

[EXTERNAL EMAIL] OPRA Assignment OPRA- Req-24-1412.1

From: jmccallum@teanecknj.gov

To: mbocchino@teanecknj.gov

Date: 9/24/2024 9:30 AM

OPRA-Req-24-1412

Date Received: 9/24/2024

Status: Received

Applicant: Charles W Powers

Information Requested: This is, a formal request under NJ's Open Public Record Act (OPRA) for a copy of the public records are copies of the site plan application and related materials (including the reports from the Township's departments and experts) that have been submitted to the Township in furtherance of an applicant's application for site plan approval of cannabis facilities proposed to be located at 455 Alfred Avenue in Teaneck. These documents are cited in the notice of a Planning Board hearing that appeared in the Bergen Record on September 16, 2024 - and are cited on the NJ Public Notice website.

My preference is that your response to this OPRA request be transmitted to me as an attachment to an email sent to me at the same email address from which I am sending this emailed request and is also found at the bottom of this email. If you prefer to provide it in hard copy, I am happy to reimburse the Township for it and to pick it up from your office in the municipal building when you inform me it is ready.

OPRA-Req-24-1412.1

Date Assigned: 9/24/2024

Status: Received

Directive:

Response:

SDL Portal page for OPRA Request

Spatial Data Logic 2024



Teaneck Township
 ZONING OFFICER
 818 TEANECK ROAD
 TEANECK, NJ 07666
 (201) 837-1600 FAX(201) 837-4802
 DMELFI@TEANECKNJ.GOV

Application Date: 8/22/2023
 Application Number: 20230518
 Permit Number: _____
 Project Number: _____
 Fee: \$350

Denial of Application

PB2024-04A

Date: 2/28/2024

To: NUTRA LEAF LLC
 455 ALFRED AVENUE
 TEANECK, NJ 07666

CC: APP TELE:(973) 262-2350
 APP EMAIL:JALMONTE@MEDEROSLAWGROUP.COM

RE: 455 ALFRED AVE C-1
 BLOCK: 6002 LOT: 5 QUAL: ZONE: LI

DEAR NUTRA LEAF LLC,
 RETAIL MICRO DISPENSARY FOR THE SALE OF CANNABIS PRODUCTS.

REVISED PLANS SUBMITTED 11-28-23
 REVISED BUILDING PLANS SUBMITTED 2-7-24
 REVISED SITE PLAN SUBMITTED 2-9-24.
 REVISED PLAN RESUBMITTED 2-27-24.

FYI: There are 2 applications to be heard at the same time. They are both dependent on each other.

Planning Board approval required .

33-17 Site plan approval is required.

Testimony to be provided in regards to odor control, noise, security, and lighting.

FYI The property is in 2 towns and may require additional approvals.

33-28(b)3 Parking
 Proposed parkings is for 10 vehicles / complete tenant fenced in area.
 Required parking is for 8 vehicles.


FYI: The parking requirement for both tenants is 20 spaces.

There is currently no delination / serarate parking for the whole site.
 The parking requirement for the whole site is 79 spaces / site plan.

PARKING TESTIMONY IS REQUIRED IN REGARDS TO THE WHOLE SITE.

SUBMITTAL OF ANY NEW DOCUMENTS MAY REQUIRE ADDITIONAL VARIANCES OR WAIVERS

Sincerely,



 DAN MELFI, ZONING OFFICIAL

PB 2024 # 04A

TOWNSHIP OF TEANECK

Form T-13

DO NOT WRITE IN THIS SPACE
FILED: 5-14 20 24
120 Days
from filing 20

Lot 05 Block 6002 Tax Map Sheet 60
Street Address 455 AL Fred AVE
Name of Applicant T-Verde, LLC
Address of Applicant 455 AL Fred AVE, Teaneck, NJ

APPEAL FOR VARIANCE FROM CERTAIN PROVISIONS OF THE ZONING ORDINANCE

- 1. Name of Owner Eastern Warehouse Realty Inc. (If different from applicant)* (If a corporation, furnish name of president or secretary)
2. Address of Owner 455 AL Fred AVE, Teaneck NJ 07666
3. Dimensions of subject premises 384.24 side, 350.22 rear, 277.82, 435.55 Ft.
4. Area of subject premises 92,155.21 SEE Survey Sq. Ft.
5. Area of existing structures to remain on subject premises 64,409.34 Sq. Ft.
6. Area of proposed structures Existing structure remain partial Rehab Sq. Ft. change use
7. Total area of subject premises to be occupied by structures 64,409.34 Sq. Ft.
8. Percentage of subject premises to be occupied by structures 69.89% Percent
9. Zone in which premises are located L-I, Light Industry, / CANNABIS ZONE
10. State whether there have been any previous development applications involving these premises (variance, subdivision, site plan, other) Yes No X
a) Nature of application CANNABIS CULTIVATION + MANY LAWN / CANNABIS ZONE
b) Date of Decision 2-28-24
c) Disposition Planning board approval Required
11. State whether there are any covenants or easements imposed by the Township of Teaneck, or imposed by other governmental agencies, or relating to utilities. Attach a copy of any such covenants, deed restrictions, exceptions or easements. The granting of this application does not modify or rescind any Yes No X

*If applicant is not the owner, Owner Authorization Form

TOWNSHIP OF TEANECK

12. State whether there are any taxes or assessments for local improvements due or delinquent on the property which is the subject of this application:

Yes _____ No X

APPLICATION IS HEREBY MADE TO THE BOARD OF ADJUSTMENT/
PLANNING BOARD FOR VARIANCE RELIEF AS FOLLOWS:

The applicant hereby request permission to (circle whichever applies) erect, ~~alter~~, move, convert, use

a CANNABIS Cultivation & Manufacture

contrary to the requirement of Sections 33-17(A) 3-28(b)(3) PARKING

of the Teaneck Zoning Ordinance 1811, as amended and supplemented, upon the premises know as

455 ALFred Ave Block 6002 Lot 05
Street and Number

The proposed building or structure or use is contrary to the ordinance in the following particulars: State Specifically

1. Planning board required
2. _____
3. _____
4. _____
5. _____
6. _____

State whether the Construction Official/Administrative Officer has examined the application for the proposed uses and refused a certificate of occupancy/use.

Yes _____ No X

State whether the Construction Official/Administrative Officer has examined the plans for the proposed building or structure and refused building permit.

Yes _____ No _____

Date of denial by Construction Official/Administrative Officer _____

I hereby certify that the foregoing statements are true to the best of my knowledge and belief:

[Signature]
Signature of Applicant

Dated: 5/14/24

| | |
|----------------------------|-------------|
| DO NOT WRITE IN THIS SPACE | |
| Filed <u>5-14</u> | <u>2024</u> |
| 45 Days from Filing _____ | 20 _____ |

APPLICATION FOR APPROVAL OF FINAL SITE PLAN

Application is hereby made to the Planning Board/Board of Adjustment of the Township of Teaneck for approval of final site plan of the major subdivision shown and described on the accompanying maps and documents:

| | | |
|--|-------------------|-------------------------|
| Lot <u>05</u> | Block <u>6002</u> | Tax Map Sheet <u>60</u> |
| Street Address <u>455 ALFred AVE</u> | | |
| The above premises are owned by <u>EASTERN Warehouse Realty INC.</u> | | |
| Whose address is <u>455 ALFred AVE, Teaneck, NJ 07666</u> | | |

1. Applicant's Name Nutra Leaf, LLC
 Address 455 ALFred AVE Phone 973-262-2350
Suite-C1, Teaneck, NJ 07666

2. Name and address of present owner (If other than above)
 Name 455 ALFred AVE, LLC - c/o Jay Almonte
 Address 30 Robert ST, North Haledon, NJ 07508

3. Amount of Performance Guarantee \$ _____

4. Accompanying this Application is Final Site Plan Prepared by ADNON Khan
P.E., C.M.E, MSCE - AWZ Engineering a licensed engineer and
 Surveyor of New Jersey drawn in accordance with Section _____ of the
 Teaneck Township Code.

5. Date of Preliminary Approval _____

Form T-19

I hereby certify that the following statements are true, to the best of my knowledge, information and belief.

** If applicant is not the owner, Owner Authorization Form must be completed by owner and the submitted herewith.

[Handwritten Signature]

Signature of Applicant*

455 ALFred AVE
TEANECK, NJ

Address of Applicant

973-262-2350

Telephone Number of Applicant

If represented by an Attorney

Ciro A. Mederos, ESq.

Attorney's Name

5833 John F. Kennedy Blvd

Attorney's Address N. Bergen, NJ 07047

201-758-5700

Attorney's Telephone Number

Filing Date _____

Hearing Date _____

Disposition Date _____

Fee Receipt No. _____

TOWNSHIP OF TEANECK
SITE PLAN CHECKLIST

Name of Applicant: Nutra Leaf Development Name: _____
Plan Prepared By: _____ Date: _____ Latest Rev. Date: _____
DATE: X = Completed; W = Waiver Requested; N/A = Not Applicable
____ First blank to be checked by applicant or applicant's surveyor and/or engineer (A)
____ Second blank to be checked by Township Engineer (T)

ADMINISTRATION AND PROCEDURES:

| <u>A</u> | <u>T</u> | <u>A</u> | <u>T</u> |
|----------|----------|----------|----------|
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
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| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

PLAN DETAILS: (Applicant may request Approving Authority to waive any of following items)

| <u>A</u> | <u>T</u> | <u>Existing Natural Features</u> | <u>Other Features:</u> | <u>Proposed:</u> |
|----------|----------|--|--------------------------------|------------------|
| _____ | _____ | <u>Existing:</u> | _____ Streets* | _____ |
| _____ | _____ | _____ Soil Types | _____ Buildings* | _____ |
| _____ | _____ | _____ Rock Outcroppings | _____ Bldg. setback lines | _____ |
| _____ | _____ | _____ Slopes Over 20% | _____ Railroad right-of-way* | _____ |
| _____ | _____ | _____ Wooded Areas | _____ Public easements | _____ |
| _____ | _____ | _____ Other | _____ Fences and walls | _____ |
| _____ | _____ | | _____ Watercourses* | _____ |
| _____ | _____ | | _____ Bridges* | _____ |
| _____ | _____ | | _____ Culverts* | _____ |
| _____ | _____ | | _____ Land to be dedicated | _____ |
| _____ | _____ | | _____ Signage | _____ |
| _____ | _____ | | *These require spot elevations | |
| _____ | _____ | <u>Off-tract Improvements:</u> | _____ Streets | |
| _____ | _____ | _____ Storm drains and/or sanitary sewers | _____ Other | |
| _____ | _____ | <u>Proposed Sewer & Utility Layouts:</u> | _____ Water | |
| _____ | _____ | _____ Sanitary Sewer | _____ Telephone & Cable T. V. | |
| _____ | _____ | _____ Pore tests and soil logs | _____ Storm Drains | |
| _____ | _____ | _____ Gas | _____ Electricity | |
| _____ | _____ | _____ Other | _____ All systems underground | |
| _____ | _____ | _____ Dry sanitary sewer line | | |

Title Block:
_____ Name of Development/Applicant
_____ Block and Lot Numbers & Zoning District
_____ Preparation & Revision Dates
_____ Person(s) preparing plan with seal, lic.#, signature

Zoning Table:
_____ Set forth comparison of ordinance and proposed development with respect to area, width and depth of lots; yard dimensions; height; floor area ratios; lot coverage; building coverage; on-site parking

(Continued on reverse side)

REQUIRED LEGENDS:

Approved by the Planning Board/Zoning Board of Adjustment of the Township of Teaneck, N. J.

Date

Chairperson

Secretary

It is hereby certified that this site plan meets all codes and ordinances under my jurisdiction.

Date

Township Engineer

Date

Construction Official

It is hereby certified that all required improvements have been installed or that a performance guarantee has been posted in accordance with municipal ordinances.

Date

Construction Official

Date

Township Engineer

It is hereby certified that tax payments are current.

Date

Tax Collector

CERTIFICATE OF COMPLETENESS

This is to certify the completeness of the above referenced development application.

Date

Township Engineer

TOWNSHIP OF TEANECK

Form T-10

File Number 20230518

DO NOT WRITE IN THIS SPACE

Filed 5-14 20 24
45 Days from Filing 20
(10 acres or less)
95 Days from Filing 20
(more than 10 acres)

SITE PLAN APPLICATION/DISPOSITION REPORT BY
SITE PLAN REVIEW ADVISORY BOARD

(Submit with required fee and 16 copies of site plan
containing information listed on site plan checklist)

1. Name of applicant Nutra Leaf, LLC Phone # 973-262-2350
2. Address of applicant 455 ALFred AVE, Suite C-1, Teaneck NJ
3. If subject premises is owned by a corporation, furnish name of president and secretary
Hugo Im
4. Existing New Expansion Alteruation
5. Zone LI Estimated Cost _____ Estimated Date of Compliance _____
6. What is building or site used for now? Light Industrial, STORAGE
7. What is proposed to be done Micro-Retail Dispensary
8. Describe what is proposed to be done micro retail Cannabis Dispensary, Total space is 2,500 SqFT

9. Are there any deed restrictions, covenants, exceptions, variances or easements on this property?
Yes _____ No
If "yes", a copy of such covenants, deed restrictions, exceptions, variances or easements shall be submitted with the application. The granting of a subdivision does not modify or rescind any such provisions.

Date 5/13/24 Signature of Applicant [Signature]

To Be Completed By Site Plan Review Advisory Board

10. Recommended for approval without conditions _____

11. Recommended for denial for the following reasons: _____

12. Recommended for approval subject to the following conditions: _____

Date of Meeting Action Taken _____

Chairman of Site Plan Review Advisory Board

ADDITIONAL DETAILS AS REQUIRED BY SUPPLEMENT 78

In accordance with Section 33-17(c) (2) s of the Township Development Regulations the following will be required:

Proposed location, direction of illumination, power and time of proposed outdoor lighting, type of standards to be employed, radius of light and intensity in foot candles.

In accordance with Section 33-17 (c) (2) t of the Township Development Regulations the following will be required:

Proposed screening, landscaping and planting plan, indicating natural vegetation to remain and type of vegetation to be utilized. All trees which are to be removed as the result of the construction of proposed buildings and other structures on site shall be clearly designated. The applicant shall certify the necessity of the removal of the so-designated trees and why alternative locations for construction of proposed buildings and other structures are not feasible on site. Every tree at least five (5) inches in caliper shall be specifically and clearly identified.

A T

_____ _____ All trees 5" and over in caliper

_____ _____ All trees to be removed

_____ _____ Lighting location, intensity



Teaneck Township
 ZONING OFFICER
 818 TEANECK ROAD
 TEANECK, NJ 07666
 (201) 837-1600 FAX(201) 837-4802
 DMELFI@TEANECKNJ.GOV

Application Date: 8/22/2023
 Application Number: 20230519
 Permit Number: _____
 Project Number: _____
 Fee: \$350

Denial of Application

PB 2024-04B

Date: 2/28/2024

To: T-VERDE LLC
 455 ALFRED AVENUE
 TEANECK, NJ 07666

CC: APP TELE:(973) 262-2350
 APP EMAIL:JALMONTE@MEDEROSLAWGROUP.COM

RE: 455 ALFRED AVE C-2
 BLOCK: 6002 LOT: 5 QUAL: ZONE: LI

DEAR T-VERDE LLC,

LIGHT INDUSTRIAL MICRO DISPENSARY, CULITVATION, MANUFACTURING A SMALL BUISNESS WITH IN HOUSE GROWING AND MANUFACTURING CANNIBIS PRODUCTS WHICH WILL INCLUDE AN AREA TO RECEIVE SHIPMENTS, STORAGE, PACKING AND BREAK ROOM.

REVISED PLAN SUBMITTED 11-28-23.
 REVISED BUILDING PLAN SUBMITTED 2-7-24.
 REVISED SITE PLAN SUBMITTED 2-9-24.
 REVISED RESUBMITTED 2-27-24

FYI There are 2 applications to be heard at the same time. They are both dependent on each other.

Planning Board approval is required.

33-17 (a) Site plan approval required.

Testimony to be provided in regards to odor control, noise, security, and lighting..

FYI The property is in 2 towns and may require additional approvals.

33-28(b)(3) Parking

Proposed parking is for 10 vehicles / complete tenant fenced in area.
 Required parking for this tenant is for 12 vehicles.

FYI The parking requirement for both tenants sharing the same lot is 20 spaces.

There is currently no delineration / serarate parking for the whole site..
 The parking requirement for the whole site is 79 spaces / site plan.
 The provided survey shows parking for 38 spaces.

PARKING TESTIMONY IS REQUIRED IN REGARD TO THE WHOLE SITE.

SUBMITTAL OF ANY NEW DOCUMENTS MAY REQUIRE ADDITIONAL VARIANCES OR WAIVERS

Sincerely,



 DAN MELFI, ZONING OFFICIAL

DO NOT WRITE IN THIS SPACE
FILED: 5-14 20 24
120 Days
from filing _____ 20 _____

Lot 05 Block 6002 Tax Map Sheet 60
Street Address 455 Alfred Ave
Name of Applicant Nutra Leaf, LLC
Address of Applicant 455 Alfred Ave. Teaneck NJ

APPEAL FOR VARIANCE FROM CERTAIN PROVISIONS OF THE ZONING ORDINANCE

- Name of Owner Eastern Warehouse Realty Inc.
(If different from applicant)* (If a corporation, furnish name of president/or secretary)
- Address of Owner 455 Alfred Ave, Teaneck NJ 07666
- Dimensions of subject premises 384.24' (side), 350.22 (Rear) 277.82' Ft. 435.55
- Area of subject premises 64,409.34 SFT 92,155.21 SEE SURVEY Sq. Ft.
- Area of existing structures to remain on subject premises 64,409.34 Sq. Ft.
- Area of proposes structures Existing structure remain. Partial Reno Sq. Ft. Change use
- Total area of subject premises to be occupied by structures 64,409.34 Sq. Ft.
- Percentage of subject premises to be occupied by structures 69.89% Percent
- Zone in which premises are located L-I, Light Industry / Cannabis zone
- State whether there have been any previous development applications involving these premises (variance, subdivision, site plan, other) Yes _____ No X
- a) Nature of application Cannabis Retail use - Parking
- b) Date of Decision 2-28-24
- c) Disposition Planning board Approval Required.
- State whether there are any covenants or easements imposed by the Township of Teaneck, or imposed by other governmental agencies, or relating to utilities. Attach a copy of any such covenants, deed restrictions, exceptions or easements. The granting of this application does not modify or rescind any Yes _____ No X

*If applicant is not the owner, Owner Authorization Form

TOWNSHIP OF TEANECK

12. State whether there are any taxes or assessments for local improvements due or delinquent on the property which is the subject of this application:

Yes _____ No X

APPLICATION IS HEREBY MADE TO THE BOARD OF ADJUSTMENT/
PLANNING BOARD FOR VARIANCE RELIEF AS FOLLOWS:

The applicant hereby request permission to (circle whichever applies) erect, alter, move, convert, use

a Cannabis Retail

contrary to the requirement of Sections 33-17(A), 33-28(b)(3) parking

of the Teaneck Zoning Ordinance 1811, as amended and supplemented, upon the premises know as

455 Alfred Ave

Street and Number

Block 6002 Lot 05

The proposed building or structure or use is contrary to the ordinance in the following particulars: State Specifically)

1. Planning board Required
2. _____
3. _____
4. _____
5. _____
6. _____

State whether the Construction Official/Administrative Officer has examined the application for the proposed uses and refused a certificate of occupancy/use.

Yes _____ X _____ No _____

State whether the Construction Official/Administrative Officer has examined the plans for the proposed building or structure and refused building permit.

Yes _____ No _____

Date of denial by Construction Official/Administrative Officer _____

I hereby certify that the foregoing statements are true to the best of my knowledge and belief:

[Signature]
Signature of Applicant

Dated: 5/13/24

| | |
|----------------------------|--------------|
| DO NOT WRITE IN THIS SPACE | |
| Filed <u>5-14</u> | 20 <u>24</u> |
| 45 Days from Filing _____ | 20 <u>1</u> |

APPLICATION FOR APPROVAL OF FINAL SITE PLAN

Application is hereby made to the Planning Board/Board of Adjustment of the Township of Teaneck for approval of final site plan of the major subdivision shown and described on the accompanying maps and documents:

| | | |
|--|-------------------|-------------------------|
| Lot <u>05</u> | Block <u>6002</u> | Tax Map Sheet <u>60</u> |
| Street Address <u>455 AL Fred Ave</u> | | |
| The above promises are owned by <u>EASTERN warehouse Realty Inc.</u> | | |
| Whose address is <u>455 AL Fred Ave, Teaneck, NJ 07664</u> | | |

1. Applicant's Name T- Verde, LLC
 Address 455 AL Fred Ave Phone 973-262-2358
Suite C2, Teaneck NJ 07666

2. Name and address of present owner (If other than above)
 Name 455 Alfred Ave, LLC c/o Jay Almonte
 Address 30 Robert ST, North Haledon NJ 07508

3. Amount of Performance Guarantee \$ _____

4. Accompanying this Application is Final Site Plan Prepared by ADNON KHAN
P.E., C.M.E. MSCE - Auz Engineering a licensed engineer and
 Surveyor of New Jersey drawn in accordance with Section _____ of the
 Teaneck Township Code.

5. Date of Preliminary Approval _____

Form T-19

I hereby certify that the following statements are true, to the best of my knowledge, information and belief.

** If applicant is not the owner, Owner Authorization Form must be completed by owner and the submitted herewith.

[Handwritten Signature]

Signature of Applicant*

455 ALFRED AVE, TEANECK, NJ 07666

Address of Applicant

973-262-2350

Telephone Number of Applicant

If represented by an Attorney

CINDY A. MEDEROS, ESA.

Attorney's Name

5833 JFK BLVD, FLR 2 N. BERGEN, NJ 07047

Attorney's Address

201-758-5700

Attorney's Telephone Number

Filing Date _____

Hearing Date _____

Disposition Date _____

Fee Receipt No. _____

REQUIRED LEGENDS:

Approved by the Planning Board/Zoning Board of Adjustment of the Township of Teaneck, N. J.

| | |
|-------|-------------|
| _____ | _____ |
| Date | Chairperson |
| | _____ |
| | Secretary |

It is hereby certified that this site plan meets all codes and ordinances under my jurisdiction.

| | |
|-------|-----------------------|
| _____ | _____ |
| Date | Township Engineer |
| | _____ |
| _____ | _____ |
| Date | Construction Official |

It is hereby certified that all required improvements have been installed or that a performance guarantee has been posted in accordance with municipal ordinances.

| | |
|-------|-----------------------|
| _____ | _____ |
| Date | Construction Official |
| | _____ |
| _____ | _____ |
| Date | Township Engineer |

It is hereby certified that tax payments are current.

| | |
|-------|---------------|
| _____ | _____ |
| Date | Tax Collector |

CERTIFICATE OF COMPLETENESS

This is to certify the completeness of the above referenced development application.

| | |
|-------|-------------------|
| _____ | _____ |
| Date | Township Engineer |

TOWNSHIP OF TEANECK

Form T-10

DO NOT WRITE IN THIS SPACE

File Number 20230519

| | |
|---------------------------|----------|
| Filed _____ | 20 _____ |
| 45 Days from Filing _____ | 20 _____ |
| (10 acres or less) | |
| 95 Days from Filing _____ | 20 _____ |
| (more than 10 acres) | |

SITE PLAN APPLICATION/DISPOSITION REPORT BY
SITE PLAN REVIEW ADVISORY BOARD

(Submit with required fee and _____ copies of site plan
containing information listed on site plan checklist)

1. Name of applicant T-Verde, LLC Phone # 973-262-2350
 2. Address of applicant 455 AL Fred Ave, Suite C-2, Teaneck NJ
07666

3. If subject premises is owned by a corporation, furnish name of president and secretary
Hugo Im

4. Existing New _____ Expansion _____ Alternation _____

5. Zone LT Estimated Cost _____ Estimated Date of Compliance _____

6. What is building or site used for now? Light Industrial - Storage

7. What is proposed to be done micro cultivation & manufacturing

8. Describe what is proposed to be done micro cultivation +
manufacturing a small 2,500 FT of
Grow Canopy + manufacture package
products.

9. Are there any deed restrictions, covenants, exceptions, variances or easements on this property?
Yes _____ No

If "yes", a copy of such covenants, deed restrictions, exceptions, variances or easements shall be
submitted
with the application. The granting of a subdivision does not modify or rescind any such
provisions.

Date 5/14/24 Signature of Applicant [Signature]
Page 1 of 2

To Be Completed By Site Plan Review Advisory Board

10. Recommended for approval without conditions _____

11. Recommended for denial for the following reasons: _____

12. Recommended for approval subject to the following conditions: _____

Date of Meeting Action Taken _____

Chairman of Site Plan Review Advisory Board

ADDITIONAL DETAILS AS REQUIRED BY SUPPLEMENT 78

In accordance with Section 33-17(c) (2) s of the Township Development Regulations the following will be required:

Proposed location, direction of illumination, power and time of proposed outdoor lighting, type of standards to be employed, radius of light and intensity in foot candles.

In accordance with Section 33-17 (c) (2) t of the Township Development Regulations the following will be required:

Proposed screening, landscaping and planting plan, indicating natural vegetation to remain and type of vegetation to be utilized. All trees which are to be removed as the result of the construction of proposed buildings and other structures on site shall be clearly designated. The applicant shall certify the necessity of the removal of the so-designated trees and why alternative locations for construction of proposed buildings and other structures are not feasible on site. Every tree at least five (5) inches in caliper shall be specifically and clearly identified.

A T

_____ _____ All trees 5" and over in caliper

_____ _____ All trees to be removed

_____ _____ Lighting location, intensity

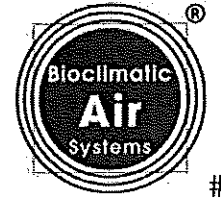
Nutra Leaf, LLC

(Micro Retail)

455 Alfred Ave., Suite C1, Teaneck, NJ 07666

Oder Control Compliance Equipment Plan

(Teaneck Ordinance No. 29-202, Section 3 (p)(6))



The Bioclimatic system utilizes a type of ultraviolet light to dry out the fine cooking grease mist being exhausted from the kitchen hood. This action allows for a simpler filtration process and avoids the prerequisite washdown cycles that systems with precipitators require along with the ancillary equipment to support that function.

In the direction of airflow, the first air cleaning component is a grease baffle (or wire mesh filter) that knocks down the large grease particles that get past the kitchen hood. This is a washable filter that can be cleaned in a commercial dishwasher as needed. This may not require frequent service if the hood is efficiently doing its job and is included as a back-up.

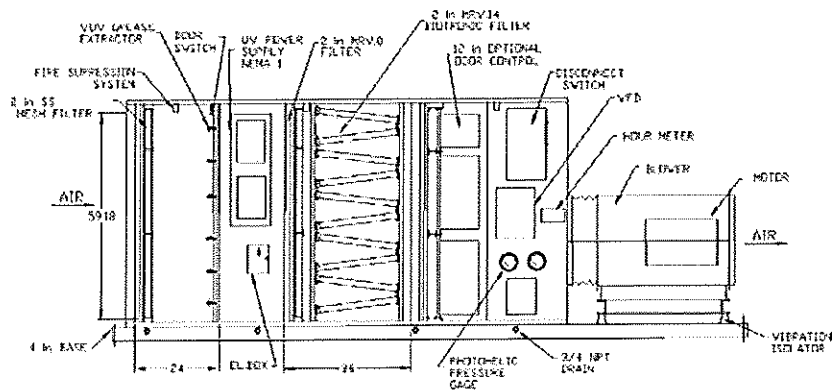
The next stage is the UV grease extractors, that do not actually extract but “prep” the small oil and grease mist for easy capture by the first stage of particulate filtration. These low pressure UV lamps have shorter wavelength than germicidal UV and do generate some ozone, frequently called vacuum UV (VUV). The combination of photolysis and ozonolysis (oxidation) acts to convert the wet mist into a dry, tacky powder.

Next is the first stage filter, a 2” MERV 11 is what we are using now. This is a relatively inexpensive item where most of the contaminant removal occurs. Replacement frequency depends on the loading but if required more often it is confirmation that the system is doing its job.

The last standard stage is a higher efficiency filter (MERV 14 minimum), and we recommend at least an 18” bag filter for this service with other types of filters available as options to suit a customer’s preference.

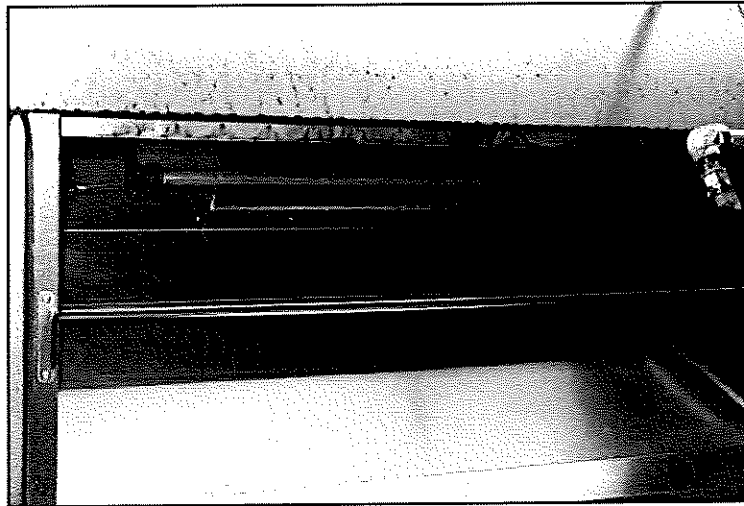
This process removes the kitchen exhaust grease and along with it most of the odor. If strict odor control is required a stage of chemical media can be added.

Bioclimatic includes a fully serviceable UL762 rated blower sized for the airflow and static pressure requirements. The unit carries an ETL label as well.

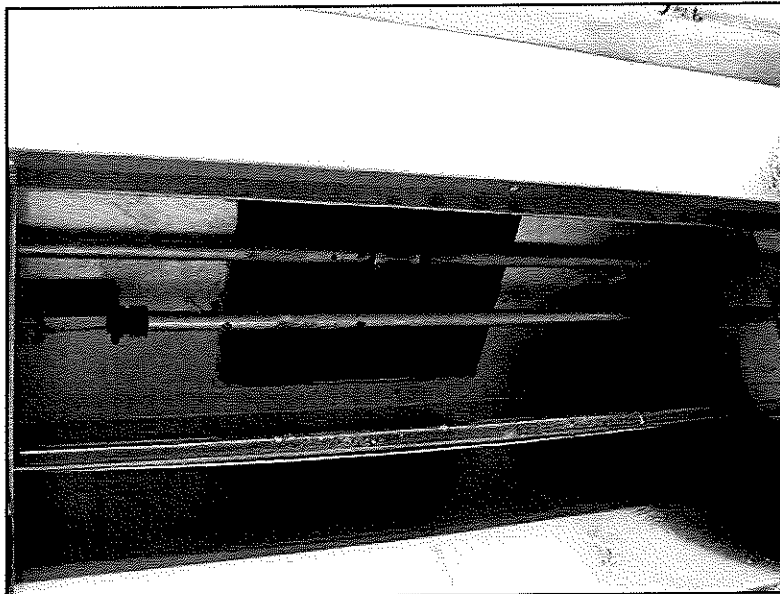


To illustrate the effectiveness of the VUV lamps this shows the before and after for kitchen exhaust air cleaning with VUV in cafeteria kitchen hood.

Especially in large-scale catering establishments, the use of fats and oils causes unpleasant smells and stubborn deposits in air outlet and extraction hoods. Fat separators in the kitchen air extraction hood can trap just up to 95% of the grease in the outgoing air. The rest is deposited in the hood casing and the exhaust air duct. This makes cleaning difficult, but above all it is unhygienic and, moreover, it means a high fire hazard. In the wavelength of 185 nm the fat molecules and odors are photolyzed and oxidized, broken down, and in this way neutralized.



Before the installation of the VUV lamp module, the kitchen hood is contaminated with grease. This causes high effort for cleaning activities and is the basis for odor problems.



After 3,000 hours installation the kitchen exhaust air has dramatically been reduced.

Kitchen exhaust can also be costly in terms of energy consumption. Systems that are able to reduce the high static pressure losses in conventional designs (resulting from multiple, high pressure drop filters) can significantly help reduce the total cost of ownership. Typical kitchen exhaust (KE) or pollution control units (PCU) include precipitators and multiple filter banks to capture residual grease and oil. In addition to the higher pressure drops and more frequent service requirements, they tend to emit more odors since the equipment becomes laden with "wet" contaminants, which increases the need for odor filters, which in turn leads to more costs. Whereas Bioclimatic can offer a final odor control stage this may not be required unless, as stated above, there is a strict need to prevent objectionable odors from being released.

SUGGESTED GUIDE SPECIFICATION

Bioclimatic Standard Kitchen Exhaust System

1.0 General

1.01 Description of Work

This section describes the design, performance and installation of an air purification system intended for use in conjunction with air handling unit(s).

1.02 Related Work Pertaining to other specifications

- A. Testing, balancing and inspection services
- B. Facility Access and Protection
- C. Duct work
- D. Chilled Water piping
- E. Electrical Wiring
- F. Control Wiring

1.03 Submittals

The following information shall be submitted to the design professional prior to the release of any equipment for fabrication.

- A. Product performance data for filters, gauges, and housings.
- B. Product drawings detailing all physical, electrical, duct work and control requirements.

1.04 Reference Codes and Standards

- A. ASHRAE Standards 62.1 & 52.2
- B. UL Standard 300, 867, 762
- C. National Electric Code NFPA 17A, 70, 96

1.05 Quality Assurance

- A. The complete air purification system shall be a product of single and an established manufacturer with air purification system installations in successful operation for a minimum of 10 years in the USA.
- B. A qualified representative from the manufacturer shall be available to inspect the installation of the air purification system to ensure the installation is in accordance with manufacturer's recommendation.

- C. The complete air purification system with its related housing, filters, UV emitters, gas phase filter media, and filters as assembled, complete with power and control wiring, safety switches and controls. Shall be listed by either UL or ETL for commercial applications.

2.0 Products

2.1 Design and Performance Criteria

- A. Each air handling unit shall contain an air purification system capable of:
 - 1. Controlling oil & grease vapor droplets and other airborne particulate.
 - 2. Controlling volatile organic compounds generated during the cooking process normally found in a kitchen exhaust application.
- B. The operation of the air purification system shall be through a combination of catalytic and oxidation-reduction processes.
- C. The air purification system shall operate in such a manner so that oil and grease vapor droplets are essentially converted to a solid powder with the resulting air stream shall substantially odor free.
- D. Air Exchange Rate
The air purification system shall operate as a constant volume system per the drawings.
- E. Humidity
The relative humidity shall not exceed 85% for efficient operation. Relative humidity from 0 - 99% shall not cause damage, deterioration, or dangerous conditions within the air purification system.
- F. Ozone Generation
The operation of UV lamps shall generate 7 gm of ozone per hour for the purpose of oxidation and odor control with the exhaust air vented outdoors.

2.2 Equipment Requirements

A schematic representation of the air purification system is indicated on the drawings. Each unit shall include housing, UV emitters, power supplies, controls, safety switches, pre-filters, primary filters, differential pressure gauge, and accessories.

- A. Plenum (cabinet)
Housings shall be a (horizontal / vertical) design with (single/double) wall construction.

The housing shall be fabricated from no less than 14 gauge/1.8 mm aluminized steel, (optional) seam welded to meet NFPA requirements. 1 in. 4 lb./cu ft density faced fiberglass insulation shall be applied to all internal surfaces and covered with 18 ga. aluminized steel liner. Housings shall include side access doors for maintenance and service. Filter tracks shall be extruded aluminum with nylon pile air seals. Access doors shall include closed cell UV resistant neoprene gasket and the required number of quick action, Vent Lock type latches to ensure a positive seal. Latches shall be fabricated from type 304 SS. Optional 304 stainless steel housing.
- B. UV Oxidation Section

The section shall consist of minimum one high output low pressure UV emitter (vacuum UV) per 800 cfm of air flow, T5 diameter, Circline cell-base type capable of producing the specified output in air from 41 to 158° F/5 to 70° C. Effective lamp life shall not be less than 9,000 operating hours. The UV lamp shall produce UV energy at 185 nm wavelength.

The UV device shall have been independently tested under typical HVAC operating conditions and in accordance with the provisions of IES Lighting Handbook, 1981 Applications Volume. Total output shall not be less than 10 µW/cm² per 1 in./25 mm arc length at 1 meter in 45° F/7.2° C air at 400 fpm/2 mps.

C. Fibrous Filter Section (Particle Filtration)

Pre-filter & Primary filter tracks shall be extruded aluminum with nylon pile air seals. Provide closed cell UV resistant neoprene gasket on the door and wall such that air will not be able to bypass the filters.

D. Gas Phase Filter Section - Optional for strong odor mitigation (contact factory for specification details).

E. Fan Section

This section shall incorporate a pressure blower assembly, in-line arrangement, and shall be statically and dynamically balanced in the factory and given final testing with motor and drive in place. Fan assembly shall be the centrifugal utility set or tubular in line type, belt driven with backward inclined wheel and shall be UL 762 listed for Power Ventilators in Restaurant Service. Fan assemblies shall be installed on a unitary base with vibration isolation. The motor shall not be in the airstream. Fan housing shall have accommodations for access and draining to assist cleaning.

Motor shall be _____ Hp, (230/380/460 V), 3 phase, (50/60 Hz), (1725/3450) rpm, (TEFC), premium efficiency with a 1.15 service factor.

F. Insulation (optional)

Internal surfaces of single wall plenums shall be lined with 1 / 2 in. thick 4.0 lb. density (foil) faced fiberglass insulation and covered with 20 ga. aluminized steel liner.

G. Structural Base

Housings shall include a 2 x 4 in. tubular base/ 50 x 100 mm (structural steel/ 0.25 in. thick) base to provide rigidity and support in the event of a duct fire.

H. Filter Gages

Differential pressure gauges (Differential pressure transmitter) shall be provided to indicate filter status for each stage of particulate filtration. The differential pressure gauges shall be magnahelic type instrument.

I. Optional - Ansul fire suppression nozzle and piping components shall be pre-installed for connection to external (by others) system, in accordance with UL 300, NFPA 17A.

2.3 Filtration Requirements

Performance of fibrous filters shall conform to ASHRAE Standard 52.2 unless specified otherwise.

A. Prefilter

Filter media shall be pleated fiberglass. The filter media shall have a minimum efficiency of MERV 8. Initial resistance at 500 fpm/2.5 m/s shall not exceed 0.3 in WC/75 Pa. The filter shall contain no less than 8 sq. ft. of filter fabric per full size filter. Filter shall be fiberglass for UV tolerance.

B. Primary filter (high efficiency)

Each filter shall be individually tested and certified to provide a minimum overall efficiency of MERV 14/15, bag filter type. Filters shall comply with UL Standard 900, Class 2

C. Optional – Supplementary odor control section downstream of primary filter shall be included to mitigate residual kitchen odors. Section shall include dry scrubbing, gas phase air purification media consisting of activated alumina that is impregnated with non-flammable blends of dynamic-oxidant chemicals including potassium permanganate and selected bases.

2.5 Electrical Requirements

Electrical service shall be ___ volts, ___ phase, ___ Hz.

Wiring, conduit, and junction boxes shall be installed within housing plenums in accordance with NEC NFPA 70. Electrical enclosures shall be 1) Cold rolled steel finished with baked enamel; 3) Type 304 Stainless Steel; or 4) Fiberglass reinforced plastic subject to the requirements of UL/867. Electrical enclosures shall be rated NEMA ____.

2.6 Control Requirements

Provide a variable frequency drive sized to match the selected motor in paragraph 2.2 F. to assist air balancing. Provide a disconnect with the VFD in a NEMA _____ enclosure.

3.0 Execution

3.01 Assembly and Erection

- A. Provide a factory manufactured system from a single source. Assemble with air handling unit in accordance with manufacturer's recommendations and instructions.
- B. All interconnecting control and power wiring shall be completed by the _____ contractor. Single point power connections shall be completed by the electrical contractor.
- C. All equipment shall be assembled and installed in a workman like manner to the satisfaction of the owner, architect, and consulting engineer.
- D. Any material damaged by water or moisture shall be replaced at no cost to the owner.
- E. All equipment shall be protected from dust and damage throughout construction.
- F. Clean all components prior to commissioning.

- G. Provide one (1) additional set of Stage I, MERV 8 filters for use during pre-commissioning operation of the HVAC system and air purification system.

3.02 Testing

- A. Provide the manufacturer's recommended electrical and static pressure tests.
- B. (With media filter option) Test representative samples of gas filter media at least quarterly to determine remaining life. Contact factory for procedure.

3.03 Commissioning & Training

- A. A manufacturer's employed technician shall provide start-up supervision and training of owner's personnel in the proper operation and maintenance of all equipment.
- B. Provide _____ copies of Operating and Maintenance Manuals.
- C. Service
 - 1. A manufacturer's authorized service representative shall provide a Follow-up Service Program to insure satisfactory air purification system operation. The service program shall include at minimum, periodic site visits, inspection of the air purification system, monitoring equipment, air handling unit, and protected areas, installation of coupons (if applicable), drawing media samples, and submission of written reports to the owner. The initial service period shall be two years for units with chemical media.
 - 2. Submit the Manufacturer's Service Program when requesting prior approval.

3.04 Warranty

The equipment shall be warranted against defects in material and workmanship for a period of 12 months from commissioning or 15 months from date of factory shipment, whichever occurs soonest.

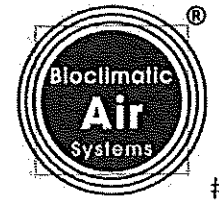
T-Verde, LLC

(Micro Cultivation & Micro Manufacturing)

455 Alfred Ave., Suite C2, Teaneck, NJ 07666

Oder Control Compliance Equipment Plan

(Teaneck Ordinance No. 29-202, Section 3 (p)(6))



The Bioclimatic system utilizes a type of ultraviolet light to dry out the fine cooking grease mist being exhausted from the kitchen hood. This action allows for a simpler filtration process and avoids the prerequisite washdown cycles that systems with precipitators require along with the ancillary equipment to support that function.

In the direction of airflow, the first air cleaning component is a grease baffle (or wire mesh filter) that knocks down the large grease particles that get past the kitchen hood. This is a washable filter that can be cleaned in a commercial dishwasher as needed. This may not require frequent service if the hood is efficiently doing its job and is included as a back-up.

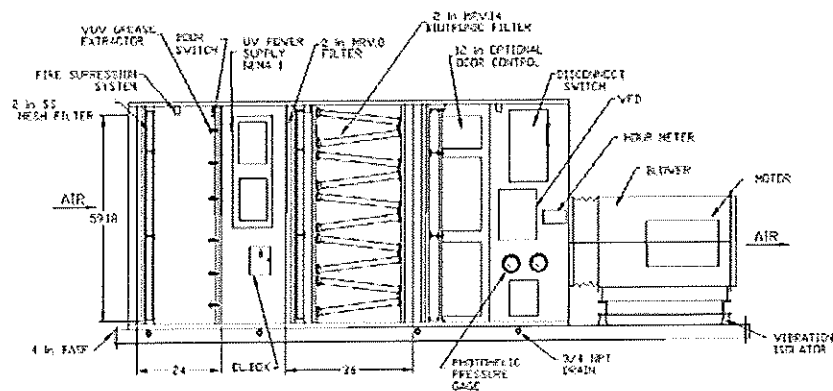
The next stage is the UV grease extractors, that do not actually extract but "prep" the small oil and grease mist for easy capture by the first stage of particulate filtration. These low pressure UV lamps have shorter wavelength than germicidal UV and do generate some ozone, frequently called vacuum UV (VUV). The combination of photolysis and ozonolysis (oxidation) acts to convert the wet mist into a dry, tacky powder.

Next is the first stage filter, a 2" MERV 11 is what we are using now. This is a relatively inexpensive item where most of the contaminant removal occurs. Replacement frequency depends on the loading but if required more often it is confirmation that the system is doing its job.

The last standard stage is a higher efficiency filter (MERV 14 minimum), and we recommend at least an 18" bag filter for this service with other types of filters available as options to suit a customer's preference.

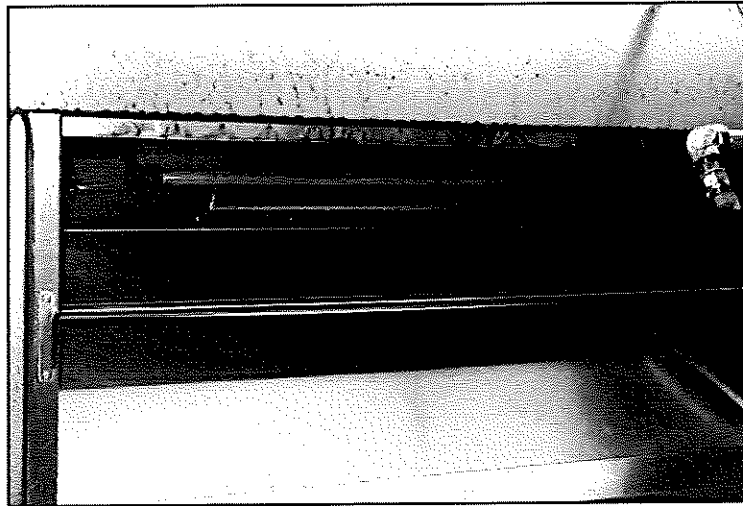
This process removes the kitchen exhaust grease and along with it most of the odor. If strict odor control is required a stage of chemical media can be added.

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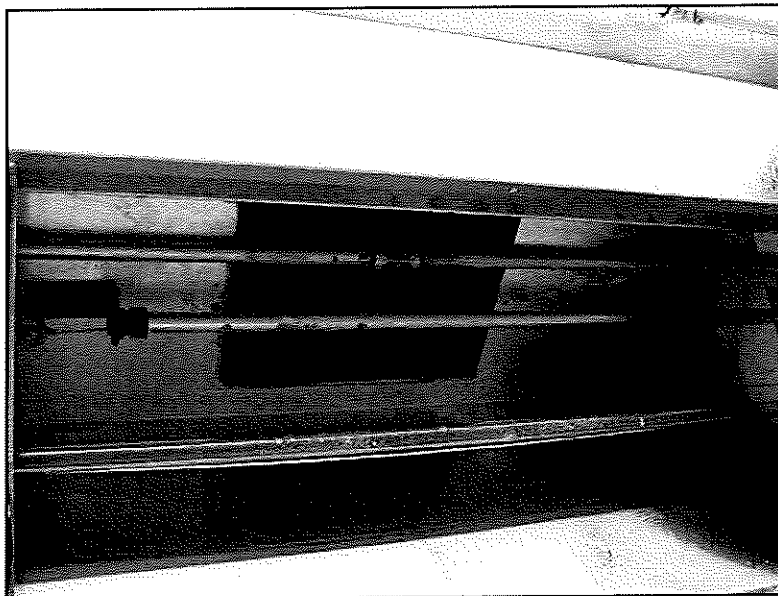


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- C. The complete air purification system with its related housing, filters, UV emitters, gas phase filter media, and filters as assembled, complete with power and control wiring, safety switches and controls. Shall be listed by either UL or ETL for commercial applications.

2.0 Products

2.1 Design and Performance Criteria

- A. Each air handling unit shall contain an air purification system capable of:
 - 1. Controlling oil & grease vapor droplets and other airborne particulate.
 - 2. Controlling volatile organic compounds generated during the cooking process normally found in a kitchen exhaust application.
- B. The operation of the air purification system shall be through a combination of catalytic and oxidation-reduction processes.
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- E. Humidity
The relative humidity shall not exceed 85% for efficient operation. Relative humidity from 0 - 99% shall not cause damage, deterioration, or dangerous conditions within the air purification system.
- F. Ozone Generation
The operation of UV lamps shall generate 7 gm of ozone per hour for the purpose of oxidation and odor control with the exhaust air vented outdoors.

2.2 Equipment Requirements

A schematic representation of the air purification system is indicated on the drawings. Each unit shall include housing, UV emitters, power supplies, controls, safety switches, pre-filters, primary filters, differential pressure gauge, and accessories.

- A. Plenum (cabinet)
Housings shall be a (horizontal / vertical) design with (single/double) wall construction.

The housing shall be fabricated from no less than 14 gauge/1.8 mm aluminized steel, (optional) seam welded to meet NFPA requirements. 1 in. 4 lb./cu ft density faced fiberglass insulation shall be applied to all internal surfaces and covered with 18 ga. aluminized steel liner. Housings shall include side access doors for maintenance and service. Filter tracks shall be extruded aluminum with nylon pile air seals. Access doors shall include closed cell UV resistant neoprene gasket and the required number of quick action, Vent Lock type latches to ensure a positive seal. Latches shall be fabricated from type 304 SS. Optional 304 stainless steel housing.
- B. UV Oxidation Section

The section shall consist of minimum one high output low pressure UV emitter (vacuum UV) per 800 cfm of air flow, T5 diameter, Circline cell-base type capable of producing the specified output in air from 41 to 158° F/5 to 70° C. Effective lamp life shall not be less than 9,000 operating hours. The UV lamp shall produce UV energy at 185 nm wavelength.

The UV device shall have been independently tested under typical HVAC operating conditions and in accordance with the provisions of IES Lighting Handbook, 1981 Applications Volume. Total output shall not be less than 10 µW/cm² per 1 in./25 mm arc length at 1 meter in 45° F/7.2° C air at 400 fpm/2 mps.

C. Fibrous Filter Section (Particle Filtration)

Prefilter & Primary filter tracks shall be extruded aluminum with nylon pile air seals. Provide closed cell UV resistant neoprene gasket on the door and wall such that air will not be able to bypass the filters.

D. Gas Phase Filter Section - Optional for strong odor mitigation (contact factory for specification details).

E. Fan Section

This section shall incorporate a pressure blower assembly, in-line arrangement, and shall be statically and dynamically balanced in the factory and given final testing with motor and drive in place. Fan assembly shall be the centrifugal utility set or tubular in line type, belt driven with backward inclined wheel and shall be UL 762 listed for Power Ventilators in Restaurant Service. Fan assemblies shall be installed on a unitary base with vibration isolation. The motor shall not be in the airstream. Fan housing shall have accommodations for access and draining to assist cleaning.

Motor shall be _____ Hp, (230/380/460 V), 3 phase, (50/60 Hz), (1725/3450) rpm, (TEFC), premium efficiency with a 1.15 service factor.

F. Insulation (optional)

Internal surfaces of single wall plenums shall be lined with 1 / 2 in. thick 4.0 lb. density (foil) faced fiberglass insulation and covered with 20 ga. aluminized steel liner.

G. Structural Base

Housings shall include a 2 x 4 in. tubular base/ 50 x 100 mm (structural steel/ 0.25 in. thick) base to provide rigidity and support in the event of a duct fire.

H. Filter Gages

Differential pressure gauges (Differential pressure transmitter) shall be provided to indicate filter status for each stage of particulate filtration. The differential pressure gages shall be magnahelic type instrument.

I. Optional - Ansul fire suppression nozzle and piping components shall be pre-installed for connection to external (by others) system, in accordance with UL 300, NFPA 17A.

2.3 Filtration Requirements

Performance of fibrous filters shall conform to ASHRAE Standard 52.2 unless specified otherwise.

A. Prefilter

Filter media shall pleated fiberglass. The filter media shall have a minimum efficiency of MERV 8. Initial resistance at 500 fpm/2.5 m/s shall not exceed 0.3 in WC/75 Pa. The filter shall contain no less than 8 sq. ft. of filter fabric per full size filter. Filter shall be fiberglass for UV tolerance.

B. Primary filter (high efficiency)

Each filter shall be individually tested and certified to provide a minimum overall efficiency of MERV 14/15, bag filter type. Filters shall comply with UL Standard 900, Class 2

C. Optional – Supplementary odor control section downstream of primary filter shall be included to mitigate residual kitchen odors. Section shall include dry scrubbing, gas phase air purification media consisting of activated alumina that is impregnated with non-flammable blends of dynamic-oxidant chemicals including potassium permanganate and selected bases.

2.5 Electrical Requirements

Electrical service shall be ____ volts, __ phase, ____ Hz.

Wiring, conduit, and junction boxes shall be installed within housing plenums in accordance with NEC NFPA 70. Electrical enclosures shall be 1) Cold rolled steel finished with baked enamel; 3) Type 304 Stainless Steel; or 4) Fiberglass reinforced plastic subject to the requirements of UL/867. Electrical enclosures shall be rated NEMA ____.

2.6 Control Requirements

Provide a variable frequency drive sized to match the selected motor in paragraph 2.2 F. to assist air balancing. Provide a disconnect with the VFD in a NEMA _____ enclosure.

3.0 Execution

3.01 Assembly and Erection

- A. Provide a factory manufactured system from a single source. Assemble with air handling unit in accordance with manufacturer's recommendations and instructions.
- B. All interconnecting control and power wiring shall be completed by the _____ contractor. Single point power connections shall be completed by the electrical contractor.
- C. All equipment shall be assembled and installed in a workman like manner to the satisfaction of the owner, architect, and consulting engineer.
- D. Any material damaged by water or moisture shall be replaced at no cost to the owner.
- E. All equipment shall be protected from dust and damage throughout construction.
- F. Clean all components prior to commissioning.

- G. Provide one (1) additional set of Stage 1, MERV 8 filters for use during pre-commissioning operation of the HVAC system and air purification system.

3.02 Testing

- A. Provide the manufacturer's recommended electrical and static pressure tests.
- B. (With media filter option) Test representative samples of gas filter media at least quarterly to determine remaining life. Contact factory for procedure.

3.03 Commissioning & Training

- A. A manufacturer's employed technician shall provide start-up supervision and training of owner's personnel in the proper operation and maintenance of all equipment.
- B. Provide _____ copies of Operating and Maintenance Manuals.
- C. Service
 - 1. A manufacturer's authorized service representative shall provide a Follow-up Service Program to insure satisfactory air purification system operation. The service program shall include at minimum, periodic site visits, inspection of the air purification system, monitoring equipment, air handling unit, and protected areas, installation of coupons (if applicable), drawing media samples, and submission of written reports to the owner. The initial service period shall be two years for units with chemical media.
 - 2. Submit the Manufacturer's Service Program when requesting prior approval.

3.04 Warranty

The equipment shall be warranted against defects in material and workmanship for a period of 12 months from commissioning or 15 months from date of factory shipment, whichever occurs soonest.

TRAFFIC IMPACT STUDY

For

**T-Verde, LLC
Proposed Cannabis Retail/Cultivation Facility**

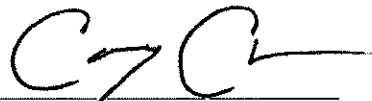
Property Located at:

455 Alfred Avenue
Block 6002 – Lot 5 – Township of Teaneck
Block 2228 – Lot 2 – City of Englewood
Bergen County, NJ

Prepared by:



245 Main Street, Suite 110
Chester, NJ 07930
732-681-0760



Corey Chase, PE
NJ PE License #47470



Connor Hughes, PE
NJ PE License #57245

June 25, 2024

DT# 5333 24-02188

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INTRODUCTION

It is proposed to construct a cannabis retail and cultivation facility on a parcel of land currently developed with an industrial facility, located along the westbound side of Alfred Avenue in the Township of Teaneck and the City of Englewood, Bergen County, New Jersey (see Figure 1 in Appendix A). The site is designated as Block 6002 – Lot 5 on the Township of Teaneck Tax Maps and Block 2228 – Lot 2 on the City of Englewood Tax Maps. The existing use consists of a 64,721 SF industrial building occupied by various tenants. It is proposed to maintain the existing building and convert an approximately 12,844 SF portion of the building into a cannabis retail and cultivation facility (“The Project”). The site is located within the L-1 – Light Industry District of the Township of Teaneck. Access to the site is currently provided via one (1) full movement driveway along Alfred Avenue. It is proposed to maintain the existing access and construct one (1) new full movement driveway along Alfred Avenue which connects to a cul-de-sac and will provide direct access to the eastern portion of the building where the redevelopment is proposed. Parking will be provided via ten (10) on-site parking spaces as well as two (2) on-street parking spaces along the site frontage.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Existing traffic data was collected via manual turning movement (MTM) counts during the weekday morning, weekday afternoon, and Saturday midday peak periods at the intersection of Decatur Avenue and Alfred Avenue.
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers. Site traffic was then assigned to the adjacent street system based upon the anticipated directional distribution.
- Capacity analyses were conducted for the Existing, No Build, and Build conditions for the study intersections.
- The proposed point of ingress and egress was inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.
- The parking layout and supply was assessed based on accepted design standards, local requirements, and demand experienced at similar developments.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections, collection of traffic volume data, and extensive analyses.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Decatur Avenue is a local roadway under municipal jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. Curb and sidewalk are provided along both sides of the roadway. Decatur Avenue provides a straight horizontal alignment and a rolling vertical alignment. The land uses along Decatur Avenue in the vicinity of The Project are primarily residential.

Alfred Avenue is a local roadway under municipal jurisdiction with a general east/west orientation. The speed limit is unposted and the roadway provides one travel lane in each direction. Curb and sidewalk are provided along both sides of the roadway. Alfred Avenue provides a curved horizontal alignment along the site frontage with back-to-back 90° bends just west of the site. The roadway provides a downhill vertical alignment from west to east. The land uses along Alfred Avenue in the vicinity of The Project are a mix of residential, commercial, and industrial.

Existing Traffic Volumes

Manual turning movement (MTM) counts were conducted on Saturday, June 8, 2024 from 11:00 AM to 2:00 PM as well as on Tuesday, June 11, 2024 from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM at the intersection of Decatur Avenue and Alfred Avenue. To note is that Teaneck and Englewood public schools were both still in session at the time of the weekday counts.

The weekday morning peak hour was determined to occur between 7:30 AM and 8:30 AM, the evening peak hour was determined to occur between 5:15 PM and 6:15 PM, and the Saturday peak hour was determined to occur between 12:30 PM and 1:30 PM. Figure 2, located in Appendix A, shows the existing peak hour traffic volumes at the study intersections. All traffic counts are contained in Appendix B.

Existing Capacity Analysis

The methodology utilized in the capacity analyses is described in the *Highway Capacity Manual*, published by the Transportation Research Board. In general, the term Level of Service (LOS) is used to provide a “qualitative” evaluation of capacity based upon certain “quantitative” calculations related to empirical values, such as traffic volume and intersection control.

An unsignalized (STOP sign controlled) driveway or side street along a through route is seldom critical from an overall capacity standpoint, however, it may be of great significance to the capacity of the minor cross-route, and it may influence the quality of traffic flow on both. When analyzing an unsignalized intersection, it is assumed that both the major street through and right turn movements are unimpeded and have the right-of-way over all side street traffic and left turns from the major street. All other turning movements in the intersection cross, merge with, or are otherwise impeded by major street movements. Traffic delays at unsignalized intersections are determined by sequentially processing these impeded movements. Table 1 describes the Level of Service ranges for unsignalized (stop controlled) intersections.

**Table 1
Level of Service Criteria
for Unsignalized Intersections**

| Level of Service | Average Control Delay (seconds per vehicle) |
|------------------|---|
| a | 0.0 to 10.0 |
| b | 10.1 to 15.0 |
| c | 15.1 to 25.0 |
| d | 25.1 to 35.0 |
| e | 35.1 to 50.0 |
| f | greater than 50.0 |

All capacity analyses were performed utilizing Synchro 12 software. It should be noted that the existing percentage of trucks and peak hour factors were used in the existing analysis. Table 2 summarizes the existing Levels of Service (LOS) and delays. All capacity analysis calculation worksheets are contained in Appendix C.

**Table 2
Existing Levels of Service**

| Intersection | Direction/ Movement | | AM PSH | PM PSH | Sat PSH |
|--------------------------------|------------------------|-----|--------|--------|---------|
| Decatur Avenue & Alfred Avenue | EB | LTR | c (15) | b (12) | b (11) |
| | WB | LTR | c (15) | c (17) | b (15) |
| | NB | LTR | a (8) | a (8) | a (8) |
| | SB | LTR | a (8) | a (8) | a (0) |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

The following are discussions pertaining to each of the existing intersections analyzed.

Decatur Avenue and Alfred Avenue

Alfred Avenue intersects Decatur Avenue to form an unsignalized four-leg intersection with Alfred Avenue operating under stop control. The eastbound and westbound approaches of Alfred Avenue each provide a shared left turn/through/right turn lane. The northbound and southbound approaches of Decatur Avenue each provide a shared left turn/through/right turn lane.

A review of the existing analysis reveals that the individual intersection movements operate at Levels of Service “C” better during the analyzed peak periods. See Table 2 for the individual movement Levels of Service and delays.

FUTURE CONDITIONS

Traffic volumes and operational analyses were developed for both the future No Build and Build conditions. The No Build conditions provide a baseline for assessing the impact of the site development traffic on the roadway system. The process of developing the No Build and Build traffic volumes and the subsequent analyses is outlined below.

Regardless of whether the subject site is developed or not, traffic volumes on the surrounding roadways are expected to increase as a result of developments throughout the region. A growth rate for roadways within the study area was obtained from the NJDOT Annual Background Growth Rate Table, which indicates a growth rate of 1.75% per year.

It should be noted that this office is aware of one (1) other development in the vicinity of the site that is identified as a potential significant traffic generator, shown below. Figure 3, located in Appendix A, shows the Adjacent Development Traffic Volumes passing the site.

- A residential development consisting of 258 dwelling units, located at 359 Alfred Avenue, is currently under construction.

Future No Build traffic volumes were developed by applying the background growth rate of 1.75% for four (4) years to the study area roadways existing traffic volumes and adding the adjacent development traffic volumes. Figure 4, in Appendix A, shows the Future No Build traffic volumes.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code (LUC) 190 – Marijuana Cultivation and Processing Facility and LUC 882 – Marijuana Dispensary in the Institute of Transportation Engineers’ (ITE) publication, *Trip Generation, 11th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. The following table shows the anticipated trip generation for The Project.

**Table 3
Trip Generation**

| Land Use | AM PSH | | | PM PSH | | | SAT PSH | | |
|---|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | In | Out | Total | In | Out | Total | In | Out | Total |
| 10,213 SF Cannabis Cultivation Facility | 7 | 0 | 7 | 2 | 5 | 7 | 0 | 0 | 0 |
| 2,631 SF Cannabis Dispensary | 15 | 13 | 28 | 25 | 25 | 50 | 32 | 33 | 65 |
| Total | 22 | 13 | 35 | 27 | 30 | 57 | 32 | 33 | 65 |

As previously noted, the portion of the building being redeveloped is currently occupied by an industrial use, which has an existing trip generation. However, no credit was taken for the existing development of the site and all trips were considered an increase over vacant land. This accounts for a “worst-case scenario” from a traffic impact perspective.

It should also be noted that the number of new trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Additionally, NJDOT has determined that the same 100 vehicle threshold is considered a “significant increase in traffic,” hence, it is not anticipated that the change in use will result in a significant degradation of operating conditions.

Once the magnitude of traffic to be generated by the site is known, it is necessary to assign that traffic to the adjacent street system. The distribution of new traffic to the surrounding roadways is based on the location of primary arterial roadways, major signalized intersections and existing traffic patterns. Figures 5 and 6, located in Appendix A, illustrate the Site Generated Traffic Trip Distribution and the Site Generated Volumes, respectively. The Site Generated Volumes assigned to the study area network were added to the No Build traffic volumes to generate the Build traffic volumes, which are shown in Figure 7.

Future Capacity Analysis

Operational conditions at the study intersections were analyzed under the No Build and Build conditions and are summarized in Table 4 below.

**Table 4
Future Levels of Service**

| Intersection | Direction/ Movement | | AM PSH | | PM PSH | | SAT PSH | |
|--------------------------------|------------------------|-----|----------|--------|----------|--------|----------|--------|
| | | | No Build | Build | No Build | Build | No Build | Build |
| Decatur Avenue & Alfred Avenue | EB | LTR | c (17) | c (18) | b (15) | c (16) | b (13) | b (14) |
| | WB | LTR | c (19) | c (21) | c (22) | d (27) | c (15) | c (17) |
| | NB | L | a (8) | a (8) | a (8) | a (8) | a (8) | a (8) |
| | SB | L | a (8) | a (8) | a (8) | a (8) | a (8) | a (8) |
| Alfred Avenue & Site Driveway | EB | L | - | a (7) | - | a (7) | - | a (7) |
| | SB | LR | - | a (9) | - | a (9) | - | a (9) |

a (#) - Unsignalized Intersection Level of Service (seconds of delay per vehicle)

Decatur Avenue and Alfred Avenue

With the addition of site generated traffic, the individual intersection movements are anticipated to operate at Levels of Service “C” or better during the analyzed peak hours with the exception of the westbound Alfred Avenue approach which operates at Level of Service “D” during the weekday evening peak hour. It should be noted that this is a result of less than a 5 second increase in average vehicle delay and a total of only 24 additional vehicles are projected to be added to the approach which translates to one additional vehicle every 2 to 3 minutes during the peak hour. See Table 4 for the individual movement Levels of Service and delays.

Alfred Avenue and Site Driveway

The site driveway is proposed to intersect Alfred Avenue to form an unsignalized T-intersection with the southbound approach of the site driveway operating under stop control. The eastbound approach of Alfred Avenue is proposed to provide a shared left turn/through lane, and the westbound approach is proposed to provide a shared through/right turn lane. The southbound approach of the site driveway is proposed to provide a shared left turn/right turn lane.

As designed, the individual intersection movements are anticipated to operate at Level of Service “A” during the studied peak hours. See Table 4 for the individual movement Levels of Service and delays.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will be provided via one (1) new full movement driveway along Alfred Avenue which connects to a cul-de-sac and will provide direct access to the eastern portion of the building where the redevelopment is proposed.

The newly constructed parking lot will be serviced by a single parking aisle with a width of approximately 48', which meets generally accepted engineering design standards. This aisle will allow for two-way circulation and 90-degree parking. Review of the site plan design indicates that the site can sufficiently accommodate the automobile traffic anticipated.

Parking

The Township of Teaneck Ordinance sets forth a minimum parking requirement of 1 parking space per 800 SF for manufacturing uses, 1 parking space per 400 SF for office uses, and 1 parking space per 200 SF for retail uses. This equates to a parking requirement of 27 spaces for the proposed 9,398 SF of manufacturing area associated with the cultivation facility, 815 SF of office area, and 2,631 SF of retail area. The site as proposed provides 10 parking spaces, inclusive of one (1) ADA space. It is also proposed to provide 2 on-street parking spaces in support of The Project.

It is proposed to provide parking stalls with dimensions of 9'x18' for the on-site parking spaces, which satisfy the Ordinance minimum requirement of 9'x18' and is consistent with generally accepted engineering design standards. Additionally, the on-street parking spaces are proposed to have dimensions of 9'x20'.

FINDINGS & CONCLUSIONS

Findings

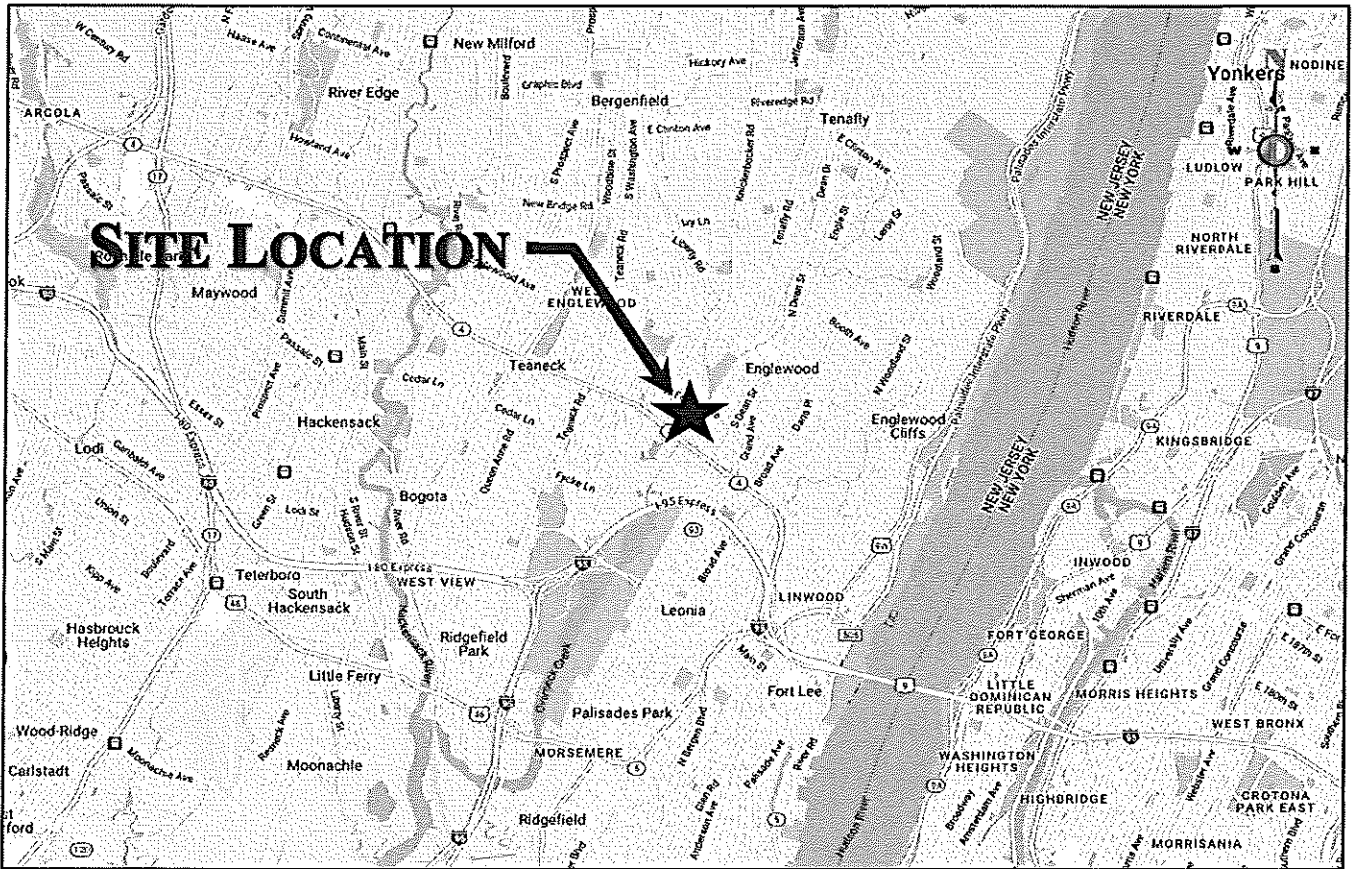
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 12,844 SF cannabis retail and cultivation facility is projected to generate 22 entering trips and 13 exiting trips during the weekday morning peak hour, 27 entering trips and 30 exiting trips during the weekday evening peak hour, and 32 entering trips and 33 exiting trips during the Saturday peak hour which does not constitute a significant increase in traffic.
- Access to the site is proposed to be provided via one (1) new full movement driveway along Alfred Avenue which connects to a cul-de-sac.
- With the addition of site generated traffic, the individual intersection movements of Decatur Avenue and Alfred Avenue are anticipated to operate at Levels of Service “D” or better during the peak hours studied.
- As designed, the individual intersection movements of Alfred Avenue and the site driveway are anticipated to operate at Level of Service “A” during the peak hours studied.
- As proposed, The Project’s site driveway and internal circulation has been designed to provide for safe and efficient movement of automobile.
- The proposed parking supply and design is sufficient to support the projected demand.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Township of Teaneck and the City of Englewood will not experience any significant degradation in operating conditions with the construction of The Project. The site driveway is located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project’s needs.

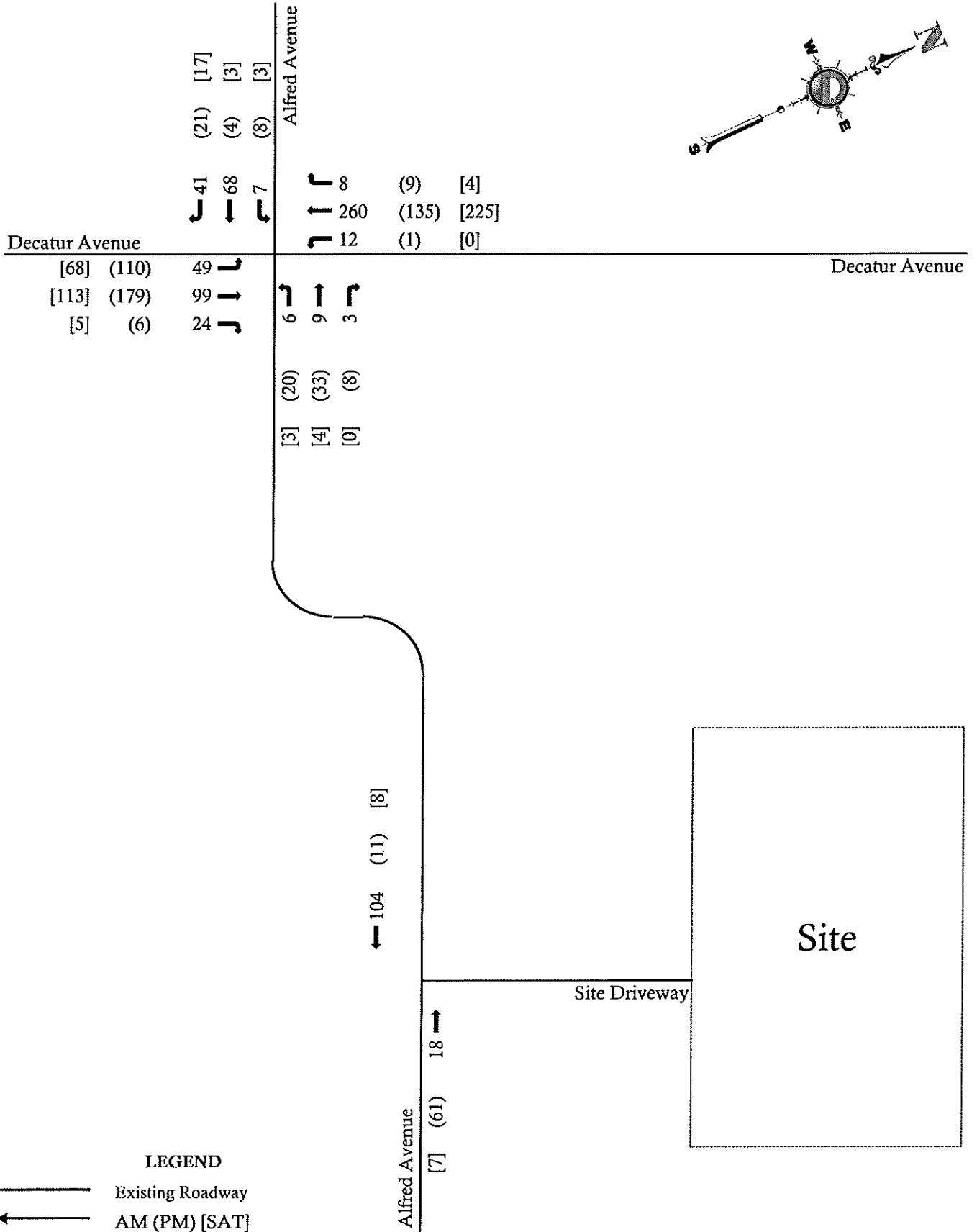
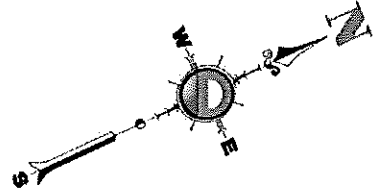
Appendix A
Traffic Volume Figures

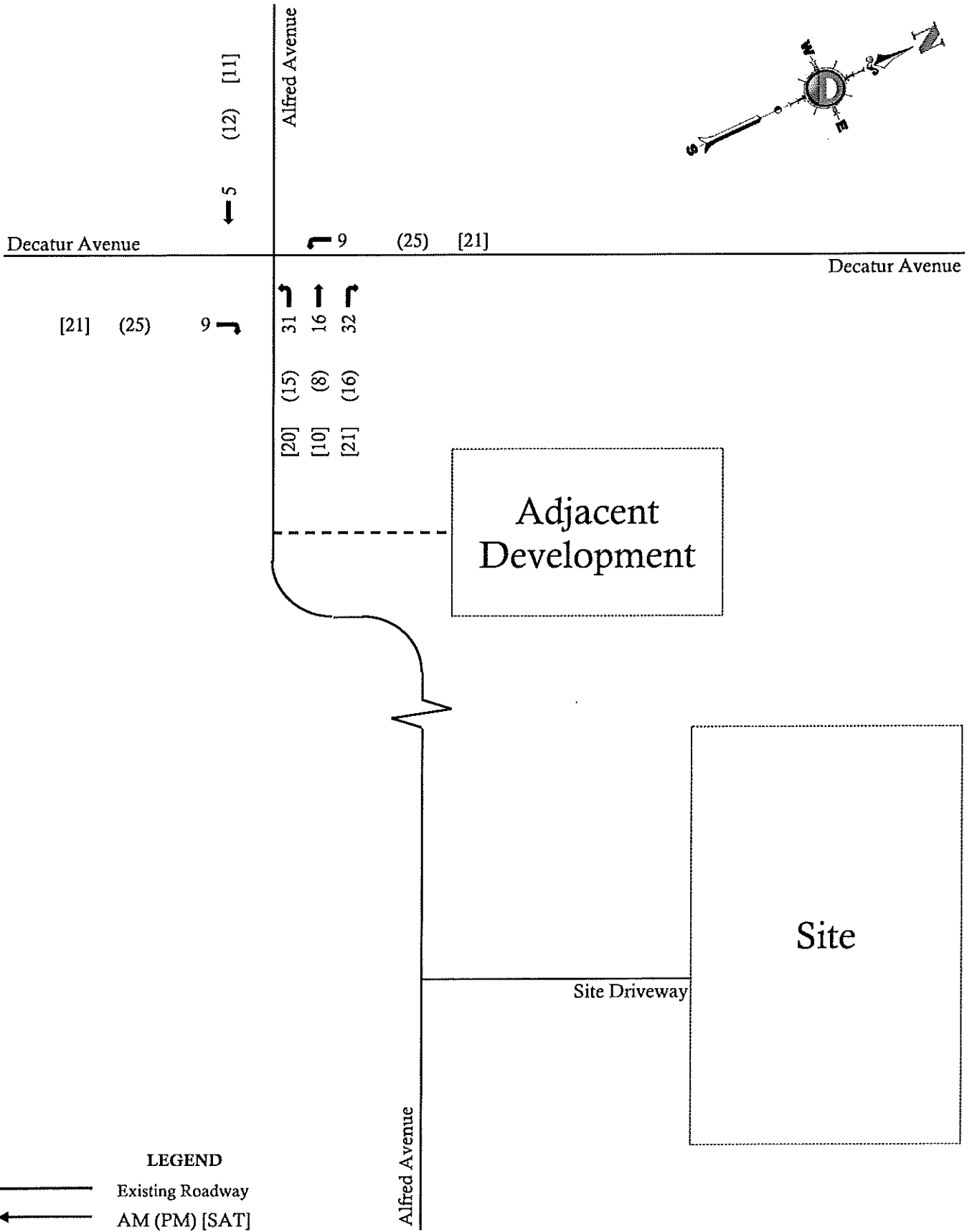
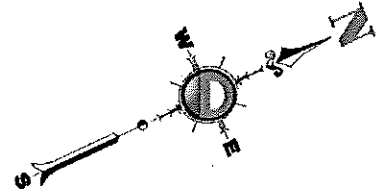


Proposed Cannabis Retail/Cultivation Facility
 Traffic Impact Study
 5333 24-02188

Figure 1

Site Location Map





LEGEND

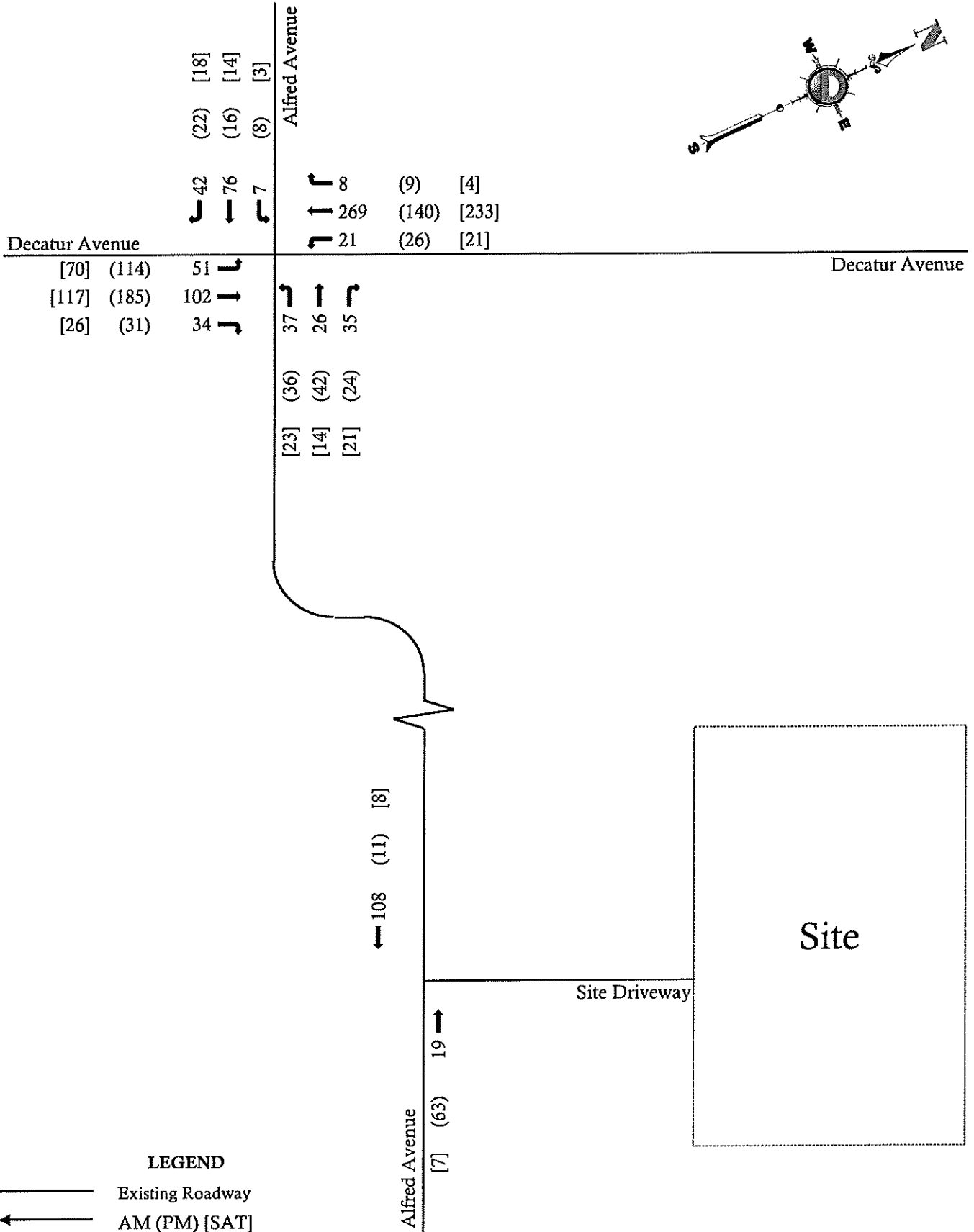
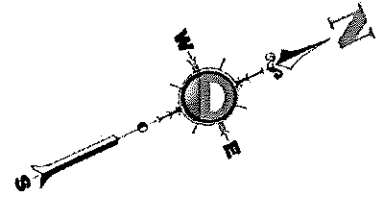
- Existing Roadway
- ← AM (PM) [SAT]



Proposed Cannabis Retail/Cultivation Facility
 Traffic Impact Study
 5333 24-02188

Figure 3

**Adjacent Development Traffic Volumes
 [329 Alfred Avenue]**



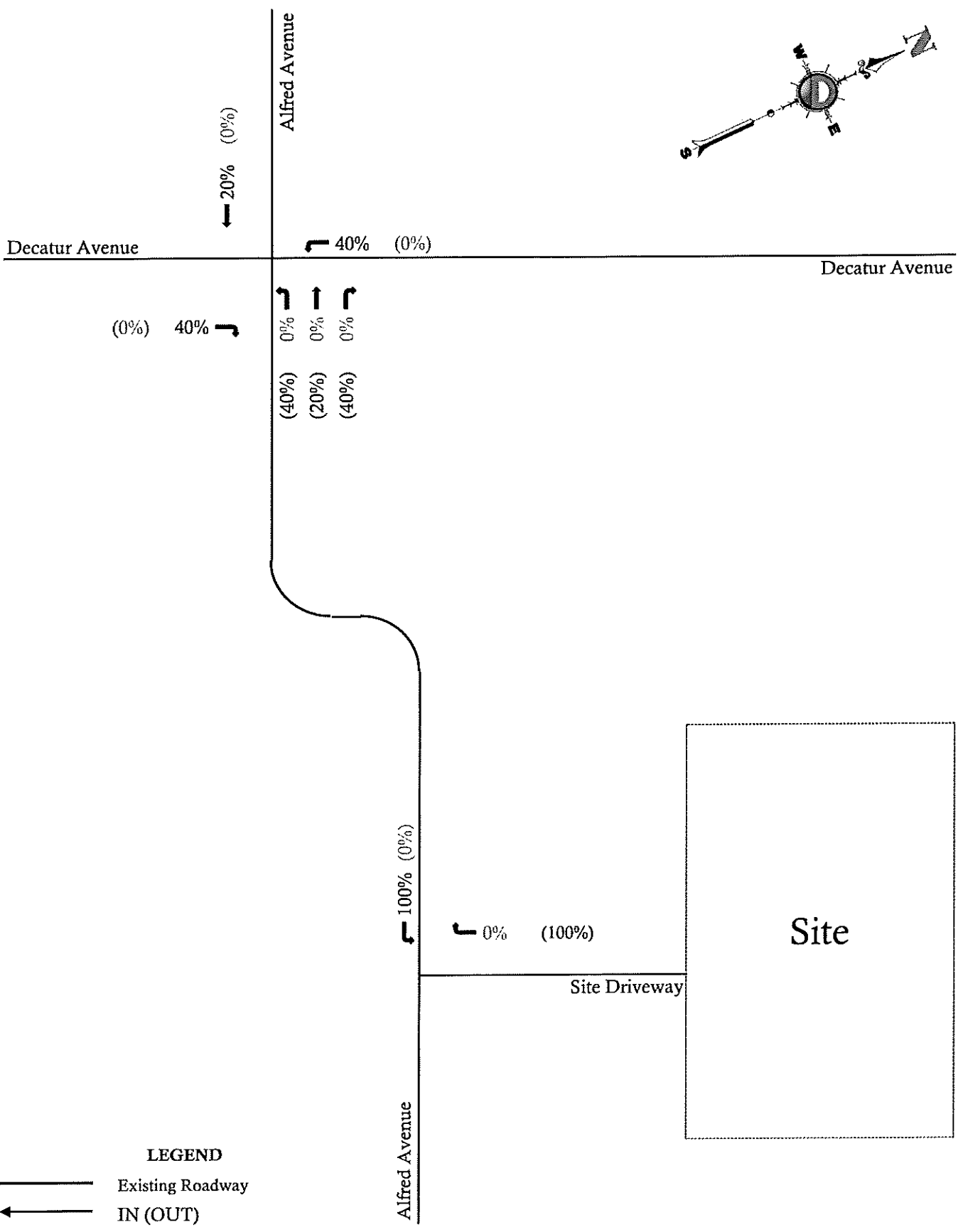
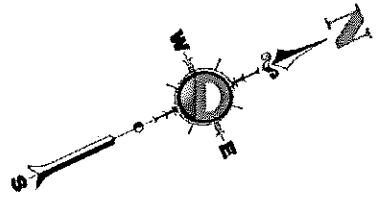
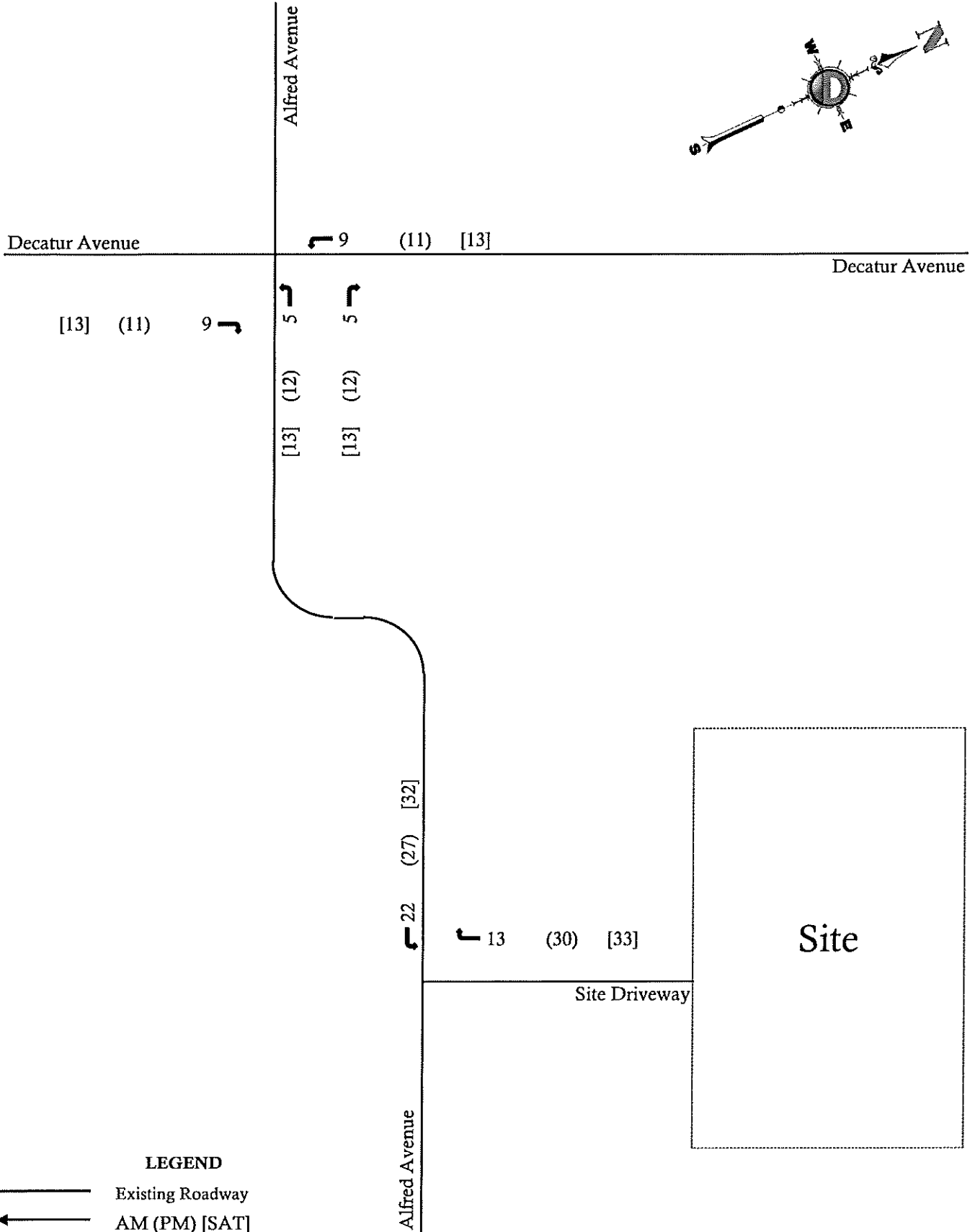
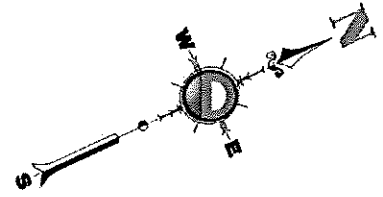


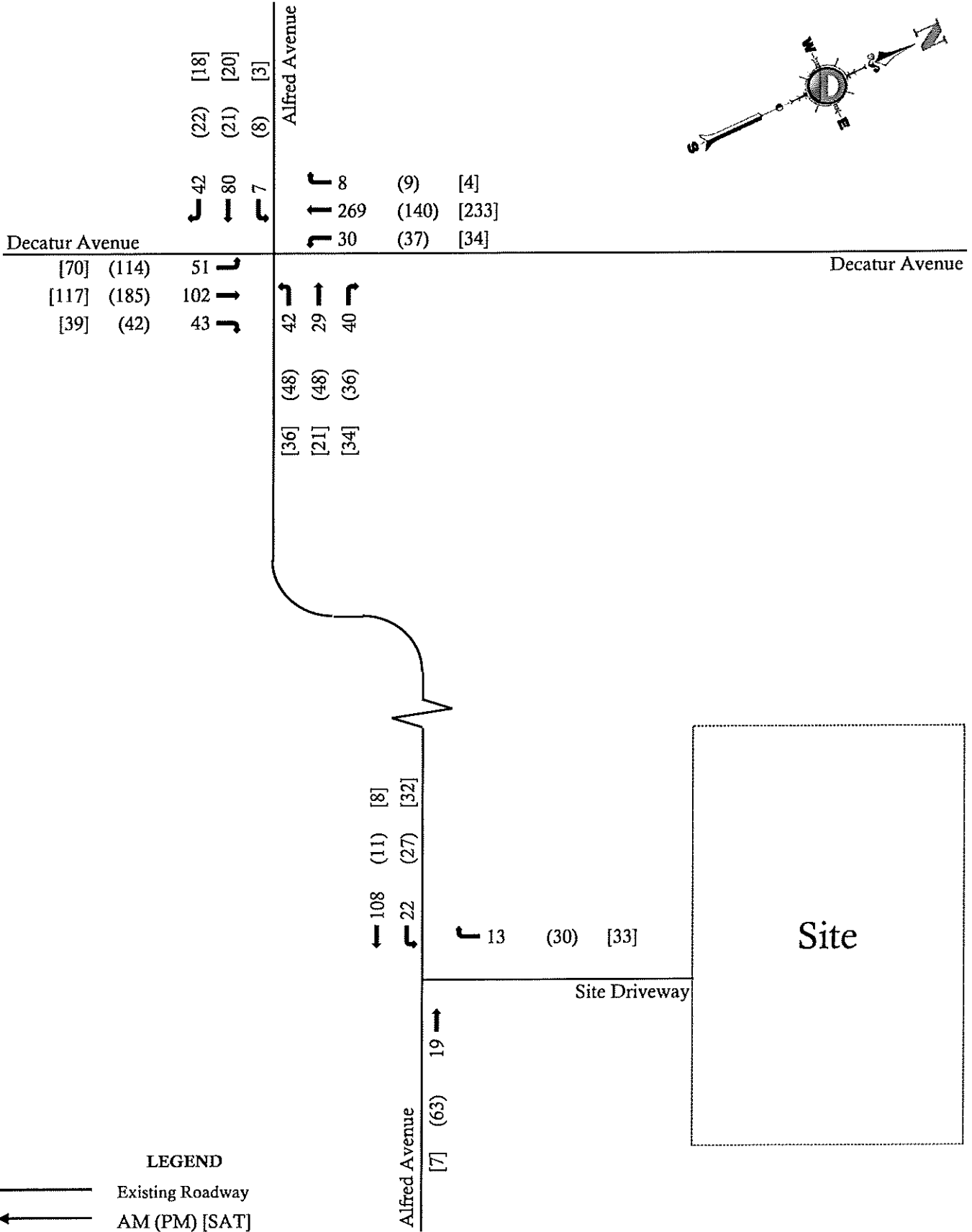
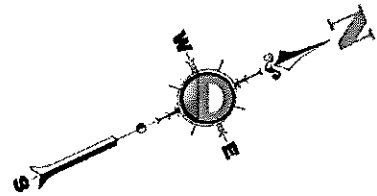
Figure 5
Percent Distribution
(Site Generated Trips)



LEGEND

- Existing Roadway
- AM (PM) [SAT]





LEGEND

- Existing Roadway
- ← AM (PM) [SAT]



Figure 7

Build Traffic Volumes

Appendix B
Project Information

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Alfred Avenue
 N/S: Decatur Avenue
 Town/County: Teaneck/Bergen
 Job #: 5333 24-02188

File Name : Alfred Ave and Decatur Ave - AMPM
 Site Code : 00000000
 Start Date : 6/11/2024
 Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

| Start Time | Alfred Avenue Eastbound | | | | | Alfred Avenue Westbound | | | | | Decatur Avenue Northbound | | | | | Decatur Avenue Southbound | | | | | Int. Total |
|----------------------|-------------------------|-------------|-------------|-------------|-------------|-------------------------|-------------|-------------|----------|-------------|---------------------------|-------------|-------------|------------|-------------|---------------------------|-------------|------------|------------|-------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 07:00 AM | 1 | 17 | 4 | 4 | 26 | 4 | 1 | 2 | 0 | 7 | 9 | 19 | 2 | 0 | 30 | 4 | 54 | 2 | 0 | 60 | 123 |
| 07:15 AM | 0 | 11 | 7 | 5 | 23 | 4 | 3 | 0 | 0 | 7 | 9 | 15 | 5 | 0 | 29 | 0 | 53 | 0 | 0 | 53 | 112 |
| 07:30 AM | 3 | 15 | 14 | 3 | 35 | 0 | 1 | 1 | 0 | 2 | 7 | 28 | 5 | 0 | 40 | 4 | 69 | 1 | 1 | 75 | 152 |
| 07:45 AM | 0 | 19 | 13 | 3 | 35 | 4 | 2 | 0 | 0 | 6 | 8 | 27 | 3 | 0 | 38 | 3 | 62 | 1 | 1 | 67 | 146 |
| Total | 4 | 62 | 38 | 15 | 119 | 12 | 7 | 3 | 0 | 22 | 33 | 89 | 15 | 0 | 137 | 11 | 238 | 4 | 2 | 255 | 533 |
| 08:00 AM | 0 | 24 | 6 | 2 | 32 | 0 | 4 | 0 | 0 | 4 | 8 | 20 | 10 | 0 | 38 | 0 | 58 | 0 | 1 | 59 | 133 |
| 08:15 AM | 4 | 10 | 8 | 2 | 24 | 2 | 2 | 2 | 0 | 6 | 26 | 24 | 6 | 0 | 56 | 5 | 71 | 6 | 0 | 82 | 168 |
| 08:30 AM | 1 | 13 | 8 | 0 | 22 | 2 | 0 | 1 | 0 | 3 | 7 | 21 | 8 | 0 | 36 | 3 | 54 | 0 | 0 | 57 | 118 |
| 08:45 AM | 3 | 11 | 4 | 2 | 20 | 0 | 3 | 0 | 0 | 3 | 19 | 30 | 6 | 0 | 55 | 1 | 51 | 3 | 1 | 56 | 134 |
| Total | 8 | 58 | 26 | 6 | 98 | 4 | 9 | 3 | 0 | 16 | 60 | 95 | 30 | 0 | 185 | 9 | 234 | 9 | 2 | 254 | 553 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 1 | 2 | 9 | 1 | 13 | 11 | 18 | 3 | 0 | 32 | 10 | 26 | 2 | 0 | 38 | 0 | 25 | 1 | 1 | 27 | 110 |
| 04:45 PM | 1 | 3 | 6 | 2 | 12 | 2 | 8 | 1 | 0 | 11 | 16 | 31 | 1 | 0 | 48 | 1 | 37 | 2 | 0 | 40 | 111 |
| Total | 2 | 5 | 15 | 3 | 25 | 13 | 26 | 4 | 0 | 43 | 26 | 57 | 3 | 0 | 86 | 1 | 62 | 3 | 1 | 67 | 221 |
| 05:00 PM | 2 | 6 | 4 | 0 | 12 | 12 | 6 | 0 | 0 | 18 | 22 | 26 | 0 | 0 | 48 | 0 | 39 | 0 | 0 | 39 | 117 |
| 05:15 PM | 0 | 2 | 4 | 4 | 10 | 2 | 12 | 0 | 0 | 14 | 35 | 45 | 4 | 1 | 85 | 0 | 40 | 2 | 0 | 42 | 151 |
| 05:30 PM | 2 | 0 | 7 | 0 | 9 | 5 | 11 | 4 | 0 | 20 | 26 | 55 | 0 | 0 | 81 | 0 | 33 | 4 | 0 | 37 | 147 |
| 05:45 PM | 3 | 2 | 3 | 1 | 9 | 5 | 5 | 1 | 0 | 11 | 24 | 49 | 1 | 0 | 74 | 0 | 29 | 2 | 0 | 31 | 125 |
| Total | 7 | 10 | 18 | 5 | 40 | 24 | 34 | 5 | 0 | 63 | 107 | 175 | 5 | 1 | 288 | 0 | 141 | 8 | 0 | 149 | 540 |
| 06:00 PM | 3 | 0 | 7 | 2 | 12 | 8 | 5 | 3 | 0 | 16 | 25 | 30 | 1 | 0 | 56 | 1 | 33 | 1 | 2 | 37 | 121 |
| 06:15 PM | 2 | 1 | 12 | 6 | 21 | 2 | 6 | 0 | 0 | 8 | 22 | 33 | 0 | 0 | 55 | 0 | 46 | 0 | 0 | 46 | 130 |
| Grand Total | 26 | 136 | 116 | 37 | 315 | 63 | 87 | 18 | 0 | 168 | 273 | 479 | 54 | 1 | 807 | 22 | 754 | 25 | 7 | 808 | 2098 |
| Approch % | 8.3 | 43.2 | 36.8 | 11.7 | | 37.5 | 51.8 | 10.7 | 0 | | 33.8 | 59.4 | 6.7 | 0.1 | | 2.7 | 93.3 | 3.1 | 0.9 | | |
| Total % | 1.2 | 6.5 | 5.5 | 1.8 | 15 | 3 | 4.1 | 0.9 | 0 | 8 | 13 | 22.8 | 2.6 | 0 | 38.5 | 1 | 35.9 | 1.2 | 0.3 | 38.5 | |
| Cars | 26 | 128 | 114 | 37 | 305 | 62 | 85 | 18 | 0 | 165 | 263 | 474 | 51 | 1 | 789 | 21 | 749 | 24 | 7 | 801 | 2060 |
| % Cars | 100 | 94.1 | 98.3 | 100 | 96.8 | 98.4 | 97.7 | 100 | 0 | 98.2 | 96.3 | 99 | 94.4 | 100 | 97.8 | 95.5 | 99.3 | 96 | 100 | 99.1 | 98.2 |
| Trucks (SU) | 0 | 7 | 2 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 10 | 5 | 2 | 0 | 17 | 0 | 5 | 1 | 0 | 6 | 34 |
| % Trucks (SU) | 0 | 5.1 | 1.7 | 0 | 2.9 | 1.6 | 1.1 | 0 | 0 | 1.2 | 3.7 | 1 | 3.7 | 0 | 2.1 | 0 | 0.7 | 4 | 0 | 0.7 | 1.6 |
| Trucks (TT) | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| % Trucks (TT) | 0 | 0.7 | 0 | 0 | 0.3 | 0 | 1.1 | 0 | 0 | 0.6 | 0 | 0 | 1.9 | 0 | 0.1 | 4.5 | 0 | 0 | 0 | 0.1 | 0.2 |

Dynamic Traffic, LLC

1904 Main Street, Lake Como, NJ 07719
 245 Main Street - Suite #110, Chester, NJ 07930
 732-681-0760

E/W: Alfred Avenue
 N/S: Decatur Avenue
 Town/County: Teaneck/Bergen
 Job #: 5333 24-02188

File Name : Alfred Ave and Decatur Ave - AMPM
 Site Code : 00000000
 Start Date : 6/11/2024
 Page No : 2

| Start Time | Alfred Avenue Eastbound | | | | | Alfred Avenue Westbound | | | | | Decatur Avenue Northbound | | | | | Decatur Avenue Southbound | | | | | InL Total |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-----------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 3 | 15 | 14 | 3 | 35 | 0 | 1 | 1 | 0 | 2 | 7 | 28 | 5 | 0 | 40 | 4 | 69 | 1 | 1 | 75 | 152 |
| 07:45 AM | 0 | 19 | 13 | 3 | 35 | 4 | 2 | 0 | 0 | 6 | 8 | 27 | 3 | 0 | 38 | 3 | 62 | 1 | 1 | 67 | 146 |
| 08:00 AM | 0 | 24 | 6 | 2 | 32 | 0 | 4 | 0 | 0 | 4 | 8 | 20 | 10 | 0 | 38 | 0 | 58 | 0 | 1 | 59 | 133 |
| 08:15 AM | 4 | 10 | 8 | 2 | 24 | 2 | 2 | 2 | 0 | 6 | 26 | 24 | 6 | 0 | 56 | 5 | 71 | 6 | 0 | 82 | 168 |
| Total Volume | 7 | 68 | 41 | 10 | 126 | 6 | 9 | 3 | 0 | 18 | 49 | 99 | 24 | 0 | 172 | 12 | 260 | 8 | 3 | 283 | 599 |
| % App. Total | 5.6 | 54 | 32.5 | 7.9 | | 33.3 | 50 | 16.7 | 0 | | 28.5 | 57.6 | 14 | 0 | | 4.2 | 91.9 | 2.8 | 1.1 | | |
| PHF | .438 | .708 | .732 | .833 | .900 | .375 | .563 | .375 | .000 | .750 | .471 | .884 | .600 | .000 | .768 | .600 | .915 | .333 | .750 | .863 | .891 |
| Cars | 7 | 67 | 41 | 10 | 125 | 6 | 8 | 3 | 0 | 18 | 42 | 97 | 23 | 0 | 162 | 12 | 256 | 8 | 3 | 279 | 584 |
| % Cars | 100 | 98.5 | 100 | 100 | 99.2 | 100 | 100 | 100 | 0 | 100 | 85.7 | 98.0 | 95.8 | 0 | 94.2 | 100 | 98.5 | 100 | 100 | 98.6 | 97.5 |
| Trucks (SU) | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 1 | 0 | 10 | 0 | 4 | 0 | 0 | 4 | 15 |
| % Trucks (SU) | 0 | 1.5 | 0 | 0 | 0.8 | 0 | 0 | 0 | 0 | 0 | 14.3 | 2.0 | 4.2 | 0 | 5.8 | 0 | 1.5 | 0 | 0 | 1.4 | 2.5 |
| Trucks (TT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks (TT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:15 PM | 0 | 2 | 4 | 4 | 10 | 2 | 12 | 0 | 0 | 14 | 35 | 45 | 4 | 1 | 85 | 0 | 40 | 2 | 0 | 42 | 151 |
| 05:30 PM | 2 | 0 | 7 | 0 | 9 | 5 | 11 | 4 | 0 | 20 | 26 | 55 | 0 | 0 | 81 | 0 | 33 | 4 | 0 | 37 | 147 |
| 05:45 PM | 3 | 2 | 3 | 1 | 9 | 5 | 5 | 1 | 0 | 11 | 24 | 49 | 1 | 0 | 74 | 0 | 29 | 2 | 0 | 31 | 125 |
| 06:00 PM | 3 | 0 | 7 | 2 | 12 | 8 | 5 | 3 | 0 | 16 | 25 | 30 | 1 | 0 | 56 | 1 | 33 | 1 | 2 | 37 | 121 |
| Total Volume | 8 | 4 | 21 | 7 | 40 | 20 | 33 | 8 | 0 | 61 | 110 | 179 | 6 | 1 | 296 | 1 | 135 | 9 | 2 | 147 | 544 |
| % App. Total | 20 | 10 | 52.5 | 17.5 | | 32.8 | 54.1 | 13.1 | 0 | | 37.2 | 60.5 | 2 | 0.3 | | 0.7 | 91.8 | 6.1 | 1.4 | | |
| PHF | .667 | .500 | .750 | .438 | .833 | .625 | .688 | .500 | .000 | .763 | .786 | .814 | .375 | .250 | .871 | .250 | .844 | .563 | .250 | .875 | .901 |
| Cars | 8 | 4 | 21 | 7 | 40 | 20 | 33 | 8 | 0 | 61 | 110 | 177 | 6 | 1 | 294 | 1 | 135 | 9 | 2 | 147 | 542 |
| % Cars | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 100 | 100 | 98.9 | 100 | 100 | 99.3 | 100 | 100 | 100 | 100 | 100 | 99.6 |
| Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Trucks (SU) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.4 |
| Trucks (TT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Trucks (TT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Dynamic Traffic, LLC

www.dynamictraffic.com

732-681-0760

E/W: Alfred Avenue
 N/S: Decatur Avenue
 Town/County: Teaneck/Bergen
 Job #: 5333 24-02188

File Name : Alfred Ave and Decatur Ave - SAT
 Site Code : 00000000
 Start Date : 6/8/2024
 Page No : 1

Groups Printed- Cars - Trucks (SU) - Trucks (TT)

| Start Time | Alfred Avenue Eastbound | | | | | Alfred Avenue Westbound | | | | | Decatur Avenue Northbound | | | | | Decatur Avenue Southbound | | | | | Int. Total |
|---------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 11:00 AM | 0 | 2 | 3 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 31 | 8 | 3 | 0 | 42 | 0 | 64 | 0 | 0 | 64 | 115 |
| 11:15 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 19 | 4 | 2 | 0 | 25 | 1 | 54 | 0 | 0 | 55 | 81 |
| 11:30 AM | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 19 | 6 | 4 | 0 | 29 | 1 | 50 | 1 | 0 | 52 | 86 |
| 11:45 AM | 0 | 1 | 4 | 0 | 5 | 2 | 1 | 2 | 0 | 5 | 30 | 7 | 1 | 0 | 38 | 0 | 53 | 1 | 0 | 54 | 102 |
| Total | 1 | 4 | 9 | 0 | 14 | 3 | 6 | 2 | 0 | 11 | 99 | 25 | 10 | 0 | 134 | 2 | 221 | 2 | 0 | 225 | 384 |
| 12:00 PM | 0 | 1 | 5 | 0 | 6 | 4 | 6 | 1 | 0 | 11 | 24 | 3 | 4 | 0 | 31 | 0 | 34 | 3 | 0 | 37 | 85 |
| 12:15 PM | 1 | 1 | 5 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 29 | 7 | 10 | 0 | 46 | 1 | 53 | 1 | 0 | 55 | 109 |
| 12:30 PM | 0 | 1 | 5 | 0 | 6 | 2 | 1 | 0 | 0 | 3 | 17 | 26 | 2 | 0 | 45 | 0 | 57 | 0 | 0 | 57 | 111 |
| 12:45 PM | 2 | 1 | 6 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 8 | 31 | 2 | 0 | 41 | 0 | 52 | 2 | 0 | 54 | 106 |
| Total | 3 | 4 | 21 | 0 | 28 | 7 | 9 | 1 | 0 | 17 | 78 | 67 | 18 | 0 | 163 | 1 | 196 | 6 | 0 | 203 | 411 |
| 01:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 20 | 27 | 1 | 0 | 48 | 0 | 53 | 2 | 0 | 55 | 105 |
| 01:15 PM | 1 | 1 | 5 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 23 | 29 | 0 | 0 | 52 | 0 | 63 | 0 | 0 | 63 | 123 |
| 01:30 PM | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 10 | 35 | 1 | 0 | 46 | 0 | 52 | 0 | 0 | 52 | 102 |
| 01:45 PM | 1 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 9 | 28 | 0 | 0 | 37 | 0 | 49 | 0 | 0 | 49 | 90 |
| Total | 2 | 1 | 11 | 0 | 14 | 1 | 3 | 0 | 0 | 4 | 62 | 119 | 2 | 0 | 183 | 0 | 217 | 2 | 0 | 219 | 420 |
| Grand Total | 6 | 9 | 41 | 0 | 56 | 11 | 18 | 3 | 0 | 32 | 239 | 211 | 30 | 0 | 480 | 3 | 634 | 10 | 0 | 647 | 1215 |
| Apprch % | 10.7 | 16.1 | 73.2 | 0 | | 34.4 | 56.2 | 9.4 | 0 | | 49.8 | 44 | 6.2 | 0 | | 0.5 | 98 | 1.5 | 0 | | |
| Total % | 0.5 | 0.7 | 3.4 | 0 | 4.6 | 0.9 | 1.5 | 0.2 | 0 | 2.6 | 19.7 | 17.4 | 2.5 | 0 | 39.5 | 0.2 | 52.2 | 0.8 | 0 | 53.3 | |
| Cars | 5 | 9 | 41 | 0 | 55 | 11 | 18 | 3 | 0 | 32 | 239 | 210 | 30 | 0 | 479 | 3 | 633 | 9 | 0 | 645 | 1211 |
| % Cars | 83.3 | 100 | 100 | 0 | 98.2 | 100 | 100 | 100 | 0 | 100 | 100 | 99.5 | 100 | 0 | 99.8 | 100 | 99.8 | 90 | 0 | 99.7 | 99.7 |
| Trucks (SU) | | | | | | | | | | | | | | | | | | | | | |
| % Trucks (SU) | 16.7 | 0 | 0 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0 | 0 | 0.2 | 0 | 0.2 | 10 | 0 | 0.3 | 0.3 |
| Trucks (TT) | | | | | | | | | | | | | | | | | | | | | |
| % Trucks (TT) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Appendix C

Capacity Analysis

Intersection

Int Delay, s/veh 4.3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 7 | 68 | 41 | 6 | 9 | 3 | 49 | 99 | 24 | 12 | 260 | 8 |
| Future Vol, veh/h | 7 | 68 | 41 | 6 | 9 | 3 | 49 | 99 | 24 | 12 | 260 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 2 | 4 | 0 | 2 | 0 |
| Mvmt Flow | 8 | 76 | 46 | 7 | 10 | 3 | 55 | 111 | 27 | 13 | 292 | 9 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 550 | 572 | 297 | 592 | 563 | 125 | 301 | 0 | 0 | 138 | 0 | 0 |
| Stage 1 | 324 | 324 | - | 235 | 235 | - | - | - | - | - | - | - |
| Stage 2 | 226 | 248 | - | 357 | 328 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.52 | 6.2 | 7.7 | 7.1 | 6.5 | 4.24 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.52 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.52 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.018 | 3.3 | 3.5 | 4 | 3.3 | 2.326 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 449 | 430 | 748 | 381 | 399 | 922 | 1195 | - | - | 1458 | - | - |
| Stage 1 | 693 | 650 | - | 743 | 687 | - | - | - | - | - | - | - |
| Stage 2 | 781 | 701 | - | 626 | 616 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 409 | 404 | 748 | 276 | 375 | 922 | 1195 | - | - | 1458 | - | - |
| Mov Cap-2 Maneuver | 409 | 404 | - | 276 | 375 | - | - | - | - | - | - | - |
| Stage 1 | 685 | 643 | - | 706 | 652 | - | - | - | - | - | - | - |
| Stage 2 | 728 | 666 | - | 512 | 609 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|-------|------|------|
| HCM Control Delay, s/v15.19 | | 15.38 | 2.32 | 0.32 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 494 | - | - | 483 | 367 | 77 | - | - |
| HCM Lane V/C Ratio | 0.046 | - | - | 0.27 | 0.055 | 0.009 | - | - |
| HCM Control Delay (s/veh) | 8.2 | 0 | - | 15.2 | 15.4 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.1 | 0.2 | 0 | - | - |

Intersection

Int Delay, s/veh 4.3

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | ↕ | | ↕ | | ↕ | | ↕ | | | |
| Traffic Vol, veh/h | 8 | 4 | 21 | 20 | 33 | 8 | 110 | 179 | 6 | 1 | 135 | 9 |
| Future Vol, veh/h | 8 | 4 | 21 | 20 | 33 | 8 | 110 | 179 | 6 | 1 | 135 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 4 | 23 | 22 | 37 | 9 | 122 | 199 | 7 | 1 | 150 | 10 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 619 | 607 | 155 | 601 | 609 | 202 | 160 | 0 | 0 | 206 | 0 | 0 |
| Stage 1 | 157 | 157 | - | 447 | 447 | - | - | - | - | - | - | - |
| Stage 2 | 462 | 450 | - | 154 | 162 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.7 | 7.1 | 6.5 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 404 | 413 | 896 | 375 | 373 | 830 | 1432 | - | - | 1378 | - | - |
| Stage 1 | 850 | 771 | - | 552 | 536 | - | - | - | - | - | - | - |
| Stage 2 | 584 | 575 | - | 831 | 747 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 325 | 373 | 896 | 327 | 336 | 830 | 1432 | - | - | 1378 | - | - |
| Mov Cap-2 Maneuver | 325 | 373 | - | 327 | 336 | - | - | - | - | - | - | - |
| Stage 1 | 849 | 771 | - | 499 | 484 | - | - | - | - | - | - | - |
| Stage 2 | 482 | 520 | - | 804 | 747 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|------------------------|-------|-------|------|------|
| HCM Control Delay, s/v | 11.86 | 17.26 | 2.89 | 0.05 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 667 | - | - | 561 | 361 | 12 | - | - |
| HCM Lane V/C Ratio | 0.085 | - | - | 0.065 | 0.188 | 0.001 | - | - |
| HCM Control Delay (s/veh) | 7.7 | 0 | - | 11.9 | 17.3 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.2 | 0.7 | 0 | - | - |

Intersection

Int Delay, s/veh 2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 3 | 3 | 17 | 3 | 4 | 0 | 68 | 113 | 5 | 0 | 225 | 4 |
| Future Vol, veh/h | 3 | 3 | 17 | 3 | 4 | 0 | 68 | 113 | 5 | 0 | 225 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 3 | 19 | 3 | 4 | 0 | 76 | 126 | 6 | 0 | 250 | 4 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 531 | 534 | 252 | 531 | 534 | 128 | 254 | 0 | 0 | 131 | 0 | 0 |
| Stage 1 | 252 | 252 | - | 279 | 279 | - | - | - | - | - | - | - |
| Stage 2 | 279 | 282 | - | 252 | 254 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.43 | 6.5 | 6.2 | 7.7 | 7.1 | 6.5 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.43 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.43 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.797 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 414 | 455 | 791 | 423 | 416 | 917 | 1322 | - | - | 1467 | - | - |
| Stage 1 | 688 | 702 | - | 698 | 652 | - | - | - | - | - | - | - |
| Stage 2 | 665 | 681 | - | 726 | 671 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 384 | 427 | 791 | 384 | 391 | 917 | 1322 | - | - | 1467 | - | - |
| Mov Cap-2 Maneuver | 384 | 427 | - | 384 | 391 | - | - | - | - | - | - | - |
| Stage 1 | 688 | 702 | - | 655 | 612 | - | - | - | - | - | - | - |
| Stage 2 | 619 | 639 | - | 705 | 671 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|-------|------|----|
| HCM Control Delay, s/v10.92 | | 14.47 | 2.88 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 653 | - | - | 633 | 388 | 1467 | - | - |
| HCM Lane V/C Ratio | 0.057 | - | - | 0.04 | 0.02 | - | - | - |
| HCM Control Delay (s/veh) | 7.9 | 0 | - | 10.9 | 14.5 | 0 | - | - |
| HCM Lane LOS | A | A | - | B | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.1 | 0.1 | 0 | - | - |

Intersection

Int Delay, s/veh 6.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 7 | 76 | 42 | 37 | 26 | 35 | 51 | 102 | 34 | 21 | 269 | 8 |
| Future Vol, veh/h | 7 | 76 | 42 | 37 | 26 | 35 | 51 | 102 | 34 | 21 | 269 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 2 | 4 | 0 | 2 | 0 |
| Mvmt Flow | 8 | 85 | 47 | 42 | 29 | 39 | 57 | 115 | 38 | 24 | 302 | 9 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 598 | 621 | 307 | 640 | 607 | 134 | 311 | 0 | 0 | 153 | 0 | 0 |
| Stage 1 | 354 | 354 | - | 248 | 248 | - | - | - | - | - | - | - |
| Stage 2 | 244 | 267 | - | 392 | 358 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.52 | 6.2 | 7.7 | 7.1 | 6.5 | 4.24 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.52 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.52 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.018 | 3.3 | 3.5 | 4 | 3.3 | 2.326 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 417 | 403 | 738 | 351 | 374 | 911 | 1184 | - | - | 1440 | - | - |
| Stage 1 | 667 | 630 | - | 729 | 676 | - | - | - | - | - | - | - |
| Stage 2 | 764 | 688 | - | 596 | 594 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 341 | 374 | 738 | 239 | 347 | 911 | 1184 | - | - | 1440 | - | - |
| Mov Cap-2 Maneuver | 341 | 374 | - | 239 | 347 | - | - | - | - | - | - | - |
| Stage 1 | 654 | 618 | - | 691 | 640 | - | - | - | - | - | - | - |
| Stage 2 | 661 | 651 | - | 471 | 583 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|-------|------|------|
| HCM Control Delay, s/v16.75 | | 19.03 | 2.23 | 0.53 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 468 | - | - | 446 | 366 | 126 | - | - |
| HCM Lane V/C Ratio | 0.048 | - | - | 0.315 | 0.301 | 0.016 | - | - |
| HCM Control Delay (s/veh) | 8.2 | 0 | - | 16.8 | 19 | 7.5 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 1.3 | 1.2 | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 8 | 16 | 22 | 36 | 42 | 24 | 114 | 185 | 31 | 26 | 140 | 9 |
| Future Vol, veh/h | 8 | 16 | 22 | 36 | 42 | 24 | 114 | 185 | 31 | 26 | 140 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 18 | 24 | 40 | 47 | 27 | 127 | 206 | 34 | 29 | 156 | 10 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 701 | 712 | 161 | 698 | 699 | 223 | 166 | 0 | 0 | 240 | 0 | 0 |
| Stage 1 | 218 | 218 | - | 476 | 476 | - | - | - | - | - | - | - |
| Stage 2 | 482 | 493 | - | 222 | 223 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.7 | 7.1 | 6.5 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 356 | 360 | 890 | 318 | 326 | 807 | 1425 | - | - | 1339 | - | - |
| Stage 1 | 789 | 726 | - | 530 | 517 | - | - | - | - | - | - | - |
| Stage 2 | 569 | 550 | - | 756 | 696 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 258 | 315 | 890 | 257 | 285 | 807 | 1425 | - | - | 1339 | - | - |
| Mov Cap-2 Maneuver | 258 | 315 | - | 257 | 285 | - | - | - | - | - | - | - |
| Stage 1 | 770 | 709 | - | 475 | 464 | - | - | - | - | - | - | - |
| Stage 2 | 444 | 494 | - | 700 | 680 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|-------|------|------|
| HCM Control Delay, s/v14.45 | | 22.13 | 2.69 | 1.15 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 604 | - | - | 432 | 322 | 264 | - | - |
| HCM Lane V/C Ratio | 0.089 | - | - | 0.118 | 0.352 | 0.022 | - | - |
| HCM Control Delay (s/veh) | 7.8 | 0 | - | 14.5 | 22.1 | 7.7 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.4 | 1.5 | 0.1 | - | - |

Intersection

Int Delay, s/veh 3.6

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 3 | 14 | 18 | 23 | 14 | 21 | 70 | 117 | 26 | 21 | 233 | 4 |
| Future Vol, veh/h | 3 | 14 | 18 | 23 | 14 | 21 | 70 | 117 | 26 | 21 | 233 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 16 | 20 | 26 | 16 | 23 | 78 | 130 | 29 | 23 | 259 | 4 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 601 | 622 | 261 | 613 | 610 | 144 | 263 | 0 | 0 | 159 | 0 | 0 |
| Stage 1 | 308 | 308 | - | 300 | 300 | - | - | - | - | - | - | - |
| Stage 2 | 293 | 314 | - | 313 | 310 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.43 | 6.5 | 6.2 | 7.7 | 7.1 | 6.5 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.43 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.43 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.797 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 370 | 405 | 782 | 368 | 372 | 897 | 1313 | - | - | 1433 | - | - |
| Stage 1 | 641 | 664 | - | 678 | 637 | - | - | - | - | - | - | - |
| Stage 2 | 653 | 660 | - | 666 | 629 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 317 | 372 | 782 | 316 | 341 | 897 | 1313 | - | - | 1433 | - | - |
| Mov Cap-2 Maneuver | 317 | 372 | - | 316 | 341 | - | - | - | - | - | - | - |
| Stage 1 | 629 | 651 | - | 634 | 595 | - | - | - | - | - | - | - |
| Stage 2 | 579 | 617 | - | 621 | 617 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|------------------------|-------|-------|-----|------|
| HCM Control Delay, s/v | 12.82 | 15.04 | 2.6 | 0.61 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 571 | - | - | 499 | 423 | 146 | - | - |
| HCM Lane V/C Ratio | 0.059 | - | - | 0.078 | 0.152 | 0.016 | - | - |
| HCM Control Delay (s/veh) | 7.9 | 0 | - | 12.8 | 15 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.3 | 0.5 | 0 | - | - |

Intersection

Int Delay, s/veh 7.1

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 7 | 80 | 42 | 42 | 29 | 40 | 51 | 102 | 43 | 30 | 269 | 8 |
| Future Vol, veh/h | 7 | 80 | 42 | 42 | 29 | 40 | 51 | 102 | 43 | 30 | 269 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 2 | 4 | 0 | 2 | 0 |
| Mvmt Flow | 8 | 90 | 47 | 47 | 33 | 45 | 57 | 115 | 48 | 34 | 302 | 9 |

| Major/Minor | Minor2 | Minor1 | Major1 | Major2 | Minor2 | Minor1 | Major1 | Major2 | | | | |
|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|---|------|---|---|
| Conflicting Flow All | 620 | 652 | 307 | 668 | 632 | 139 | 311 | 0 | 0 | 163 | 0 | 0 |
| Stage 1 | 374 | 374 | - | 253 | 253 | - | - | - | - | - | - | - |
| Stage 2 | 246 | 278 | - | 415 | 379 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.52 | 6.2 | 7.7 | 7.1 | 6.5 | 4.24 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.52 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.52 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4.018 | 3.3 | 3.5 | 4 | 3.3 | 2.326 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 403 | 387 | 738 | 335 | 360 | 904 | 1184 | - | - | 1428 | - | - |
| Stage 1 | 651 | 618 | - | 724 | 672 | - | - | - | - | - | - | - |
| Stage 2 | 763 | 681 | - | 578 | 580 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | | | | | |
| Mov Cap-1 Maneuver | 320 | 356 | 738 | 220 | 331 | 904 | 1184 | - | - | 1428 | - | - |
| Mov Cap-2 Maneuver | 320 | 356 | - | 220 | 331 | - | - | - | - | - | - | - |
| Stage 1 | 632 | 600 | - | 685 | 636 | - | - | - | - | - | - | - |
| Stage 2 | 651 | 644 | - | 447 | 564 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|------|------|------|
| HCM Control Delay, s/v17.78 | | 21.3 | 2.13 | 0.74 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 442 | - | - | 425 | 344 | 175 | - | - |
| HCM Lane V/C Ratio | 0.048 | - | - | 0.341 | 0.363 | 0.024 | - | - |
| HCM Control Delay (s/veh) | 8.2 | 0 | - | 17.8 | 21.3 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | C | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 1.5 | 1.6 | 0.1 | - | - |

Intersection

Int Delay, s/veh 7.8

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 8 | 21 | 22 | 48 | 48 | 36 | 114 | 185 | 42 | 37 | 140 | 9 |
| Future Vol, veh/h | 8 | 21 | 22 | 48 | 48 | 36 | 114 | 185 | 42 | 37 | 140 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 23 | 24 | 53 | 53 | 40 | 127 | 206 | 47 | 41 | 156 | 10 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 728 | 748 | 161 | 732 | 730 | 229 | 166 | 0 | 0 | 252 | 0 | 0 |
| Stage 1 | 243 | 243 | - | 482 | 482 | - | - | - | - | - | - | - |
| Stage 2 | 486 | 506 | - | 249 | 248 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.7 | 7.1 | 6.5 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 341 | 343 | 890 | 301 | 311 | 800 | 1425 | - | - | 1325 | - | - |
| Stage 1 | 765 | 709 | - | 525 | 514 | - | - | - | - | - | - | - |
| Stage 2 | 567 | 543 | - | 728 | 677 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 231 | 297 | 890 | 236 | 269 | 800 | 1425 | - | - | 1325 | - | - |
| Mov Cap-2 Maneuver | 231 | 297 | - | 236 | 269 | - | - | - | - | - | - | - |
| Stage 1 | 739 | 684 | - | 471 | 460 | - | - | - | - | - | - | - |
| Stage 2 | 427 | 487 | - | 661 | 653 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|------------------------|-------|-------|-----|------|
| HCM Control Delay, s/v | 15.72 | 26.72 | 2.6 | 1.55 |
| HCM LOS | C | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 580 | - | - | 392 | 309 | 354 | - | - |
| HCM Lane V/C Ratio | 0.089 | - | - | 0.144 | 0.474 | 0.031 | - | - |
| HCM Control Delay (s/veh) | 7.8 | 0 | - | 15.7 | 26.7 | 7.8 | 0 | - |
| HCM Lane LOS | A | A | - | C | D | A | A | - |
| HCM 95th %tile Q(veh) | 0.3 | - | - | 0.5 | 2.4 | 0.1 | - | - |

Intersection

Int Delay, s/veh 4.7

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↕ | | | ↕ | | | ↕ | | | ↕ | | |
| Traffic Vol, veh/h | 3 | 20 | 18 | 36 | 21 | 34 | 70 | 117 | 39 | 34 | 233 | 4 |
| Future Vol, veh/h | 3 | 20 | 18 | 36 | 21 | 34 | 70 | 117 | 39 | 34 | 233 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 3 | - | - | -6 | - | - | 4 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 22 | 20 | 40 | 23 | 38 | 78 | 130 | 43 | 38 | 259 | 4 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 634 | 666 | 261 | 653 | 646 | 152 | 263 | 0 | 0 | 173 | 0 | 0 |
| Stage 1 | 337 | 337 | - | 307 | 307 | - | - | - | - | - | - | - |
| Stage 2 | 297 | 329 | - | 346 | 339 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.43 | 6.5 | 6.2 | 7.7 | 7.1 | 6.5 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.43 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.43 | 5.5 | - | 6.7 | 6.1 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.797 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 351 | 383 | 782 | 344 | 353 | 889 | 1313 | - | - | 1416 | - | - |
| Stage 1 | 617 | 645 | - | 672 | 631 | - | - | - | - | - | - | - |
| Stage 2 | 650 | 650 | - | 637 | 608 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 284 | 346 | 782 | 286 | 319 | 889 | 1313 | - | - | 1416 | - | - |
| Mov Cap-2 Maneuver | 284 | 346 | - | 286 | 319 | - | - | - | - | - | - | - |
| Stage 1 | 598 | 625 | - | 627 | 590 | - | - | - | - | - | - | - |
| Stage 2 | 558 | 607 | - | 580 | 589 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|-----------------------------|----|------|------|------|
| HCM Control Delay, s/v13.92 | | 17.2 | 2.45 | 0.96 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---------------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 531 | - | - | 449 | 395 | 225 | - | - |
| HCM Lane V/C Ratio | 0.059 | - | - | 0.101 | 0.256 | 0.027 | - | - |
| HCM Control Delay (s/veh) | 7.9 | 0 | - | 13.9 | 17.2 | 7.6 | 0 | - |
| HCM Lane LOS | A | A | - | B | C | A | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.3 | 1 | 0.1 | - | - |

Intersection

Int Delay, s/veh 1.7

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 22 | 108 | 19 | 0 | 0 | 13 |
| Future Vol, veh/h | 22 | 108 | 19 | 0 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | -2 | - | -2 | - |
| Peak Hour Factor | 80 | 80 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 28 | 135 | 24 | 0 | 0 | 16 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 24 | 0 | - | 0 | 214 |
| Stage 1 | - | - | - | - | 24 |
| Stage 2 | - | - | - | - | 190 |
| Critical Hdwy | 4.12 | - | - | - | 6.02 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.02 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.02 |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 |
| Pot Cap-1 Maneuver | 1591 | - | - | - | 793 |
| Stage 1 | - | - | - | - | 1002 |
| Stage 2 | - | - | - | - | 860 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1591 | - | - | - | 778 |
| Mov Cap-2 Maneuver | - | - | - | - | 778 |
| Stage 1 | - | - | - | - | 983 |
| Stage 2 | - | - | - | - | 860 |

| Approach | EB | WB | SB |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 1.24 | 0 | 8.47 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 305 | - | - | - | 1054 |
| HCM Lane V/C Ratio | 0.017 | - | - | - | 0.015 |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | - | 8.5 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 27 | 11 | 63 | 0 | 0 | 30 |
| Future Vol, veh/h | 27 | 11 | 63 | 0 | 0 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | -2 | - | -2 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 0 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 12 | 70 | 0 | 0 | 33 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 70 | 0 | - | 0 | 142 70 |
| Stage 1 | - | - | - | - | 70 - |
| Stage 2 | - | - | - | - | 72 - |
| Critical Hdwy | 4.12 | - | - | - | 6.02 6.02 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.02 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.02 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1531 | - | - | - | 864 997 |
| Stage 1 | - | - | - | - | 960 - |
| Stage 2 | - | - | - | - | 958 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1531 | - | - | - | 847 997 |
| Mov Cap-2 Maneuver | - | - | - | - | 847 - |
| Stage 1 | - | - | - | - | 941 - |
| Stage 2 | - | - | - | - | 958 - |

| Approach | EB | WB | SB |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 5.26 | 0 | 8.74 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 1279 | - | - | - | 997 |
| HCM Lane V/C Ratio | 0.02 | - | - | - | 0.033 |
| HCM Control Delay (s/veh) | 7.4 | 0 | - | - | 8.7 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

Intersection

Int Delay, s/veh 6.4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ← | ↑ | | ↑ | |
| Traffic Vol, veh/h | 32 | 8 | 7 | 0 | 0 | 33 |
| Future Vol, veh/h | 32 | 8 | 7 | 0 | 0 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | -2 | - | -2 | - |
| Peak Hour Factor | 63 | 63 | 63 | 63 | 63 | 63 |
| Heavy Vehicles, % | 2 | 0 | 0 | 2 | 2 | 2 |
| Mvmt Flow | 51 | 13 | 11 | 0 | 0 | 52 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|---------------|
| Conflicting Flow All | 11 | 0 | 0 125 11 |
| Stage 1 | - | - | - 11 - |
| Stage 2 | - | - | - 114 - |
| Critical Hdwy | 4.12 | - | - 6.02 6.02 |
| Critical Hdwy Stg 1 | - | - | - 5.02 - |
| Critical Hdwy Stg 2 | - | - | - 5.02 - |
| Follow-up Hdwy | 2.218 | - | - 3.518 3.318 |
| Pot Cap-1 Maneuver | 1608 | - | - 882 1070 |
| Stage 1 | - | - | - 1013 - |
| Stage 2 | - | - | - 922 - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1608 | - | - 854 1070 |
| Mov Cap-2 Maneuver | - | - | - 854 - |
| Stage 1 | - | - | - 981 - |
| Stage 2 | - | - | - 922 - |

| Approach | EB | WB | SB |
|------------------------|------|----|------|
| HCM Control Delay, s/v | 5.85 | 0 | 8.54 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---------------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1440 | - | - | - | 1070 |
| HCM Lane V/C Ratio | 0.032 | - | - | - | 0.049 |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | - | 8.5 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.2 |

FINAL SITE PLAN

455 ALFRED AVENUE, TAX LOT 5, BLOCK 6002

TOWNSHIP OF TEANECK
AND TAX LOT 2, BLOCK 2228

CITY OF ENGLEWOOD
BERGEN COUNTY, NEW JERSEY

| Block Lot | Proposed Use | Proposed Area | Proposed Height | Proposed Density | Proposed Parking | Proposed Other |
|------------------------|-------------------|---------------|-----------------|------------------|------------------|----------------|
| Block 6002 - Tax Lot 5 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |
| Block 2228 - Tax Lot 2 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |

| Block Lot | Proposed Use | Proposed Area | Proposed Height | Proposed Density | Proposed Parking | Proposed Other |
|------------------------|-------------------|---------------|-----------------|------------------|------------------|----------------|
| Block 6002 - Tax Lot 5 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |
| Block 2228 - Tax Lot 2 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |

| Block Lot | Proposed Use | Proposed Area | Proposed Height | Proposed Density | Proposed Parking | Proposed Other |
|------------------------|-------------------|---------------|-----------------|------------------|------------------|----------------|
| Block 6002 - Tax Lot 5 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |
| Block 2228 - Tax Lot 2 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |

LEGEND

FINAL

1. PROPOSED INTERNAL RENOVATION OF EXISTING BUILDING AND RE-STRIPING OF PARKING AREA

BLOCK NO. 6002 LOT NO. 5 : ZONE L4 LIGHT INDUSTRIAL DISTRICT.

APPLICANT: NUTRA LEAF, LLC

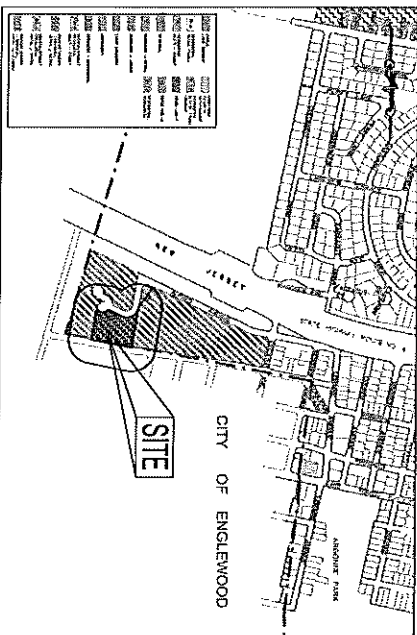
ADDRESS: 455 ALFRED AVENUE SUITE C-1 TEANECK, NJ 07686

SITE PLAN CONTROL NO. _____

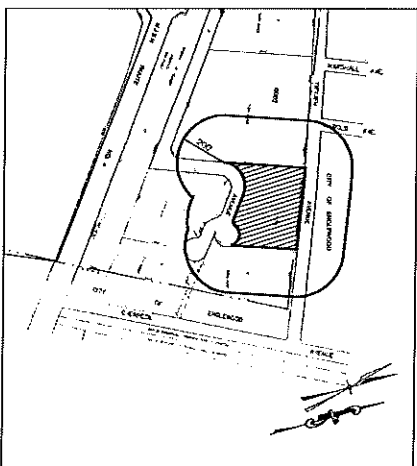
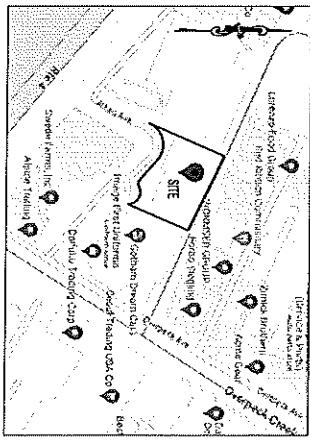
DATE: _____

TOWNSHIP CLERK: _____ DATE: _____

3. EXPIRATION OF APPROVAL (FINAL) _____ YEARS



| Block Lot | Proposed Use | Proposed Area | Proposed Height | Proposed Density | Proposed Parking | Proposed Other |
|------------------------|-------------------|---------------|-----------------|------------------|------------------|----------------|
| Block 6002 - Tax Lot 5 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |
| Block 2228 - Tax Lot 2 | Commercial Office | 10,000 sq ft | 4 stories | 100 units/acre | 100 spaces | None |



APPROVED BY PLANNING BOARD - TOWNSHIP OF TEANECK

BOARD SECRETARY: _____ DATE: _____

BOARD CHAIRMAN: _____ DATE: _____

BOARD ENGINEER: _____ DATE: _____

| NO. | REVISION | DATE | BY | CHKD. |
|-----|---------------------------|----------|----|-------|
| 1 | ISSUE FOR PERMIT | 08/15/11 | AK | AK |
| 2 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 3 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 4 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 5 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 6 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 7 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 8 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 9 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |
| 10 | REVISED PER PLANING BOARD | 08/15/11 | AK | AK |

455 ALFRED AVENUE
TAX LOT 5, BLOCK 6002 TOWNSHIP OF TEANECK
AND TAX LOT 2, BLOCK 2228 CITY OF ENGLEWOOD
BERGEN COUNTY, NEW JERSEY

ANZ ENGINEERING, INC.
ENGINEERS • SCIENTISTS • CONSULTANTS
Main Office: 150 Riverview Road, Suite B1, Morrisville, NJ 07960
Pennsylvania Office: Scranton, PA 18504
Tel: 973-544-7960 Fax: 973-544-7979
www.anzeng.com 8-800-457-4747 or www.anzeng.com
New Jersey Certificate of Authorization No.: 24E000114000
Pennsylvania Certificate of Authority No.: 3771154

ADNAN A. KHAN, P.E., C.M.E.
PROFESSIONAL ENGINEER

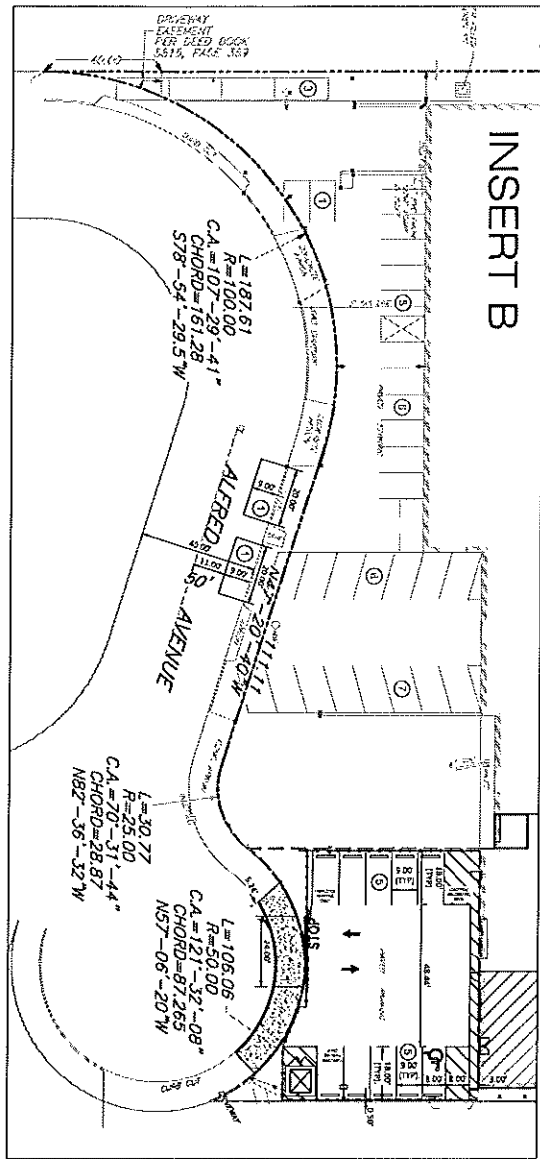
Adnan A. Khan

DATE: _____

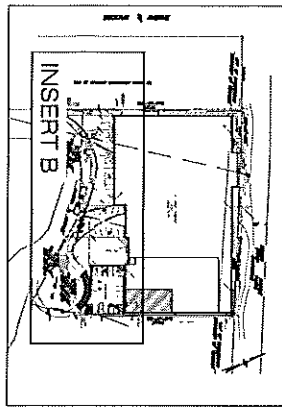
| NO. | DATE | BY | CHKD. |
|-----|----------|----|-------|
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| 2 | 08/15/11 | AK | AK |
| 3 | 08/15/11 | AK | AK |
| 4 | 08/15/11 | AK | AK |
| 5 | 08/15/11 | AK | AK |
| 6 | 08/15/11 | AK | AK |
| 7 | 08/15/11 | AK | AK |
| 8 | 08/15/11 | AK | AK |
| 9 | 08/15/11 | AK | AK |
| 10 | 08/15/11 | AK | AK |

JOB NUMBER: 24800
SCALE: AS SHOWN
C-01
SHEET 01A

COVER SHEET



INSERT B



KEY PLAN
SCALE: 1"=100'

PARKING NOTE:
IT SHALL BE NOTED THAT EVEN THOUGH THE TOTAL REQUIRED PARKING FOR THE SITE IS 79 SPACES, ONLY 6 SPACES ARE NEEDED FOR THE DRIVEWAY EASEMENT AND 13 SPACES ARE NEEDED FOR THE DRIVEWAY EASEMENT. THE REMAINING 56 SPACES CAN BE USED ONLY FOR THE RETAIL AND MANUFACTURING USES.



455 ALFRED AVENUE
TAX LOT 5, BLOCK 6082 TOWNSHIP OF TEANECK
AND TAX LOT 2, BLOCK 2228 CITY OF ENGLEWOOD
BERGEN COUNTY, NEW JERSEY

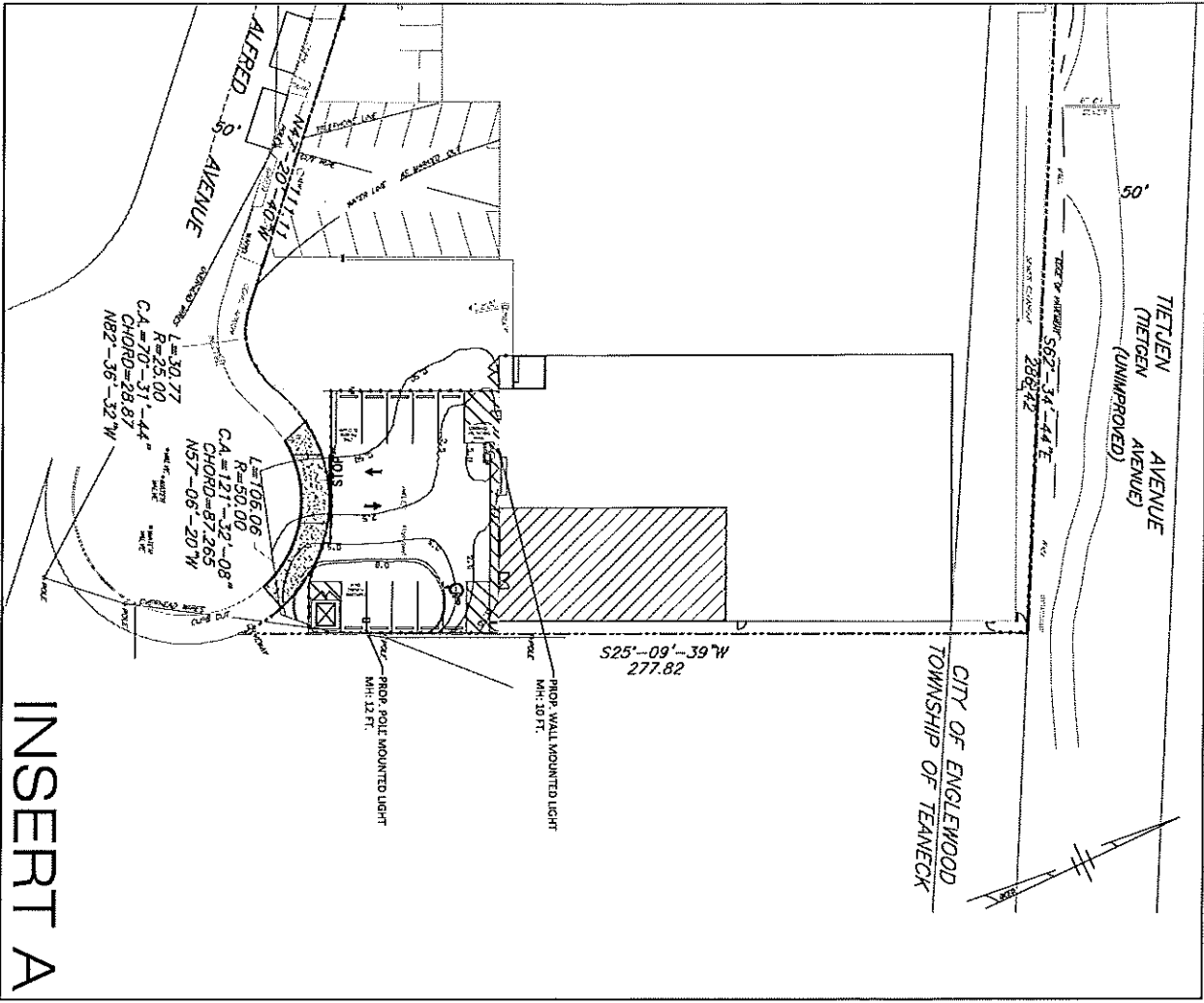
ENLARGED FRONT PARKING AREA

C-03
SHEET 03 A

AVZ ENGINEERING, INC.
ENGINEERS • SCIENTISTS • CONSULTANTS
Main Office: 150 River Road, Suite B3, Moonville, NJ 07045
Pennsylvania Office: Scranton, PA 18504
Tel: 973-666-7040 Fax: 973-654-7279
www.avz-engineering.com e-mail: info@avz-engineering.com
New Jersey Certificate of Authorization No. 246A24114400
Pennsylvania Certificate of Authorization No. 3771354

ADNAN A. KHAN, P.E., C.M.E.
PROFESSIONAL ENGINEER
DATE: 04/12/24
DATE: 04/12/24

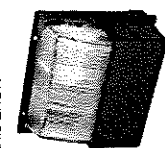
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| 04/12/24 | AK | 3 | | | |
| 04/12/24 | AK | 4 | | | |
| 04/12/24 | AK | 5 | | | |
| 04/12/24 | AK | 6 | | | |
| 04/12/24 | AK | 7 | | | |
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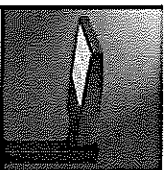
THIS PLAN IS TO BE USED FOR LIGHTING PURPOSE ONLY

| Code | Manufacturer | Model/Description | Notes | Quantity |
|------|--------------|-------------------|---|----------|
| 1 | Hologhane | Wallpack LED | WALLED MOUNTED LED LIGHT FIXTURE | 1 |
| 1 | Hologhane | GAN Galleon LED | 1-1/8 Light Fixture Solid State LED AREA / ROADWAY LIGHTING | 1 |



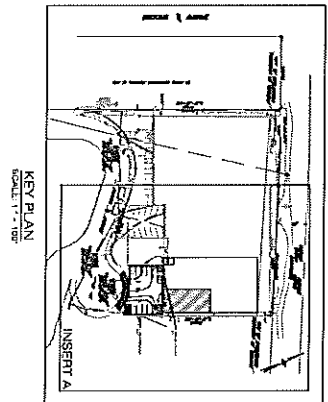
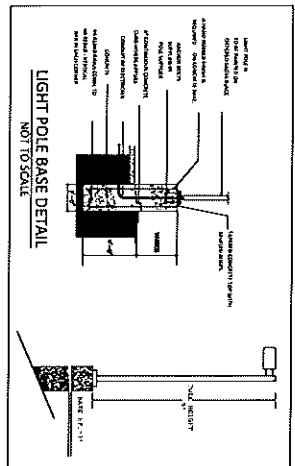
HOLOGHANE
LED LIGHTING SOLUTIONS

Wallpack LED



GAN
GALLEON LED

1-1/8 Light Fixture
Solid State LED
AREA / ROADWAY LIGHTING



C-05
SHEET OF 1

455 ALFRED AVENUE
TAX LOT 5, BLOCK 6002 TOWNSHIP OF TEANECK
AND TAX LOT 2, BLOCK 2228 CITY OF ENGLEWOOD
BERGEN COUNTY, NEW JERSEY

LIGHTING PLAN

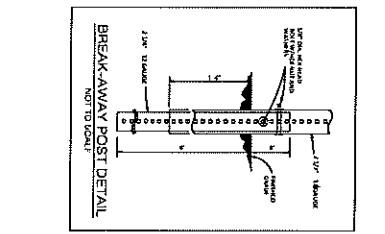
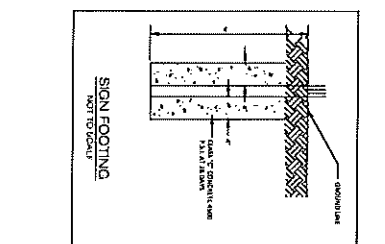
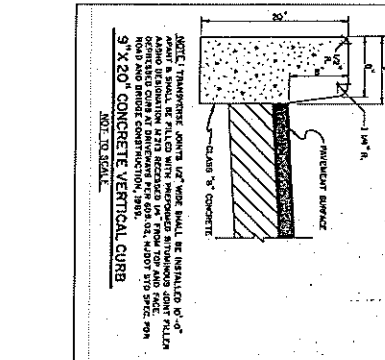
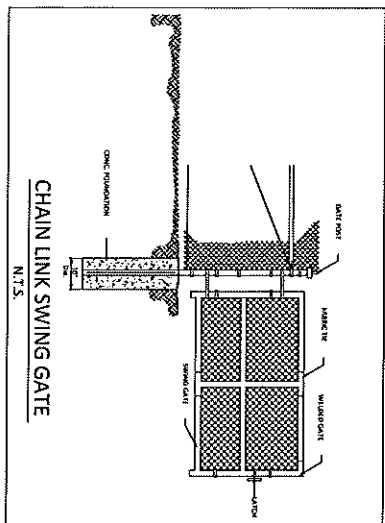
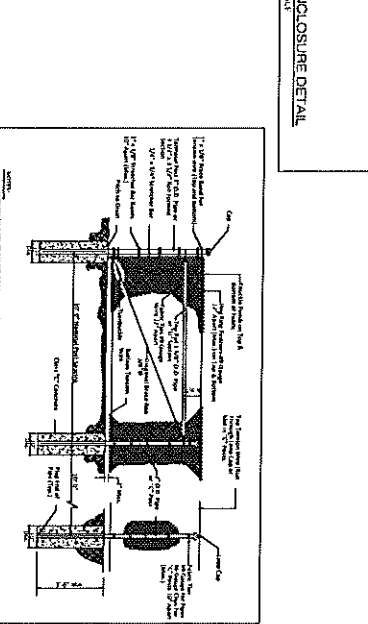
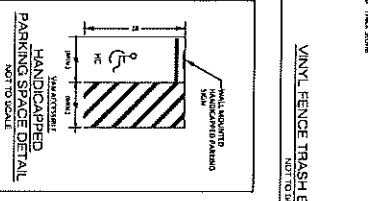
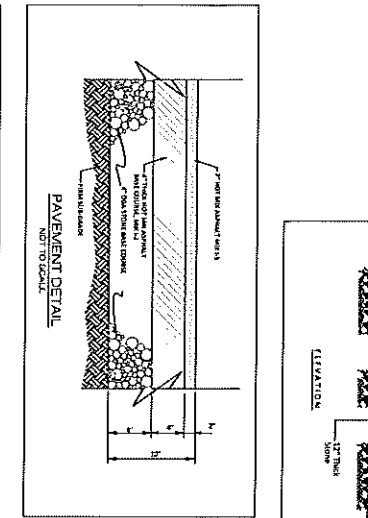
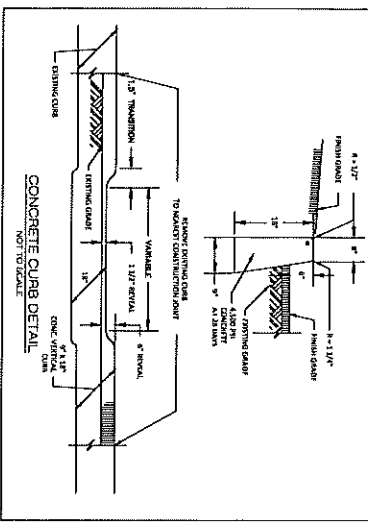
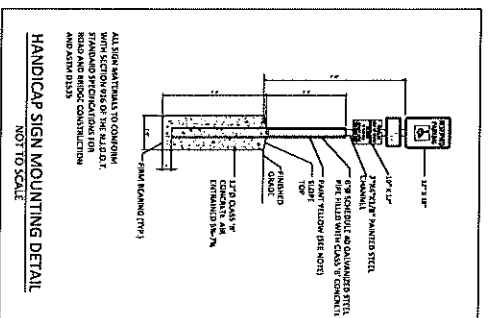
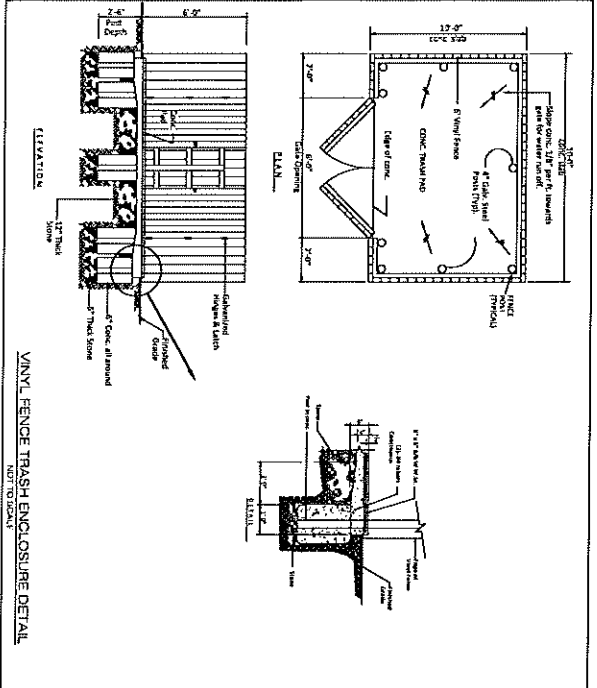
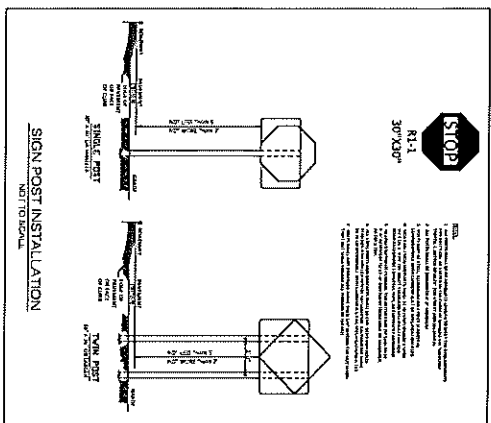
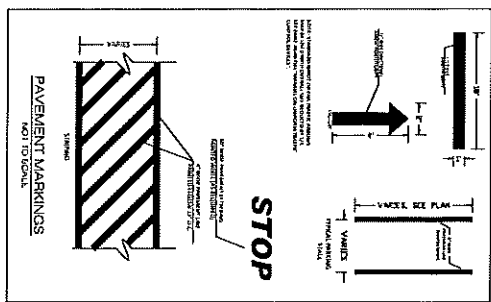
AWZ ENGINEERING, INC.
ENGINEERS • SCIENTISTS • CONSULTANTS
Main Office: 150 River Road, Suite B1, Moon Twp, NJ 07045
Pennsylvania Office: Scranton, PA 18554
Tel: 973-586-7345 Fax: 973-584-7099
www.awzengineering.com email: info@awzengineering.com
New Jersey Certificate of Authorization No.: 2402A2711A20
Pennsylvania Certificate of Authorization No.: 371114

ADNAN A. KHAN, P.E., C.M.E.
PROFESSIONAL ENGINEER

Adnan A. Khan
DATE: 06/19/24

NO LICENSE NO. 9803 P.A. LICENSE NO. 0020
N.J. LICENSE NO. 04049 N.E.P. LICENSE NO. 0100

| NO. | REVISIONS | DATE | BY | APP. |
|-----|-----------|------|----|------|
| 1 | | | | |



CHAIN LINK FENCE (8) HIGH
N.T.S.

| ITEM | DESCRIPTION | QUANTITY | UNIT |
|------|---------------------------|----------|-------------|
| 1 | CHAIN LINK FENCE (8) HIGH | 1000 | LINEAL FEET |
| 2 | POSTS (4\"/> | | |

455 ALFRED AVENUE
TAX LOT 5, BLOCK 6902 TOWNSHIP OF TEANECK
AND TAX LOT 2, BLOCK 2228 CITY OF ENGLEWOOD
BERGEN COUNTY, NEW JERSEY

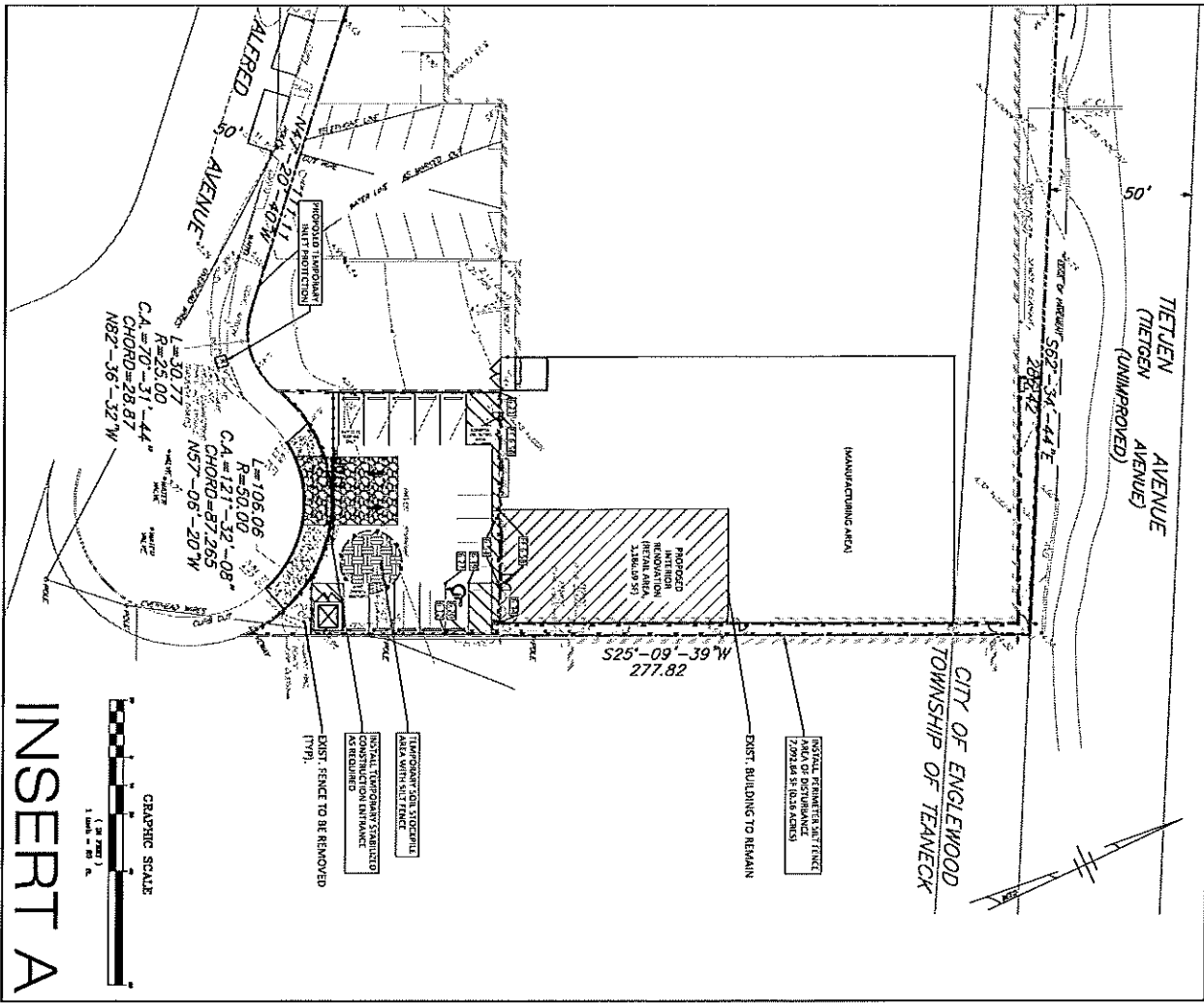
CONSTRUCTION DETAILS

APZ ENGINEERING, INC.
ENGINEERS • SCIENTISTS • CONSULTANTS
Main Office: 150 River Road, Suite B3, Moon Twp, NJ 07045
Parsippany Office: Scarsdale, PA 18504
Tel: 973-344-7950 Fax: 973-344-7979
www.apzeng.com

ADNAN A. KHAN, P.E., C.M.E.
PROFESSIONAL ENGINEER

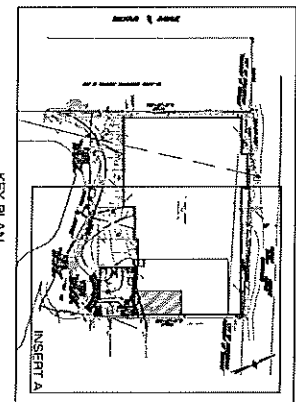
APPROVED BY: [Signature] DATE: []/ []/ []

DATE: []/ []/ []



INSERT A

GRAPHIC SCALE
1 inch = 50'



- LEGEND:**
- EXISTING AND PROPOSED
 - EXISTING CONTOUR
 - PROPOSED CONTOUR
 - PROPOSED SPOT ELEVATION

PROTECT YOURSELF
A PHONE CALL
CAN BE YOUR INSURANCE POLICY

WHAT YOU DON'T KNOW CAN HURT YOU.
CONSULT WITH AN EROSION CONTROL SPECIALIST TO DETERMINE THE BEST SOLUTION FOR YOUR PROJECT.

1010 THE GREAT DIVIDE ROAD
SUITE 200
ROSELAND, NJ 07068
908-988-7000

THIS PLAN IS TO BE USED FOR SOIL EROSION CONTROL PURPOSES ONLY

| | | | | | | |
|-----------------------|---|--|---|---|---|--|
| S-01 SHEET 01 of 1 | JAMES M. BARNETT 2-18-09 MICHAEL J. BARNETT | 455 ALFRED AVENUE TAX LOT 5, BLOCK 6002 TOWNSHIP OF TEANECK AND TAX LOT 2, BLOCK 2228 CITY OF ENGLEWOOD BERGEN COUNTY, NEW JERSEY | AWZ ENGINEERING, INC. ENGINEERS • SCIENTISTS • CONSULTANTS Main Office: 150 River Road, Suite B1, Moon Twp, NJ 07045 Pennsylvania Office: Scranton, PA 18554 Tel: 973-544-7500 Fax: 973-544-7377 www.awz-engineering.com e-mail: info@awz-engineering.com New Jersey Certificate of Authorization No.: 2452A*(1)14700 Pennsylvania Certificate of Authorization No.: 3711354 | ADNAN A. KHAN, P.E., C.M.E. PROFESSIONAL ENGINEER | DRAWN BY: [] DATE: [] REVISION: [] DESIGNED BY: [] DATE: [] CHECKED BY: [] DATE: [] APPROVED BY: [] DATE: [] | NO. OF SHEETS: [] SHEET NO.: [] DATE: [] BY: [] CHECKED BY: [] DATE: [] |
| | | SOIL EROSION AND SEDIMENT CONTROL PLAN | | P.A. LICENSE NO. 0002 N.J. LICENSE NO. 000000000 P.E. LICENSE NO. 000000000 | | |

MEMORANDUM

July 31, 2024

To: Chairman and Members of the Teaneck Planning Board

From: Farah Gilani, P.E., P.P., C.M.E.

RE: Site Plan Application – PB 2024-4
Nutra Leaf, LLC & T Verde LLC

Block 6002 Lot 5
455 Alfred Avenue
Teaneck, NJ 07666

This is an application for site plan approval and a C variance for the change of use to cannabis manufacturing, cultivation, and a retail micro dispensary for the sale of cannabis products. The applicant has provided following submissions in support of the application

- Site Plan Set, prepared by AWZ Engineering Inc. dated October 23, 2023, last revised on 4/19/2024.
- Topographic Survey prepared by Scot Den Bleyker, dated 10/4/2023.
- Architectural Plan Set, prepared by Vivid Arc, dated 2/2/2023.
- T-Verde, LLC and Nutra Leaf LLC Security Plan.
- T-Verde, LLC and Nutra Leaf LLC Oder Control Compliance Equipment Plan.
- Traffic Impact Study by Dynamic Traffic, dated 6/25/2024

We have reviewed the application and submissions and find that the application is **complete** for the board's consideration. Our comments are as follows:

1. The property is commonly known as 455 Alfred Ave and is lot 5 in Block 6002 on sheet 60 of the township Tax map and lot 2 of block 2228 of City of Englewood. The property is located in two towns.
2. The property is located in the L-I Light industrial zone.
3. The total size is 92,155.21 SF or 2.1156 Acres.
4. The property is currently fully developed.
5. Testimony on the Traffic & Parking operations shall be provided, including the future traffic operation of Alfred Avenue.
6. Parking spaces required are 79 whereas only 38 are provided. Variance is required.

7. The applicant's engineer shall provide testimony regarding adequate lighting. Site lighting in general appears to be low.
8. Provide the Township with a copy of any required permits.
9. The applicant's engineer shall consult with the Township's water purveyor and certify that adequate water supply exists to service the domestic and fire flow requirements for the project. The Township's fire department should be consulted on the proposed location and type of site fire hydrants.
10. The township's fire department should be consulted about access along the building.
11. A solid waste and recycling area is proposed. The applicant's engineer should provide testimony for the collection of solid waste and recyclable materials.
12. The applicant's engineer shall provide testimony regarding adequate drainage around the building.
13. The applicant's engineer shall provide testimony regarding any environmental issues.
14. The applicant's engineer shall provide projected sanitary sewage flow for the proposed project. A capacity analysis of the Township's sewage collection system in the immediate vicinity of the project may be warranted as a result of the anticipated flow.

cc: Mark Bocchino, Construction Official
Adam Myszka, Acting Zoning Official
Rosiland V. McLean, Technical assistant/Land Use

F:\Active Projects\Teaneck\TTNJ-15-0104 Planning Board Reviews\455 Alfred Ave\Memorandum - 455 Alfred Ave - 2024-07-31.doc