

June 25, 2020

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

**Re: Revised Site Plan
Spring Street Development Corp. Application Z-05-19
703 & R 703-727 Spring Street; 729-763 Meadow Street; 901-949/
873-889 Woodruff Lane
Langan Project No.: 130129401**

Dear Chairman and Members of the Board:

Langan Engineering and Environmental Services has prepared an updated evaluation of the above referenced application, which is revised to incorporate an additional access driveway to/ from Woodruff Lane. The existing project site was 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 site is proposed to be provided via a direct access driveway to North Avenue and a direct access driveway to Woodruff Lane. The existing access from Route 1&9 will be gated and closed at the existing fence line. The access driveways to both North Avenue and to Woodruff Lane will limit the use of the Route 1&9 driveways to the retail plaza traffic only. The revised plan has incorporated Lots 1699B and 1865 in Block 8 which has frontage on Woodruff Lane. It is proposed to pave a 24 foot wide access road connecting to Woodruff Lane opposite Henry Street. Woodruff Lane connects with Division Street. Henry Street also provides connectivity to Fairmont Street which intersects Route 1 at a signalized intersection. In accordance with the prior plan, it is also proposed to pave a 24 foot wide access road connecting the site directly to North Avenue. The North Avenue Driveway and the Woodruff Lane Driveway provide a more direct Route for travel to the Fulfillment Center and better connectivity to the regional roadway network thereby eliminating the need to maintain direct access to Route 1&9. The two driveway connections provide excellent regional connectivity for drivers to arrive at and leave the site along the most efficient travel route minimizing the traffic impacts on any one driveway and or roadway.

The facility operates Monday – Friday: 6:30am – 10:30pm. Employees arrive at various times starting at 5:30 am in advance of the facility opening 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. The vans will exit the site utilizing the Woodruff Lane driveway to travel to the Fulfillment Center on Dowd Avenue. There are approximately 175 to 200 delivery vans stored on the site today and proposed to be stored with approval of this application. It is noted that not all drivers arrive by single occupant vehicles with some employees ridesharing or taking mass transit to the facility/ walking.

The proposed driveway connections to Woodruff Lane and to North Avenue will reduce the traffic utilizing the Route 1&9 driveways to only the existing retail plaza traffic. 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. Woodruff Lane is a low volume local road which can readily accommodate the traffic flow to and from the site. Further, both North Avenue and Fairmont Street have traffic signal control intersections with Route 1&9, which provide improved accessibility for employee traffic and van traffic to the regional roadway network traveling to/from the site.

Langan trusts that the above information is useful in your consideration of the revised application. 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

cc: Alan Lothian, P.E.
Justin DiMare
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