.9	5.6	42.2	9.1	51.3

Start Time	E. Main Street Westbound			Main St. Plaza Access Northbound			E. Main Street Eastbound		
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total
05:00 PM	8	317	325	24	8	32	296	79	375
05:45 PM	2.5	97.5	104	75.0	25.0	8	78.9	21.1	98
High Int. Volume	5	99	104	5	3	8	75	23	98
Peak Factor	0.781			0.800			0.871		
05:45 PM	5	99	104	6	4	10	82	20	102
Peak Factor	0.781			0.800			0.919		

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File Name : 21143 main & warren pm1  
 Site Code : 00021143  
 Start Date : 3/12/2021  
 Page No : 1

MAIN ST. STATION  
 E. MAIN ST. & WARREN AVE/ WYCKOFF AVE  
 MANASQUAN BORO, OCEAN COUNTY  
 MRA JOB 21-143 FRIDAY PM COUNT

Groups Printed- CARS - TRUCKS

Start Time	Wyckoff Avenue Southbound			E. Main Street Westbound			Warren Avenue Northbound			E. Main Street Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	3	9	1	72	2	7	1	75	9	64	18	84	181
03:15 PM	1	1	5	4	59	0	14	0	63	14	57	12	73	157
03:30 PM	2	2	4	0	79	0	9	0	79	10	71	21	101	198
03:45 PM	0	1	4	2	77	0	12	4	79	16	73	13	92	192
Total	4	7	22	7	287	2	42	5	296	49	265	64	360	728
04:00 PM	0	0	5	1	76	1	16	3	78	20	70	19	94	197
04:15 PM	0	3	7	1	74	1	16	3	76	20	72	9	86	192
04:30 PM	0	1	3	1	61	1	16	0	63	17	76	8	88	172
04:45 PM	1	1	5	3	68	2	15	1	73	17	59	18	82	179
Total	1	5	20	6	279	5	63	7	290	74	277	54	350	740
05:00 PM	0	0	3	0	71	0	20	4	71	25	71	15	91	190
05:15 PM	3	0	6	0	68	0	12	1	68	14	65	13	81	172
05:30 PM	0	4	2	3	63	0	21	0	66	23	73	13	88	183
05:45 PM	1	2	5	3	76	4	21	1	83	25	56	17	78	194
Total	4	6	16	6	278	4	74	6	288	87	265	58	338	739
Grand Total	9	18	58	19	844	11	179	18	874	210	807	176	1038	2207
Approch %	10.6	21.2	68.2	2.2	96.6	1.3	85.2	8.6	95.2	5.3	77.7	17.0	47.0	
Total %	0.4	0.8	2.6	0.9	38.2	0.5	8.1	0.8	39.6	9.5	36.6	8.0		

Start Time	Wyckoff Avenue Southbound			E. Main Street Westbound			Warren Avenue Northbound			E. Main Street Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
03:00 PM	2	6	20	4	306	2	53	10	312	66	286	62	373	779
03:15 PM	7.1	21.4	71.4	1.3	98.1	0.6	80.3	15.2	79	4.5	76.7	16.6	101	198
03:30 PM	2	2	4	0	79	0	9	0	79	1	71	21	101	0.984
03:45 PM	0	3	7	0	79	0	16	3	79	1	71	21	101	
Total	0	3	7	0	79	0	16	3	79	1	71	21	101	
Peak Factor									0.987				0.923	
High Int. Volume														
Peak Hour From 03:00 PM to 05:45 PM - Peak 1 of 1														
Intersection 03:30 PM														
Volume	2	6	20	4	306	2	53	10	312	66	286	62	373	779
Percent	7.1	21.4	71.4	1.3	98.1	0.6	80.3	15.2	79	4.5	76.7	16.6	101	198
03:30 Volume	2	2	4	0	79	0	9	0	79	1	71	21	101	0.984
Peak Factor														
High Int. Volume														
04:15 PM	0	3	7	0	79	0	16	3	79	1	71	21	101	
Peak Factor									0.987				0.923	

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MAIN ST. STATION  
 WARREN AVENUE & PLAZA ACCESS  
 MANASQUAN BORO, OCEAN COUNTY  
 MRA JOB 21-143 FRIDAY PM COUNT

File Name : 21143 warren & plaza pm1  
 Site Code : 00021143  
 Start Date : 3/12/2021  
 Page No : 1

Groups Printed- CARS

Start Time	Warren Avenue Southbound			Euclid Avenue Westbound			Warren Avenue Northbound			Main St. Plaza Access Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	
03:00 PM	0	18	1	0	1	0	1	5	0	4	1	0	5	5	30
03:15 PM	5	11	1	0	0	2	2	5	0	6	3	1	5	10	34
03:30 PM	8	12	3	0	0	1	1	8	0	2	0	1	9	3	36
03:45 PM	1	11	2	0	0	1	1	7	0	4	1	0	7	5	27
Total	14	52	7	0	1	4	5	25	0	16	5	2	26	23	127
04:00 PM	3	13	4	0	0	1	1	9	0	8	2	0	10	10	41
04:15 PM	3	5	1	0	0	3	3	8	0	9	1	2	9	12	33
04:30 PM	0	8	3	0	0	2	2	6	0	9	0	0	6	9	28
04:45 PM	3	17	2	0	0	0	0	9	0	12	3	0	9	15	46
Total	9	43	10	0	0	6	6	32	0	38	6	2	34	46	148
05:00 PM	1	13	1	0	0	1	1	11	0	13	0	2	11	15	42
05:15 PM	4	8	1	0	0	0	0	7	0	8	2	0	8	9	30
05:30 PM	1	12	7	0	1	2	3	7	0	16	3	0	7	19	49
05:45 PM	1	14	4	0	0	2	2	7	0	17	1	0	8	18	47
Total	7	47	13	0	1	5	6	32	0	53	6	2	34	61	168
Grand Total	30	142	30	0	2	15	17	89	0	107	17	6	94	130	443
Approch %	14.9	70.3	14.9	0.0	11.8	88.2	3.8	94.7	0.0	82.3	13.1	4.6	21.2	29.3	
Total %	6.8	32.1	6.8	0.0	0.5	3.4	3.8	20.1	0.0	24.2	3.8	1.4			

Start Time	Warren Avenue Southbound			Euclid Avenue Westbound			Warren Avenue Northbound			Main St. Plaza Access Eastbound			Int. Total		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		App. Total	
05:00 PM	7	47	13	0	1	5	6	32	0	53	6	2	34	61	168
Volume	10.4	70.1	19.4	0.0	16.7	83.3	3	94.1	0.0	86.9	9.8	3.3	7	19	49
Percent	1	12	7	0	1	2	3	7	0	16	3	0	7	19	49
Peak Factor	05:30 PM			05:30 PM			05:00 PM			05:30 PM			05:30 PM		0.857
High Int. Volume	1	12	7	0	1	2	3	11	0	16	3	0	11	19	49
Peak Factor							0.500						0.773		0.803

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File Name : 21143 main & warren sat1  
 Site Code : 00021143  
 Start Date : 3/13/2021  
 Page No : 1

MAIN ST. STATION  
 E. MAIN ST. & WARREN AVE/ WYCKOFF AVE  
 MANASQUAN BORO, OCEAN COUNTY  
 MRA JOB 21-143 SATURDAY COUNT

Groups Printed- CARS - TRUCKS

Start Time	Wyckoff Avenue Southbound				E. Main Street Westbound				Warren Avenue Northbound				E. Main Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
11:00 AM	1	1	4	6	4	80	1	85	8	0	1	9	5	54	15	74
11:15 AM	0	1	7	8	1	72	2	75	16	2	1	19	4	60	12	76
11:30 AM	0	0	4	4	2	85	3	90	16	0	1	17	6	56	14	76
11:45 AM	0	0	4	4	3	70	0	73	13	1	4	18	3	76	16	95
<b>Total</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>22</b>	<b>10</b>	<b>307</b>	<b>6</b>	<b>323</b>	<b>53</b>	<b>3</b>	<b>7</b>	<b>63</b>	<b>18</b>	<b>246</b>	<b>57</b>	<b>321</b>
12:00 PM	0	1	3	4	2	56	0	58	10	1	2	13	2	60	15	77
12:15 PM	0	1	0	1	1	80	2	83	13	0	1	14	1	70	14	85
12:30 PM	0	0	4	4	2	70	2	74	13	1	4	18	4	81	10	95
12:45 PM	0	2	3	5	0	58	3	61	18	1	1	20	3	59	15	77
<b>Total</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>264</b>	<b>7</b>	<b>276</b>	<b>54</b>	<b>3</b>	<b>8</b>	<b>65</b>	<b>10</b>	<b>270</b>	<b>54</b>	<b>334</b>
01:00 PM	0	0	4	4	1	65	1	67	15	3	1	19	3	64	21	88
01:15 PM	2	0	4	6	4	67	0	71	13	1	0	14	2	62	8	72
01:30 PM	0	1	3	4	1	84	0	85	13	1	2	16	8	78	9	95
01:45 PM	1	3	6	10	2	85	1	88	10	0	1	11	2	71	17	90
<b>Total</b>	<b>3</b>	<b>4</b>	<b>17</b>	<b>24</b>	<b>8</b>	<b>301</b>	<b>2</b>	<b>311</b>	<b>51</b>	<b>5</b>	<b>4</b>	<b>60</b>	<b>15</b>	<b>275</b>	<b>55</b>	<b>345</b>
<b>Grand Total</b>	<b>4</b>	<b>10</b>	<b>46</b>	<b>60</b>	<b>23</b>	<b>872</b>	<b>15</b>	<b>910</b>	<b>158</b>	<b>11</b>	<b>19</b>	<b>188</b>	<b>43</b>	<b>791</b>	<b>166</b>	<b>1000</b>
Approach %	6.7	16.7	76.7		2.5	95.8	1.6		84.0	5.9	10.1		4.3	79.1	16.6	
Total %	0.2	0.5	2.1	2.8	1.1	40.4	0.7	42.2	7.3	0.5	0.9	8.7	2.0	36.7	7.7	46.3

Start Time	Wyckoff Avenue Southbound				E. Main Street Westbound				Warren Avenue Northbound				E. Main Street Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
01:00 PM	3	4	17	24	8	301	2	311	51	5	4	60	15	275	55	345
01:30 Volume	3	4	17	24	8	301	2	311	51	5	4	60	15	275	55	345
01:30 Percent	12.5	16.7	70.8		2.6	96.8	0.6		85.0	8.3	6.7		4.3	79.7	15.9	
01:30 Volume Peak Factor	0	1	3	4	1	84	0	85	13	1	2	16	8	78	9	95
High Int. 01:45 PM	1	3	6	10	2	85	1	88	15	3	1	19	8	78	9	95
Volume Peak Factor				0.600				0.884				0.789				0.908

MAIN ST. STATION  
 E. MAIN STREET & PLAZA ACCESS  
 MANASQUAN BORO, OCEAN COUNTY  
 MIRA JOB 21-143 SATURDAY COUNT

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File Name : 21143 plaza & main sat1  
 Site Code : 00021143  
 Start Date : 3/13/2021  
 Page No : 1

Start Time	E. Main Street Westbound			Main St. Plaza Access Northbound			E. Main Street Eastbound			
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	0	73	73	10	0	10	64	11	75	156
11:15 AM	3	83	86	8	4	12	77	15	92	190
11:30 AM	3	98	101	11	6	17	71	13	84	202
11:45 AM	1	90	91	8	5	13	94	17	111	215
Total	7	344	351	37	15	52	306	56	362	765
12:00 PM	2	60	62	7	1	8	77	19	96	166
12:15 PM	3	68	71	12	4	16	64	20	84	171
12:30 PM	5	67	72	5	1	6	91	20	111	189
12:45 PM	2	77	79	10	4	14	73	19	92	185
Total	12	272	284	34	10	44	305	78	383	711
01:00 PM	1	76	77	13	4	17	88	15	103	197
01:15 PM	2	79	81	5	3	8	69	12	81	170
01:30 PM	4	96	100	10	2	12	94	11	105	217
01:45 PM	3	94	97	5	2	7	85	8	93	197
Total	10	345	355	33	11	44	336	46	382	781
Grand Total	29	961	990	104	36	140	947	180	1127	2257
Approch %	2.9	97.1		74.3	25.7		84.0	16.0		
Total %	1.3	42.6	43.9	4.6	1.6	6.2	42.0	8.0	49.9	

Start Time	E. Main Street Westbound			Main St. Plaza Access Northbound			E. Main Street Eastbound			
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1										
Intersection	10	345	355	33	11	44	336	46	382	781
Volume	2.8	97.2	100	75.0	25.0	12	88.0	12.0	105	217
Percent	4	96	100	10	2	12	94	11	105	0.900
Peak Factor							01:30 PM			
High Int. Volume	4	96	100	13	4	17	94	11	105	
Peak Factor			0.888			0.647			0.910	



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 MRA JOB 21-143 SATURDAY COUNT

File Name : 21143 warren & plaza sat1  
 Site Code : 00021143  
 Start Date : 3/13/2021  
 Page No : 1

Groups Printed- CARS

Start Time	Warren Avenue Southbound			Euclid Avenue Westbound			Warren Avenue Northbound			Main St. Plaza Access Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
11:00 AM	5	10	5	0	0	2	0	2	0	6	2	2	10	34
11:15 AM	1	11	2	0	2	1	1	3	0	9	1	2	12	39
11:30 AM	2	9	4	0	1	3	0	4	0	6	0	1	7	37
11:45 AM	4	12	1	1	1	0	0	2	0	6	1	0	7	36
Total	12	42	12	1	4	6	1	11	0	27	4	5	36	146
12:00 PM	3	12	3	0	0	1	0	1	0	9	2	0	11	36
12:15 PM	2	12	1	0	0	2	0	4	1	5	2	2	9	31
12:30 PM	1	6	6	0	1	2	0	3	0	8	3	2	13	35
12:45 PM	1	13	1	0	1	3	0	4	1	8	2	1	11	41
Total	7	43	11	0	2	8	0	10	2	30	9	5	44	143
01:00 PM	1	20	3	0	2	1	0	3	0	7	5	0	12	51
01:15 PM	0	7	5	0	0	0	1	7	0	5	1	0	6	26
01:30 PM	3	6	4	0	1	1	3	8	0	7	1	0	8	34
01:45 PM	3	13	5	0	0	0	0	7	0	4	3	1	8	36
Total	7	46	17	0	3	2	4	34	0	23	10	1	34	147
Grand Total	26	131	40	1	9	16	5	92	2	80	23	11	114	436
Approch %	13.2	66.5	20.3	3.8	34.6	61.5	5.1	92.9	2.0	70.2	20.2	9.6	26.1	
Total %	6.0	30.0	9.2	0.2	2.1	3.7	1.1	21.1	0.5	18.3	5.3	2.5		

Start Time	Warren Avenue Southbound			Euclid Avenue Westbound			Warren Avenue Northbound			Main St. Plaza Access Eastbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 11:00 AM to 01:45 PM - Peak 1 of 1														
Intersection 12:15 PM	5	51	11	0	4	8	0	32	2	28	12	5	45	158
Volume	7.5	76.1	16.4	0.0	33.3	66.7	0.0	94.1	5.9	62.2	26.7	11.1		
Percent	1	20	3	0	2	1	0	12	0	7	5	0	12	51
01:00 Volume														0.775
Peak Factor														
High Int. 01:00 PM	1	20	3	0	1	3	0	12	0	8	3	2	13	
Volume				12:45 PM			01:00 PM			12:30 PM				
Peak Factor				0.698			0.750							

**LEVEL OF SERVICE CRITERIA  
FOR  
TWO-WAY STOP-CONTROLLED INTERSECTIONS<sup>1</sup>**

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

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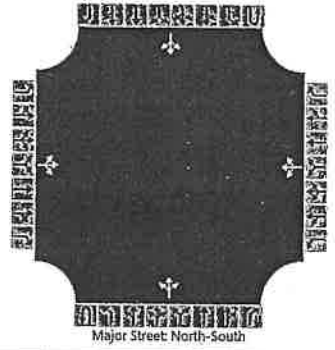
<sup>1</sup> Transportation Research Board, Highway Capacity Manual 2010, National Research Council, Washington, DC, 2010.

# HCS7 Two-Way Stop-Control Report

Item 5.

General Information		Site Information	
Analyst	STK	Intersection	SITE ACCESS &-WARREN
Agency/Co.	MRA	Jurisdiction	
Date Performed	3/24/2021	East/West Street	SITE ACCESS
Analysis Year	2021	North/South Street	WARREN
Time Analyzed	PM PH	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	21-143PFB-3 BUILD		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0		0	0	0	1	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (veh/h)		85	6	2		0	1	5		2	29	0		7	50	13	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

## Delay, Queue Length, and Level of Service

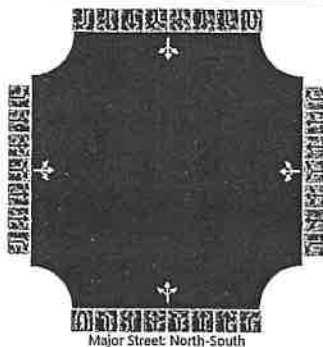
Flow Rate, v (veh/h)			103				7				2				8		
Capacity, c (veh/h)			843				979				1524				1573		
v/c Ratio			0.12				0.01				0.00				0.00		
95% Queue Length, Q <sub>95</sub> (veh)			0.4				0.0				0.0				0.0		
Control Delay (s/veh)			9.9				8.7				7.4				7.3		
Level of Service (LOS)			A				A				A				A		
Approach Delay (s/veh)		9.9				8.7				0.5				0.8			
Approach LOS		A				A											

# HCS7 Two-Way Stop-Control Report

Item 5.

General Information		Site Information	
Analyst	STK	Intersection	SITE ACCESS &-WARREN
Agency/Co	MRA	Jurisdiction	
Date Performed	3/24/2021	East/West Street	SITE ACCESS
Analysis Year	2021	North/South Street	WARREN
Time Analyzed	SAT PH	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	21-143SFB-3 BUILD		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	0	0	0	0	0	1	0	
Configuration			LTR				LTR				LTR				LTR		
Volume (Veh/h)		67	10	1		0	3	2		4	35	0		7	43	17	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		3				3			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized																	
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.23				2.23		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			87				6			4					8		
Capacity, c (veh/h)			830				843			1529					1565		
v/c Ratio			0.10				0.01			0.00					0.00		
95% Queue Length, Q <sub>95</sub> (veh)			0.3				0.0			0.0					0.0		
Control Delay (s/veh)			9.8				9.3			7.4					7.3		
Level of Service (LOS)			A				A			A					A		
Approach Delay (s/veh)		9.8				9.3				0.8				0.8			
Approach LOS		A				A											

# HCS7 Two-Way Stop-Control Report

Item 5.

General Information				Site Information			
Analyst	STK			Intersection	MAIN & WYCKOFF-WARREN		
Agency/Co.	MRA			Jurisdiction			
Date Performed	3/24/2021			East/West Street	MAIN ST		
Analysis Year	2021			North/South Street	WYCKOFF-WARREN		
Time Analyzed	PM PH			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	21-143PFB-2 BUILD						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	257	58		6	278	4		98	6	15		4	6	16
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

## Delay, Queue Length, and Level of Service

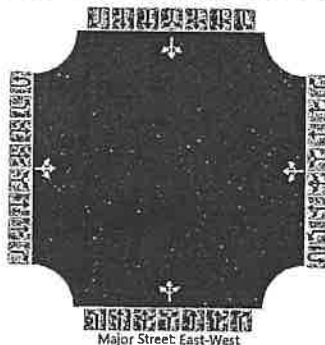
Flow Rate, v (veh/h)		17				7						132				29	
Capacity, c (veh/h)		1241				1203						365				511	
v/c Ratio		0.01				0.01						0.36				0.06	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0						1.6				0.2	
Control Delay (s/veh)		7.9				8.0						20.4				12.5	
Level of Service (LOS)		A				A						C				B	
Approach Delay (s/veh)		0.5				0.2				20.4				12.5			
Approach LOS		A				A				C				B			

# HCS7 Two-Way Stop-Control Report

Item 5.

General Information				Site Information			
Analyst	STK			Intersection	MAIN & WYCKOFF-WARREN		
Agency/Co.	MRA			Jurisdiction			
Date Performed	3/24/2021			East/West Street	MAIN ST		
Analysis Year	2021			North/South Street	WYCKOFF-WARREN		
Time Analyzed	SAT PH			Peak Hour Factor	0.90		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	21-143SFB-2 BUILD						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	266	55		8	301	2		84	5	15		3	4	17
Percent Heavy Vehicles (%)		3				3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.13				4.13				7.13	6.53	6.23		7.13	6.53	6.23
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

## Delay, Queue Length, and Level of Service

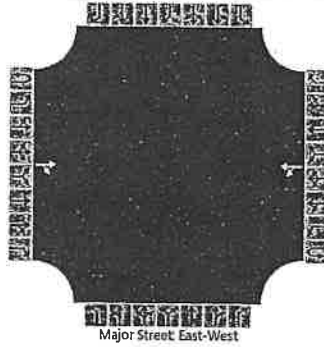
Flow Rate, v (veh/h)		17				9					116					27	
Capacity, c (veh/h)		1217				1196					349					528	
v/c Ratio		0.01				0.01					0.33					0.05	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.0					1.4					0.2	
Control Delay (s/veh)		8.0				8.0					20.3					12.2	
Level of Service (LOS)		A				A					C					B	
Approach Delay (s/veh)		0.5				0.3				20.3				12.2			
Approach LOS		A				A				C				B			

# HCS7 Two-Way Stop-Control Report

Item 5.

General Information		Site Information	
Analyst	STK	Intersection	MAIN & SITE ACCESS
Agency/Co	MRA	Jurisdiction	
Date Performed	3/24/2021	East/West Street	MAIN ST
Analysis Year	2021	North/South Street	SITE ACCESS
Time Analyzed	PM PH	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	21-143PFB-1 BUILD		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			330	79		8	384									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)					4.1											
Critical Headway (sec)					4.13											
Base Follow-Up Headway (sec)					2.2											
Follow-Up Headway (sec)					2.23											

## Delay, Queue Length, and Level of Service

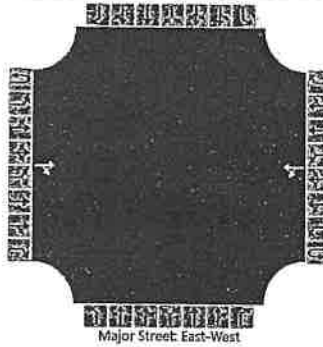
Flow Rate, v (veh/h)					9											
Capacity, c (veh/h)					1101											
v/c Ratio					0.01											
95% Queue Length, Q <sub>s</sub> (veh)					0.0											
Control Delay (s/veh)					8.3											
Level of Service (LOS)					A											
Approach Delay (s/veh)					0.3											
Approach LOS																

# HCS7 Two-Way Stop-Control Report

Item 5.

General Information		Site Information	
Analyst	STK	Intersection	MAIN & SITE ACCESS
Agency/Co	MRA	Jurisdiction	
Date Performed	3/24/2021	East/West Street	MAIN ST
Analysis Year	2021	North/South Street	SITE ACCESS
Time Analyzed	SAT PH	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	21-143SFB-1 BUILD		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			336	46		10	359									
Percent Heavy Vehicles (%)						3										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.13										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.23										

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11										
Capacity, c (veh/h)						1129										
v/c Ratio						0.01										
95% Queue Length, Q <sub>95</sub> (veh)						0.0										
Control Delay (s/veh)						8.2										
Level of Service (LOS)						A										
Approach Delay (s/veh)	0.3															
Approach LOS																



## BOROUGH OF MANASQUAN

## PLANNING BOARD

## RESOLUTION # 19 - 1992

Re: APPLICATION OF MAIN STREET STATION AT MANASQUAN,  
INC. FOR A SITE PLAN & MINOR SUBDIVISION  
OF PROPERTY KNOWN AS LOT 39.01, 39.02, BLOCK 88  
233 EAST MAIN STREET

WHEREAS, Main Street Station of Manasquan, Inc.,  
has applied to the Planning Board of Manasquan for site  
plan approval and a minor subdivision of premises known  
as Lot 39.01, and 39.02, Block 88. So as to create two  
new lots each of which are to contain a commercial  
building, and

WHEREAS, The application for site plan and minor  
subdivision is fully in all aspects conforming with the  
zoning ordinance of Borough of Manasquan, and

WHEREAS, the Board conducted a public hearing on  
July 7, 1992 at which date the Board received testimony  
on the application, and

WHEREAS, the members of the Planning Board have  
reviewed and considered the reports of the Borough  
Engineer, William P. Farrell, Jr. as well as the  
reports of the Board's Professional Planner, Paul F.  
Szymanski, ACIP, PP, dated July 2, 1992, and

WHEREAS, the Board makes the following findings of fact:

1. The site is triangular in shape and has an area of 80,585 (1.89 acres). It has 233.53 foot frontage on

Main Street and 662.87 feet frontage on Warren Ave.

2. The site contains the now defunct Manasquan Lumber and Hardware Company and is situated on the South side of East Main Street and is bounded by the New Jersey Transit Railroad on the West and Warren Ave. on the East.

3. The proposed redevelopment of the entire site will be as follows:

The applicant is asking to subdivide the premises into a two lot, two building complex providing space for retail office and personal business uses. One building, building B on the plan is a two story structure containing 6,578 square feet of floor area. It is to be located on the southern section of the site and front towards Warren Ave. The second building is a large one story building containing 17,369 feet of floor area. It will front on both East Main Street and Warren Ave.

4. The site plan indicates the provision of 81 off street parking spaces, substantial landscaping, a shopper walkway, provision for a storm water retention basin and other site improvements.

5. Site access driveways are provided on East Main Street, east of the railroad crossing, and on Warren Ave. opposite both Euclid Ave. and Cedar Ave.

6. Although the site development is presented as an intergrated two building commercial complex; the applicant is requesting a two lot minor subdivision of the site to have each new structure sited on separate lots. The northern lot, proposed lot 39.01, is to contain 56,549 square feet. The southern lot, proposed lot 39.02, is to contain 22,036 square feet.

7. The site is situated in the I light Industrial zone. The propose site plan and subdivision is in conformity with the Borough zoning ordinance in term of usage, lot, and building requirements. No variances are required for either the site plan or the subdivision.

8. The proposal conforms to the updated master plan use element which recommends commercial business use of the site instead of industrial use.

9. Although sufficient parking is provided to meet zoning requirements for requested retail office and personal service establishments all of which requires one on-site parking space for each 300 square feet of floor area, as currently configured, the site does not provide adequate parking for uses such as medical and dental offices, clinics, banking and financial institutions and restaurants, taverns, and cafes which require one on-site parking space for each 200 square feet of floor area. The Board finds it has advised the applicant of this and the applicant has agreed to exclude said uses from the site unless these more intensive parking space requirements and other pertinent municipal ordinance requirements are met to the satisfaction of the Zoning Officer.

10. The Board finds the applicant has agreed to waive any prior Board of Adjustment approval for signs and has agreed to comply with all existing ordinances for free standing or buildings signs.

11. The Board also finds that the applicant was made aware of and was familiar with the letter of William P. Farrell, Jr. dated July 7, 1992 and the applicant has agreed to comply with each of Mr. Farrell's comments relating to the application.

12. The Board also specifically finds that

applicant addressed the drainage issue, finds that the question and issue of drainage is satisfactory to the Boards Professional Engineer and will not negatively impact on the area.

13. The applicant presented testimony of the Traffic Engineer and the Board finds that the site is designed to handle semi-tractor trailers and that the access for the site is off of Main Street. The Board finds that there should be a smooth flow of traffic to the premises as the site is aligned with the existing intersections. The Board also specifically finds the intent of the site is to draw from the existing traffic in the community and that the road network is sufficient to handle said traffic.

14. The Board also finds certain easements are needed for common parking across access. The applicant has agreed to show said easements on the filed map and to also to provide the same by way of deed.

15. The Board finds the applicant has specifically agreed to conform to the landscaping comments of both the Board Engineer and the Board Planner and the map will not be signed until it is specifically approved by both the Planner and the

Engineer for said details.

16. The Board finds that the site proposed will upgrade the neighborhood as the elimination of the existing building will be a positive benefit to the neighborhood.

Now therefore be it resolved by the Planning Board of the Borough of Manasquan that the application of Main Street Station of Manasquan, Inc. for a subdivision of Lot 39.01, Block 88 and for a major site plan said subdivision and site plan prepared by office of Edward David Maceik, Architecture Engineer, dated June 22, 1992, be in the same and hereby are approved conditioned upon the applicants complying with the following:

1. The submission by the applicant's engineer of a revised subdivision plot and site plan that sets forth or contains a reference to each of the conditions contained in this resolution of approval and complies with the recommendations contained in the Engineer report dated July 7, 1992 and the Planners report dated July 2, 1992.

2. The applicant sign shall comply with the existing Bureau Ordinances.

3. The Property shall be curbed at 33 feet to the edge of the said property. The property shall also be curbed between Main and Euclid Ave.

4. The applicant shall comply with the requirements of the Shade Tree Commission.

5. The obtaining of approval from the Soil Conservation District with regard to a soil erosion and sedimentation plan consistent with the requirements of the "Soil Erosion, and Sedimentation Control Act", if required.

6. Obtaining all municipal, New Jersey, county and Federal permits or approvals pertinent to the subject or improvements required to be installed in connection therewith.

7. The applicant shall obtain the approval of the Monmouth County Planning Board if required.


8. The applicant shall provide written certifications that all taxes are current.

9. In the event that the Borough Engineer shall determine that during the course of construction any improvements are required of the subject minor subdivision by either this resolution, the Engineer's report, or pertinent municipal ordinances, should be

revised or complemented, then and in the event the applicant shall conform to the requirements of the Borough Engineer.

10. Payment of all fees due to the Borough of Manasquan (inclusive of real estate property taxes due with respect to the subject property) and including payment of all professional engineering and planning fees for services provided to Borough by Paul F. Szymanski and William P. Farrell, Jr. in connection with their respective review of the subject application. No building permits shall issue until all professional fees aforementioned have been paid in full.

11. Be it further resolved in the event that the condition set forth are not met within one year from the date hereof, then this application shall be listed on the Planning Board calendar for the meeting of the following month for dismissal without prejudice unless the applicant offers a appropriate reason for delay, all of which may be considered with discretion of the Board.

  
William E. Schmeling, Charman  
Manasquan Planning Board

  
Sharon Bogie, Board Secretary



BOROUGH OF MANASQUAN  
PLANNING BOARD

RESOLUTION NO. 19-1993

RE: APPLICATION OF MAIN STREET STATION AT MANASQUAN, INC. SEEKING APPROVAL FOR AMENDED SITE PLAN WITH REGARD TO LOTS 39.01 AND 39.02 IN BLOCK 88 AND FOR VARIANCES FROM CERTAIN ZONING REQUIREMENTS OF THE BOROUGH OF MANASQUAN ZONING ORDINANCES

WHEREAS, MAIN STREET STATION AT MANASQUAN, INC., has made application for variances from the Borough of Manasquan Zoning Ordinance to permit the reduction in parking stall size as well as a reduction in the parking ratios with respect to the subject project site and further to amend and for further relief in the form of an amendment to the previously approved site plan that will increase the number of on-site parking spaces from 81 to 89 cars; and

WHEREAS, the Planning Board by Resolution No. 19-1992 approved the subject Applicant's request for a site plan and minor subdivision of property designated as Lots 39.01 and 39.02 in Block 88, and also known as 233 East Main Street; and

WHEREAS, the Planning Board has carefully considered the Exhibits and the extensive testimony and the reports presented in support of the subject Application at a Planning Board hearing held on April 6, 1993, as well as the written reports, comments and suggestions of its Professional Planner, Paul F. Szymanski, A.I.C.P., P.P., bearing date of April 2, 1993 and April 6, 1993, in addition to the comments and objections made to the Application by Mark Troncione, Esq., counsel for nearby property owner, Mr. and Mrs. Thomas Tanis, as well as testimony from other interested members of the public, and does hereby make the following factual findings based thereon:

1. Applicant has filed with the Board an amended site plan (with respect to parking only) entitled "Revised Parking Layout", "Proposed Village Market at the corner of E, Main Street and Warren Ave., Manasquan, NJ For: Main Street Station of Manasquan, Inc. c/o John and Teresa Shibles, 657 Ocean Ave., Sea Girt, NJ", dated March

22, 1993, prepared by the office of Edward David Maceiko, and consisting of one (1) page (and marked for identification as Exhibit A-1) as well as a report compiled by John Shibles with respect to a survey of parking stall sizes made throughout the Borough at various locations (and commercial purposes, and marked for identification as Exhibit A-2).

2. At the public hearing held on April 6, 1993, the Planning Board heard extensive testimony in support of the Application from John Shibles, the principal in Main Street Station of Manasquan, Inc., the Applicant herein, as well as from the Board's Professional Planner, Paul F. Szymanski, A.I.C.P., P.P., and testimony from other interested members of the public.

3. The zoning ordinance presently requires a parking space design size of 10 ft. by 20 ft. The Applicant seeks a variance from said provision that will permit the addition of eight (8) additional parking spaces (raising from 81 to 89 the number of parking spaces proposed for the subject shopping center) by providing 8' 11" wide parking stalls instead of the 10 ft. wide stall required by the ordinance and previously approved by the Planning Board.

4. Additionally, the zoning ordinance provides different parking ratios for different uses that are permitted in the B-1 zone. Applicant seeks approval from the Board of a variance that will permit it to locate any use presently permitted in the B-1 zone and a generalized parking ratio equal to one (1) parking space for each 270 sq. ft. of rentable space. Applicant seeks said variances in light of the anticipated parking demand associated with the operation of the center and the center's unique location and configuration.

5. The zoning ordinance provides with respect to permitted B-1 uses a parking ratio that in certain instances is more stringent than that proposed by Applicant (i.e., one space for each 300 sq. ft. of rentable space). Other uses require a parking ratio of one (1) space for each 200 sq. ft. of rentable space.

6. The Applicant argues that strict application of the ordinance parking requirements has inhibited the leasing of the

center to a mix of tenants that Applicant says will significantly enhance the center's viability and its success in the town, both commercially and as a focus for increased local employment opportunities. The Board declines to accept the qualification of John Shibles as an expert in the area of traffic engineering and parking. However, the Board's refusal to accept Mr. Shibles' qualifications does not mean that the Board has available to it other professional testimony. The Board's Professional Planner, Paul Szymanski, has provided written reports and a verbal commentary supportive of the increased parking that Applicant seeks and his qualifications as a professional planner are such that the Board feels that it has had sufficient credible expert testimony to enable it to make the decision hereinafter contained.

7. The Planning Board takes administrative notice of the fact that it has previously approved a reduction in parking size from the 10 ft. by 20 ft. zoning requirement in recognition of contemporary smaller motor vehicle sizes, and the community's need for a larger number of on-site parking to serve customers and lessen congestion and thereby promotes a general welfare. The provision for more on-site parking spaces will reduce the dependence on street parking, reduce congestion and generally improve vehicular flow and safety.

8. The Planning Board further takes administrative notice of the fact that the reduction in size of parking stall sizes is a design change that is under consideration in conjunction with other zoning ordinance modifications. The subject shopping center is an improvement in the previously blighted character of this particular corner of Manasquan occupied variously by a lumber yard and hardware center.

9. Shopping center parking requirements can and should be considered from a different perspective than parking for individual freestanding uses. Testimony was received based upon a survey personally performed by John Shibles that indicates that in the downtown commercial area of the Borough of Manasquan from Route 70 to Jaspans Hardware Store at South Street that there are 72 parking

spaces provided at curb side intended to service 46 separate commercial stores. Therefore, the relaxation of general parking ratios would appear to be in order in a professionally and well-managed shopping center environment as opposed to a downtown commercial shopping district where only curbside parking is available.

10. The landlord has extensive experience in commercial real estate matters and management and testified at length about the mix of commercial tenancies proposed for his center and it is obvious to the Board that the developer proposes a greater hands-on involvement with the center in question than characterizes similar scale commercial undertakings.

11. The eight (8) additional parking spaces that will be achieved by granting the parking stall design variance provides the flexibility and enables the Planning Board to consider the Applicant's request that all permitted principal uses in the B-1 zone be considered as a reservoir from which to draw possible tenants and that all such uses be permitted based on a parking ratio of one (1) parking space for each 270 sq. ft. of rentable floor area. Currently, the Applicant's site plan approval would not allow for certain uses excluding (amongst others) usages such as medical or dental offices, banks, and restaurants.

12. The broadening of the site plan approval to allow banking, eating establishments and individual medical practitioners is not inimicable to the zone in question and, in fact, are permitted principal uses in the B-1 zone. Although the introduction of a variety of eating establishments in the subject shopping center should be carefully approached in light of its proximity in an established residential area, the Planning Board notes the qualifications of the center management to synchronize and seek a mix of tenants that will not only be compatible with one another, but with the residential area nearby.

13. The project under review is a neighborhood commercial shopping center that is situated on approximately 1.83 acres and has a building area of substantially less than 25,000 square feet

and the Board determines based upon the study and report of its Professional Planner that the increase in the number of parking spaces is a salutary improvement in the site plan and that the grant of the variances requested do not affect the zoning scheme or plan of the community in any negative way nor will they adversely affect or impact the health and welfare of the residents of the Borough of Manasquan.

14. The parking variances if granted will provide a potentially significant benefit not merely to the developer, but to the community by significantly increasing the pool of potential new parking spaces, will serve the salutary purposes of zoning and outweigh any detriment that would be caused by the granting of the variance relief that has been requested.

NOW, THEREFORE, BE IT RESOLVED by the Manasquan Planning Board that the Application of Main Street Station at Manasquan, Inc. to amend its original site plan to permit parking spaces for 89 cars with each parking stall having a size of 8'11" by 19' and to grant variances from the parking stall size and the parking ratio requirements of the zoning ordinance, be and the same is hereby granted, subject to the following conditions:

1. Except as modified by the parking plan approved by the Planning Board (and identified as Exhibit A-1). The Applicant shall complete all improvements in accordance with the minor subdivision and site plan originally approved by the Planning Board, and consistent with testimony presented to the Borough of Manasquan Planning Board by the Applicant and its witnesses and in compliance with the conditions made and forming a part of the Planning Board's approval of the site plan and minor subdivision contained in Resolution No. 19-1992.


2. Payment of all professional fees, including but not limited to, all outstanding professional planning work provided by Paul F. Szymanski, A.I.C.P., P.P., and William Farrell, Jr., Borough Engineer, respectively, in conjunction with their review of the instant application.

3. Payment of all real estate taxes by the property owner.

4. The obtaining by Applicant at Applicant's sole cost and expense of all pertinent approvals and permits (if any) required by law to be obtained from the State of New Jersey, County of Monmouth, Monmouth County Planning Board; and State of New Jersey Department of Transportation.

  
KEVIN THOMPSON, Chairman  
Manasquan Planning Board

I certify that the foregoing resolution is a true copy of that resolution adopted at the meeting of the Manasquan Planning Board conducted on May 4, 1993.

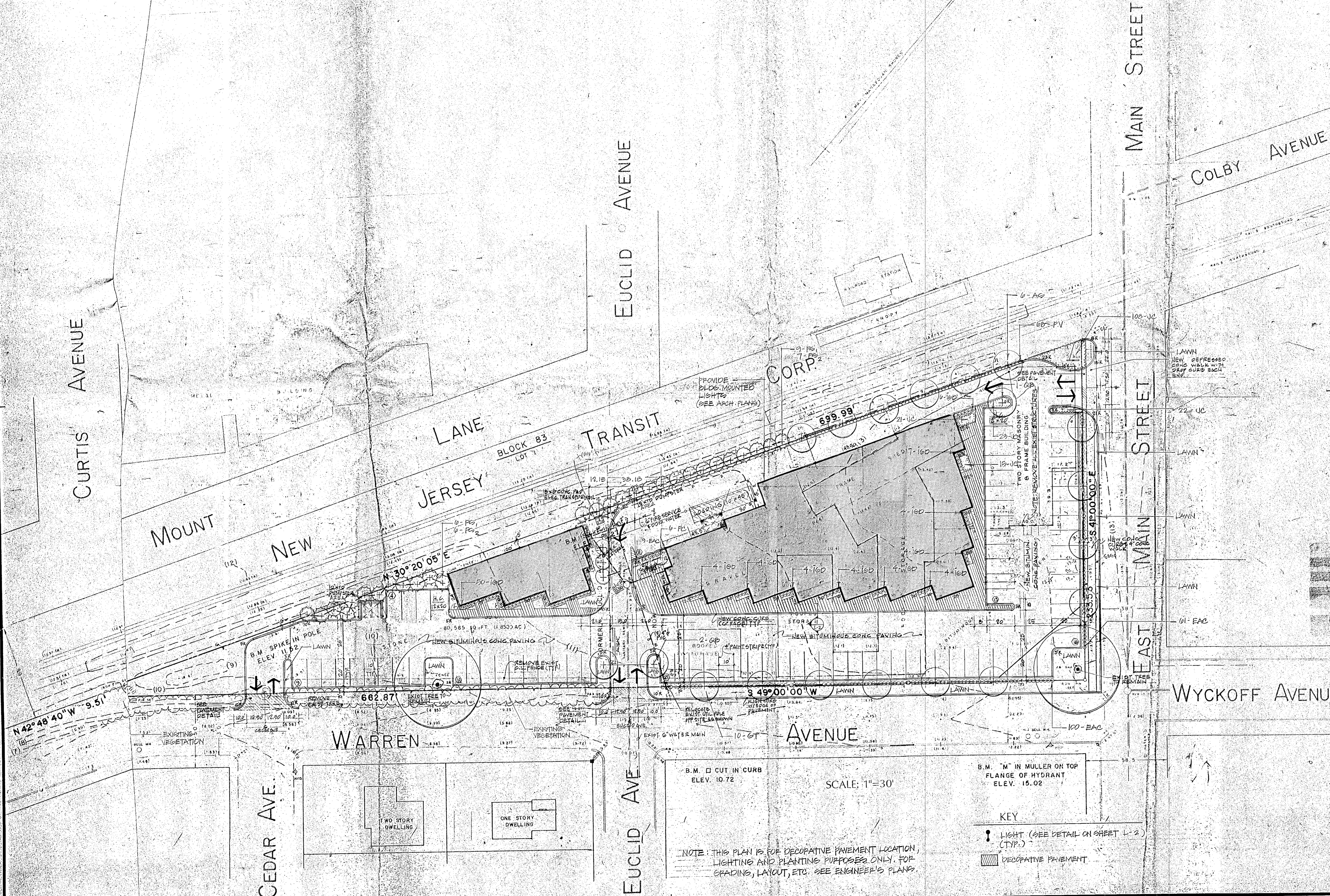
  
SHARON BOGIE, Secretary  
Manasquan Planning Board

three.res

PREMISES KNOWN AS LOT 139.01 IN BLK 88 AS SHOWN ON THE TAX MAP OF THE BOROUGH OF MANASQUAN, SET NO. 17

ELEVATIONS AND CONTOURS SHOWN BASED UPON MEAN SEA LEVEL DATUM. REFERENCE BENCHMARK U.S.C. & G.S. 316K "A-6 1930". EXISTING CONTOURS SHOWN AS --- (10) ---. EXISTING ELEVATIONS SHOWN AS (34)

REVISIONS:  
 (1) REVISE (13) PLUG STALL CURB LOCATION 6/25/02  
 EDWARD D. MACCIKO ARCHITECT  
 EDWARD DAVID MACCIKO AIA, P.E. N.J.R.A. NO. 08056  
 N.J.P.E. 28227



PROJECT:  
 PROPOSED VILLAGE MARKET AT THE CORNER OF E. MAIN STREET & WARREN AVE. MANASQUAN, NEW JERSEY FOR: MAIN STREET STATION OF MANASQUAN INC. C/O JOHN AND TERESA SHIBLES 657 OCEAN AVE., SEA GIRT, NJ

201 437 2152  
 THE OFFICE OF EDWARD DAVID MACCIKO ARCHITECTURE ENGINEERING INTERIOR DESIGN CONSTRUCTION MANAGEMENT

194 WEST 25 TH STREET BAUMANN NEW JERSEY 07002

LANDSCAPE PLAN

PROJECT NO.	92002	L-1
SCALE	NOTED	
DATE		

B.M. □ CUT IN CURB ELEV. 10.72  
 SCALE: 1"=30'  
 B.M. "M" IN MULLER ON TOP FLANGE OF HYDRANT ELEV. 15.02  
 KEY  
 ● LIGHT (SEE DETAIL ON SHEET L-2) (TYP.)  
 ▨ DECORATIVE PAVEMENT  
 NOTE: THIS PLAN IS FOR DECORATIVE PAVEMENT LOCATION, LIGHTING AND PLANTING PURPOSES ONLY. FOR GRADING, LAYOUT, ETC. SEE ENGINEER'S PLANS.

B.O.M. RECEIVED  
M&G \_\_\_\_\_ ADM \_\_\_\_\_  
CLERK \_\_\_\_\_ CFO \_\_\_\_\_  
**SEP 13 2021**  
DPW \_\_\_\_\_ CONST \_\_\_\_\_  
PD \_\_\_\_\_ OTHER \_\_\_\_\_

September 9, 2021

Mary Salerno, Secretary  
Manasquan Borough Planning Board  
201 East Main Street  
Manasquan, NJ 08736

Re: Boro File No. MSPB-R1690  
Amended Site Plan – Manasquan VFW Lodge 1838  
Block 43, Lot 4.01  
30 Ridge Avenue  
R-2 - Residential Zone  
Borough of Manasquan, Monmouth County, NJ

Dear Ms. Salerno:

As per your request, I have reviewed the above-referenced application in accordance with the provisions of the Borough Land Development Ordinance. The documents reviewed in conjunction with this application include:

1. Amended Site Plan prepared by Ray Carpenter, PE, of R.C. Associates, Inc., dated October 11, 2012, last revised July 26, 2021.
2. Architectural Layout prepared by Brian Collins, RA, dated March 24, 2021.
3. Plan of Survey prepared by Charles O'Malley, PLS, dated March 4, 2021.

The property is located in the R-2 - Residential Zone with frontage on Ridge Avenue. With this application, the applicant proposes to construct an outdoor bar connected to the existing rear building, and an additional outdoor bar in the rear yard, which will both be covered by seasonal canopies. The application is deemed complete as of September 9, 2021.

The following are our comments and recommendations regarding this application:

**Zoning**

1. The property is located in the R-2 – Residential Zone. The existing VFW Lodge is an existing non-conforming use in the zone and the proposed improvements constitute an expansion of the existing non-conforming use.
2. The following bulk ('c') variances are required as part of this application:
  - a. A maximum lot coverage of 45% is permitted, whereas a coverage of 62.86% is proposed (62.44% exists).
  - b. A minimum rear yard setback of 5 feet is required, whereas a setback of 2 feet exists and is proposed to the rear shed.




Re: Boro File No. MSPB-R1690  
Amend. Site Plan – Manasquan VFW  
Block 43, Lot 4.01

September 9, 2021  
Sheet 2

- c. One accessory building is permitted, whereas two accessory buildings exist and are proposed.
3. The following non-conformities exist on Lot 4.01 and are not proposed to be modified as part of this application:
  - a. A minimum front yard setback of 25 feet is required, whereas a setback of 24.628.3 feet exists and is proposed.
4. The applicant should explain the use of the outdoor bar area, including hours of operation, dates of use of the seasonal canopy, and outdoor music or PA systems.
5. There is a sizeable seating area under the canopy area which should be explained to the Board. The seating capacity should also be discussed as relates to parking requirements and the existing number of spaces on site.
6. Any outdoor lighting for the bar area should be shown and lighting levels indicated.
7. Any additional proposed signage should be shown on the plans.
8. A drainage recharge system in accordance with the Borough's stormwater ordinance is not required as the proposed improvements do not increase the building footprint or impervious coverage by more than 500 square feet.
9. Grades have not been shown to demonstrate handicap accessibility however if no grading changes are proposed the existing grades appear sufficient to meet code requirements.
10. No trees are to be removed as part of the application.

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

Very truly yours,

  
\_\_\_\_\_  
ALBERT D. YODAKIS, P.E., P.P.  
PLANNING BOARD ENGINEER  
BOROUGH OF MANASQUAN

ADY:jy

cc: George McGill, esq., Planning Board Attorney  
Michael Henderson, esq.  
C. Keith Henderson & Associates, 52 Abe Voorhees Drive, Manasquan, NJ 08736



Re: Boro File No. MSPB-R1690  
Amend. Site Plan – Manasquan VFW  
Block 43, Lot 4.01

September 9, 2021  
Sheet 3

Ray Carpenter, PE, PP  
R.C. Associates, 2517 Route 35, Bldg J, Suite 102, Manasquan, NJ 08736  
Manasquan VFW Lodge 1838  
30 Ridge Avenue, Manasquan, NJ 08736

**PLANNING BOARD APPLICATION  
MANASQUAN, NEW JERSEY**

**I. APPLICANT:** Manasquan VFW Lodge 1838

Address: 30 Ridge Ave, Manasquan, NJ 08736

Phone: 732-962-8566

**Property Address: 30 Ridge Ave  
Block 43, Lot 4.01, Zone R-2  
Manasquan, New Jersey 08736**

**II. TYPE OF APPLICATION:** Preliminary and Final Minor Site Plan Approval with a Use Variance and Bulk Variances

Section 35-18.3 Planning Board approval required for proposed Minor Site Plan Approval

	<b>REQUIRED</b>	<b>EXISTING</b>	<b>PROPOSED</b>
Lot Frontage	50 ft	150 ft	150 ft
Lot Area	5,000 sq ft	22,860 SF	22, 860 SF
Front Setback	25ft	24.62 ft *	24.62 ft * Existing Non-Conformity
Side Yard Setback	5/10 ft	46.53 ft & 59.07 ft	46.53 ft & 59.07 ft
Rear Setback	20 ft	86.61 ft	86.61 ft
Max Height	35 ft	<35 ft	<35 ft
Max No. Stories	2.5	1 Story	1 Story
Building Coverage	30%	9.33%	13.28%
Lot Coverage	45%	62.44%*	62.86%**

	<b>REQUIRED</b>	<b>EXISTING</b>	<b>PROPOSED</b>
Accessory Building:35-5.2b (Garage)			
Bldg Area	600 sq ft	600 SF*	600 SF*
Side Yard Setback	5 ft	5 ft	5 ft
Rear Setback	5 ft	30 ft	30 ft
Max Height	15 ft	15 ft	15 ft

	<b>REQUIRED</b>	<b>EXISTING</b>	<b>PROPOSED</b>
Accessory Building:35-5.2b (Shed 16x6)			
Bldg Area	100 SF	N/A	96 SF**
Side Yard Setback	5 ft	N/A	±47 ft
Rear Setback	5 ft	N/A	±2 ft**
Max Height	10 ft	N/A	<15 ft

**\*\*Indicates a need for a variance**

**\* Indicates existing non-conformity (previously approved)**

### III. SITE INFORMATION:

Street Address: 30 Ridge Ave

Block 43, Lot 4.01

Zoning Districts: R-2

Present Use: Social Club

Proposed Use: Social Club

Permitted Use: One Single Family dwelling

### VI. ZONE REQUIREMENTS: R-2 Zone

Min. Lot Area: 5,000 sq ft

Min Lot Frontage: 50 ft

Front Yard Setback: 25 ft

Side Setback: 5/10 ft

Rear Setback: 20 ft

Max. Bldg. Height: 35 ft

Max Stories: 2 ½

Max. Bldg. Coverage: 30%

Max. Lot Coverage: 45%

**V. MISCELLANEOUS:**

1. Is the Applicant the Landowner? Yes
2. Does the Applicant own any adjoining land? No
3. Are the property taxes paid to date? Yes
4. Have there been any previous applications to the Planning Board or Board of Adjustment concerning this property? Yes
5. Are there any deed restrictions, easements or covenants affecting the property? Applicant will submit upon request.

**VI. COMMENT:**

Applicant seeks to legalize an existing non-conforming use for a social club on the property along with the construction of a covered outdoor bar area attached to the existing detached garage and a covered patio in the rear yard.

The Applicant agrees to be responsible for and pay the costs entailed in the review of this application by any experts retained by the Planning Board for advice in this matter, if necessary.

8/27/21  
Date

  
MICHAEL D. HENDERSON, ESQ  
Attorney for Applicant

BOROUGH HALL  
201 EAST MAIN STREET

Incorporated December 30, 1887

732-223-0544  
Fax 732-223-1300

EDWARD G. DONOVAN  
Mayor

CONSTRUCTION DEPARTMENT

FRANK F. DiROMA  
Supervisor of Code Enforcement

THOMAS F. FLARITY  
Municipal Administrator

**BOROUGH OF MANASQUAN**  
COUNTY OF MONMOUTH  
NEW JERSEY 08736

STEVEN J. WINTERS  
Construction Official

October 14, 2020

Manasquan VFW Lodge 1838  
30 Ridge Avenue  
Manasquan, NJ 08736

Re: Block: 43 Lot: 4.01 Zone: R-2

Dear Sir or Madam:

On this date we reviewed your application for the following project.

Construction of a covered outdoor bar area attached to the existing detached garage and a covered patio area in the rear yard.

Amended Site plan prepared by Ray Carpenter on October 7, 2020

**Application denied for the following reason(s):**

Section 35-18.3 – Planning Board approval required for the proposed project.

Section 35-5.3 – R-2 Zone – Permitted Use – Only one single family dwelling permitted.  
Social club existing

Section 35-9.4 – Front Setback – 25ft. Required  
24.62ft. Existing

Section 35-9.4 – Lot Coverage – 45% Permitted  
59.81% Existing  
78.6% Proposed

Section 35-5.2b – Accessory Building – 600s.f. Permitted  
2,615s.f. Proposed (garage, bar area, patio)

“ - “ (Bar) – Side Setback (Left) – 5ft. Required  
3ft. Existing

Section 35-5.2b – Accessory Building (shed) – Only one shed permitted per property  
Two sheds existing

“ - “ - 100s.f. Permitted  
144s.f. Existing

“ - “ - Rear Setback – 5ft. Required  
2ft. Existing

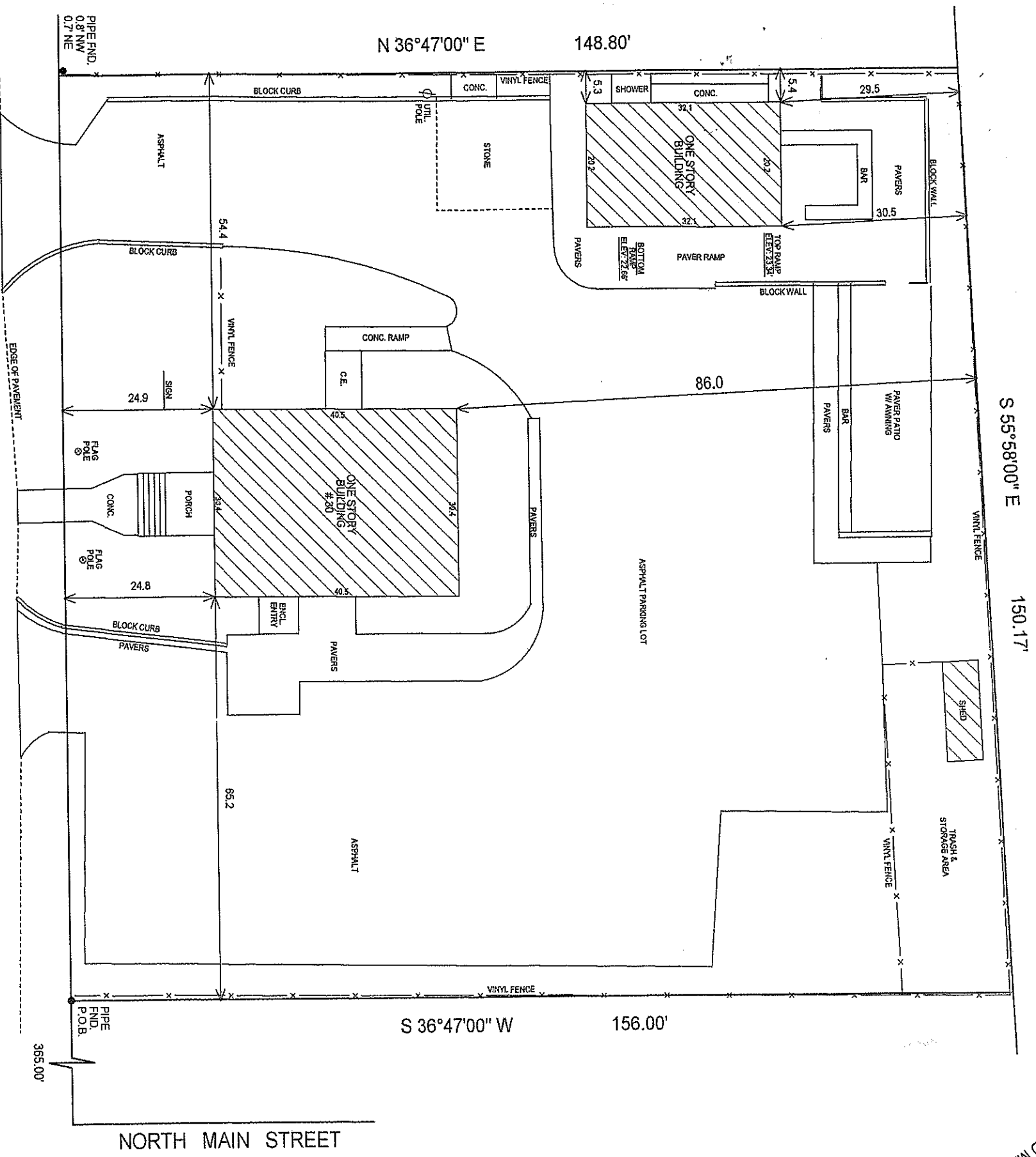
Section 35-13.3 – On site Parking – 1 Space / 200sf. Required  
23 Spaces Required  
15 Spaces Existing

If you have any questions, please call me at 732-223-0544, ext. 256

Sincerely,



Richard Furey  
Zoning/Code Enforcement Officer



**SURVEY NOTES:**  
 ALL ELEVATIONS NAVD 1988

THIS SURVEY CERTIFIED TO:  
 MANASQUAN VFW POST 1838

This survey subject to any easement of record and other pertinent facts which an accurate title search might disclose. Any subsurface easements, if any, not visible are not located by this survey. Due to certain weather conditions, i.e., ice, and/or snow and/or the overgrown vegetation on the property, interior sidewalks and/or patios may not be shown on the plat. No liability is assumed by the certifying surveyor for the use by any party not shown in the certification. The work product of the surveyor constitutes an opinion of the land surveyor as to the nature and quality of the property surveyed. Moreover, that certification does not constitute a warranty, either expressed or implied as to the absolute correctness of the information presented in such survey.

BEING KNOWN AS LOTS 46, 47 & 48 ON A MAP ENTITLED "PLAN OF THE HIGGINS TRACT, BOROUGH OF MANASQUAN, MONMOUTH CO." FILED IN THE MONMOUTH COUNTY CLERK'S OFFICE APRIL 1, 1910 AS CASE NO. 13-20.

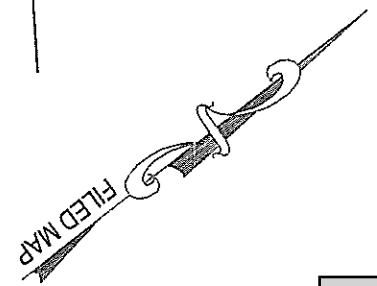
*Charles O'Malley*  
**CHARLES O'MALLEY, P.L.S.**

CHARLES O'MALLEY, PLS, LLC  
 Professional Land Surveyor  
 New Jersey Lic. No. 24GS03487100  
 908 Riverview Drive  
 Brielle, New Jersey 08730  
 (732) 223-3141

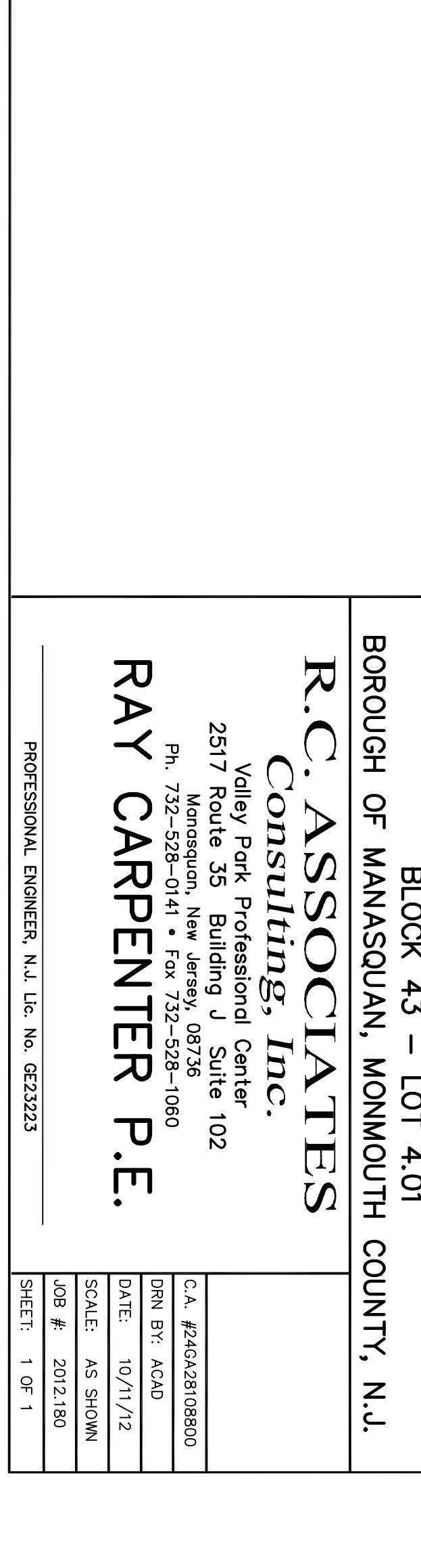
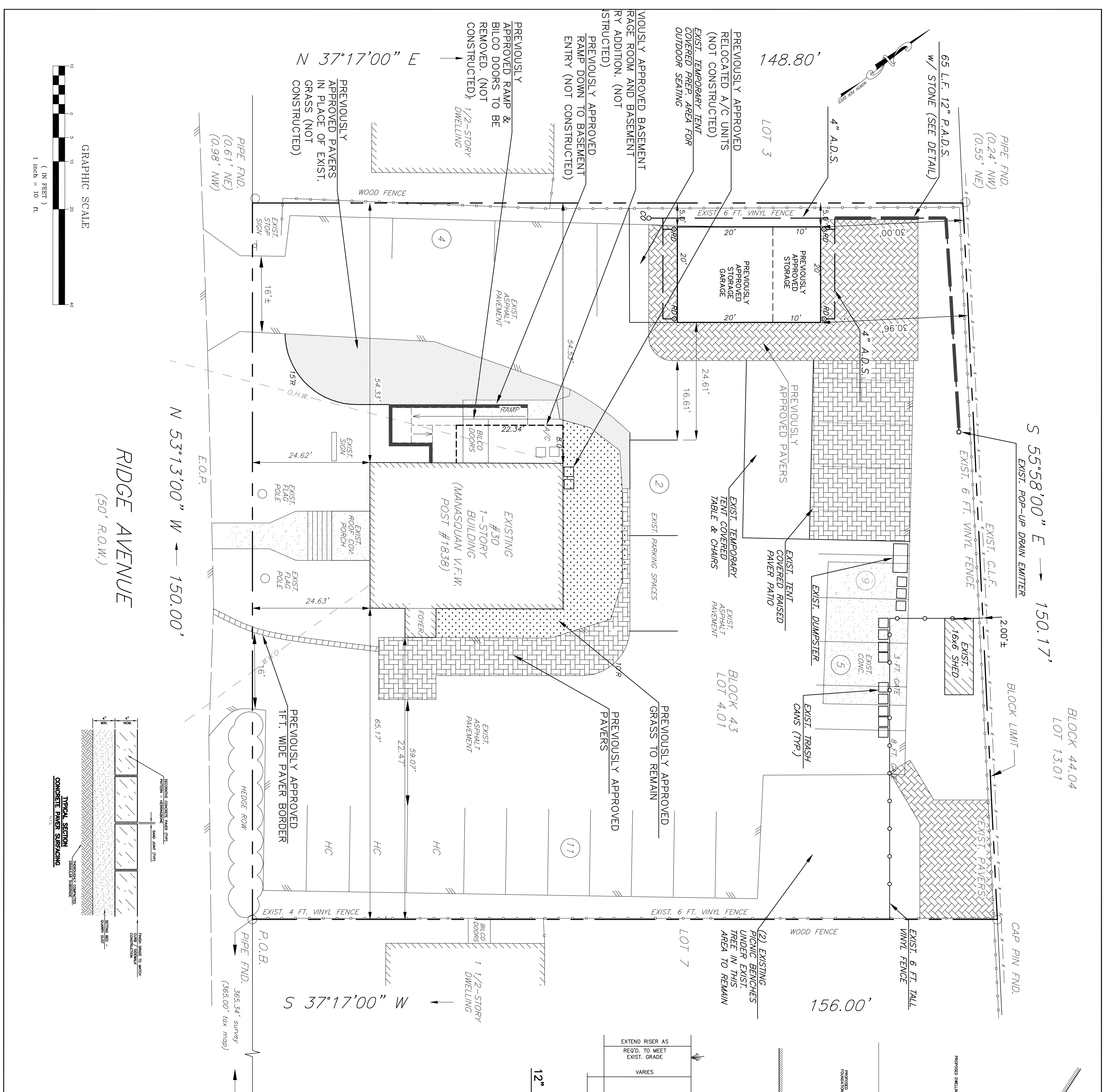
**PLAN OF SURVEY**

LOT 4.01 BLOCK 43  
 BOROUGH OF MANASQUAN  
 MONMOUTH COUNTY  
 NEW JERSEY

Drawn By clom	Chkd By C.O.M.	File No. 13-133558	Date 3/4/21	Scale 1" = 20'
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**12" A.D.S. RECHARGE**  
NOT TO SCALE

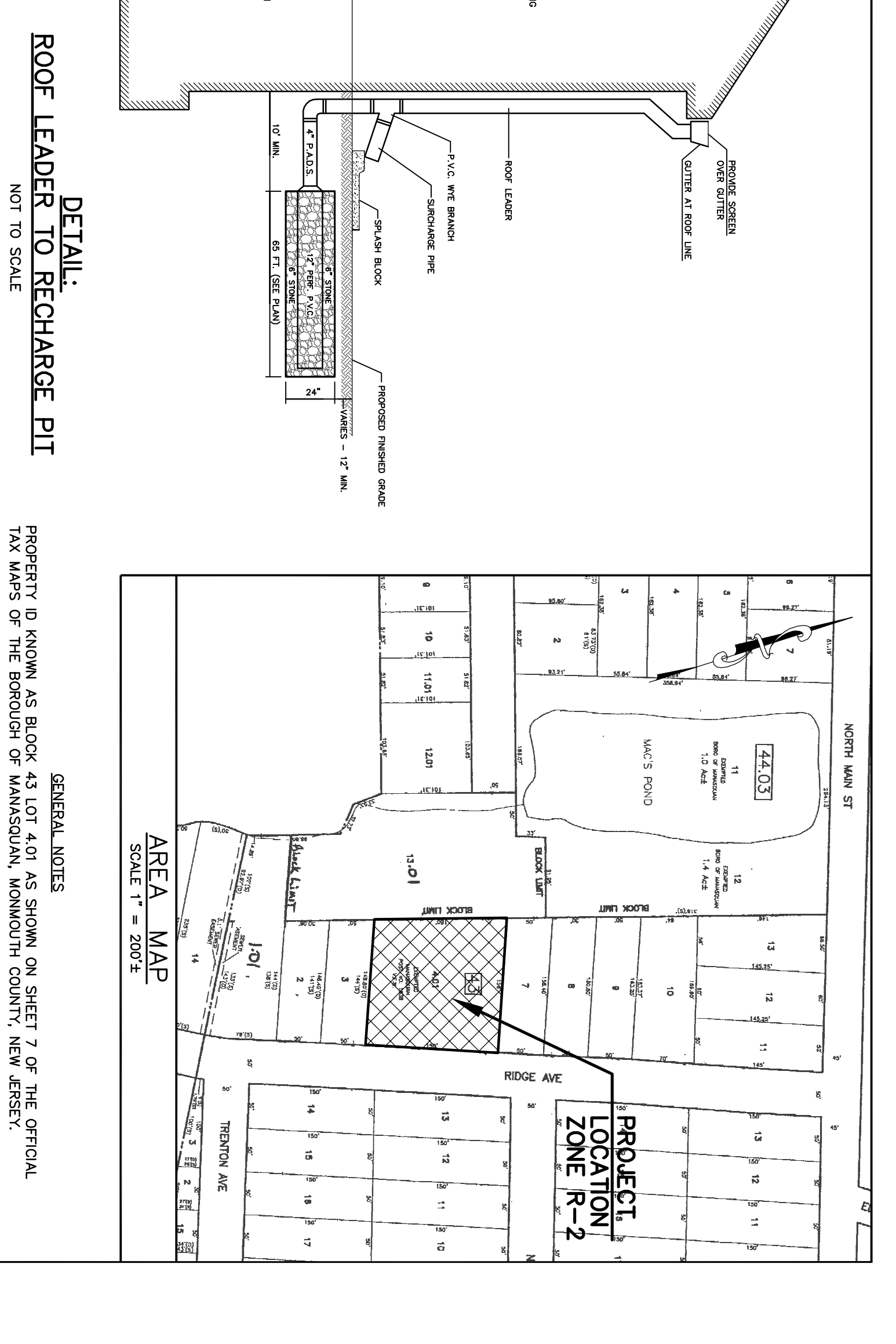
DESCRIPTION	REQUIRED/PERMITTED	EXISTING
BUILDING USE	RESIDENTIAL	SOCIAL CLUB
LOT AREA	5,000 S.F.	22,860 S.F.
MIN. LOT FRONTAGE	50 FT.	150.0 FT.
FRONT YARD SETBACK	25 FT.	**24.62 FT.
5 & 10 FT.	46.53 & 59.07 FT.	46.53 & 59.07 FT.
REAR YARD SETBACK	20 FT.	86.61 FT.
MAX. BUILDING COVERAGE	30 % (6,858 SF)	13.28 % (3,039 SF)
MAX. LOT COVERAGE	45 % (10,287 SF)	**62.44% (14,274 SF)
MAX. BLDG. HEIGHT	35 FT. (2.5 STY)	**62.88 % (14,370 SF)
(GARAGE) ACCESS, BLDG. SIDE S.B.	5 FT.	1 STORY
(GARAGE) ACCESS, BLDG. REAR S.B.	5 FT.	5 FT.
(GARAGE) ACCESS, BLDG. HEIGHT	15 FT.	30 FT.
(GARAGE) ACCESS, BLDG. AREA	15 FT.	15 FT.
(GARAGE) ACCESS, BLDG. SIDE S.B.	600 S.F.	*600 S.F.
(GARAGE) ACCESS, BLDG. SIDE S.B.	5 FT.	±4.7 FT.
(GARAGE) ACCESS, BLDG. REAR S.B.	5 FT.	**±4.2 FT.
(GARAGE) ACCESS, BLDG. HEIGHT	10 FT.	<10 FT.
(GARAGE) ACCESS, BLDG. AREA	100 S.F.	96 S.F.
MAX. # OF SHEDS	N/A	N/A
PARKING (1/200 S.F.)	8 SPACES	24 SPACES
** - INDICATES PREVIOUSLY GRANTED APPROVAL FOR 62.87 % VIA RESOLUTION # 21-2013		
*** - INDICATES PREVIOUSLY GRANTED APPROVAL FOR 62.87 % VIA RESOLUTION # 21-2013		
- GRADES SHOWN BASED ON NAVD 88 DATUM		
- PROPERTY SHALL BE SERVICED BY EXISTING PUBLIC SEWER AND WATER SERVICES		
- EXISTING CURB SHALL BE REPLACED AS DETERMINED BY THE ZONING OFFICER		
TOPOGRAPHIC & BOUNDARY INFORMATION TAKEN FROM A MAP PREPARED BY AGEE SURVEYING CO. INC., PROFESSIONAL LAND SURVEYORS, DATED 3/27/12.		

**EXIST. LOT COVERAGES**

EXIST. BLDG./COVERED PORCH	EXIST. FRONT STEPS & WALK	EXIST. CARAGE	EXIST. ASPHALT PARKING LOT	EXIST. SHED OPTION	APPROVED RAMP	APPROVED CONC. WALL AROUND RAMP	TOTAL EXIST. LOT COVERAGES
1,354 S.F.	140 S.F.	10 S.F.	11,784 S.F.	96 S.F.	179 S.F.	33 S.F.	14,274 S.F.
1,354 S.F.	140 S.F.	10 S.F.	11,784 S.F.	96 S.F.	179 S.F.	33 S.F.	14,270 S.F.

**EXIST. LOT COVERAGES**

EXIST. BLDG./COVERED PORCH	EXIST. FRONT STEPS & WALK	EXIST. CARAGE	EXIST. ASPHALT PARKING LOT	EXIST. SHED OPTION	APPROVED RAMP	APPROVED CONC. WALL AROUND RAMP	TOTAL EXIST. LOT COVERAGES
1,354 S.F.	140 S.F.	10 S.F.	11,784 S.F.	96 S.F.	179 S.F.	33 S.F.	14,270 S.F.



**MANASQUAN V.F.W. PRELIMINARY & FINAL SITE PLAN**  
**AMENDED SITE PLAN**

BLOCK 43 - LOT 4.01  
BOROUGH OF MANASQUAN, MONMOUTH COUNTY, N.J.

**R.C. ASSOCIATES Consulting, Inc.**  
Valley Park Professional Center  
2517 Route 35 Building J Suite 102  
Manasquan, New Jersey, 08926  
Ph. 732-528-0141 • Fax 732-528-1060

**RAY CARPENTER P.E.**

PROFESSIONAL ENGINEER, N.J. Lic. No. G232223

DATE: 10/11/12  
SCALE: AS SHOWN  
JOB #: 2012.180  
SHEET: 1 OF 1

