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October 3, 2020

Town of Clinton
P.O. Box 5194
Clinton, New Jersey 08809

Attention: Allison Witt (via e-mail- awitt@clintonnj.gov)

Reference: Old 22 Urban Renewal Associates, LLC – Prop. Mixed-Use Development
Block 21 Lots 29, 30.01, & 31-33
Preliminary / Final Major Site Plan – Report #1 Tech Comments
Town of Clinton, Hunterdon County, New Jersey

Dear Allison:

The above referenced application was deemed complete at the September 15, 2020 Planning Board meeting and the application is now under review for a public hearing presentation scheduled for the next Board meeting on October 6, 2020. The owner/applicant (Old 22 Urban Renewal Associates, LLC) is seeking to obtain a Preliminary and Final Major Site Plan approval for property located at 49 Route 173 (Old Highway 22). I have reviewed the documentation of record which consist of the following:

- A. **Major Site Plan Applications seeking Preliminary** (dated 08/17/20) and **Final** (dated 08/12/20) and including the Consultants contact sheet, Escrow Agreement, Corporate Disclosure Statement and additional documentation filed with the application.
- B. **Communications with Outside Agency including:**
 1. **Hunterdon County Planning Board** – submission letter dated August 14, 2020 and **response dated September 22, 2020.**
 2. **Hunterdon County Soil Conservation District submission** letter dated August 14, 2020.
 3. **Submissions to Clinton Fire and Memo from Fire marshal dated September 9, 2020. Response/Resubmission letter from Dynamic Engineering to Fire Marshal dated September 23, 2020 (received 09/25/20).**
 4. Submission to Clinton Rescue with the Board granting **Temporary Waiver for receipt of response.**
- C. **Will Serve Letters** for the following:
 1. **Elizabethtown Gas – WSL dated February 18, 2020.**
 2. **JCP& L – WSL dated February 28, 2019.**
 3. **Town Water Department** - Prior communication provided with the Board granting **Temporary Waiver for receipt of response.**

VanCleefEngineering.com

Please Reply To:

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4. **Town Sewer Department** - Prior communication provided with the Board granting **Temporary Waiver for receipt of response**
- D. **Site Survey Documentation including:**
1. **ALTA Survey (Boundary and Topographic) prepared** by Dynamic Survey LLC (Craig Black PLS) dated September 27, 2019; last revised September 22, 2020. (received 09/25/20).
 2. Title Reports (received 09/25/20) consisting of
 - a) Report dated September 11, 2020 with related easements and restrictions for Lot 29.
 - b) Report dated September 11, 2020 and revised September 14, 2020 with related easements and restrictions for Lots 30.01, 31, 32 and 33.
 3. Note that proposed easement for access and SWM facilities were granted **Temporary Waiver by the Board.**
- E. **Preliminary and Final Major Site Plan** prepared by Dynamic Engineering (Brett W. Skapinetz P.E.) consisting of eighteen (18) sheets dated August 13, 2020, last revised September 22, 2020 (received 09/25/20).
1. **U/G Detention & Water Quality Profile Exhibit** prepared by Dynamic Engineering (Brett W. Skapinetz P.E.) consisting of one (1) sheet dated September 15, 2020, last revised September 22, 2020.
- F. **Architectural Plans** prepared by Haley Donovan including
1. Floor Plans & Exterior Perspective prepared by Michael R. Donovan consisting of 6 full size sheets dated August 13, 2020, last revised September 23, 2020.
 2. Colored Rendering of the above on reduced size sheets
- G. **Stormwater Documentation – prepared by including:**
1. **Stormwater Management Summary Report** dated August 2020 prepared by Dynamic Engineering (Brett W. Skapinetz P.E)
 2. **Stormwater Basin Area Investigation** Report dated April 10, 2020 prepared by Dynamic Earth (Peter Howell PE & Patrick J Granitzki PE)
 3. **Stormwater Management Facilities Operation and Management Manual** dated August 2020, prepared by Dynamic Engineering (Brett W. Skapinetz P.E)
- H. **Environmental Impact Statement** prepared by Dynamic Engineering (Brett W. Skapinetz P.E.) dated August 2020.
- I. **Jurisdictional Wetland Evaluation** – Letter dated March 9, 2020 prepared by Eastern States Environmental Assoc. Inc (Edward A Kuc). (Note: the Board granted permanent Checklist Waiver from filing with the obtaining LOI from DEP)
- J. **Traffic Impact Study** prepared by Dynamic Traffic (Craig W Peregoy PE & Corey M. Chase PE) dated August 13, 2020.
- K. **Phase 1- Carbonate Rock Study** – prepared by Dynamic Earth (Peter H Howell PE and Alicia Plinio PE) dated May 8, 2020.

In addition to the above my office has also received the following:

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- L. **Copy of NJDOT Major Access Application** prepared by Dynamic Traffic and submitted to NJDOT on September 2, 2020. The submission also included
1. **Construction Plans** prepared by Dynamic Traffic (Craig W Peregoy PE) consisting of 20 sheets dated August 28, 2020.
 2. **NJDOT Survey Plan** prepared by Dynamic Survey (Craig Black PLS) consisting of 1 sheet dated September 2019.
- M. **Correspondence**
1. **Letter to Dynamic Engineering from Town Water Superintendent** dated March 10, 2020 stating that the Town does not own or operate any public wells within 800 ft. of the PQ and does not have any records of adjoining private wells or septic systems.
 2. **Response Letter to Board Secretary** dated September 23, 2020, addressing changes made per discussion with surrounding property owners.
 3. **Town Historic Preservation Commission** Letter dated September 28, 2020
 4. **Cory Kubinak, Chief of Police** letter dated September 30, 2020.
 5. **Town Environmental Commission** letter dated September 18, 2020.

My comments relating to the application are as follows:

1. General Site Development Issues

- 1.1. **Project Description** – The project consist of the construction of a 4 story - 120 unit residential apartment building that also includes 6,005 sf of retail space on the ground floor. In his October 2, 2020 report Jim Kyle provides a detail description of the project and his assessment of the applicant’s compliance with the Town’s Redevelopment and Zoning criteria. I will defer to Jim’s report for those aspect of the project however, I would like to add some comments as follows:
- a) **Existing Home** - The site plan shows the location of an existing home in the northeast corner of the site on what is currently Lot 29. The applicant is retaining the structure and the current driveway (ref. 1.2a below) however the intended use of the building is not identified. The plan proposes the construction of a retaining wall to maintain the existing grade around the structure and the construction of a side walk and stairs to access the structure from the proposed parking lot.
 - b) **Pool and Courtyard Area** – the plans depict the general location of the pool along with a front courtyard area with a proposed “water feature” and note that details of these features are “by others”. Those details are not included as part of the documentation provided. I will defer to the Board Attorney and Planner for input but details of those elements are normally provide as part of the site plan and the Board’s approval of same.
 - c) **Confirm Impervious Coverage** - as noted on the Site Plan
 1. The Zoning Schedule identifies **existing coverage** as 111,965 sf (45.6%) and the “Highlands IC Calculation” identifies it as 136,518 sf (55.6%)
 2. The Zoning Schedule identifies **proposed coverage** as 133,306 sf and the “Highlands IC Calculation” identifies it as 136,365 sf (55.6%)

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- d) **Confirm Retail Building Area** – The site plan lists it as 6,005 sf and the Zoning Schedule identifies it as 6,500 sf. The Redevelopment Regulations establish the maximum amount at 6,000 sf.
- e) **Confirm Height of Building** – the site plan list it as 48.58 ft. which is less than the 50 ft. maximum allowable. The site plan notes that the calculation is based upon the establishment of an average grade elevation at 203.25 ft., however that is incorrectly calculated (should be 202.71 ft. using the definition under 88-4) and a reference to the Architectural Plan for the height of the structure however, those plans do not contain that information. Site and Architectural Plans need to be revised to document the intended height of the structure.
- f) **Confirm Compliance with RSIS standards.** The plan must include a listing of ALL RSIS design standards and either note the design’s compliance with same or identify any de minimus exceptions that the applicant may be requesting. A few noted deviations that I found upon initial review include:
 1. **5.21-4.16(e)3- Two access driveways required** for parking lots of more than 100 spaces or be provided with a divided-type entrance. As currently designed only one standard (24 ft. wide) ingress/egress access drive to Old Highway22 is proposed.
 2. **5.21-4.14(b) - 252 Parking Spaces required** based upon the number and type of proposed apartments and retail space. A total of 228 parking spaces required for the residential units and 24 spaces required for the proposed 6,000 sf of retail.

1.2. Title

- a) The Title search (ref. D2a) includes exceptions for a 15 ft. wide access easement for the existing driveway through adjoining lot #30 (Napa Auto) that provides vehicular access to the existing dwelling on Lot 29. The proposed site plan continues utilize that driveway for vehicular access to the existing dwelling that will remain as part of this project. In addition the site plan also proposes an expanded use of the easement to provide emergency (grass paver) access to the project though the middle of Lot 30. Testimony should be provided to explain and document the applicant’s rights to maintain the use of the existing driveway and any acquired rights to allow for the construction of the proposed emergency access.
- b) The Title search (ref. D2b) identifies:
 1. Eight (8) existing exceptions associated with various internal easements for existing underground & overhead utility lines along with storm drainage piping and noted egress/ingress rights. Testimony should be provided to confirm that there are no adjoining 3rd party beneficiaries of those easements and the applicant’s ability to extinguish those easements and remove the corresponding overhead and underground facilities. The Site Demolition Plan (ref. E sheet 2) must be revised to identify the location of the existing utilities and note there removal.
 2. The existence of an existing 14 ft. wide “Ingress/Egress” ROW easement extending from the northwest corner of Lot 32 and through the adjoining Lot

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12.01 (Kearns). The Survey (ref. D1) must be revised to document if the easement extends up to Center St. and identify its purpose. The referenced document (DB 836 Pg. 239) was not included with the title documents. A copy of that deed along with testimony should be provided to confirm if the easement will remain and if it is intended to serve any purpose associated with the project.

3. The Survey identifies a significant encroachment of an existing rear yard fence from the adjoining Lot 12 (Devries) into the PQ. The Site Demolition Plan states that the fence is to remain on this portion of the PQ that is not being developed. If that is the intent then the Site Plan should be revised to identify the encroachment and incorporate an easement granting whatever rights the applicant is extending to the adjoining owner.
- c) The Site Demo Plan notes that the various existing lots that comprise the PQ will be merged through a Lot Consolation process. Under MLUL that process is exempt from subdivision review and can be accomplished through the filing of a deed. Any action taken by the Board on this site plan should be conditioned upon the recording of a deed of consolidation. That deed should also:
 1. Recognize the extinguishing of the various internal easements
 2. Identify the reservation of any rights being extended to adjoining owners.
 3. Identify the preservation of any existing rights on or through adjoining properties
 4. Incorporate the dedications of any additional rights that are being granted to the PQ from adjoining properties

1.3. Site Parking, Loading, Circulation & Access

- a) The plan depicts a total of 208 parking spaces with 7 designated as Handicap and 5 being reserved for Electric Charging. As noted in 1.1 (f) 2 - 252 spaces would be required under RSIS. Although 208 spaces meets the “minimum” required under the Town’s Redevelopment Regulations Testimony needs to be provided in support for any wavier being requested under RSIS.
- b) **The plan does not provide for the required 10’ x30’ onsite loading space.** Testimony needs to be provided in support for any wavier being requested from loading space. Given the number of residential/retail units associated with this project it can be anticipated that a significant number of delivery service vehicles will access the site though the day with most delivers going in the front lobby or the retail units in the front of the building. If that is the case then consideration should be given to creating a “drop-off” area opposite the front entrance. This could be accomplished by providing 10’ by 30’ widening of the driveway
- c) **As noted in 1.1 (f) 1 a 2nd ingress/egress access driveway should be provided for access to this parking lot.** As presently shown the applicant is proposing to construct a “stabilized -turf” emergency access driveway into this site. The Project Engineer should testify as to the intent of this installation however, as I understand it this access is required by DEP since the main entrance is located in

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a Flood Hazard Zone and its use may at times be restricted. If that is the case then the Traffic and/or Project Engineer should offer testimony and comment on the feasibility of obtaining NJDOT and Emergency Services approval for creating (in order of preference) any of the following in lieu of the “stabilized –turf” driveway:

1. A second full access - ingress/egress driveway
 2. A full access - entrance only driveway
 3. A restricted access right-in/right-out driveway with concrete island divider (mountable by emergency service vehicles)
 4. A restricted access right-in driveway with mountable concrete curb that would allow emergency vehicle access.
- d) The applicant has filed NJDOT permits to allow for the installation of the access driveways and the proposed improvements within the Old-Highway ROW. The applicant should advise the Board on the status of any comments and/or approvals received from NJDOT and any impacts that may have on the proposed internal site layout.

e) **Aisle Widths**

1. The 9’x18” parking spaces served by a 24’ wide access aisle meet the minimum RSIS standards however under the Town Site Plan standards (88.44B-1(j) 3) a **25’ wide access aisle is required**. This would apply to all of the double loaded parking aisles and would be especially critical for the ones in the rear where there are head-to-head 18’ deep parking spaces. The refuse truck turning templates on sheet 18 depict the tight restrictions and the benefit that would be derived from providing the wider aisle.
2. The easterly loop driveway is serving as the main ingress/egress access driveway to bulk of the proposed parking at the rear of the site. As a stand-alone driveway the 24’ width would be conforming to the both the Town Site Plan standards as well as the Redevelopment Standards however under this plan the driveway is also being used to accommodate adjoining 90 degree parking spaces. As noted on sheet 17 a 25’ or even wider access aisle would benefit the circulation on this site.

1.4. Pedestrian Access

- a) A 4’ wide public sidewalk is being provided along Old Highway as part of the frontage improvements that fall under NJDOT jurisdiction. As noted the sidewalk would extend beyond the DOT ROW. In this situation an additional pedestrian access easement would need to be dedicated along the frontage of the property.
- b) The onsite 6’ wide sidewalk consists of a loop around the building following and adjoining the access aisles and parking spaces. There are only 4 resident entrance/exit points to the building with one in the front at the main lobby and 3 in the rear with one as the back access to the front lobby and the other 2 as rear access to the east and west wings of the building. Additional sidewalk extensions should be provided as follows:

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1. Extending the sidewalk along the east entrance driveway out to the sidewalk on Old Highway. A handicap ramp and cross walk of the front driveway will be required to accommodate that connection.
 2. Extending the sidewalk along the east entrance driveway out to the sidewalk from the southwest corner of the building out to Old Highway. A handicap ramp and cross walk of the front driveway will be required to accommodate that connection.
- c) As noted in Chief Kubinak' September 30th letter (ref M4) currently there are sidewalks on some of the adjoining properties along Old Highway to the west but no continuous connection to the public sidewalk on New Street.
2. **Traffic Assessment** - In addition to the various issues associated with on-site circulation outlined in section 1.3 above I also offer the following comments relating the TIS (ref. J) submitted for this project.
- 2.1. As currently designed the access to the site is limited to a single “full movement” driveway off of N.J.S.H. Route 173, and therefore the site is considered to be located on a multifamily access cul-de-sac. The Residential Site Improvement Standards (RSIS) limit the average daily trip (ADT) generation of such a site to 1000 vehicles. The RSIS estimates the ADT for mid-rise apartments at 5.5 trips per unit. Therefore, the site will generate 120 units x 5.5 trips per unit = 660 trips, which is under the RSIS limit.
 - 2.2. The TIS The Institute of Transportation Engineers (ITE) publication, *Trip Generation, 10th edition*, estimates peak hour traffic for a mid-rise apartment building of 120 units with first floor commercial as 36 trips and 43 trips, for the peak AM and PM street hours, respectively. In the AM peak street hour (PSH) there are 10 entering trips and 26 exiting trips. In the PM PSH there are 30 entering trips and 13 exiting trips. These trip generation values (as they apply to this project) may (in my opinion) be under estimated due to sampling of similar projects in more urban areas where public transportation may be available. Even though the values are standards accepted by the NJDOT, much higher volumes could also occur depending on the retail uses in the building. For example, if one of the uses was a convenience store, bagel shop, or donut shop there would be much more trip generation in the AM peak hour.
 - 2.3. Consideration should be given to providing additional signage and pavement markings to enhance on-site vehicular and pedestrian safety by including the following:
 - a) A double yellow center line installed on the front (southerly) and east side loop driveway. The striping could terminate at the retail parking area on the front driveway and at the beginning of the residential parking on the side driveway.
 - b) A stop-sign and stop-bar pavement marking installed at the southern end of the east side loop driveway at its intersection with the front (southerly) driveway. Under those conditions entering vehicles making a left turn into the front driveway would have the right of way.
 - c) The close proximity (25 foot offset) of the front access road intersection with the east access road only allows for one vehicle in queue at Old Highway before an additional vehicle would block ingress/egress access to the front (southerly) driveway. In this

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situation “don’t block box” striping and signage within the intersection of the east side and front driveway may be of some benefit.

- d) If controlling speed of vehicles is a concern then installation of “conforming” speed bump on the easterly side driveway and the southerly front driveway should be considered. . The location of speed bumps would be determined by the Project Engineer but would logically be located at the points of termination of the double yellow striping referenced in item 2.3a above.
- e) In order to enforce any on-site traffic control or parking restrictions the applicant would need to grant Title 39 jurisdiction to the Town of Clinton.

3. Grading

3.1. Additional details for Handicap Parking and Accessible Access Routes to the building entrances need to be provided. Spot grades are needed to document compliance with ADA access. Details need to include bollard protection for sidewalk area adjoining flush curbing along the handicap parking space. Similar details and documentation of bollards and expanded sidewalk needs to be provided for the Electric Charging Stations.

3.2. Specific details of the proposed Modular Block Retaining Walls need to be provided. The detailed design of the walls can be deferred as a condition of any Board approval however, sufficient detail and documenting needs to be provided as part of the site plan to support the feasibility of installing the walls as shown. Of particular concern is the sloped (0-7ft.) wall located in very close proximity to the adjoining property in the northwest corner of the site.

3.3. Flood Plain - the southeast corner of the site is within the Flood Hazard Area of the Beaver Brook.

- a) The FHA encumbers the ingress/egress access driveway for the property and 15 of the proposed parking spaces located off of the easterly loop driveway. The applicant will be required to obtain NJDEP permits to allow for the construction in this area.
- b) **The applicant must document compliance with 88-59 -Town Flood Damage Prevention regulations. In that regard the following must be provided:**
 - 1. **Identify the Base Flood Elevation** per the FEMA-DFIRM Mapping
 - 2. **Document compliance with Residential Construction standards** under 88-59E -2(a)-1 & 2(a)-2.
 - 3. **Identify the Base Floor Elevation** of the building and note the elevation of any basement or crawl space
 - 4. **Identify if any relief is required.** If so provide supporting documentation under 88-59D 4(a)-4.

3.4. Embankment Grading - A significance amount of excavation will occur to depths of 12 feet into the existing undisturbed area in the northeast portion of the site. The

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excavated area is required to construct the easterly access driveway, the east component of the building and the northeast parking area. Issues associated with this element of the project are noted as follows:

- a) The plan needs to identify the intended ground cover on the proposed 3:1 sloped embankment at the northerly (rear) and the easterly (side) portion of the site. **These will be a difficult slopes to stabilize and mow if the intend cover was grass.**
- b) The above referenced easterly side excavated slope extends over into the adjoining Lot #30 (NAPA). The applicant needs to document that they have acquired the necessary construction and maintenance easements that will allow them to complete that work.
- c) See related items under Geotech which will require further onsite (Phase 2) investigation prior to finalizing the details and approval of the proposed grading:

3.5. Site Excavation-

- a) Another significance amount of excavation will occur as a result of installation of the underground (u/g) SWM and related Stormwater Collection system. The u/g SWM storage and Water Quality facilities will be installed at depths of 12' to 14' on the west side of the site. Specific details of those installations will need to be provided as will the profiles of the collection system which was granted a Temporary Waiver as part of the Board's completeness determination.
- b) See related items under Geotech which will require further onsite (Phase 2) investigation prior to finalizing the details and approval of the proposed u/g SWM facilities.

4. **Geotech** – on September 21, 2020 I provided the applicant with our initial comments relating to deficiencies associated with the Phase 1 Carbonate Rock Study that was submitted (ref: K) as part of this application. I have not received any revised documentation or response to those comments so I am repeating them as follows:

4.1. We completed an initial review of the Phase 1 Carbonate Rock Study Report prepared by Dynamic Earth (DE) that was submitted as part of the Site Plan application and determined that the report (as a stand-alone document) is deficient in terms of addressing the Town's Checklist Requirements. A general outline of those deficiencies was provided to DE. Since much of the "missing" documentation is incorporated into other elements of the submission package and the other Checklist items are administrative in nature they should focus on the basic requirements of the Phase 1 Study so that we can move on and determine what will be required for the Phase 2 assessment of the site. In that regard I suggest that DE utilize the Aerial Map (sheet #2) , the detailed Site Grading Plan (Sheet 5) **or other suitable mapping** to identify the following features that have been noted in the Phase 1 Report :

- a) The location of the existing faults, outcrops, springs, sinkholes, closed depressions and surface water flows on the Aerial Map or other suitable mapping

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- b) The specific location on the PQ of the “closed depression” or any of the other features on the Site Grading Plan.
 - c) The location of production wells within the general vicinity of the PQ.
- 4.2. Without knowing the locations of the above it is not possible to determine how they may impact the proposed site development or to identify the items of concern that need to be investigated as part of the Phase II assessment. As noted above in Section 3 the project requires a significant amount of excavations associated with the installation of the building, retaining walls and parking lots along with the subsurface SWM facilities. The detail review of the project based upon these proposed elements will require a thorough evaluation of the subsurface conditions.
- 4.3. As noted below in my SWM comments the Project Engineer is concluding that ground water recharge (infiltration) is not being provided due to the “inherent risk of sinkhole formation” based the underlying Karst formations. While that may very well be the case there needs to be more documentation provided to support that conclusion and to find an approximate location to install onsite infiltration in order to provide for groundwater recharge since it is a component of the SWM requirement’s that cannot be waived by the Board.
5. **Stormwater Management** – the proposed development falls under the definition of a Major Project and is subject to compliance with the Town’s SWM regulations. Issues associated with the applicant’s non-compliance with components of the regulations are noted as follows:
- 5.1. Nonstructural Stormwater Management Strategies**
- a) The Stormwater Management Summary does not clearly identify how the project site will incorporate all nine (9) of the nonstructural stormwater management strategies as required by N.J.A.C. 7:8-5.3 (b). If the strategies cannot be incorporated into the design, the applicant shall identify them and provide a basis for that contention into the report.
- 5.2. Groundwater Recharge**
- a) The applicant has requested a waiver for groundwater recharge requirements due to the fact that the site contains karst subsurface conditions and therefore cannot incorporate groundwater recharge as part of the design. However, under the SWM regulations presence of karst geology does not exempt a development from meeting its groundwater recharge obligations.
 - b) The submission must include a calculation establishing the amount of required recharge and the plan in conjunction with Phase 2 Geologic Study identify locations on the property where BMP’s providing recharge can be located. **The plan and supporting documentation for proposed onsite BMP’s must be in compliance with the Town’s SWM regulations.**
- 5.3. Stormwater Runoff Quantity** – the submitted calculations and plan details need to address the following:

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- a) The Tc for the existing conditions may not be assumed to be the minimum. Calculated TCs shall be provided and, if found to be less than 6 minutes, only then the 6-minute minimum may be used.
- b) Weir / orifice sizing should be noted on the U/G detention basin detail and should comply with §88-94 of the Town Ordinance.

5.4. Stormwater Runoff Quality

- a) The limitations of the software program used and the 5-minute intervals of the NJDEP water quality design storm require the use of 10 minutes as the time of concentration. For volume-based water quality BMPs, this is a non-factor because the time of concentration has no effect on the overall volume of runoff. However, the applicant is proposing to use a peak-rate-based filtration device and the peak rate IS affected by the time of concentration. The applicant shall add 10% to the calculated peak rate as compensation when sizing the filtration device.
- b) Under N.J.A.C. 7:8-5.5(d) it states that “If there is more than one onsite drainage area, the 80 percent TSS removal rate shall apply to each drainage area, unless the runoff from the subareas converge on site in which case the removal rate can be demonstrated through a calculation using a weighted average.”. Since the two subareas do not converge on site the analysis must be updated to provide separate individual assessment.
- c) The report indicates that a “weighted average” for TSS reductions was performed, but none was found in the appendix as indicated. This calculation needs to be provided for both discharges.

5.5. Maintenance Plan

- a) The Operations and Maintenance Manual that was submitted does not conform to the requirements set forth by NJDEP and must be revised to comply.
- b) Under the NJDEP criteria onsite easements must be established to identify the location and preservation of all proposed BMP’s. The recording of the easements along with the O &M Manual will be required as a condition of any approval.

6. Utilities

6.1. Public Water –

- a) As noted the applicant has been in discussion with the Town Water Company relating to the providing the required domestic and fire flow for the development. Additional comments relating to the fire suppression and hydrant system has been provided by the Town Fire Marshal. Obtaining approvals from and incorporating all details required by the Water Company and the Town Fire Marshal would be a condition of any approval granted by the Board.
- b) The location of the existing or proposed water service to the existing dwelling on the property should be shown on the utility plan. In the event that the existing dwelling is served by an existing well then that needs to be show on the plan along with the disposition of same.

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- c) The proposed Landscaping Plan for the project (sheet 8) indicates that there will be an onsite Irrigation System provided as part of this project and that it is being designed by the Irrigation Contractor. Ultimately, the u/g irrigation system will need to be shown and incorporated as part of site plan documentation. Any approvals from the Town Water Company should acknowledge the incorporation of the irrigation system
- d) The project also includes a pool and “water feature” and as previously noted the details and design features associated with those elements of the site have not yet been provided. Any approvals from the Town Water Company should acknowledge the incorporation of those features as part of this site plan

6.2. Sewer

- a) As noted the applicant has been in discussion with the Town Sewer Department. Relating to the providing the proposed connection of the development into the Town Sewer system. Obtaining approvals from and incorporating all details required by the Town Sewer Department will be a condition on any approvals granted by the Board.
- b) The location of the existing or proposed sewer service to the existing dwelling on the property should be shown on the utility plan

6.3. Electric

- a) The plan as submitted does not show the proposed u/g electrical service for the facility. The location of the service connection along with any ground mounted transformers must be incorporated into the Utility Plan.
- b) If the applicant is proposing to install an on-site generator then the location of that facility must be shown on the plans.
- c) If the applicant is proposing to install an on-site solar then the location of those facility must be shown on the plans.
- d) The location of the existing or proposed electrical service to the existing dwelling on the property should be shown on the utility plan

6.4. Gas- the plans depict the location of the proposed gas service running under the east driveway and connecting into the northwest rear corner of the building. The Project Engineer should confirm if that is a correct depiction of the intended installation given that the utility room for the building is located in the southwest front corner of the building.

7. Lighting -

7.1. The Lighting Plan sheet notes Lighting Requirements, however, the requirements listed (OHRP) are not from the adopted A&R Redevelopment Plan. Per the A&R Redevelopment Plan, the lighting requirements are under section G.4. Although the requirements listed comply, the applicant should revise these notes to depict the appropriate section of the adopted plan.

October 3, 2020

Ref: Old 22 Urban Renewal Associates, LLC – Prop. Mixed-Use Development
Block 21, Lots 29, 30.01, & 31-33
Preliminary / Final Major Site Plan – Report #1 Tech Comments
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- 7.2. Section G.viii. requires provisions to be made for reduction in the intensity of illumination to the minimum after 10pm, the applicant should clarify if they plan to lower the illumination after 10pm. If so, a note should be added to the plans.
- 7.3. Section G.ix. requires the style of the lighting to be consistent with the architectural style of the buildings. Color for the luminaires and poles should be added to the details to verify consistency.
8. **Landscaping** - I defer to Jinn Kyle's report for comments on the adequacy of the proposed landscaping
9. **Outside Agency Approvals – The applicant must obtain approvals from the following:**
- 9.1. Hunterdon County Planning Board-
 - 9.2. Hunterdon County Soil Conservation District
 - 9.3. Hunterdon County Health Department for issues associated with the pool
 - 9.4. Town of Clinton Fire and Rescue Department
 - 9.5. NJDOT
 - 9.6. NJDEP for proposed work within the FHA

Very truly yours,



Robert J. Clerico, P.E.
Board Engineer:
RJC

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cc: Board Members (email distribution by Board Secretary)
Board Attorney - Kathryn Razin Esq. (email - krazin@sksdlaw.com)
Board Planner - Jim Kyle (email- jkyle@kyleplanning.com)
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