

September 26, 2019

Mr. George A. Castro, II, Chairman
Commissioners and Members
City of Elizabeth Zoning Board of Adjustment
50 Winfield Scott Plaza
Elizabeth, NJ 07201

**Re: Hamal Associates , Inc. Traffic Review Response
Spring Street development Corp. Application Z-05-19
Elizabeth, NJ
Langan Project No.: 130129401**

Dear Chairman and Members of the Board:

Langan Engineering and Environmental Services is in receipt of the review letter dated September 4, 2019 prepared by Harold K. Maltz, P.E., P.P. of Hamal Associates, Inc. in reference to the above application. In response to the questions provided in the review letter, we offer the following:

- 1) The Applicant should discuss the sites proposed on-site circulation and associated ingress/egress with US Rt. 1 & 9 NB.

Response- The existing project site is currently developed with approximately 61,648 sf of manufacturing space. The property is approximately 4.67 acres and has frontage on US-Route 1&9 at two locations. Primary access to the existing site is provided via the northern driveway which accommodates entering and exiting traffic from northbound Route 1&9 and leads back to the industrial building area which is accessed via a gate. The southern driveway is also a two way driveway and predominantly serves as access to the strip plaza and the south (back) side of the manufacturing building. The Route 1 & 9 frontage is bifurcated by Lot 1699C which is currently developed with a small retail plaza of approximately 27,630 sf. The two lots share access. Access to the Amazon Logistics is via the northern driveway along the north side of the retail building where an approximate 30 foot wide drive aisle exists leading back to the gate which secures the parking areas for vans and drivers. It is proposed to demolish several of the existing buildings on the site and repave/ restripe the site to provide 293 parking spaces. The parking spaces will be stripped at a typical dimension of 9 feet by 18 feet with a minimum 24 foot wide aisle. The site will accommodate passenger cars and delivery vehicles which will be adequately accommodated by the proposed parking stall dimensions and aisle widths. Aside from the vans drivers, no public traffic or circulation will occur on-site. It is also proposed to pave a 24 foot wide access road connecting the site directly to North Avenue providing a more direct Route for travel to the Fulfillment Center and reducing the traffic utilizing the Route 1 & 9 Driveways.

2) a. What are the hours and days of operation:

Response – the facility operates Monday – Friday: 6:30am – 10:30pm

b. What are the time periods of employee arrival (am) and departure (pm)

Response – Employees arrive at various times starting at 5:30 am and extending through the day with primary arrival times occurring from 5:30 am until 2:00 pm and return through the evening hours after delivery routes are completed extending through 10:30 pm. It is noted that not all drivers arrive by single occupant vehicles with some employees ridesharing or taking mass transit to the facility/ walking. In order to provide a sample of traffic flow during the typical daytime hours for the facility from 6:00 am until 6:00 pm, Langan engaged a traffic count firm to monitor the main AL facility gate to the secure area on Wednesday, September 18, 2019 utilizing Miovision camera technology. The following table summarizes the observed traffic activity. All vehicles (vans and personal cars) are all directed to exit the secure area from the north gate. It is possible some employees arriving do enter from the south side of the building and are not reflected in the below summary. We note that traffic activity, particularly during the roadway peak times, is relatively modest. While daily activity may fluctuate based on fluctuations in delivery demands, the recorded volumes provide a general indication as to how the AL Operation traffic generation is distributed through the day and the general moderate peaking traffic characteristics associated with the operation.

Hour Beginning	Enter	Exit	Total
6:00 AM	8	38	46
7:00 AM	2	3	5
8:00 AM	3	4	7
9:00 AM	15	5	20
10:00 AM	2	28	30
11:00 AM	5	23	28
12:00 Noon	22	8	30
1:00 PM	30	115	145
2:00 PM	5	13	18
3:00 PM	8	8	16
4:00 PM	20	15	35
5:00 PM	12	11	23
6:00 PM	2	4	6

c. How many deliver service employees are anticipated?

Response - There are approximately 150 – 175 delivery employees

d. How many office employees:

Response - There are no office employees

- 3) How many deliver vans will be parked on-site and where?

Response - 200 +/- delivery vans will be accommodated

- 4) a. When AL delivery employees arrive in the am period, what parking spaces will be available to them for parking their cars? Will they temporarily park in an aisle, move their designated van out of its spaces and then move their personnel vehicle into the van space? Reverse in the m return period?

Response - There is a combination of activity, some drivers will temporarily park in an aisle, move their designated van, and then move their personal vehicle into the open space and some drivers that have separate designated spaces for their personal vehicles and will directly park in those spaces before retrieving their van. We note that the drivers arrive at various times of the day and are not all arriving and departing at a single time minimize the number of vehicles circulating at any one time.

- b. If the van pickup/ drop-off maneuvers described in comment 4(a) are proposed, does this affect circulation through the parking aisles?

Response - There is ample room for vehicle circulation within the property for van pickup and drop-off parking maneuvers. There is no public access to the circulation aisles and only employees are permitted within the secured area.

- c. Do delivery van employees have to check –in at a central office area in the am/ pm? If yes, how does this affect parking and circulation?

Response - Yes, employees check in at a central office located at the fulfillment and sortation center located at 630 Sullivan Street in Elizabeth. On the proposed site there is a coordinator that manages the movement of drivers and vans.

- 5) In addition to Amazon Logistics, are there now or will there be other tenants in the existing buildings?

Response - No, there are no any other tenants existing or proposed. In fact, buildings are proposed to be removed from the site.

- 6) What parking is required/ needed for the AL tenant, separate from the AL delivery van storage?

Response - There is no other parking required separate from the delivery van parking and the driver's vehicles that arrive by automobile.

- 7) Will any of the existing auto related services remain active on-site if the AL application is approved?

Response - No, there are no auto related or other services on site. AL Logistics will be the only operation on the site.

- 8) What is the projected am and pm peak hour trip generation for the AL use? Does it occur during the street peak hours or at another hourly period?

Response- See the table above for a sample day. The traffic generally does not significantly impact the roadway peak hours. Further, the addition of the North Avenue connection will further dissipate traffic flows.

- 9) The site plan identifies 209 proposed parking spaces (including 5 handicapped). Will any other parking be permitted along building faces, property perimeter areas, etc. either in marked or unmarked parking spaces?

Response – It is the intention to improve the site with 293 parking spaces and for vehicles to park within the propose parking grid once the plan is approved.

- 10) As the sites only access is with US Rt. 1 & 9 NB does the change in use affect the site’s current NJ Highway access permit? Is a “letter of No Interest” to be submitted to the NJDOT, if a new permit is not required?

Response – The existing site which has two driveways which are shared with the adjacent retail plaza are currently permitted for the existing uses which would consist of a 27,630 sf retail plaza and a 61,648 Manufacturing Use as permitted by Zoning. The permitted grandfathered peak hour and daily volumes are as calculated utilizing the State Highway Access Permit Software. In addition, a permittee is permitted to experience a change of use or expansion that can generate up to an additional 100 peak hour trips and a 10 percent increase in daily traffic generation. The AL facility does not generate a level of peak hour traffic that would require a new access permit from NJDOT or Letter of No Interest. The Use is in line with the grandfathered Access Permit traffic volumes and allowable increase. The table below summarizes the Grandfathered Access Permit Volumes based upon the Highway Access Permit Program Software.

Grandfathered Permit Volumes (HAPS as of February 8, 2019)

Use	AM PSH	PM PSH	Weekday Daily	SAT PSH	Saturday Daily
Permitted Use (Grandfathered)					
27,630 SF Retail	26	224	2,507	224	1,274
61,648 SF Manufacturing	72	67	355	58	396
Allowable Increase (100 Peak Hour Trips)	100	100	10% Increase	100	10% Increase
Total	198	391	3,148	382	1,837

Further, the proposed driveway connection to North Avenue will reduce the traffic utilizing the Route 1&9 driveways. The alternative access is consistent with good traffic planning and the State Highway Access Code which encourages access connectivity to other non-State highway roadways.

Langan trusts that the above information is responsive to the questions raised in the review letter. Should there be any questions on the information provided herein, please do not hesitate to contact this office.

Sincerely,
Langan Engineering and Environmental Services, Inc.



Karl A. Pehnke, P.E., PTOE
Vice President

KAP:kap
Enclosure(s): Traffic Counts

cc: Alan Lothian, P.E.
Justin DiMare
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