

March 25, 2020

VIA Email and 1st Class Mail

Middlesex Borough Joint Land Use Board
1200 Mountain Avenue
Middlesex, NJ 08846

ATTN: Karen Wick – Joint Land Use Board Clerk

**Re: Preliminary and Final Major Site Plan
Layla Transportation and Trailing Inc.
930 Lincoln Boulevard
Block 249, Lot 1 & 2 – Zone CLW
Borough of Middlesex, Middlesex County, NJ
5th Engineering Review
Application No.: P2018-02
N.A. Project No.: 6947.M38**

Dear Board Members:

As requested, this office has reviewed the Preliminary and Final Major Site Plan Application and supplemental documents submitted by the Applicant in support of the above-referenced application.

- Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated November 22, 2019, revised February 20, 2020 consisting of six (6) sheets.
- Architectural plans entitled “Prop. Interior Renov. of Exist. Commercial Spc., 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated 6/01/2018, consisting of three (3) sheets.
- Transmittal to Barrie Palumbo, Zoning Officer, RE: Layla Transportation & Trailing, Inc., prepared by Gregory Quackenbush of Amertech Engineering, Inc., dated August 9, 2018, consisting of one (1) page.
- Borough of Middlesex Site Plan/Subdivision Application No. P2018-02.
- Borough of Middlesex Application Check List.
- Borough of Middlesex Tax Certification – Form #7.
- County of Middlesex, Department of Public Safety and Health, Division of the Fire Marshal comment letter prepared by William Johnson, Deputy Fire Marshall, Middlesex County FM Office Re: Application #P2018-02, dated September 12, 2018, consisting of one (1) page.

DESIGNED BY ENGINEERED



- Middlesex Borough Police Department, CommNet letter prepared by Ofc. Mark Melchiorre Jr., dated August 15, 2018, consisting of one (1) page.
- Response letter entitled, “Preliminary and Final Major Site Plan, Layla Transportation & Trailing, Inc., Block 249, Lots 1 & 2, 930 Lincoln Blvd, Borough of Middlesex, Middlesex County, NJ 08846, Application No.: P2018-02, N.A. Project No.: 6947.M38”, prepared by Husain Ibrahim, PE, CME, M.ASCE of Amertech Engineering, Inc., dated 12/17/2018.
- Planning Report, prepared by Paul N. Ricci AICP, P.P. of Ricci planning, Dated December 20, 2018.
- Response letter entitled, “Operational Memorandum, Proposed School Bus Parking, Storage, and Maintenance Facility”, prepared by Charles Olivo, PE, PP, PTOE and John Corak, PE of Stonefield Engineering and Design, dated November 27, 2019, consisting of two (2) pages.
- Report entitled “Supplement Traffic Assessment, Proposed School Bus Parking, Storage, and Maintenance Facility”, prepared by Charles Olivo, PE, PP, PTOE and John Corak, PE of Stonefield Engineering and Design, dated April 25, 2019.
- Architectural Plans entitled “Proposed Exterior Renovation of Existing Building, 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated February 24, 2020, consisting of three (3) sheets.
- ***Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17”, Sheet 1 of 6, entitled “Layla Transport, LLC-Cover Sheet”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated June 8, 2018, last revised March 18, 2020 consisting of one (1) sheet.***
- ***Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17, Sheet 3 of 6, entitled “Layla Transport, LLC-Cover Site Plan & Details”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated June 8, 2018, last revised March 18, 2020 consisting of one (1) sheet.***
- ***Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17, Sheet 1 of 1, entitled “Layla Transport, LLC-Truck Route Plan”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated February 20, 2020, last revised March 18, 2020 consisting of one (1) sheet.***



A. PROJECT DESCRIPTION

The property is located in the CLW – Commercial/Light Manufacturing/Industrial District and contains 155,384 S.F. (3.56 Acres). The property is located approximately 220 easterly from the intersection of Lincoln Boulevard and South Lincoln Avenue on the north side of Lincoln Boulevard. The property has 776.9 feet of frontage along Lincoln Boulevard.

There are six (6) existing asphalt driveways leading onto the property; several driveways are blocked by chain link fence gates and others have access to the existing building. The property also three (3) vacant structures on site; The two (2) buildings to the west are one-story brick buildings and the one (1) remaining building is one-story frame building.

The area around and behind the frame dwelling consists of asphalt and concrete, bounded by a fence to the west. The remaining 470 feet of the property mainly consists of open space of overgrown grass and some gravel areas. The rear and front of this portion of the property is bounded by wooded areas.

The applicant is proposing to provided Parking Storage, Maintenance and Repair of school buses. The three existing structures will be internally altered and be used for the following: Building Number 1 has 7,077 SF to be used as a proposed Bus Repair Shop; Building Number 2 has 3,748 SF to be used as proposed Storage; Building Number 3 has 2,019 SF to be used as a proposed Office Space;

B. COMPLETENESS REVIEW

Based upon the plans and supplemental documents submitted in support of this application, we deemed the application **COMPLETE** from an engineering standpoint in our 2nd completeness review dated December 27, 2018.

C. VARIANCES/DESIGN WAIVERS

Our review of the information submitted has identified the following variances and/or design waivers that are or may be required:

1. The applicant is seeking the following variances from the Borough's ordinance:
 - a) The applicant is seeking a variance from Section 248-17.B(12)b. where a minimum of 1.0 footcandle shall be provided at driveways and driveway internal intersections.

The applicant shall revise the Lighting Plan to show that adequate lighting will be provided entrance to the parking lot, or request a variance from the board.



PARTIALLY ADDRESSED - Given the nature and hours of operation for this project, as well as adjacent resident zone, the applicant has provided sufficient lighting for the driveway entrances and internal circulation. However, the applicant should consider adding an additional security light between Buildings 2 (storage) and 3 (office).

- b) The applicant is seeking a variance from Section 248-17.B.24, which requires all off-street parking areas and driveways to have a minimum of six inch high curbing.

Based on our review and nature of this application, we have no objection from an engineering standpoint to the Board granting this variance due to the intended use of this project and ongoing site contamination issues and resulting limits to ground disturbance.

- c) The applicant is seeking a variance from Section 248-17.B.23 (a & b), which requires a minimum three inch compacted bituminous stabilized base in parking and light traffic areas, a minimum four inch compacted bituminous stabilized base in ingress/egress areas, loading/access aisles, and other areas to experience interior driveways or heavy traffic, both with a minimum two-inch thick bituminous surface course.

Based on our review and nature of this application, we have no objection from an engineering standpoint to the Board granting this variance due to the ongoing site contamination issues and resulting limits to ground disturbance.

2. The applicant requires the following additional variances from the Borough's ordinance:

- a) The applicant may require a variance from Section 420-6 where the minimum front yard setback is fifteen (15) feet. The applicant is proposing a 9.02 foot front yard setback from Lincoln Boulevard, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum front yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.



- b) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 0.40 foot side setback from the front westerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- c) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 4.55 foot side setback from the rear southerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

We defer to the Board's Planner for a full evaluation of the bulk requirements for the Preliminary and Final Site Plan.

D. GENERAL COMMENTS

1. Site Issues

- a) The lots shall be consolidated or cross easements shall be provided for each lot.

NOT ADDRESSED – The applicant shall consolidate the lots by deed or by file map.



- b) It is our understanding that the applicant is proposing to place a leveling layer of stone and then place an Eight (8) inch layer of stone over the entire lot after the existing vegetation is disposed of. Testimony shall be provided as to the placement of the stone.

ADDRESSED – Plans have been revised, detailing an eight (8) inch layer of densely graded aggregate over existing stone/gravel. A noted has been provided indicating placement of a leveling layer where required prior to the placement of the eight (8) inch stone layer.

- c) The applicant has not provided any information as to the amount of stone fill to be placed on the site. The applicant shall provide the quantity of stone which is proposed to be placed and the number of trucks required to provide the stone. The applicant shall provide testimony discussing the stone import operations.

PARTIALLY ADDRESSED – The applicant has provided a note on the Cover Sheet stating the estimated quantity of fill needed is $\pm 2,200$ tons. The applicant shall provide testimony discussing the stone import operations.

- d) It has been our experience that the wheel loading of the busses and trucks will cause the stone to start to settle and create low spots that will result in ponding of water. Therefore it is our opinion that the lot should be paved in accordance with the Borough's ordinances and paving standards.

ADDRESSED – Due to ongoing NJDEP ISRA investigations and resulting restrictions in ground disturbance, we are foregoing this recommendation.

- e) The proposed parking lot shall be paved and curbed in its entirety.

ADDRESSED – Due to ongoing NJDEP ISRA investigations and resulting restrictions in ground disturbance, we are foregoing this recommendation.

- f) The applicant shall provide testimony as to the number of vehicles entering and leaving the site on a daily basis.

PARTIALLY ADDRESSED – Daily vehicle traffic has been provided within the “Operational Memorandum” response letter, dated November 27, 2019. However, we recommend the applicant conduct a bi-annual traffic study for a period of two (2) years for comparison/accuracy of the Operational Memorandum.



- g) The applicant shall provide details as to the trash disposal and the recycling operation and access.

ADDRESSED – The Applicant has shown enclosure with slatted/screened fencing.

- h) Front, rear and side yard buffers to a residential zone should be provided as required.

ADDRESSED – Proposed front yard buffers have been added along the lot's frontage abutting the residential zone. No other buffers are required.

- i) The master plan indicates this property is in a Redevelopment Focus Area.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- j) The applicant shall provide testimony and details on any proposed signage.

CONTINUING STATEMENT - No further action is required by the applicant at this time.

- k) The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.

ADDRESSED – Construction details for all proposed structures have been provided.

- l) The applicant shall provide testimony on the hours of operation of the facility.

ADDRESSED – Facility to operate during the weekdays from 6:00 a.m. – 5:00 p.m., with limited operations over weekends, as noted in the letter entitled “Operational Memorandum” dated November 27, 2019.

- m) A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the buildings appear to be in poor condition. The applicant shall provide testimony regarding the condition and use of the existing buildings.

ADDRESSED – Testimony has been provided by the applicant's architect Ashraf Ragab, AIA, during the July 10, 2019 planning board meeting. Additionally, architectural plans for the renovation of the existing buildings have been provided.



- n) Associates also noted that there were a number of monitor wells observed on the property and adjacent to this site. The NJDEP Geo-Web internet site also shows the potential for ground water contamination in close proximity to the subject property. Testimony shall be provided regarding the potential for soil contamination. A note shall be added to the plans indicating that the soil excavated during the construction of the site shall be tested for contamination and prop early disposed of in accordance with all applicable NJDEP requirements if found to be contaminated.

ADDRESSED – Note 20 has been added to the Cover Sheet addressing this comment.

- o) All existing pavement and concrete areas which are to remain shall have all vegetation removed and any cracking sealed prior to installation any proposed pavement.

ADDRESSED – Note 21 has been added to the Cover Sheet addressing this comment.

2. Buffers

- a) Section 420-63 D. indicates that where an outside off-street parking area for four or more vehicles, or a loading and unloading area, abuts a residential zone or a lot which was developed for residential use prior to initiation of the nonresidential use on the subject property, a buffer strip, in accordance with applicable buffer requirements of this chapter, shall be provided between the parking area and the adjoining property. Said buffer shall be a minimum of six feet in height at the time of planting.

It appears that a six-foot-high buffer along the front property line between the CLW and R-60B districts is required. The applicant shall provide the buffer or alternatively seek variance relief.

ADDRESSED - Plans have been revised to include a proposed tree line buffer along this frontage.

3. Environmental

Testimony shall be provided as to the Environmental Status of the property? The NJDEP GeoWeb site indicates that the following issues may be associated with the property is question.

- a. Known Contaminated site.
- b. Ground water contamination area on site.
- c. Underground Storage Tanks -Status of any UST indicated on the site.
- d. Borders Historic District



- e. Adjacent to Tributary to Bound Brook - The site is in Zone X
- f. Piedmont Plains Landscape district - Potential for T&E habitat
- g. NJ Freshwater Wetlands in close proximity to the site - The proposed may encroach on required wetlands buffers
- h. Vernal Habitat
- i. Potential for T&E Habitat or Species

The applicant shall provide a project environmental report discussing the above issues.

ADDRESSED – All concerns have been addressed within the “Environmental Assessment Report” prepared by Sharif Aly, Of Amertech Engineering, dated June 24, 2019. The applicant shall follow all recommendations as per this report. The applicant shall obtain certification from the Freehold Soil Conservation District prior to construction. The applicant shall follow comments stated in: section D. General Comments, 1. Site Issues, comment ‘n’.

4. Traffic

- i. Traffic Analysis Comments

- a) Based upon the provided Supplemental Traffic Assessment, dated April 25, 2019, the Applicant indicates that they performed turning movement counts at the intersection of Lincoln Blvd & South Lincoln Ave on Thursday, April 18, 2019, from 6:30AM – 9:00AM and 2:00PM – 7:00PM.
The Applicant identified an AM Peak Hour of 7:30AM – 8:30AM and a PM Peak Hour of 4:00PM – 5:00PM. We have reviewed the count data provided in the technical appendix.

We agree with this data collection protocol as it should capture both the peak hour along the adjacent roadway system as well the peak hour on site when buses are arriving and departing for service.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- b) The Engineer may also wish to collect data from a sample site which operates similarly to the proposed land use. The Engineer may refer to the ITE Trip Generation Reference. A suitable land use code or combination of land use codes should be referenced for the proposed trip generation.

CONTINUING STATEMENT– No further action is required by the applicant at this time.



- c) We agree with the Applicant's use of the NJDOT Background Growth Rate Tables to project future volumes. The Applicant elected to perform the analysis for a two (2) year build-out period. Typically, a three (3) build-out would present a more conservative analysis. Please provide some brief testimony regarding your choice of build-out period.

CONTINUING STATEMENT - Please provide some brief testimony regarding your choice of build-out period.

- d) The Applicant's Engineer should provide references in support of their proposed parking capacity. The Engineer may collect data from a similar site and use this as reference. Reference may be made to the Borough Code or the ITE Parking Generation Reference. Please provide some testimony regarding the proposed parking capacity for the site.

PARTIALLY ADDRESSED- The provided "Operational Memorandum", dated November 27, 2019, supports the proposed parking capacity. However, we recommend the applicant conduct a bi-annual traffic study for a period of two (2) years for comparison/accuracy of the Operational Memorandum.

- e) Please provide information regarding parking figures and parking dimensions for the project site. References may be made to the ITE Parking Generation Manual or the ULI Dimensions of Parking, as well as the Township Code.

ADDRESSED - A Parking Space detail has been added to the plans.

- f) We are concerned with the number of access points proposed for the site. It is our recommendation that the total amount of access points be reduced in order to reduce the amount of potential turning movement conflicts both within the site and along the adjacent roadway. The Applicant's Engineer should consider revisiting their site plans and reconfiguring their site layout to maximize cross access between uses on the site, parking areas, drive aisles, and minimizing the amount of access points.

ADDRESSED - The Site Plans have been revised to provide two (2) full-movement driveways & two (2) ingress only driveways.

- g) We would request that the Applicant's Engineer review the trip generation figures which are being proposing for this site. The Engineer indicates that the site has the capacity to park 86 school buses, 16 additional personal use vehicles, in addition to many maintenance bays available on site. The Applicant indicates that some of the trips to the site will be reduced by carpooling and that only 36 of the school buses are expected to be in operation at a given time. Additionally, only 75 trips are expected during each of the AM and PM Peak Hours. Please provide some basis for the trip generation, such as an operation manual or employee roster indicating that only 36 bus



drivers and 9 employees will be present at this site. Please provide testimony regarding the proposed trip generation.

PARTIALLY ADDRESSED – The applicant has provided a letter entitled “Operational Memorandum” dated November 27, 2019, confirming amount and timing of buses and employees operating at the facility. However, we recommend the applicant conduct a bi-annual traffic study for a period of two (2) years for comparison/accuracy of the Operational Memorandum.

- h) Based upon the provided trip generation figures, we note that the proposed site will generate approximately 75 primary trips during the AM Peak Hour and 75 primary trips during the PM Peak Hour in the Full-Build Conditions. Title 16 Chapter 47 (State Highway Access Management Code) defines a “Significant increase in traffic” as an increase in vehicular volumes exceeding the previously anticipated two-way traffic generated by a lot. The Institute of Transportation Engineers (ITE) and the Department both generally define this through the following thresholds:
- A. 100 movements during the peak hour of the highway or the development; and
 - B. 10 percent of the previously anticipated daily movements.

While we are aware that the roadways in question are not classified as State Highways, these roadways are either under Municipal or County jurisdiction and there is some concern regarding the traffic generated from this site. We ask that the Engineer please provide further analysis regarding any mitigation which may be implemented at the adjacent intersection, as well as throughout the surrounding roadway network.

NOT ADDRESSED – We ask the Engineer provide further analysis regarding any mitigation which may be implemented at the adjacent intersection of South Lincoln Ave.

- i) Please provide brief testimony regarding pedestrian access and pedestrian circulation throughout the proposed site.

CONTINUING STATEMENT - Please provide testimony regarding pedestrian access and circulation throughout the site.

- j) Please provide information regarding site distance for each of the proposed access points. All matters regarding sight distance, sight lines, and sight triangles should conform to the guidelines set forth by AASHTO’s A Policy on Geometric Design of Highways and Streets.

ADDRESSED – The applicant has provided the requested information for the most eastern access point.



- k) Please ensure that all the appropriate signage and striping is provided throughout the site and at access points, in order to ensure safe access to/from the site and safe circulation of traffic throughout the site. All proposed signing and striping must adhere with the guidelines set forth within the FHWA's Manual on Uniform Traffic Control Devices.

ADDRESSED – All appropriate signage & markings have been provided.

ii. Site Plan & Circulation Comments

- a) Based upon the provided Site Plans, we observe that five (5) access points are proposed for this site. Three (3) of these driveways provide for full-movements, and the remaining two (2) provide for ingress only. As stated above, we recommend that the site be reconfigured to provide cross-access between the proposed uses and parking areas. The Engineer should try to reduce the amount of access points in order to reduce the amount of potential conflicts both within the site and along the adjacent roadway.

ADDRESSED – The Site Plans have been revised to provide two (2) full-movement driveways & two (2) ingress only driveways.

- b) We kindly request that the Engineer provide parking figures with references, from either the Borough Code or a National Standard like the ITE Parking Generation Manual. Please provide the requisite land use codes and references for all figures used within your analysis. We note that the Applicant proposes for their employees to utilize the available on-street parking along with the parking offered on the site, for their employees. We ask that the Applicant work with the Borough and its residents to ensure that they do not impact the surrounding uses.

CONTINUING STATEMENT – The applicant shall provide testimony that they will ensure that they do not impact the site's surrounding uses.

- c) We ask that the Applicant provide accessible sidewalks throughout their portion of the site and adjoining public sidewalk. Please provide information to ensure the site is conducive to safe and efficient pedestrian circulation. Please ensure that the site is clearly signed and striped to provide safe pedestrian circulation internally for its employees as well.

CONTINUING STATEMENT – The applicant shall provide testimony entailing the pedestrian circulation within the site.



- d) We recommend that the Applicant's Engineer consider implementing new signage and striping to ensure proper internal and external circulation of traffic. Please review the regulatory signage and provide new signs at appropriate locations. Please ensure that the appropriate signs and pavement markings are in place in order to minimize any conflicts from the drive aisles, loading areas, and parking aisles.

ADDRESSED – Appropriate signage and markings have been added. The “DO NOT ENTER” signs located on the single lane access aisle have been moved further south towards the end of this aisle for safer circulation.

- e) We have reviewed the circulation plans provided for both the ladder truck and school bus. We note that both vehicles appear to intrude upon the school bus parking spaces; the school buses near the two-way driveway along the north of the site, and the ladder truck along the southeast of the site.

The Applicant's Engineer shall reconfigure the parking layout and revise the striping so that these vehicles can safely circulate throughout the site without intruding upon the proposed parking spaces.

ADDRESSED – The Applicant has provided a revised Truck-Route Plan which is reflective of the site plan and addresses the above comment.

- f) The appropriate design standards and permitting should be met for any roadway construction adjacent to the site, which may include but isn't limited to:
- A. County/Municipal Design Standards;
 - B. MUTCD Standards;
 - C. IES lighting design guidelines;
 - D. American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets;
 - E. ADAAG and/or PROWAG Guidelines; and
 - F. Motor Vehicle and Traffic Laws – Title 39.

ADDRESSED – No proposed roadway construction outside of the site.

- g) The Site Plan does not indicate sight distance or exhibit sight lines in either direction from the access driveways. Please provide information to ensure that the non-signalized access points meet AASHTO's A Policy on Geometric Design of Highways and Streets Sight Distance Requirements.

ADDRESSED – The applicant has provided the requested information.



- h) We ask that the Engineer ensures the site is properly illuminated for internal circulation and minimizes any external conflict from light spilling over onto the Lincoln Boulevard.

PARTIALLY ADDRESSED – Sufficient internal illumination has been provided and is not predicted to cause any spillage onto Lincoln Boulevard. However, the applicant should consider adding an additional security light between buildings 2 (Storage) and 3 Office).

- i) The Engineer should provide a lighting plan sheet which includes a schedule of proposed luminaires, calculation areas, statistics table(s), and a luminaire location table. The provided “Lighting & Landscaping” plan does not provide this information. Please refer to a national standard, such as the IES guidelines, or the Municipal Ordinances to ensure that the minimum guidelines are met for average illumination levels, minimum illumination levels, and uniformity.

ADDRESSED – Sufficient information has been provided.

- j) As the proposed land use has a large parking area and serves mainly as a storage and maintenance facility for commercial vehicles, illumination and uniformity values should be provided for both horizontal and vertical calculation areas. Please follow the guidance presented within the Borough Ordinances and/or a national accepted lighting standard. We recommend that a lighting plan be provided for the Board’s review.

ADDRESSED – Sufficient information has been provided.

E. PLAN COMMENTS

a. Cover Sheet (Sheet 1 of 6)

- a. Note 3 indicates that the existing information on the site plans and the Existing Plan was obtained from a Survey Entitled “Plan of Survey with Topography of lots 1 & 2 in Block 249 Situated in Borough of Middlesex, Middlesex County, New Jersey” Prepared by Robert J. Vallee, Professional Land survey NJ License No. 43276 of Vallee Surveying, Inc. Dated September 8, 2017. This Survey shall be provided to Najarian Assoc. (NA), Inc.

NOT ADDRESSED – Applicant shall provide the survey described above.



- b. The Parking Calculations do not include any parking spaces for the bus drivers. The Applicant proposes to store 86 busses on site. Testimony shall be provided as to the site operation and circulation. If the buses are in service and bus drivers will be coming to the site to pick up the bus before and after transporting the children, then parking spaces for the bus drivers shall be provided.

ADDRESSED – Applicant has met the requirements of off street parking as per Middlesex Ordinance, including the proposed 36 parking spaces for drivers. Testimony has also been provided as to the intent of employees to carpool.

- c. The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.

ADDRESSED – Construction details for all necessary proposed structures have been provided.

b. Existing Conditions Plan (Sheet 2 of 6)

- a. A copy of the signed and sealed survey that this plan was based on shall be provided to Najarian Associates for review.

NOT ADDRESSED – The requested information has not been provided.

- b. All existing Utilities and Drainage facilities on site shall be identified with Type, Size, Inverts and slopes.

ADDRESSED – The requested information has been provided to the best of the applicant's abilities due to site conditions.

- c. A legend shall be provided identifying all symbols on the plan.

ADDRESSED – The requested information has been provided.

c. Site Plan & Details (Sheet 3 of 6)

- a. A detail of the school buses shall be provided including length and width.

ADDRESSED – The applicant has provided testimony as to the lengths and widths of all school buses using this property.

- b. The applicant is proposing five (5) driveways to access this site. The applicant shall provide Site Triangles for all the driveways.

ADDRESSED – Site Triangles have been provided for all egress driveways.



- c. Testimony shall be provided supporting the need for five (5) driveways.

ADDRESSED– Testimony has been provided for this comment.

- d. A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the existing chain link fence is in poor condition and needs to be replaced along the property frontage.

PARTIALLY ADDRESSED – The Plans show a 6 foot high chain link fence with green synthetic fabric privacy screen along Lincoln Boulevard. This fence shall be revised to be an 8 foot high chain link fence with green synthetic fabric privacy screen

- e. The existing driveway to the loading dock on building #2 fronts on Lincoln Blvd. is only deep enough for a twenty Five (25) foot long truck. Testimony shall be provided as to the operation of the loading dock and the size of the vehicles that will be accessing this loading dock.

CONTINUING STATEMENT – The applicant shall provide testimony as to the operation of the loading dock and the size of the vehicles that will be accessing this loading dock.

- f. A Circulation Plan for the entire site shall be provided.

ADDRESSED – The Applicant has provided a revised Truck-Route Plan which is reflective of the site plan and addresses the above comment.

- g. The applicant shall provide stop signs and stop bars with details on all driveways.

ADDRESSED – All exiting driveways have included stop signs and stop bars with details.

- h. Turning templates shall be provided for the bus, car, and truck operations for the entire site. This shall include trash pickup trucks and passenger vehicles.

ADDRESSED – The Applicant has provided a revised Truck-Route Plan which is reflective of the site plan and addresses the above comment.



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- i. Building # 1, the applicant proposes to remove and existing personnel door and replace it with an overhead (OH) door. The applicant shall provide testimony as to the purpose of this new OH door and will trucks be using this door. The Applicant shall include this maneuver in the overall site circulation plan and provide a truck turning template if trucks proposes to use the new OH door.

CONTINUING STATEMENT – The applicant shall provide testimony on the information requested above.

- j. The Applicant proposes to place a Jersey Barrier behind the parking area for the office space. The applicant shall provide testimony discussing the purpose for this barrier.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- k. The driveway between Buildings #2 & #3 shows as a one way ingress drive. The applicant shall provide testimony as to how these vehicles will exit from this area.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- l. The applicant proposes a drive along the Handicap (HC) parking space aisle for the office parking area. The plan shows a ten (10) foot wide drive with a bend 90 degree bend. Testimony shall be provided discussing the purpose for this drive. A turning template must be must be provided for this maneuver.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- m. Traffic Flow arrows shall be provided for all traffic movements.

ADDRESSED – Appropriate traffic flow arrows have been provided.

- n. The refuse enclosure shall show the recycle bins and the dumpster.

ADDRESSED – The requested information has been provided.

- o. All driveways lane widths shall be dimensioned.

ADDRESSED – All driveway lane widths have been provided.



- p. All curb cuts shall also be dimensioned.

ADDRESSED – There is no proposed curbing within the site plans.

- q. The existing curbs and sidewalks along the roadway are in poor condition. Areas with existing and sidewalks shall be replaced in kind.

ADDRESSED – The applicant has added Note 21 to the Site Plan stating that all existing curbs and sidewalk found to be in poor condition or damaged during construction shall be repaired or replaced.

d. Landscape & Lighting Plan (Sheet 4 of 6)

- a. The center of the bus parking area has less than 0.5 fc. The minimum lighting should be 1.0fc in areas where there is a potential for vehicle or pedestrian conflicts. Testimony shall be provided as to the operations in this area and the justification for less than 0.5fc.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- b. Additional lighting shall be provided around Building #1 and Building #2 for safe access to the personnel and overhead doors.

ADDRESSED – Applicant has revised the lighting plan to show exterior security lighting around Building #1 and Building #2.

- c. Each of the proposed driveways shall be properly lighted for safe operation of the project.

ADDRESSED – The revised drawings provide sufficient lighting for the driveways and internal intersections.

- d. The applicant has not provided sufficient landscaping and buffers required by the Ordinance. In accordance with Chapter 420-63 of the ordinances, the applicant shall provide buffers and landscaping as a part of this project. Additional street trees and plantings shall be added along the street frontage.

ADDRESSED – The revised drawings provide sufficient buffer along the street frontage.

- e. The applicant shall provide testimony to the hours of operation of the lighting for the facility operations and security.

CONTINUING STATEMENT – The applicant shall provide testimony on the information requested above.



e. Soil Erosion & Sediment Control Plan (Sheet 5 of 6)

- a. The applicant shall provide testimony as to the need to import or export soil to the site.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

f. Soil Erosion Control Notes & Details (Sheet 6 of 6)

- a. All notes and details shall be in accordance with Freehold Soil Conservation District requirements.

CONTINUING STATEMENT - A Freehold Soil Conservation District (FSCD) certificate shall be provided. We differ to the FSCD for comments.

- b. The applicant shall provide soil erosion details for the protection of the existing trench drain.

ADDRESSED - Soil erosion protection has been provided.

g. The following Construction Details shall be provided;

- a. All proposed signage.

ADDRESSED - The requested information has been provided.

- b. All proposed striping.

ADDRESSED - The requested information has been provided.

- c. Proposed drainage details.

ADDRESSED - The requested information has been provided.

- d. Curb details for office parking lot and all proposed curbing.

ADDRESSED - There is no proposed curbing within the site plans.

- e. Pavement details for all proposed asphalt and concrete pavements.

ADDRESSED - The requested information has been provided.

- f. Details for the trash enclosure fence, screening and concrete slab.

ADDRESSED - The requested information has been provided.



F. FIRE MARSHAL LETTER, DATED SEPTEMBER 12, 2019

1. *Is the building sprinklered? If so have a density report done showing that the system can handle the change of use.*

NOT ADDRESSED – Please provide the requested information to the Fire Marshal for review.

2. *Have fire hydrants to yard and show on drawings.*

ADDRESSED – The Applicant proposes 2 fire hydrants within the right of way; one located in front of the buildings, and one in front of the bus yard.

3. *Have fire lanes and signs added to all non-parking areas*

ADDRESSED – Fire lanes and signs have been provided in non-parking areas.

4. *Have Knox box installed at main entrances.*

PARTIALLY ADDRESSED – A Knox box has been provided at the main entrance of Building #1. A Knox box should be installed at all main entrances.

We defer to the Fire Marshal to confirm if the revisions made per their letter comments are to their satisfaction.

G. PERMITS/APPROVALS

Approvals or letters of service or no interest should be obtained from the following agencies having jurisdiction:

- Middlesex County Planning Board – **PENDING**
- Middlesex County Department of Infrastructure – **PENDING**
- Middlesex County Fire Marshal – **PENDING**
- Middlesex Borough Traffic Safety Officer – **RECEIVED 8/15/2018**
- Freehold Soil Conservation District – **PENDING**
- All other agencies having jurisdiction

We reserve the opportunity to further review and comment on this application and all pertinent documentation, pursuant to subsequent submissions and testimony presented at the public hearing.

Should you have any questions or require any additional information relative to the above-referenced matter, please do not hesitate to contact our office.



Very truly yours,
T.O. NAJARIAN ASSOCIATES, INC

A handwritten signature in black ink, appearing to read 'Robert W. Bucco, Jr.', written in a cursive style.

Robert W. Bucco, Jr., PE, CME, CPWM
Middlesex Borough Joint Land Use Board Engineer

cc: William Robertson, Esq. – Board Attorney (via email)
Paul Ricci, PP, AICP – Board Planner (via email)
Barrie Palumbo, – Zoning Officer (via email)
Thomas F. Kelso, Esq. – Applicant Attorney (via email)
Sharif H. Aly, P.E., – Applicant Engineer (via email)
Wael O. Hamed – Applicant (via email)



March 14, 2020

VIA Email and 1st Class Mail

Middlesex Borough Joint Land Use Board
1200 Mountain Avenue
Middlesex, NJ 08846

ATTN: Karen Wick – Joint Land Use Board Clerk

**Re: Preliminary and Final Major Site Plan
Layla Transportation and Trailing, Inc.
930 Lincoln Boulevard
Block 249, Lot 1 & 2 – Zone CLW
Borough of Middlesex, Middlesex County, NJ
4th Engineering Review
Application No.: P2018-02
N.A. Project No.: 6947.M38**

Dear Board Members:

As requested, this office has reviewed the Preliminary and Final Major Site Plan Application and supplemental documents submitted by the Applicant in support of the above-referenced application.

- Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated *November 22, 2019, revised February 20, 2020* consisting of six (6) sheets.
- Architectural plans entitled “Prop. Interior Renov. of Exist. Commercial Spc., 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated 6/01/2018, consisting of three (3) sheets.
- Transmittal to Barrie Palumbo, Zoning Officer, RE: Layla Transportation & Trailing, Inc., prepared by Gregory Quackenbush of Amertech Engineering, Inc., dated August 9, 2018, consisting of one (1) page.
- Borough of Middlesex Site Plan/Subdivision Application No. P2018-02.
- Borough of Middlesex Application Check List.
- Borough of Middlesex Tax Certification – Form #7.
- County of Middlesex, Department of Public Safety and Health, Division of the Fire Marshal comment letter prepared by William Johnson, Deputy Fire Marshall, Middlesex County FM Office Re: Application #P2018-02, dated September 12, 2018, consisting of one (1) page.
- Middlesex Borough Police Department, CommNet letter prepared by Ofc. Mark Melchiorre Jr., dated August 15, 2018, consisting of one (1) page.

DESIGNED *by Sharif H. Aly, P.E.* • **ENGINEERED** *by Gregory Quackenbush, P.E.*

- Response letter entitled, “Preliminary and Final Major Site Plan, Layla Transportation & Trailing, Inc., Block 249, Lots 1 & 2, 930 Lincoln Blvd, Borough of Middlesex, Middlesex County, NJ 08846, Application No.: P2018-02, N.A. Project No.: 6947.M38”, prepared by Husain Ibrahim, PE, CME, M.ASCE of Amertech Engineering, Inc., dated 12/17/2018.
- Planning Report, prepared by Paul N. Ricci AICP, P.P. of Ricci planning, Dated December 20, 2018.
- ***Response letter entitled, “Operational Memorandum, Proposed School Bus Parking, Storage, and Maintenance Facility”, prepared by Charles Olivo, PE, PP, PTOE and John Corak, PE of Stonefield Engineering and Design, dated November 27, 2019, consisting of two (2) pages.***
- ***Report entitled “Supplement Traffic Assessment, Proposed School Bus Parking, Storage, and Maintenance Facility”, prepared by Charles Olivo, PE, PP, PTOE and John Corak, PE of Stonefield Engineering and Design, dated April 25, 2019.***
- ***Architectural Plans entitled “Proposed Exterior Renovation of Existing Building, 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated February 24, 2020, consisting of three (3) sheets.***

A. PROJECT DESCRIPTION

The property is located in the CLW – Commercial/Light Manufacturing/Industrial District and contains 155,384 S.F. (3.56 Acres). The property is located approximately 220 easterly from the intersection of Lincoln Boulevard and South Lincoln Avenue on the north side of Lincoln Boulevard. The property has 776.9 feet of frontage along Lincoln Boulevard.

There are six (6) existing asphalt driveways leading onto the property; several driveways are blocked by chain link fence gates and others have access to the existing building. The property also three (3) vacant structures on site; The two (2) buildings to the west are one-story brick buildings and the one (1) remaining building is one-story frame building.

The area around and behind the frame dwelling consists of asphalt and concrete, bounded by a fence to the west. The remaining 470 feet of the property mainly consists of open space of overgrown grass and some gravel areas. The rear and front of this portion of the property is bounded by wooded areas.

The applicant is proposing to provided Parking Storage, Maintenance and Repair of school buses. The three existing structures will be internally altered and be used for the following: Building Number 1 has 7,077 SF to be used as a proposed Bus Repair Shop; Building Number 2 has 3,748 SF to be used as proposed Storage; Building Number 3 has 2,019 SF to be used as a proposed Office Space;



B. COMPLETENESS REVIEW

Based upon the plans and supplemental documents submitted in support of this application, we deemed the application **COMPLETE** from an engineering standpoint in our 2nd completeness review dated December 27, 2018.

C. VARIANCES/DESIGN WAIVERS

Our review of the information submitted has identified the following variances and/or design waivers that are or may be required:

1. The applicant is seeking the following variances from the Borough's ordinance:
 - a) The applicant is seeking a variance from Section 248-17.B(12)b. where a minimum of 1.0 footcandle shall be provided at driveways and driveway internal intersections.

The applicant shall revise the Lighting Plan to show that adequate lighting will be provided entrance to the parking lot, or request a variance from the board.

ADDRESSED - Given the nature and hours of operation for this project, as well as adjacent resident zone, the applicant has provided sufficient lighting for the driveway entrances and internal circulation.

- b) The applicant is seeking a variance from Section 248-17.B.24, which requires all off-street parking areas and driveways to have a minimum of six inch high curbing.

Based on our review and nature of this application, we have no objection from an engineering standpoint to the Board granting this variance due to the intended use of this project and ongoing site contamination issues and resulting limits to ground disturbance.

- c) The applicant is seeking a variance from Section 248-17.B.23 (a & b), which requires a minimum three inch compacted bituminous stabilized base in parking and light traffic areas, a minimum four inch compacted bituminous stabilized base in ingress/egress areas, loading/access aisles, and other areas to experience interior driveways or heavy traffic, both with a minimum two-inch thick bituminous surface course.

Based on our review and nature of this application, we have no objection from an engineering standpoint to the Board granting this variance due to the ongoing site contamination issues and resulting limits to ground disturbance.



2. The applicant requires the following additional variances from the Borough's ordinance:

- a) The applicant may require a variance from Section 420-6 where the minimum front yard setback is fifteen (15) feet. The applicant is proposing a 9.02 foot front yard setback from Lincoln Boulevard, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum front yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- b) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 0.40 foot side setback from the front westerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- c) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 4.55 foot side setback from the rear southerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

We defer to the Board's Planner for a full evaluation of the bulk requirements for the Preliminary and Final Site Plan.



D. GENERAL COMMENTS

1. Site Issues

- a) The lots shall be consolidated or cross easements shall be provided for each lot.

NOT ADDRESSED – The applicant shall consolidate the lots by deed or by file map.

- b) It is our understanding that the applicant is proposing to place a leveling layer of stone and then place an Eight (8) inch layer of stone over the entire lot after the existing vegetation is disposed of. Testimony shall be provided as to the placement of the stone.

ADDRESSED – Plans have been revised, detailing an eight (8) inch layer of densely graded aggregate over existing stone/gravel. A noted has been provided indicating placement of a leveling layer where required prior to the placement of the eight (8) inch stone layer.

- c) The applicant has not provided any information as to the amount of stone fill to be placed on the site. The applicant shall provide the quantity of stone which is proposed to be placed and the number of trucks required to provide the stone. The applicant shall provide testimony discussing the stone import operations.

NOT ADDRESSED – The applicant has not provided requested information.

- d) It has been our experience that the wheel loading of the busses and trucks will cause the stone to start to settle and create low spots that will result in ponding of water. Therefore it is our opinion that the lot should be paved in accordance with the Borough's ordinances and paving standards.

ADDRESSED – Due to ongoing NJDEP ISRA investigations and resulting restrictions in ground disturbance, we are foregoing this recommendation.

- e) The proposed parking lot shall be paved and curbed in its entirety.

ADDRESSED – Due to ongoing NJDEP ISRA investigations and resulting restrictions in ground disturbance, we are foregoing this recommendation.

- f) The applicant shall provide testimony as to the number of vehicles entering and leaving the site on a daily basis.

ADDRESSED – Daily vehicle traffic has been provided within the “Operational Memorandum” response letter, dated November 27, 2019.



- g) The applicant shall provide details as to the trash disposal and the recycling operation and access.

ADDRESSED – The Applicant has shown enclosure with slatted/screened fencing.

- h) Front, rear and side yard buffers to a residential zone should be provided as required.

ADDRESSED – Proposed front yard buffers have been added along the lot's frontage abutting the residential zone. No other buffers are required.

- i) The master plan indicates this property is in a Redevelopment Focus Area.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- j) The applicant shall provide testimony and details on any proposed signage.

CONTINUING STATEMENT - No further action is required by the applicant at this time.

- k) The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.

ADDRESSED – Construction details for all proposed structures have been provided.

- l) The applicant shall provide testimony on the hours of operation of the facility.

ADDRESSED – Facility to operate during the weekdays from 6:00 a.m. – 5:00 p.m., with limited operations over weekends, as noted in the letter entitled “Operational Memorandum” dated November 27, 2019.

- m) A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the buildings appear to be in poor condition. The applicant shall provide testimony regarding the condition and use of the existing buildings.

ADDRESSED – Testimony has been provided by the applicant's architect Ashraf Ragab, AIA, during the July 10, 2019 planning board meeting. Additionally, architectural plans for the renovation of the existing buildings have been provided.



- n) Associates also noted that there were a number of monitor wells observed on the property and adjacent to this site. The NJDEP Geo-Web internet site also shows the potential for ground water contamination in close proximity to the subject property. Testimony shall be provided regarding the potential for soil contamination. A note shall be added to the plans indicating that the soil excavated during the construction of the site shall be tested for contamination and prop early disposed of in accordance with all applicable NJDEP requirements if found to be contaminated.

ADDRESSED – Note 20 has been added to the Cover Sheet addressing this comment.

- o) All existing pavement and concrete areas which are to remain shall have all vegetation removed and any cracking sealed prior to installation any proposed pavement.

ADDRESSED – Note 21 has been added to the Cover Sheet addressing this comment.

2. Buffers

- a) Section 420-63 D. indicates that where an outside off-street parking area for four or more vehicles, or a loading and unloading area, abuts a residential zone or a lot which was developed for residential use prior to initiation of the nonresidential use on the subject property, a buffer strip, in accordance with applicable buffer requirements of this chapter, shall be provided between the parking area and the adjoining property. Said buffer shall be a minimum of six feet in height at the time of planting.

It appears that a six-foot-high buffer along the front property line between the CLW and R-60B districts is required. The applicant shall provide the buffer or alternatively seek variance relief.

ADDRESSED - Plans have been revised to include a proposed tree line buffer along this frontage.

3. Environmental

Testimony shall be provided as to the Environmental Status of the property? The NJDEP GeoWeb site indicates that the following issues may be associated with the property is question.

- a. Known Contaminated site.
- b. Ground water contamination area on site.
- c. Underground Storage Tanks -Status of any UST indicated on the site.
- d. Borders Historic District
- e. Adjacent to Tributary to Bound Brook - The site is in Zone X



- f. Piedmont Plains Landscape district - Potential for T&E habitat
- g. NJ Freshwater Wetlands in close proximity to the site - The proposed may encroach on required wetlands buffers
- h. Vernal Habitat
- i. Potential for T&E Habitat or Species

The applicant shall provide a project environmental report discussing the above issues.

ADDRESSED – All concerns have been addressed within the “Environmental Assessment Report” prepared by Sharif Aly, Of Amertech Engineering, dated June 24, 2019. The applicant shall follow all recommendations as per this report. The applicant shall obtain certification from the Freehold Soil Conservation District prior to construction. The applicant shall follow comments stated in: section D. General Comments, 1. Site Issues, comment ‘n’.

4. Traffic

- i. Traffic Analysis Comments

- a) Based upon the provided Supplemental Traffic Assessment, dated April 25, 2019, the Applicant indicates that they performed turning movement counts at the intersection of Lincoln Blvd & South Lincoln Ave on Thursday, April 18, 2019, from 6:30AM – 9:00AM and 2:00PM – 7:00PM. The Applicant identified an AM Peak Hour of 7:30AM – 8:30AM and a PM Peak Hour of 4:00PM – 5:00PM. We have reviewed the count data provided in the technical appendix.

We agree with this data collection protocol as it should capture both the peak hour along the adjacent roadway system as well the peak hour on site when buses are arriving and departing for service.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- b) The Engineer may also wish to collect data from a sample site which operates similarly to the proposed land use. The Engineer may refer to the ITE Trip Generation Reference. A suitable land use code or combination of land use codes should be referenced for the proposed trip generation.

CONTINUING STATEMENT– No further action is required by the applicant at this time.



- c) We agree with the Applicant's use of the NJDOT Background Growth Rate Tables to project future volumes. The Applicant elected to perform the analysis for a two (2) year build-out period. Typically, a three (3) build-out would present a more conservative analysis. Please provide some brief testimony regarding your choice of build-out period.

CONTINUING STATEMENT - Please provide testimony regarding the three (3) year build-out period. We recommend, as a condition of approval, that the applicant submit an annual traffic report for three (3) years to assess the traffic impacts of the applicants operations.

- d) The Applicant's Engineer should provide references in support of their proposed parking capacity. The Engineer may collect data from a similar site and use this as reference. Reference may be made to the Borough Code or the ITE Parking Generation Reference. Please provide some testimony regarding the proposed parking capacity for the site.

ADDRESSED- The provided "Operational Memorandum", dated November 27, 2019, supports the proposed parking capacity.

- e) Please provide information regarding parking figures and parking dimensions for the project site. References may be made to the ITE Parking Generation Manual or the ULI Dimensions of Parking, as well as the Township Code.

ADDRESSED – A Parking Space detail has been added to the plans.

- f) We are concerned with the number of access points proposed for the site. It is our recommendation that the total amount of access points be reduced in order to reduce the amount of potential turning movement conflicts both within the site and along the adjacent roadway. The Applicant's Engineer should consider revisiting their site plans and reconfiguring their site layout to maximize cross access between uses on the site, parking areas, drive aisles, and minimizing the amount of access points.

ADDRESSED – The Site Plans have been revised to provide two (2) full-movement driveways & two (2) ingress only driveways.

- g) We would request that the Applicant's Engineer review the trip generation figures which are being proposing for this site. The Engineer indicates that the site has the capacity to park 86 school buses, 16 additional personal use vehicles, in addition to many maintenance bays available on site. The Applicant indicates that some of the trips to the site will be reduced by carpooling and that only 36 of the school buses are expected to be in operation at a given time. Additionally, only 75 trips are expected during each of the AM and PM Peak Hours. Please provide some basis for the trip generation, such as an operation manual or employee roster indicating that only 36 bus



drivers and 9 employees will be present at this site. Please provide testimony regarding the proposed trip generation.

ADDRESSED – The applicant has provided a letter entitled “Operational Memorandum” dated November 27, 2019, confirming amount and timing of buses and employees operating at the facility.

- h) Based upon the provided trip generation figures, we note that the proposed site will generate approximately 75 primary trips during the AM Peak Hour and 75 primary trips during the PM Peak Hour in the Full-Build Conditions. Title 16 Chapter 47 (State Highway Access Management Code) defines a “Significant increase in traffic” as an increase in vehicular volumes exceeding the previously anticipated two-way traffic generated by a lot. The Institute of Transportation Engineers (ITE) and the Department both generally define this through the following thresholds:
- A. 100 movements during the peak hour of the highway or the development; and
 - B. 10 percent of the previously anticipated daily movements.

While we are aware that the roadways in question are not classified as State Highways, these roadways are either under Municipal or County jurisdiction and there is some concern regarding the traffic generated from this site. We ask that the Engineer please provide further analysis regarding any mitigation which may be implemented at the adjacent intersection, as well as throughout the surrounding roadway network.

NOT ADDRESSED – We ask that the Engineer provide further analysis regarding any mitigation which may be implemented at the adjacent intersection of South Lincoln Ave.

- i) Please provide brief testimony regarding pedestrian access and pedestrian circulation throughout the proposed site.

CONTINUING STATEMENT - Please provide testimony pedestrian access and circulation throughout the site.

- j) Please provide information regarding site distance for each of the proposed access points. All matters regarding sight distance, sight lines, and sight triangles should conform to the guidelines set forth by AASHTO’s A Policy on Geometric Design of Highways and Streets.

ADDRESSED – The applicant has provided the requested information for the most eastern access point.



- k) Please ensure that all the appropriate signage and striping is provided throughout the site and at access points, in order to ensure safe access to/from the site and safe circulation of traffic throughout the site. All proposed signing and striping must adhere with the guidelines set forth within the FHWA's Manual on Uniform Traffic Control Devices.

ADDRESSED – All appropriate signage & markings have been provided.

ii. Site Plan & Circulation Comments

- a) Based upon the provided Site Plans, we observe that five (5) access points are proposed for this site. Three (3) of these driveways provide for full-movements, and the remaining two (2) provide for ingress only. As stated above, we recommend that the site be reconfigured to provide cross-access between the proposed uses and parking areas. The Engineer should try to reduce the amount of access points in order to reduce the amount of potential conflicts both within the site and along the adjacent roadway.

ADDRESSED – The Site Plans have been revised to provide two (2) full-movement driveways & two (2) ingress only driveways.

- b) We kindly request that the Engineer provide parking figures with references, from either the Borough Code or a National Standard like the ITE Parking Generation Manual. Please provide the requisite land use codes and references for all figures used within your analysis. We note that the Applicant proposes for their employees to utilize the available on-street parking along with the parking offered on the site, for their employees. We ask that the Applicant work with the Borough and its residents to ensure that they do not impact the surrounding uses.

CONTINUING STATEMENT – The applicant shall provide testimony that they will ensure that they do not impact the site's surrounding uses.

- c) We ask that the Applicant provide accessible sidewalks throughout their portion of the site and adjoining public sidewalk. Please provide information to ensure the site is conducive to safe and efficient pedestrian circulation. Please ensure that the site is clearly signed and striped to provide safe pedestrian circulation internally for its employees as well.

CONTINUING STATEMENT – The applicant shall provide testimony entailing the pedestrian circulation within the site.



- d) We recommend that the Applicant's Engineer consider implementing new signage and striping to ensure proper internal and external circulation of traffic. Please review the regulatory signage and provide new signs at appropriate locations. Please ensure that the appropriate signs and pavement markings are in place in order to minimize any conflicts from the drive aisles, loading areas, and parking aisles.

ADDRESSED – Appropriate signage and markings have been added. The “DO NOT ENTER” signs located on the single lane access aisle have been moved further south towards the end of this aisle for safer circulation.

- e) We have reviewed the circulation plans provided for both the ladder truck and school bus. We note that both vehicles appear to intrude upon the school bus parking spaces; the school buses near the two-way driveway along the north of the site, and the ladder truck along the southeast of the site.

The Applicant's Engineer shall reconfigure the parking layout and revise the striping so that these vehicles can safely circulate throughout the site without intruding upon the proposed parking spaces.

NOT ADDRESSED – The provided Truck-Route Plan (Sheet 1 of 1) does not reflect the current Site Plan, using a fifty-three (53) foot wide drive aisle, while the Site Plan & Details (Sheet 3 of 6) shows a forty (40) foot drive aisle. Applicant shall revise these turning templates as well as provide turning templates for passenger vehicles and trash pickup trucks.

- f) The appropriate design standards and permitting should be met for any roadway construction adjacent to the site, which may include but isn't limited to:
- A. County/Municipal Design Standards;
 - B. MUTCD Standards;
 - C. IES lighting design guidelines;
 - D. American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets;
 - E. ADAAG and/or PROWAG Guidelines; and
 - F. Motor Vehicle and Traffic Laws – Title 39.

ADDRESSED – No proposed roadway construction outside of the site.

- g) The Site Plan does not indicate sight distance or exhibit sight lines in either direction from the access driveways. Please provide information to ensure that the non-signalized access points meet AASHTO's A Policy on Geometric Design of Highways and Streets Sight Distance Requirements.

PARTIALLY ADDRESSED – The applicant shall provide the requested information for the most eastern access point.



- h) We ask that the Engineer ensures the site is properly illuminated for internal circulation and minimizes any external conflict from light spilling over onto the Lincoln Boulevard.

PARTIALLY ADDRESSED – Sufficient internal illumination has been provided and is not predicted to cause any spillage onto Lincoln Boulevard.

- i) The Engineer should provide a lighting plan sheet which includes a schedule of proposed luminaires, calculation areas, statistics table(s), and a luminaire location table. The provided “Lighting & Landscaping” plan does not provide this information. Please refer to a national standard, such as the IES guidelines, or the Municipal Ordinances to ensure that the minimum guidelines are met for average illumination levels, minimum illumination levels, and uniformity.

ADDRESSED – Sufficient information has been provided.

- j) As the proposed land use has a large parking area and serves mainly as a storage and maintenance facility for commercial vehicles, illumination and uniformity values should be provided for both horizontal and vertical calculation areas. Please follow the guidance presented within the Borough Ordinances and/or a national accepted lighting standard. We recommend that a lighting plan be provided for the Board’s review.

ADDRESSED – Sufficient information has been provided.

E. PLAN COMMENTS

a. Cover Sheet (Sheet 1 of 6)

- a. Note 3 indicates that the existing information on the site plans and the Existing Plan was obtained from a Survey Entitled “Plan of Survey with Topography of lots 1 & 2 in Block 249 Situated in Borough of Middlesex, Middlesex County, New Jersey” Prepared by Robert J. Vallee, Professional Land survey NJ License No. 43276 of Vallee Surveying, Inc. Dated September 8, 2017. This Survey shall be provided to Najarian Assoc. (NA), Inc.

NOT ADDRESSED – Applicant shall provide the survey described above.

- b. The Parking Calculations do not include any parking spaces for the bus drivers. The Applicant proposes to store 86 busses on site. Testimony shall be provided as to the site operation and circulation. If the buses are in service and bus drivers will be coming to the site to pick up the bus before and after transporting the children, then parking spaces for the bus drivers shall be provided.



ADDRESSED – Applicant has met the requirements of off street parking as per Middlesex Ordinance, including the proposed 36 parking spaces for drivers. Testimony has also been provided as to the intent of employees to carpool.

- c. The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.

ADDRESSED – Construction details for all necessary proposed structures have been provided.

b. Existing Conditions Plan (Sheet 2 of 6)

- a. A copy of the signed and sealed survey that this plan was based on shall be provided to Najarian Associates for review.

NOT ADDRESSED – The requested information has not been provided.

- b. All existing Utilities and Drainage facilities on site shall be identified with Type, Size, Inverts and slopes.

ADDRESSED – The requested information has been provided to the best of the applicant's abilities due to site conditions.

- c. A legend shall be provided identifying all symbols on the plan.

ADDRESSED – The requested information has been provided.

c. Site Plan & Details (Sheet 3 of 6)

- a. A detail of the school buses shall be provided including length and width.

ADDRESSED – The applicant has provided testimony as to the lengths and widths of all school buses using this property.

- b. The applicant is proposing five (5) driveways to access this site. The applicant shall provide Site Triangles for all the driveways.

ADDRESSED – Site Triangles have been provided for all egress driveways.

- c. Testimony shall be provided supporting the need for five (5) driveways.

CONTINUING STATEMENT– Testimony has been provided for this comment.



- d. A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the existing chain link fence is in poor condition and needs to be replaced along the property frontage.

PARTIALLY ADDRESSED – The Plans show a 6 foot high chain link fence with green synthetic fabric privacy screen along Lincoln Boulevard. This fence shall be revised to be an 8 foot high chain link fence with green synthetic fabric privacy screen

- e. The existing driveway to the loading dock on building #2 fronts on Lincoln Blvd. is only deep enough for a twenty Five (25) foot long truck. Testimony shall be provided as to the operation of the loading dock and the size of the vehicles that will be accessing this loading dock.

CONTINUING STATEMENT – The applicant shall provide testimony as to the operation of the loading dock and the size of the vehicles that will be accessing this loading dock.

- f. A Circulation Plan for the entire site shall be provided.

PARTIALLY ADDRESSED – A Truck Turning plan has been provided however, it does not reflect the on-site parking layout as a 53 foot wide drive aisle is being utilized while the site plans show 40 feet.

- g. The applicant shall provide stop signs and stop bars with details on all driveways.

ADDRESSED – All exiting driveways have included stop signs and stop bars with details.

- h. Turning templates shall be provided for the bus, car, and truck operations for the entire site. This shall include trash pickup trucks and passenger vehicles.

PARTIALLY ADDRESSED – A Truck Turning plan has been provided however, it does not reflect the on-site parking layout as a 53 foot wide drive aisle is being utilized while the site plans show 40 feet.

- i. Building # 1, the applicant proposes to remove and existing personnel door and replace it with an overhead (OH) door. The applicant shall provide testimony as to the purpose of this new OH door and will trucks be using this door. The Applicant shall include this maneuver in the overall site circulation plan and provide a truck turning template if trucks proposes to use the new OH door.

CONTINUING STATEMENT – The applicant shall provide testimony on the information requested above.



- j. The Applicant proposes to place a Jersey Barrier behind the parking area for the office space. The applicant shall provide testimony discussing the purpose for this barrier.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- k. The driveway between Buildings #2 & #3 shows as a one way ingress drive. The applicant shall provide testimony as to how these vehicles will exit from this area.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- l. The applicant proposes a drive along the Handicap (HC) parking space aisle for the office parking area. The plan shows a ten (10) foot wide drive with a bend 90 degree bend. Testimony shall be provided discussing the purpose for this drive. A turning template must be must be provided for this maneuver.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- m. Traffic Flow arrows shall be provided for all traffic movements.

ADDRESSED – Appropriate traffic flow arrows have been provided.

- n. The refuse enclosure shall show the recycle bins and the dumpster.

ADDRESSED – The requested information has been provided.

- o. All driveways lane widths shall be dimensioned.

ADDRESSED – All driveway lane widths have been provided.

- p. All curb cuts shall also be dimensioned.

ADDRESSED – There is no proposed curbing within the site plans.

- q. The existing curbs and sidewalks along the roadway are in poor condition. Areas with existing and sidewalks shall be replaced in kind.

ADDRESSED – The applicant has added Note 21 to the Site Plan stating that all existing curbs and sidewalk found to be in poor condition or damaged during construction shall be repaired or replaced.



d. Landscape & Lighting Plan (Sheet 4 of 6)

- a. The center of the bus parking area has less than 0.5 fc. The minimum lighting should be 1.0fc in areas where there is a potential for vehicle or pedestrian conflicts. Testimony shall be provided as to the operations in this area and the justification for less than 0.5fc.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- b. Additional lighting shall be provided around Building #1 and Building #2 for safe access to the personnel and overhead doors.

ADDRESSED – Applicant has revised the lighting plan to show exterior security lighting around Building #1 and Building #2.

- c. Each of the proposed driveways shall be properly lighted for safe operation of the project.

ADDRESSED – The revised drawings provide sufficient lighting for the driveways and internal intersections.

- d. The applicant has not provided sufficient landscaping and buffers required by the Ordinance. In accordance with Chapter 420-63 of the ordinances, the applicant shall provide buffers and landscaping as a part of this project. Additional street trees and plantings shall be added along the street frontage.

ADDRESSED – The revised drawings provide sufficient buffer along the street frontage.

- e. The applicant shall provide testimony to the hours of operation of the lighting for the facility operations and security.

CONTINUING STATEMENT – The applicant shall provide testimony on the information requested above.

e. Soil Erosion & Sediment Control Plan (Sheet 5 of 6)

- a. The applicant shall provide testimony as to the need to import or export soil to the site.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.



f. Soil Erosion Control Notes & Details (Sheet 6 of 6)

- a. All notes and details shall be in accordance with Freehold Soil Conservation District requirements.

CONTINUING STATEMENT – A Freehold Soil Conservation District (FSCD) certificate shall be provided. We differ to the FSCD for comments.

- b. The applicant shall provide soil erosion details for the protection of the existing trench drain.

ADDRESSED – Soil erosion protection has been provided.

g. The following Construction Details shall be provided;

- a. All proposed signage.

ADDRESSED – The requested information has been provided.

- b. All proposed striping.

ADDRESSED – The requested information has been provided.

- c. Proposed drainage details.

ADDRESSED – The requested information has been provided.

- d. Curb details for office parking lot and all proposed curbing.

ADDRESSED – There is no proposed curbing within the site plans.

- e. Pavement details for all proposed asphalt and concrete pavements.

ADDRESSED – The requested information has been provided.

- f. Details for the trash enclosure fence, screening and concrete slab.

ADDRESSED – The requested information has been provided.

F. FIRE MARSHAL LETTER, DATED SEPTEMBER 12, 2019

1. *Is the building sprinklered? If so have a density report done showing that the system can handle the change of use.*

NOT ADDRESSED – Please provide the requested information to the Fire Marshal for review.



2. *Have fire hydrants to yard and show on drawings.*

ADDRESSED – The Applicant proposes 2 fire hydrants within the right of way; one located in front of the buildings, and one in front of the bus yard.

3. *Have fire lanes and signs added to all non-parking areas*

ADDRESSED – Fire lanes and signs have been provided in non-parking areas.

4. *Have Knox box installed at main entrances.*

NOT ADDRESSED – The plans do not propose Knox boxes.

We defer to the Fire Marshal to confirm if the revisions made per their letter comments are to their satisfaction.

G. PERMITS/APPROVALS

Approvals or letters of service or no interest should be obtained from the following agencies having jurisdiction:

- Middlesex County Planning Board – ***PENDING***
- Middlesex County Department of Infrastructure – ***PENDING***
- Middlesex County Fire Marshal – ***PENDING***
- Middlesex Borough Traffic Safety Officer – ***RECEIVED 8/15/2018***
- Freehold Soil Conservation District – ***PENDING***
- All other agencies having jurisdiction

We reserve the opportunity to further review and comment on this application and all pertinent documentation, pursuant to subsequent submissions and testimony presented at the public hearing.

Should you have any questions or require any additional information relative to the above-referenced matter, please do not hesitate to contact our office.

Very truly yours,

T.O. NAJARIAN ASSOCIATES, INC

A handwritten signature in black ink, appearing to read 'Robert W. Bucco, Jr.', written over a horizontal line.

Robert W. Bucco, Jr., PE, CME, CPWM
Middlesex Borough Joint Land Use Board Engineer



cc: William Robertson, Esq. – Board Attorney (via email)
Paul Ricci, PP, AICP – Board Planner (via email)
Barrie Palumbo, – Zoning Officer (via email)
Thomas F. Kelso, Esq. – Applicant Attorney (via email)
Sharif H. Aly, P.E., – Applicant Engineer (via email)
Wael O. Hamed – Applicant (via email)

December 31, 2019

VIA Email and 1st Class Mail

Middlesex Borough Planning Board
1200 Mountain Avenue
Middlesex, NJ 08846

ATTN: Karen Wick – Planning Board Clerk

**Re: Preliminary and Final Major Site Plan
Layla Transportation and Trailing, Inc.
930 Lincoln Boulevard
Block 249, Lot 1 & 2 – Zone CLW
Borough of Middlesex, Middlesex County, NJ
3rd Engineering Review
Application No.: P2018-02
N.A. Project No.: 6947.M38**

Dear Board Members:

As requested, this office has reviewed the Preliminary and Final Major Site Plan Application and supplemental documents submitted by the Applicant in support of the above-referenced application.

- Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated **November 22, 2019**, consisting of six (6) sheets.
- Architectural plans entitled “Prop. Interior Renov. of Exist. Commercial Spc., 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated 6/01/2018, **consisting of three (3) sheets**.
- Transmittal to Barrie Palumbo, Zoning Officer, RE: Layla Transportation & Trailing, Inc., prepared by Gregory Quackenbush of Amertech Engineering, Inc., dated August 9, 2018, consisting of one (1) page.
- Borough of Middlesex Site Plan/Subdivision Application No. P2018-02.
- Borough of Middlesex Application Check List.
- Borough of Middlesex Tax Certification – Form #7.
- County of Middlesex, Department of Public Safety and Health, Division of the Fire Marshal comment letter prepared by William Johnson, Deputy Fire Marshall, Middlesex County FM Office Re: Application #P2018-02, dated September 12, 2018, consisting of one (1) page.
- Middlesex Borough Police Department, CommNet letter prepared by Ofc. Mark Melchiorre Jr., dated August 15, 2018, consisting of one (1) page.

DESIGNED BY: [REDACTED] • ENGINEERED BY: [REDACTED]



- Response letter entitled, “Preliminary and Final Major Site Plan, Layla Transportation & Trailing, Inc., Block 249, Lots 1 & 2, 930 Lincoln Blvd, Borough of Middlesex, Middlesex County, NJ 08846, Application No.: P2018-02, N.A. Project No.: 6947.M38”, prepared by Husain Ibrahim, PE, CME, M.ASCE of Amertech Engineering, Inc., dated 12/17/2018.
- Planning Report, prepared by Paul N. Ricci AICP, P.P. of ricci planning, Dated December 20, 2018.
- ***Response letter entitled, “Operational Memorandum, Proposed School Bus Parking, Storage, and Maintenance Facility”, prepared by Charles Olivo, PE, PP, PTOE and John Corak, PE of Stonefield Engineering and Design, dated November 27, 2019, consisting of two (2) pages.***
- ***Report entitled “Supplement Traffic Assessment, Proposed School Bus Parking, Storage, and Maintenance Facility”, prepared by Charles Olivo, PE, PP, PTOE and John Corak, PE of Stonefield Engineering and Design, dated April 25, 2019.***

A. PROJECT DESCRIPTION

The property is located in the CLW – Commercial/Light Manufacturing/Industrial District and contains 155,384 S.F. (3.56 Acres). The property is located approximately 220 easterly from the intersection of Lincoln Boulevard and South Lincoln Avenue on the north side of Lincoln Boulevard. The property has 776.9 feet of frontage along Lincoln Boulevard.

There are six (6) existing asphalt driveways leading onto the property; several driveways are blocked by chain link fence gates and others have access to the existing building. The property also three (3) vacant structures on site; The two (2) buildings to the west are one-story brick buildings and the one (1) remaining building is one-story frame building.

The area around and behind the frame dwelling consists of asphalt and concrete, bounded by a fence to the west. The remaining 470 feet of the property mainly consists of open space of overgrown grass and some gravel areas. The rear and front of this portion of the property is bounded by wooded areas.

The applicant is proposing to provided Parking Storage, Maintenance and Repair of school buses. The three existing structures will be internally altered and be used for the following: Building Number 1 has 7,077 SF to be used as a proposed Bus Repair Shop; Building Number 2 has 3,748 SF to be used as proposed Storage; Building Number 3 has 2,019 SF to be used as a proposed Office Space;

B. COMPLETENESS REVIEW

Based upon the plans and supplemental documents submitted in support of this application, we deemed the application **COMPLETE** from an engineering standpoint in our 2nd completeness review dated December 27, 2018.



C. VARIANCES/DESIGN WAIVERS

Our review of the information submitted has identified the following variances and/or design waivers that are or may be required:

1. The applicant is seeking the following variances from the Borough's ordinance:

- a) The applicant is seeking a variance from Section 248-17.B(12)b. where a minimum of 1.0 footcandle shall be provided at driveways and driveway internal intersections.

The applicant shall revise the Lighting Plan to show that adequate lighting will be provided entrance to the parking lot, or request a variance from the board.

ADDRESSED - Given the nature and hours of operation for this project, as well as adjacent resident zone, the applicant has provided sufficient lighting for the driveway entrances and internal circulation.

- b) The applicant is seeking a variance from Section 248-17.B.24, which requires all off-street parking areas and driveways to have a minimum of six inch high curbing.

Based on our review and nature of this application, we have no objection from an engineering standpoint to the Board granting this variance due to the intended use of this project and ongoing site contamination issues and resulting limits to ground disturbance.

- c) The applicant is seeking a variance from Section 248-17.B.23 (a & b), which requires a minimum three inch compacted bituminous stabilized base in parking and light traffic areas, a minimum four inch compacted bituminous stabilized base in ingress/egress areas, loading/access aisles, and other areas to experience interior driveways or heavy traffic, both with a minimum two-inch thick bituminous surface course.

Based on our review and nature of this application, we have no objection from an engineering standpoint to the Board granting this variance due to the ongoing site contamination issues and resulting limits to ground disturbance.

2. The applicant requires the following additional variances from the Borough's ordinance:

- a) The applicant may require a variance from Section 420-6 where the minimum front yard setback is fifteen (15) feet. The applicant is proposing a 9.02 foot



front yard setback from Lincoln Boulevard, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum front yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- b) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 0.40 foot side setback from the front westerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- c) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 4.55 foot side setback from the rear southerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

3. We defer to the Board's Planner for a full evaluation of the bulk requirements for the Preliminary and Final Site Plan.

D. GENERAL COMMENTS

1. Site Issues

- a) The lots shall be consolidated or cross easements shall be provided for each lot.



NOT ADDRESSED – The applicant shall consolidate the lots by deed or by file map.

- b) It is our understanding that the applicant is proposing to place a leveling layer of stone and then place an Eight (8) inch layer of stone over the entire lot after the existing vegetation is disposed of. Testimony shall be provided as to the placement of the stone.

PARTIALLY ADDRESSED – Plans have been revised, detailing an eight (8) inch layer of densely graded aggregate over existing stone/gravel. Applicant shall provide note including placement of a leveling layer where required prior to the placement of the eight (8) inch stone layer.

- c) The applicant has not provided any information as to the amount of stone fill to be placed on the site. The applicant shall provide the quantity of stone which is proposed to be placed and the number of trucks required to provide the stone. The applicant shall provide testimony discussing the stone import operations.

NOT ADDRESSED – The applicant has not provided requested information.

- d) It has been our experience that the wheel loading of the busses and trucks will cause the stone to start to settle and create low spots that will result in ponding of water. Therefore it is our opinion that the lot should be paved in accordance with the Borough's ordinances and paving standards.

ADDRESSED – Due to ongoing NJDEP ISRA investigations and resulting restrictions in ground disturbance, we are foregoing this recommendation.

- e) The proposed parking lot shall be paved and curbed in its entirety.

ADDRESSED – Due to ongoing NJDEP ISRA investigations and resulting restrictions in ground disturbance, we are foregoing this recommendation.

- f) The applicant shall provide testimony as to the number of vehicles entering and leaving the site on a daily basis.

ADDRESSED – Daily vehicle traffic has been provided within the “Operational Memorandum” response letter, dated November 27, 2019.

- g) The applicant shall provide details as to the trash disposal and the recycling operation and access.

NOT ADDRESSED – The requested information has not been provided. In addition, as per Section 351-23 B, refuse enclosures require a screened



storage area. Applicant shall revise enclosure to include slatted/screened fencing, a wall, or vegetative screening.

- h) Front, rear and side yard buffers to a residential zone should be provided as required.

ADDRESSED – Proposed front yard buffers have been added along the lot's frontage abutting the residential zone. No other buffers are required.

- i) The master plan indicates this property is in a Redevelopment Focus Area.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- j) The applicant shall provide testimony and details on any proposed signage.

CONTINUING STATEMENT - No further action is required by the applicant at this time.

- k) The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.

PARTIALLY ADDRESSED – Construction details for all proposed structures with the exception of the proposed dry well and proposed Siamese fire connection have been provided. Applicant shall provide these two details.

- l) The applicant shall provide testimony on the hours of operation of the facility.

ADDRESSED – Facility to operate during the weekdays from 6:00 a.m. – 5:00 p.m., with limited operations over weekends, as noted in the letter entitled “Operational Memorandum” dated November 27, 2019.

- m) A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the buildings appear to be in poor condition. The applicant shall provide testimony regarding the condition and use of the existing buildings.

ADDRESSED – Testimony has been provided by the applicant's architect Ashraf Ragab, AIA, during the July 10, 2019 planning board meeting.

- n) Associates also noted that there were a number of monitor wells observed on the property and adjacent to this site. The NJDEP Geo-Web internet site also shows the potential for ground water contamination in close proximity to the subject property. Testimony shall be provided regarding the potential for soil contamination. A note shall be added to the plans indicating that the soil excavated during the construction of the site shall be tested for contamination



and prop early disposed of in accordance with all applicable NJDEP requirements if found to be contaminated.

PARTIALLY ADDRESSED – All existing and future potential for further groundwater contamination has been discussed within the “Environmental Assessment Report” prepared by Sharif Aly, Of Amertech Engineering, dated June 24, 2019. The applicant shall follow all recommendations as per this report and revise the plans to reflect such recommendations. The applicant shall provide all necessary documentation of approval by the NJDEP prior to conducting any excavation or regrading on site and shall have the applicant’s LSRP oversee any such activities.

- o) All existing pavement and concrete areas which are to remain shall have all vegetation removed and any cracking sealed prior to installation any proposed pavement.***

2. Buffers

- a) Section 420-63 D. indicates that where an outside off-street parking area for four or more vehicles, or a loading and unloading area, abuts a residential zone or a lot which was developed for residential use prior to initiation of the nonresidential use on the subject property, a buffer strip, in accordance with applicable buffer requirements of this chapter, shall be provided between the parking area and the adjoining property. Said buffer shall be a minimum of six feet in height at the time of planting.

It appears that a six-foot-high buffer along the front property line between the CLW and R-60B districts is required. The applicant shall provide the buffer or alternatively seek variance relief.

ADDRESSED - Plans have been revised to include a proposed tree line buffer along this frontage.

3. Environmental

Testimony shall be provided as to the Environmental Status of the property? The NJDEP GeoWeb site indicates that the following issues may be associated with the property is question.

- a. Known Contaminated site.
- b. Ground water contamination area on site.
- c. Underground Storage Tanks -Status of any UST indicated on the site.
- d. Borders Historic District



- e. Adjacent to Tributary to Bound Brook - The site is in Zone X (potential for (0 - 1 foot flooding)
- f. Piedmont Plains Landscape district - Potential for T&E habitat
- g. NJ Freshwater Wetlands in close proximity to the site - The proposed may encroach on required wetlands buffers
- h. Vernal Habitat
- i. Potential for T&E Habitat or Species

The applicant shall provide a project environmental report discussing the above issues.

PARTIALLY ADDRESSED – All concerns have been discussed within the “Environmental Assessment Report” prepared by Sharif Aly, Of Amertech Engineering, dated June 24, 2019. The applicant shall follow all recommendations as per this report and revise the plans to reflect such recommendations. The applicant shall obtain certification from the Freehold Soil Conservation District prior to construction. The applicant shall follow comments stated in: section D. General Comments, 1. Site Issues, comment ‘n’.

4. Traffic

- i. Traffic Analysis Comments
 - a) Based upon the provided Supplemental Traffic Assessment, dated April 25, 2019, the Applicant indicates that they performed turning movement counts at the intersection of Lincoln Blvd & South Lincoln Ave on Thursday, April 18, 2019, from 6:30AM – 9:00AM and 2:00PM – 7:00PM.
The Applicant identified an AM Peak Hour of 7:30AM – 8:30AM and a PM Peak Hour of 4:00PM – 5:00PM. We have reviewed the count data provided in the technical appendix.

We agree with this data collection protocol as it should capture both the peak hour along the adjacent roadway system as well the peak hour on site when buses are arriving and departing for service.

CONTINUING STATEMENT – No further action is required by the applicant at this time.

- b) The Engineer may also wish to collect data from a sample site which operates similarly to the proposed land use. The Engineer may refer to the ITE Trip Generation Reference. A suitable land use code or combination of land use codes should be referenced for the proposed trip generation.



CONTINUING STATEMENT– No further action is required by the applicant at this time.

- c) We agree with the Applicant’s use of the NJDOT Background Growth Rate Tables to project future volumes. The Applicant elected to perform the analysis for a two (2) year build-out period. Typically, a three (3) build-out would present a more conservative analysis. Please provide some brief testimony regarding your choice of build-out period.

CONTINUING STATEMENT - Please provide some brief testimony regarding your choice of build-out period.

- d) The Applicant’s Engineer should provide references in support of their proposed parking capacity. The Engineer may collect data from a similar site and use this as reference. Reference may be made to the Borough Code or the ITE Parking Generation Reference. Please provide some testimony regarding the proposed parking capacity for the site.

ADDRESSED- The provided “Operational Memorandum”, dated November 27, 2019, supports the proposed parking capacity.

- e) Please provide information regarding parking figures and parking dimensions for the project site. References may be made to the ITE Parking Generation Manual or the ULI Dimensions of Parking, as well as the Township Code.

ADDRESSED – A Parking Space detail has been added to the plans.

- f) We are concerned with the number of access points proposed for the site. It is our recommendation that the total amount of access points be reduced in order to reduce the amount of potential turning movement conflicts both within the site and along the adjacent roadway. The Applicant’s Engineer should consider revisiting their site plans and reconfiguring their site layout to maximize cross access between uses on the site, parking areas, drive aisles, and minimizing the amount of access points.

CONTINUING STATEMENT - Please provide testimony if any access points are being considered for removal.

- g) We would request that the Applicant’s Engineer review the trip generation figures which are being proposing for this site. The Engineer indicates that the site has the capacity to park 86 school buses, 16 additional personal use vehicles, in addition to many maintenance bays available on site. The Applicant indicates that some of the trips to the site will be reduced by carpooling and that only 36 of the school buses are expected to be in operation at a given time. Additionally, only 75 trips are expected during each of the AM and PM Peak Hours. Please provide some basis for the trip generation,

such as an operation manual or employee roster indicating that only 36 bus drivers and 9 employees will be present at this site. Please provide testimony regarding the proposed trip generation.

ADDRESSED – The applicant has provided a letter entitled “Operational Memorandum” dated November 27, 2019, confirming amount and timing of buses and employees operating at the facility.

- h) Based upon the provided trip generation figures, we note that the proposed site will generate approximately 75 primary trips during the AM Peak Hour and 75 primary trips during the PM Peak Hour in the Full-Build Conditions. Title 16 Chapter 47 (State Highway Access Management Code) defines a “Significant increase in traffic” as an increase in vehicular volumes exceeding the previously anticipated two-way traffic generated by a lot. The Institute of Transportation Engineers (ITE) and the Department both generally define this through the following thresholds:
- A. 100 movements during the peak hour of the highway or the development;
and
 - B. 10 percent of the previously anticipated daily movements.

While we are aware that the roadways in question are not classified as State Highways, these roadways are either under Municipal or County jurisdiction and there is some concern regarding the traffic generated from this site. We ask that the Engineer please provide further analysis regarding any mitigation which may be implemented at the adjacent intersection, as well as throughout the surrounding roadway network.

NOT ADDRESSED – We ask that the Engineer provide further analysis regarding any mitigation which may be implemented at the adjacent intersection of South Lincoln Ave.

- i) Please provide brief testimony regarding pedestrian access and pedestrian circulation throughout the proposed site.

CONTINUING STATEMENT - Please provide testimony pedestrian access and circulation throughout the site.

- j) Please provide information regarding sight distance for each of the proposed access points. All matters regarding sight distance, sight lines, and sight triangles should conform to the guidelines set forth by AASHTO’s A Policy on Geometric Design of Highways and Streets.

PARTIALLY ADDRESSED – The applicant shall provide the requested information for the most eastern access point.



- k) Please ensure that all the appropriate signage and striping is provided throughout the site and at access points, in order to ensure safe access to/from the site and safe circulation of traffic throughout the site. All proposed signing and striping must adhere with the guidelines set forth within the FHWA's Manual on Uniform Traffic Control Devices.

ADDRESSED – All appropriate signage & markings have been provided.

ii. Site Plan & Circulation Comments

- a) Based upon the provided Site Plans, we observe that five (5) access points are proposed for this site. Three (3) of these driveways provide for full-movements, and the remaining two (2) provide for ingress only. As stated above, we recommend that the site be reconfigured to provide cross-access between the proposed uses and parking areas. The Engineer should try to reduce the amount of access points in order to reduce the amount of potential conflicts both within the site and along the adjacent roadway.

NOT ADDRESSED – Please confirm if any changes to the site configuration are being considered to address this concern.

- b) We kindly request that the Engineer provide parking figures with references, from either the Borough Code or a National Standard like the ITE Parking Generation Manual. Please provide the requisite land use codes and references for all figures used within your analysis. We note that the Applicant proposes for their employees to utilize the available on-street parking along with the parking offered on the site, for their employees. We ask that the Applicant work with the Borough and its residents to ensure that they do not impact the surrounding uses.

CONTINUING STATEMENT – The applicant shall provide testimony that they will ensure that they do not impact the site's surrounding uses.

- c) We ask that the Applicant provide accessible sidewalks throughout their portion of the site and adjoining public sidewalk. Please provide information to ensure the site is conducive to safe and efficient pedestrian circulation. Please ensure that the site is clearly signed and striped to provide safe pedestrian circulation internally for its employees as well.

CONTINUING STATEMENT – The applicant shall provide testimony entailing the pedestrian circulation within the site.

- d) We recommend that the Applicant's Engineer consider implementing new signage and striping to ensure proper internal and external circulation of traffic. Please review the regulatory signage and provide new signs at appropriate locations. Please ensure that the appropriate signs and pavement



markings are in place in order to minimize any conflicts from the drive aisles, loading areas, and parking aisles.

PARTIALLY ADDRESSED – Appropriate signage and markings have been added. We recommend moving the “DO NOT ENTER” signs located on the single lane access aisle further south towards the end of this aisle.

- e) We have reviewed the circulation plans provided for both the ladder truck and school bus. We note that both vehicles appear to intrude upon the school bus parking spaces; the school buses near the two-way driveway along the north of the site, and the ladder truck along the southeast of the site.

The Applicant’s Engineer shall reconfigure the parking layout and revise the striping so that these vehicles can safely circulate throughout the site without intruding upon the proposed parking spaces.

NOT ADDRESSED – The provided circulation plan’s turning templates do not reflect the current Site Plan, using a fifty-three (53) foot wide drive aisle, while the Site Plan shows a forty (40) foot drive aisle. Applicant shall revise these turning templates as well as provide turning templates for passenger vehicles and trash pickup trucks.

- f) The appropriate design standards and permitting should be met for any roadway construction adjacent to the site, which may include but isn’t limited to:
- A. County/Municipal Design Standards;
 - B. MUTCD Standards;
 - C. IES lighting design guidelines;
 - D. American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets;
 - E. ADAAG and/or PROWAG Guidelines; and
 - F. Motor Vehicle and Traffic Laws – Title 39.

ADDRESSED – No proposed roadway construction outside of the site.

- g) The Site Plan does not indicate sight distance or exhibit sight lines in either direction from the access driveways. Please provide information to ensure that the non-signalized access points meet AASHTO’s A Policy on Geometric Design of Highways and Streets Sight Distance Requirements.

PARTIALLY ADDRESSED – The applicant shall provide the requested information for the most eastern access point.



- h) We ask that the Engineer ensures the site is properly illuminated for internal circulation and minimizes any external conflict from light spilling over onto the Lincoln Boulevard.

PARTIALLY ADDRESSED – Sufficient internal illumination has been provided and is not predicted to cause any spillage onto Lincoln Boulevard.

- i) The Engineer should provide a lighting plan sheet which includes a schedule of proposed luminaires, calculation areas, statistics table(s), and a luminaire location table. The provided “Lighting & Landscaping” plan does not provide this information. Please refer to a national standard, such as the IES guidelines, or the Municipal Ordinances to ensure that the minimum guidelines are met for average illumination levels, minimum illumination levels, and uniformity.

ADDRESSED – Sufficient information has been provided.

- j) As the proposed land use has a large parking area and serves mainly as a storage and maintenance facility for commercial vehicles, illumination and uniformity values should be provided for both horizontal and vertical calculation areas. Please follow the guidance presented within the Borough Ordinances and/or a national accepted lighting standard. We recommend that a lighting plan be provided for the Board’s review.

ADDRESSED – Sufficient information has been provided.

E. PLAN COMMENTS

a. Cover Sheet

- a. Note 3 indicates that the existing information on the site plans and the Existing Plan was obtained from a Survey Entitled “Plan of Survey with Topography of lots 1 & 2 in Block 249 Situated in Borough of Middlesex, Middlesex County, New Jersey” Prepared by Robert J. Vallee, Professional Land survey NJ License No. 43276 of Vallee Surveying, Inc. Dated September 8, 2017. This Survey shall be provided to Najarian Assoc. (NA), Inc.

NOT ADDRESSED – Applicant shall provide the survey described above.

- b. The Parking Calculations do not include any parking spaces for the bus drivers. The Applicant proposes to store 86 busses on site. Testimony shall be provided as to the site operation and circulation. If the buses are in service and bus drivers will be coming to the site to pick up the bus before and after transporting the children, then parking spaces for the bus drivers shall be provided.



ADDRESSED – Applicant has met the requirements of off street parking as per Middlesex Ordinance, including the proposed 36 parking spaces for drivers. Testimony has also been provided as to the intent of employees to carpool..

- c. The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.

PARTIALLY ADDRESSED – Construction details for all proposed structures with the exception of the proposed dry well and proposed Siamese fire connection has been provided. The applicant shall provide these details.

b. Existing Conditions Plan

- a. A copy of the signed and sealed survey that this plan was based on shall be provided to Najarian Associates for review.

NOT ADDRESSED – The requested information has not been provided.

- b. All existing Utilities and Drainage facilities on site shall be identified with Type, Size, Inverts and slopes.

ADDRESSED –The requested information has been provided to the best of the applicant’s abilities due to site conditions.

- c. A legend shall be provided identifying all symbols on the plan.

NOT ADDRESSED – The requested information has not been provided.

c. Site Plan

It appears that the applicant proposes to cut one to two feet into the existing grade at the most eastern driveway and intersects the known contaminated area, as detailed on the plans. Proper documentation of NJDEP approval of such excavations shall be provided prior to construction, and said construction shall be overseen by the applicant’s LSRP.

- a. A detail of the school buses shall be provided including length and width.

CONTINUING STATEMENT – The applicant shall provide testimony as to the lengths and widths of all school buses using this property.

- b. The applicant is proposing five (5) driveways to access this site. The applicant shall provide Site Triangles for all the driveways.

NOT ADDRESSED – The requested information has not been provided for the most eastern access point.

- c. Testimony shall be provided supporting the need for five (5) driveways.

CONTINUING STATEMENT– Testimony has been provided for this comment.

- d. A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the existing chain link fence is in poor condition and needs to be replaced along the property frontage.

NOT ADDRESSED – The areas in which the chain link fence will be replaced is not clear. The applicant shall provide the locations of fence replacement on the plans.

- e. The existing driveway to the loading dock on building #2 fronts on Lincoln Blvd. is only deep enough for a twenty Five (25) foot long truck. Testimony shall be provided as to the operation of the loading dock and the size of the vehicles that will be accessing this loading dock.

CONTINUING STATEMENT – The applicant shall provide testimony as to the operation of the loading dock and the size of the vehicles that will be accessing this loading dock.

- f. A Circulation Plan for the entire site shall be provided.

NOT ADDRESSED – A revised circulation plan shall be provided to reflect revisions made to the on-site parking. See comment “e” under “ii. Site Plan & Circulation Comments”.

- g. The applicant shall provide stop signs and stop bars with details on all driveways.

PARTIALLY ADDRESSED – All exiting driveways have included stop signs and stop bars with details.

- h. Turning templates shall be provided for the bus, car, and truck operations for the entire site. This shall include trash pickup trucks and passenger vehicles.

NOT ADDRESSED – A revised turning template shall be provided to reflect revisions made to the on-site parking. See comment “e” under “ii. Site Plan & Circulation Comments”.

- i. Building # 1, the applicant proposes to remove and existing personnel door and replace it with an overhead (OH) door. The applicant shall provide



testimony as to the purpose of this new OH door and will trucks be using this door. The Applicant shall include this maneuver in the overall site circulation plan and provide a truck turning template if trucks proposes to use the new OH door.

CONTINUING STATEMENT – The applicant shall provide testimony on the information requested above.

- j. The Applicant proposes to place a Jersey Barrier behind the parking area for the office space. The applicant shall provide testimony discussing the purpose for this barrier.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- k. The driveway between Buildings #2 & #3 shows as a one way ingress drive. The applicant shall provide testimony as to how these vehicles will exit from this area.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- l. The applicant proposes a drive along the Handicap (HC) parking space aisle for the office parking area. The plan shows a ten (10) foot wide drive with a bend 90 degree bend. Testimony shall be provided discussing the purpose for this drive. A turning template must be must be provided for this maneuver.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- m. Traffic Flow arrows shall be provided for all traffic movements.

ADDRESSED – Appropriate traffic flow arrows have been provided.

- n. The refuse enclosure shall show the recycle bins and the dumpster.

NOT ADDRESSED – The requested information has not been provided.

- o. All driveways lane widths shall be dimensioned.

ADDRESSED – All driveway lane widths have been provided.

- p. All curb cuts shall also be dimensioned.

ADDRESSED – There is no proposed curbing within the site plans.

- q. The existing curbs and sidewalks along the roadway are in poor condition. Areas with existing and sidewalks shall be replaced in kind.

NOT ADDRESSED – The applicant shall add a note to the Site Plan stating that all existing curbs and sidewalk found to be in poor condition or damaged during construction shall be repaired or replaced.

d. Landscape & Lighting Plan

- a. The center of the bus parking area has less than 0.5 fc. The minimum lighting should be 1.0fc in areas where there is a potential for vehicle or pedestrian conflicts. Testimony shall be provided as to the operations in this area and the justification for less than 0.5fc.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

- b. Additional lighting shall be provided around Building #1 and Building #2 for safe access to the personnel and overhead doors.

NOT ADDRESSED – Applicant shall revise the lighting plan to show exterior lighting around Building #1 and Building #2.

- c. Each of the proposed driveways shall be properly lighted for safe operation of the project.

ADDRESSED – The revised drawings provide sufficient lighting for the driveways and internal intersections.

- d. The applicant has not provided sufficient landscaping and buffers required by the Ordinance. In accordance with Chapter 420-63 of the ordinances, the applicant shall provide buffers and landscaping as a part of this project. Additional street trees and plantings shall be added along the street frontage.

ADDRESSED – The revised drawings provide sufficient buffer along the street frontage.

- e. The applicant shall provide testimony to the hours of operation of the lighting for the facility operations and security.

CONTINUING STATEMENT – The applicant shall provide testimony on the information requested above.



e. Soil Erosion & Sediment Control

- a. The applicant shall provide testimony as to the need to import or export soil to the site.

CONTINUING STATEMENT - The applicant shall provide testimony on the information requested above.

f. Soil Erosion Control Notes & Details

- a. All notes and details shall be in accordance with Freehold Soil Conservation District requirements.

CONTINUING STATEMENT – A Freehold Soil Conservation District (FSCD) certificate shall be provided. We differ to the FSCD for additional comments.

- b. The applicant shall provide soil erosion details for the protection of the existing trench drain.

NOT ADDRESSED – Soil erosion protection shall be provided for existing trench drain.

a. The following Construction Details shall be provided;

- a. All proposed signage.

ADDRESSED – The requested information has been provided.

- b. All proposed striping.

ADDRESSED – The requested information has been provided.

- c. Proposed drainage details.

NOT ADDRESSED – A detail for the proposed drywell shall be provided.

- d. Curb details for office parking lot and all proposed curbing.

ADDRESSED – There is no proposed curbing within the site plans.

- e. Pavement details for all proposed asphalt and concrete pavements.

ADDRESSED – The requested information has been provided.



- f. Details for the trash enclosure fence, screening and concrete slab.

PARTIALLY ADDRESSED – The applicant shall revise drawings to show screening for the trash enclosure.

- g. All additional details as requested in further reviews.

NOT ADDRESSED – See any existing or newly requested information presented above within this review.

We reserve the opportunity to further review and comment on this application and all pertinent documentation, pursuant to subsequent submissions and testimony presented at the public hearing.

Should you have any questions or require any additional information relative to the above-referenced matter, please do not hesitate to contact our office.

Very truly yours,

T.O. NAJARIAN ASSOCIATES, INC

Robert W. Bucco, Jr., PE, CME, CPWM
Middlesex Borough Planning Board Engineer

cc: Kelly M. Carey, Esq. – Board Attorney (via email)
Paul Ricci, PP, AICP – Board Planner (via email)
Barrie Palumbo, – Zoning Officer (via email)
Thomas F. Kelso, Esq. – Applicant Attorney (via email)
Sharif H. Aly, P.E., – Applicant Engineer (via email)
Wael O. Hamed – Applicant (via email)



August 16, 2019

VIA Email and 1st Class Mail

Middlesex Borough Planning Board
1200 Mountain Avenue
Middlesex, NJ 08846

ATTN: Karen Wick – Planning Board Clerk

**Re: Preliminary and Final Major Site Plan
Layla Transportation and Trailing, Inc.
930 Lincoln Blvd.
Block 249, Lot 1 & 2 – Zone CLW
Borough of Middlesex, Middlesex County, NJ
2nd Engineering Review – Traffic
Application No.: P2018-02
N.A. Project No.: 6947.M38**

Dear Board Members:

As requested, this office has reviewed the Preliminary and Final Major Site Plan Application and supplemental documents submitted by the Applicant in support of the above-referenced application.

- Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated June 8, 2018, last revised September 27, 2018, consisting of six (6) sheet.
- Architectural plans entitled “Prop. Interior Renov. of Exist. Commercial Spc., 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated 6/01/2018, consisting of two (2) sheets number A-01 & A-02.
- Transmittal to Barrie Palumbo, Zoning Officer, RE: Layla Transportation & Trailing, Inc., prepared by Gregory Quackenbush of Amertech Engineering, Inc., dated August 9, 2018, consisting of one (1) page.
- Borough of Middlesex Site Plan/Subdivision Application No. P2018-02.
- Borough of Middlesex Application Check List.
- Borough of Middlesex Tax Certification – Form #7.
- County of Middlesex, Department of Public Safety and Health, Division of the Fire Marshal comment letter prepared by William Johnson, Deputy Fire Marshall, Middlesex County FM Office Re: Application #P2018-02, dated September 12, 2018, consisting of one (1) page.
- Middlesex Borough Police Department, comment letter prepared by Ofc. Mark Melchiorre Jr., dated August 15, 2018, consisting of one (1) page.
- Response letter entitled, “Preliminary and Final Major Site Plan, Layla Transportation & Trailing, Inc., Block 249, Lots 1 & 2, 930 Lincoln Blvd, Borough of Middlesex,

DESIGNED BY SCIENCE • ENGINEERED FOR RESULTS



Middlesex County, NJ 08846, Application No.: P2018-02, N.A. Project No.: 6947.M38”, prepared by Husain Ibrahim, PE, CME, M.ASCE of Amertech Engineering, Inc., dated December 17, 2018.

- Planning Report, prepared by Paul N. Ricci AICP, P.P. of ricciplanning, Dated December 20, 2018.
- **Report entitled “Supplement Traffic Assessment, Proposed School Bus Parking, Storage, and Maintenance Facility”, prepared by Charles Olivo, PE, PP, PTOE and John Corak, PE of Stonefield Engineering and Design, dated April 25, 2019.**

A. PROJECT DESCRIPTION

The property is located in the CLW – Commercial/Light Manufacturing/Industrial District and contains 155,384 S.F. (3.56 Acres). The property is located approximately 220 easterly from the intersection of Lincoln Boulevard and South Lincoln Avenue on the north side of Lincoln Boulevard. The property has 776.9 feet of frontage along Lincoln Boulevard.

There are six (6) existing asphalt driveways leading onto the property; several driveways are blocked by chain link fence gates and others have access to the existing building. The property also contains three (3) vacant structures; the two (2) buildings to the west are one-story brick buildings and the one (1) remaining building is a one-story frame building.

The area around and behind the frame dwelling consists of asphalt and concrete, bounded by a fence to the west. The remaining 470 feet of the property mainly consists of open space of overgrown grass and some gravel areas. The rear and front of this portion of the property is bounded by wooded areas.

The Applicant is proposing to provided Parking Storage and Maintenance and Repair of school buses. The three existing structures will be internally altered and be used for the following: Building Number 1 has 7,077 SF to be used as a proposed Bus Repair Shop; Building Number 2 has 3,748 SF to be used as proposed Storage; Building Number 3 has 2,019 SF to be used as a proposed Office Space.

B. COMPLETENESS REVIEW

Based upon the plans and supplemental documents submitted in support of this application, we deemed the application **COMPLETE** from an engineering standpoint in our 2nd completeness review dated December 27, 2018.

D. GENERAL COMMENTS

Please see our 1st Engineering Review letter dated January 31, 2019 for all other outstanding comments.

4. Traffic

i. Traffic Analysis Comments

1. Based upon the provided Supplemental Traffic Assessment, dated April 25, 2019, the Applicant indicates that they performed turning movement counts at the intersection of Lincoln Blvd & South Lincoln Ave on Thursday, April 18, 2019, from 6:30AM – 9:00AM and 2:00PM – 7:00PM.



The Applicant identified an AM Peak Hour of 7:30AM – 8:30AM and a PM Peak Hour of 4:00PM – 5:00PM. We have reviewed the count data provided in the technical appendix.

We agree with this data collection protocol as it should capture both the peak hour along the adjacent roadway system as well the peak hour on site when buses are arriving and departing for service.

2. The Engineer may also wish to collect data from a sample site which operates similarly to the proposed land use. The Engineer may refer to the ITE Trip Generation Reference. A suitable land use code or combination of land use codes should be referenced for the proposed trip generation.
3. We agree with the Applicant's use of the NJDOT Background Growth Rate Tables to project future volumes. The Applicant elected to perform the analysis for a two (2) year build-out period. Typically, a three (3) build-out would present a more conservative analysis. Please provide some brief testimony regarding your choice of build-out period.
4. The Applicant's Engineer should provide references in support of their proposed parking capacity. The Engineer may collect data from a similar site and use this as reference. Reference may be made to the Borough Code or the ITE Parking Generation Reference. Please provide some testimony regarding the proposed parking capacity for the site.
5. Please provide information regarding parking figures and parking dimensions for the project site. References may be made to the ITE Parking Generation Manual or the ULI Dimensions of Parking, as well as the Township Code.
6. We are concerned with the number of access points proposed for the site. It is our recommendation that the total amount of access points be reduced in order to reduce the amount of potential turning movement conflicts both within the site and along the adjacent roadway. The Applicant's Engineer should consider revisiting their site plans and reconfiguring their site layout to maximize cross access between uses on the site, parking areas, drive aisles, and minimizing the amount of access points.
7. We would request that the Applicant's Engineer review the trip generation figures which are being proposing for this site. The Engineer indicates that the site has the capacity to park 86 school buses, 16 additional personal use vehicles, in addition to many maintenance bays available on site. The Applicant indicates that some of the trips to the site will be reduced by carpooling and that only 36 of the school buses are expected to be in operation at a given time. Additionally, only 75 trips are expected during each of the AM and PM Peak Hours. Please provide some basis for the trip generation, such as an operation manual or employee roster indicating that only 36 bus drivers and 9 employees will be present at this site. Please provide testimony regarding the proposed trip generation.
8. Based upon the provided trip generation figures, we note that the proposed site will generate approximately 75 primary trips during the AM Peak Hour and 75 primary trips during the PM Peak Hour in the Full-Build Conditions.



Title 16 Chapter 47 (State Highway Access Management Code) defines a "Significant increase in traffic" as an increase in vehicular volumes exceeding the previously anticipated two-way traffic generated by a lot. The Institute of Transportation Engineers (ITE) and the Department both generally define this through the following thresholds:

- A. 100 movements during the peak hour of the highway or the development; and
- B. 10 percent of the previously anticipated daily movements.

While we are aware that the roadways in question are not classified as State Highways, these roadways are either under Municipal or County jurisdiction and there is some concern regarding the traffic generated from this site. We ask that the Engineer please provide further analysis regarding any mitigation which may be implemented at the adjacent intersection, as well as throughout the surrounding roadway network.

- 9. Please provide brief testimony regarding pedestrian access and pedestrian circulation throughout the proposed site.
 - 10. Please provide information regarding site distance for each of the proposed access points. All matters regarding sight distance, sight lines, and sight triangles should conform to the guidelines set forth by AASHTO's A Policy on Geometric Design of Highways and Streets.
 - 11. Please ensure that all the appropriate signing and striping is provided throughout the site and at access points, in order to ensure safe access to/from the site and safe circulation of traffic throughout the site. All proposed signing and striping must adhere with the guidelines set forth within the FHWA's Manual on Uniform Traffic Control Devices.
- ii. Site Plan & Circulation Comments
- 1. Based upon the provided Site Plans, we observe that five (5) access points are proposed for this site. Three (3) of these driveways provide for full-movements, and the remaining two (2) provide for ingress only. As stated above, we recommend that the site be reconfigured to provide cross-access between the proposed uses and parking areas. The Engineer should try to reduce the amount of access points in order to reduce the amount of potential conflicts both within the site and along the adjacent roadway.
 - 2. We kindly request that the Engineer provide parking figures with references, from either the Borough Code or a National Standard like the ITE Parking Generation Manual. Please provide the requisite land use codes and references for all figures used within your analysis. We note that the Applicant proposes for their employees to utilize the available on-street parking along with the parking offered on the site, for their employees. We ask that the Applicant work with the Borough and its residents to ensure that they do not impact the surrounding uses.



3. We ask that the Applicant provide accessible sidewalks throughout their portion of the site and adjoining public sidewalk. Please provide information to ensure the site is conducive to safe and efficient pedestrian circulation. Please ensure that the site is clearly signed and striped to provide safe pedestrian circulation internally for its employees as well.
4. We recommend that the Applicant's Engineer consider implementing new signage and striping to ensure proper internal and external circulation of traffic. Please review the regulatory signage and provide new signs at appropriate locations. Please ensure that the appropriate signs and pavement markings are in place in order to minimize any conflicts from the drive aisles, loading areas, and parking aisles.
5. We have reviewed the circulation plans provided for both the ladder truck and school bus. We note that both vehicles appear to intrude upon the school bus parking spaces; the school bus near the two-way driveway along the north of the site, and the ladder truck along the southeast of the site.

The Applicant's Engineer shall reconfigure the parking layout and revise the striping so that these vehicles can safely circulate throughout the site without intruding upon the proposed parking spaces.

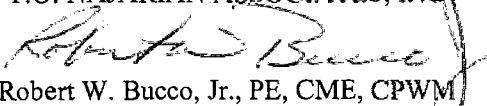
6. The appropriate design standards and permitting should be met for any roadway construction adjacent to the site, which may include but isn't limited to:
 - A. County/Municipal Design Standards;
 - B. MUTCD Standards;
 - C. IES lighting design guidelines;
 - D. American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets;
 - E. ADAAG and/or PROWAG Guidelines; and
 - F. Motor Vehicle and Traffic Laws – Title 39.
7. The Site Plan does not indicate sight distance or exhibit sight lines in either direction from the access driveways. Please provide information to ensure that the unsignalized access points meet AASHTO's A Policy on Geometric Design of Highways and Streets Sight Distance Requirements.
8. We ask that the Engineer ensures the site is properly illuminated for internal circulation and minimizes any external conflict from light spilling over onto the Lincoln Boulevard.
9. The Engineer should provide a lighting plan sheet which includes a schedule of proposed luminaires, calculation areas, statistics table(s), and a luminaire location table. The provided "Lighting & Landscaping" plan does not provide this information. Please refer to a national standard, such as the IES guidelines, or the Municipal Ordinances to ensure that the minimum guidelines are met for average illumination levels, minimum illumination levels, and uniformity.



10. As the proposed land use has a large parking area and serves mainly as a storage and maintenance facility for commercial vehicles, illumination and uniformity values should be provided for both horizontal and vertical calculation areas. Please follow the guidance presented within the Borough Ordinances and/or a national accepted lighting standard. We recommend that a lighting plan be provided for the Board's review.

We reserve the opportunity to further review and comment on this application and all pertinent documentation, pursuant to subsequent submissions and testimony presented at the public hearing.

Should you have any questions or require any additional information relative to the above-referenced matter, please do not hesitate to contact our office.

Very truly yours,
T.O. NAJARIAN ASSOCIATES, INC

Robert W. Bucco, Jr., PE, CME, CPWM
Middlesex Borough Planning Board Engineer

cc: Kelly M. Carey, Esq. - Board Attorney (via email)
Paul Ricci, PP, AICP - Board Planner (via email)
Barrie Palumbo, - Zoning Officer (via email)
Thomas F. Kelso, Esq. - Applicant Attorney (via email)
Sharif H. Aly, P.E., - Applicant Engineer (via email)
Wael O. Hamed - Applicant (via email)



January 31, 2019

VIA Email and 1st Class Mail

Middlesex Borough Planning Board
1200 Mountain Avenue
Middlesex, NJ 08846

ATTN: Karen Wick – Planning Board Clerk

**Re: Preliminary and Final Major Site Plan
Layla Transportation and Trailing, Inc.
930 Lincoln Blvd
Block 249, Lot 1 & 2 – Zone CLW
Borough of Middlesex, Middlesex County, NJ
1st Engineering Review
Application No.: P2018-02
N.A. Project No.: 6947.M38**

Dear Board Members:

As requested, this office has reviewed the Preliminary and Final Major Site Plan Application and supplemental documents submitted by the Applicant in support of the above-referenced application.

- Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated June 8, 2018, last revised September 27, 2018, consisting of six (6) sheet.
- Architectural plans entitled “Prop. Interior Renov. of Exist. Commercial Spc., 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated 6/01/2018, consisting of two (2) sheets number A-01 & A-02.
- Transmittal to Barrie Palumbo, Zoning Officer, RE: Layla Transportation & Trailing, Inc., prepared by Gregory Quackenbush of Amertech Engineering, Inc., dated August 9, 2018, consisting of one (1) page.
- Borough of Middlesex Site Plan/Subdivision Application No. P2018-02.
- Borough of Middlesex Application Check List.
- Borough of Middlesex Tax Certification – Form #7.
- County of Middlesex, Department of Public Safety and Health, Division of the Fire Marshal comment letter prepared by William Johnson, Deputy Fire Marshall, Middlesex County FM Office Re: Application #P2018-02, dated September 12, 2018, consisting of one (1) page.

DESIGNED *by Sharif H. Aly, P.E.* • **ENGINEERED** *by Gregory Quackenbush, P.E.*



- Middlesex Borough Police Department, CommNet letter prepared by Ofc. Mark Melchiorre Jr., dated August 15, 2018, consisting of one (1) page.
- Response letter entitled, “Preliminary and Final Major Site Plan, Layla Transportation & Trailing, Inc., Block 249, Lots 1 & 2, 930 Lincoln Blvd, Borough of Middlesex, Middlesex County, NJ 08846, Application No.: P2018-02, N.A. Project No.: 6947.M38”, prepared by Husain Ibrahim, PE, CME, M.ASCE of Amertech Engineering, Inc., dated 12/17/2018.
- Planning Report, prepared by Paul N. Ricci AICP, P.P. of ricci planning, Dated December 20. 2018.

A. PROJECT DESCRIPTION

The property is located in the CLW – Commercial/Light Manufacturing/Industrial District and contains 155,384 S.F. (3.56 Acres). The property is located approximately 220 easterly from the intersection of Lincoln Boulevard and South Lincoln Avenue on the north side of Lincoln Boulevard. The property has 776.9 feet of frontage along Lincoln Boulevard.

There are six (6) existing asphalt driveways leading onto the property; several driveways are blocked by chain link fence gates and others have access to the existing building. The property also three (3) vacant structures on site; The two (2) buildings to the west are one-story brick buildings and the one (1) remaining building is one-story frame building.

The area around and behind the frame dwelling consists of asphalt and concrete, bounded by a fence to the west. The remaining 470 feet of the property mainly consists of open space of overgrown grass and some gravel areas. The rear and front of this portion of the property is bounded by wooded areas.

The applicant is proposing to provided Parking Storage, Maintenance and Repair of school buses. The three existing structures will be internally altered and be used for the following: Building Number 1 has 7,077 SF to be used as a proposed Bus Repair Shop; Building Number 2 has 3,748 SF to be used as proposed Storage; Building Number 3 has 2,019 SF to be used as a proposed Office Space;

B. COMPLETENESS REVIEW

Based upon the plans and supplemental documents submitted in support of this application, we deemed the application **COMPLETE** from an engineering standpoint in our 2nd completeness review dated December 27, 2018.

C. VARIANCES/DESIGN WAIVERS

Our review of the information submitted has identified the following variances and/or design waivers that are or may be required:



1. The applicant is seeking the following variances from the Borough's ordinance:

- a) The applicant is seeking a variance from Section 420-6 where the minimum front yard setback is fifteen (15) feet. The applicant is proposing a 9.02 foot front yard setback from Lincoln Boulevard, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum front yard setback is a pre-existing, non-conforming variance.

Continuing Statement

2. The applicant requires the following additional variances from the Borough's ordinance:

- a) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 0.40 foot side setback from the front westerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

Continuing Statement

- b) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 4.55 foot side setback from the rear southerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum side yard setback is a pre-existing, non-conforming variance.

Continuing Statement

- c) The applicant may require a variance from Section 248-17.B(12)b. where a minimum of 1.0 footcandle shall be provided at driveways and driveway internal intersections.



The applicant shall revise the Lighting Plan to show that adequate lighting will be provided entrance to the parking lot, or request a variance from the board.

The applicant will be requesting a waiver/variance from this section of the ordinance.

Based on our review and nature of this application we recommend that the Board not grant this waiver.

We defer to the Board's Planner for a full evaluation of the bulk requirements for the Preliminary and Final Site Plan.

D. GENERAL COMMENTS

1. Site Issues

- a) The lots shall be consolidated or cross easements shall be provided for each lot.
- b) It is our understanding that the applicant is proposing to place a leveling layer of stone and then place an Eight (8) inch layer of stone over the entire lot after the existing vegetation is disposed of. Testimony shall be provided as to the placement of the stone.
- c) The applicant has not provided any information as to the amount of stone fill to be placed on the site. The applicant shall provide the quantity of stone which is proposed to be placed and the number of trucks required to provide the stone. The applicant shall provide testimony discussing the stone import operations.
- d) It has been our experience that wheel loading of the busses and trucks will cause the stone to settle and create low spots that will result in ponding of water. Therefore it is our opinion that the lot should be paved in accordance with the Borough's ordinances and paving standards.
- e) The proposed parking lot shall be paved and curbed in its entirety.
- f) The applicant shall provide testimony as to the number of vehicles entering and leaving the site on a daily basis.
- g) The applicant shall provide details as to the trash disposal and the recycling operation and access.
- h) Front, rear and side yard buffers to a residential zone should be provided as required.



- i) The master plan indicates this property is in a Redevelopment Focus Area.
- j) The applicant shall provide testimony and details on any proposed signage.
- k) The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.
- l) The applicant shall provide testimony on the hours of operation of the facility.
- m) A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the buildings appear to be in poor condition. The applicant shall provide testimony regarding the condition and use of the existing buildings.
- n) Najarian Associates also noted that there were a number of monitor wells observed on the property and adjacent to this site. The NJDEP GeoWeb internet site shows the potential for ground water contamination in close proximity to the subject property. Testimony shall be provided regarding the potential for soil contamination. A note shall be added to the plans indicating that soil excavated during the construction of the site shall be tested for contamination and properly disposed of in accordance with all applicable NJDEP requirements if found to be contaminated.

2. Buffers

- a) Section 420-63 D. indicates that where an outside off-street parking area for four or more vehicles, or a loading and unloading area, abuts a residential zone or a lot which was developed for residential use prior to initiation of the nonresidential use on the subject property, a buffer strip, in accordance with applicable buffer requirements of this chapter, shall be provided between the parking area and the adjoining property. Said buffer shall be a minimum of six feet in height at the time of planting.

It appears that a six-foot-high buffer along the front property line between the CLW and R-60B districts is required. The applicant shall provide the buffer or alternatively seek variance relief.

3. Environmental

Testimony shall be provided as to the Environmental Status of the property? The NJDEP GeoWeb site indicates that the following issues may be associated with the property is question.

- a. Known Contaminated site.
- b. Ground water contamination area on site.



- c. Underground Storage Tanks -Status of any UST indicated on the site.
- d. Borders Historic District
- e. Adjacent to Tributary to Bound Brook - The site is in Zone X (potential for 0 to 1 foot flooding)
- f. Piedmont Plains Landscape district - Potential for T&E habitat
- g. NJ Freshwater Wetlands in close proximity to the site - The proposed may encroach on required wetlands buffers
- h. Vernal Habitat
- i. Potential for T&E Habitat or Species

The applicant shall provide a project environmental report discussing the above issues.

4. Traffic

Once testimony has been provided as to the operation and frequency of car, bus and truck movements Najarian shall determine if a traffic report is required.

E. PLAN COMMENTS

a. Cover Sheet

- a. Note 3 indicates that the existing information on the site plans and the Existing Plan was obtained from a Survey Entitled “Plan of Survey with Topography of lots 1 & 2 in Block 249 Situated in Borough of Middlesex, Middlesex County, New Jersey” Prepared by Robert J. Vallee, Professional Land survey NJ License No. 43276 of Vallee Surveying, Inc. Dated September 8, 2017. This Survey shall be provided to Najarian Assoc. (NA), Inc.
- b. The Parking Calculations do not include any parking spaces for the bus drivers. The Applicant proposes to store 86 busses on site. Testimony shall be provided as to the site operation and circulation. If the buses are in service and bus drivers will be coming to the site to pick up the bus before and after transporting the children, then parking spaces for the bus drivers shall be provided.
- c. The Applicant has not included Construction Details in the plan set. Construction Details shall be provided.



b. Existing Conditions Plan

- a. A copy of the signed and sealed survey that this plan was based on shall be provided to Najarian Associates for review.
- b. All existing Utilities and Drainage facilities on site shall be identified with Type, Size, Inverts and slopes.
- c. A legend shall be provided identifying all symbols on the plan.

c. Site Plan

- a. A detail of the school buses shall be provided including length and width.
- b. The applicant is proposing five (5) driveways to access this site. The applicant shall provide Site Triangles for all the driveways.
- c. Testimony shall be provided supporting the need for five (5) driveways.
- d. A representative of Najarian Associates performed a site inspection on August 17, 2018 and observed that the existing chain link fence is in poor condition and needs to be replaced along the property frontage.
- e. The existing driveway to the loading dock on building #2 fronts on Lincoln Blvd. is only deep enough for a twenty Five (25) foot long truck. Testimony shall be provided as to the operation of the loading dock and the size of the vehicles that will be accessing this loading dock.
- f. A Circulation Plan for the entire site shall be provided.
- g. The applicant shall provide stop signs and stop bars with details on all driveways.
- h. Turning templates shall be provided for the bus, car, and truck operations for the entire site. This shall include trash pickup trucks and passenger vehicles.
- i. Building # 1, the applicant proposes to remove an existing personnel door and replace it with an overhead (OH) door. The applicant shall provide testimony as to the purpose of this new OH door and will trucks be using this door. The Applicant shall include this maneuver in the overall site circulation plan and provide a truck turning template if trucks proposes to use the new OH door.
- j. The Applicant proposes to place a Jersey Barrier behind the parking area for the office space. The applicant shall provide testimony discussing the purpose for this barrier.



-
- k. The driveway between Buildings #2 & #3 shows as a one way ingress drive. The applicant shall provide testimony as to how these vehicles will exit from this area.
 - l. The applicant proposes a drive along the Handicap (HC) parking space aisle for the officer parking area. The plan shows a ten (10) foot wide drive with a bend 90 degree bend. Testimony shall be provided discussing the purpose for this drive. A turning template must be must be provided for this maneuver.
 - m. Traffic Flow arrows shall be provided for all traffic movements.
 - n. The refuse enclosure shall show the recycle bins and the dumpster.
 - o. All driveways lane widths shall be dimensioned.
 - p. All curb cuts shall also be dimensioned.
 - q. The existing curbs and sidewalks along the roadway are in poor condition. Areas with existing and sidewalks shall be replaced in kind.
 - r. Landscape & Lighting Plan**
 - a. The center of the bus parking area has less than 0.5 fc. The minimum lighting should be 1.0fc in areas where there is a potential for vehicle or pedestrian conflicts. Testimony shall be provided as to the operations in this area and the justification for less than 0.5fc.
 - b. Additional lighting shall be provided around Building #1 and Building #2 for safe access to the personnel and overhead doors.
 - c. Each of the proposed driveways shall be properly lighted for safe operation of the project.
 - d. The applicant has not provided sufficient landscaping and buffers required by the Ordinance. In accordance with Chapter 420-63 of the ordinances, the applicant shall provide buffers and landscaping as a part of this project. Additional street trees and plantings shall be added along the street frontage.
 - e. The applicant shall provide the hours of operation of the lighting for the facility operations and security.
 - s. Soil Erosion & Sediment Control**
 - a. The applicant shall provide testimony as to the need to import or export soil to the site.



t. Soil Erosion Control Notes & Details

- a) All notes and details shall be in accordance with Freehold Soil Conservation District requirements.
- b) The applicant shall provide soil erosion details for the protection of the existing trench drain.


7. The following Construction Details shall be provided;

- a. All proposed signage.
- b. All proposed striping.
- c. Proposed drainage details.
- d. Curb details for office parking lot and all proposed curbing.
- e. Pavement details for all proposed asphalt and concrete pavements.
- f. Details for the trash enclosure fence, screening and concrete slab.
- g. All additional details as requested in further reviews.

We reserve the opportunity to further review and comment on this application and all pertinent documentation, pursuant to subsequent submissions and testimony presented at the public hearing.

Should you have any questions or require any additional information relative to the above-referenced matter, please do not hesitate to contact our office.

Very truly yours,
T.O. NAJARIAN ASSOCIATES, INC


Robert W. Bucco, Jr., PE, CME, CPWM
Middlesex Borough Planning Board Engineer

cc: Kelly M. Carey, Esq. – Board Attorney (via email)
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Sharif H. Aly, P.E., – Applicant Engineer (via email)
Wael O. Hamed – Applicant (via email)

December 27, 2018

VIA Email and 1st Class Mail

Middlesex Borough Planning Board
1200 Mountain Avenue
Middlesex, NJ 08846

ATTN: Karen Wick – Planning Board Clerk

**Re: Preliminary and Final Major Site Plan
Layla Transportation and Trailing, Inc.
930 Lincoln Blvd
Block 249, Lot 1 & 2 – Zone CLW
Borough of Middlesex, Middlesex County, NJ
2nd Completeness Review
Application No.: P2018-02
N.A. Project No.: 6947.M38**

Dear Board Members:

As requested, this office has reviewed the Preliminary and Final Major Site Plan Application and supplemental documents submitted by the Applicant in support of the above-referenced application, for completeness only:

- Plans entitled “Layla Transportation LLC - Preliminary and Final Major Site Plan, 930 Lincoln Boulevard, Lots 1 & 2, Block 249, Borough of Middlesex, Middlesex County, New Jersey, T. M. Sheet No. 17”, prepared by Sharif H. Aly, P.E., of Amertech Engineering, Inc., dated June 8, 2018, last revised **September 27, 2018**, consisting of six (6) sheet.
- Architectural plans entitled “Prop. Interior Renov. of Exist. Commercial Spc., 930 Lincoln Blvd., Middlesex, NJ”, prepared by Ashraf M. Ragab, AIA Architect, of AMRARCH Design Studio, dated 6/01/2018, consisting of two (2) sheets number A-01 & A-02.
- Transmittal to Barrie Palumbo, Zoning Officer, RE: Layla Transportation & Trailing, Inc., prepared by Gregory Quackenbush of Amertech Engineering, Inc., dated August 9, 2018, consisting of one (1) page.
- Borough of Middlesex Site Plan/Subdivision Application No. P2018-02.
- Borough of Middlesex Application Check List.
- Borough of Middlesex Tax Certification – Form #7.
- County of Middlesex, Department of Public Safety and Health, Division of the Fire marshal comment letter prepared by William Johnson, Deputy Fire Marshall, Middlesex County FM Office Re: Application #P2018-02, dated September 12, 2018, consisting of one (1) page.

DESIGNED  **ENGINEERED**



- Middlesex Borough Police Department, CommNet letter prepared by Ofc. Mark Melchiorre Jr., dated August 15, 2018, consisting of one (1) page.
- **Response letter entitled, “Preliminary and Final Major Site Plan, Layla Transportation & Trailing, Inc., Block 249, Lots 1 & 2, 930 Lincoln Blvd, Borough of Middlesex, Middlesex County, NJ 08846, Application No.: P2018-02, N.A. Project No.: 6947.M38”, prepared by Husain Ibrahim, PE, CME, M.ASCE of Amertech Engineering, Inc., dated 12/17/2018.**

A. PROJECT DESCRIPTION

The property is located in the CLW – Commercial/Light Manufacturing/Industrial District and contains 155,384 S.F. (3.56 Acres). The property is located approximately 220 easterly from the intersection of Lincoln Boulevard and South Lincoln Avenue on the north side of Lincoln Boulevard. The property has 776.9 feet of frontage along Lincoln Boulevard.

There are six (6) existing asphalt driveways leading onto the property; several driveways are blocked by chain link fence gates and others have access to the existing building. The property also three (3) vacant structures on site; The two (2) buildings to the west are one-story brick buildings and the one (1) remaining building is one-story frame building.

The area around and behind the frame dwelling consists of asphalt and concrete, bounded by a fence to the west. The remaining 470 feet of the property mainly consists of open space of overgrown grass and some gravel areas. The rear and front of this portion of the property is bounded by wooded areas.

The applicant is proposing to provided Parking Storage, Maintenance and Repair of school buses. The three existing structures will be internally altered and be used for the following: Building Number 1 has 7,077 SF to be used as a proposed Bus Repair Shop; Building Number 2 has 3,748 SF to be used as proposed Storage; Building Number 3 has 2,019 SF to be used as a proposed Office Space;

B. COMPLETENESS REVIEW

Based upon the plans and supplemental documents submitted in support of this application, we consider the application **COMPLETE** from an engineering standpoint.

C. VARIANCES/DESIGN WAIVERS

Our review of the information submitted has identified the following variances and/or design waivers that are or may be required:

1. The applicant is seeking Completeness Waivers from Boroughs Application Check list as follows:



- a) Item 13 – Survey which has been performed within the last 6 months. The applicant is requesting a waiver for a “Plan of Survey with Topography” prepared by Vallee Surveying, Inc. dated September 8, 2017 as stated in General Note Number 3, on the Cover Sheet.

Based on our review and nature of this application, we have no objection, from an engineering standpoint, to the board granting this waiver since the site conditions appear to have not been altered and said Survey is accurate enough for its use in this Site Plan Application.

Continuing Statement

2. The applicant has not requested Completeness Waivers from Boroughs Application Check list, that may be required as follows:
- a) Item 10: Storm Drainage Plan showing all Existing and Proposed structures, curbing and impervious coverage.

The applicant has checked this item as ‘Submitted’ on the Completeness Checklist, although a Stormwater Management Report was not provided for review. Based on the Zoning Schedule provided on the Cover Sheet, Maximum Impervious Cover, The existing impervious are shows 26.45% were the proposed area is 87.71%. There is an increase of 61.26% which equates to 95,188 SF or 2.19 acres.

Therefore the applicant is disturbing more than an acre and is increasing the impervious coverage at the site of more than 0.25 acres; therefore the project is considered a “Major Development” pursuant to NJDEP NJAC 7:8. The applicant shall submit a complete Storm Water analysis, including, but not limited to, stormwater quantity, quality, infiltration, on-site detention/retention or infiltration and pre and post development drainage area maps and a revised set of Preliminary and final Major Site Plans for further review.

Addressed-The Zoning Table has been revised on the cover sheet based on previous correspondence and a site visit which is acceptable from an engineering standpoint

- b) Item 23: Detailed plan of existing and proposed signage.

The applicant has checked this item as being submitted, yet no existing or proposed freestanding or monument signs are provided on the Site Plan Set. The applicant shall provide sign details, type, site location and ordinance criteria on the plan or add a note that no signs are proposed for this application.



Addressed-The applicant has represented that no existing or proposed project sign(s) will be on site.

3. The applicant is seeking the following variances from the Borough's ordinance:
- a) The applicant is seeking a variance from Section 420-6 where the minimum front yard setback is fifteen (15) feet. The applicant is proposing a 9.02 foot front yard setback from Lincoln Boulevard, which is a pre-existing, non-conforming variance.

Based on our review and nature of this application, we have no objection, from an engineering standpoint to the Board granting this variance due to the existing minimum front yard setback is a pre-existing, non-conforming variance.

Continuing Statement

4. The applicant requires the following additional variances from the Borough's ordinance:
- a) The applicant may require a variance from Section 420-6 where the minimum side yard setback is five (5) feet. The applicant is proposing a 0.40 foot side setback from the front westerly corner of building Number 3, adjacent Lot 1, which is a pre-existing, non-conforming variance.

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Continuing Statement



- c) The applicant may require a variance from Section 248-17.B(12)b. where a minimum of 1.0 footcandle shall be provided at driveways and driveway internal intersections.

The applicant shall revise the Lighting Plan to show that adequate lighting will be provided entrance to the parking lot, or request a variance from the board.

Addressed-The applicant will be requesting a waiver/variance from this section of the ordinance.

5. We defer to the Board's Planner for a full evaluation of the bulk requirements for the Preliminary and Final Site Plan.

We reserve the opportunity to further review and comment on this application and all pertinent documentation, pursuant to subsequent submissions and testimony presented at the public hearing.

Should you have any questions or require any additional information relative to the above-referenced matter, please do not hesitate to contact our office.

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December 27, 2018

VIA Email and 1st Class Mail

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DESIGNED BY SCIENCE • ENGINEERED FOR RESULTS



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