

WILENTZ

—ATTORNEYS AT LAW—

STEVEN J. TRIPP, ESQ.

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Woodbridge, NJ 07095-0958
732.636.8000

March 14, 2024

VIA HAND DELIVERY

Henry Bignell, PP
Administrative Officer and
Director of Engineering/Planning/Zoning Dept.
Municipal Building
100 Municipal Boulevard
Edison, New Jersey 08817

**Re: The Links at Edison, LLC
222 Plainfield Road
Block 557, Lot 16.22
Application for Preliminary and Final Major Subdivision Approval**

Dear Mr. Bignell:

This office represents The Links at Edison, LLC (the “Applicant”) in this matter. Enclosed, for filing, please find the following:

1. Completed Land Use Application Checklist
2. Sixteen (16) collated sets of the following:
 - a. Application for Preliminary and Final Major Subdivision, with Rider attached;
 - b. Checklist for Preliminary Subdivision Submittal;
 - c. Checklist for Final Subdivision Submittal;
 - d. Letter indicating submission waiver request;
 - e. Stormwater Management Report, prepared by Morgan Engineering & Surveying, dated February 13, 2024;
 - f. Fiscal Impact Statement, prepared by Paul Phillips, PP, AICP, dated January 16, 2024;

- g. Traffic Impact Analysis prepared by Dolan & Dean Consulting Engineers, LLC, dated February 28, 2024;
 - h. Eight (8) separate architectural floor plans and elevations (sized 11"x17") for each of the proposed single-family houses;
 - i. Eight (8) separate Floor Area Ratio Certification forms for each of the proposed single-family houses; and
 - j. Plan entitled, "Preliminary and Final Major Subdivision Plans, Block 557, Lot 16.22, Edison Township, Middlesex County, New Jersey," consisting of thirteen (13) sheets, including sheet 2 - - boundary and topographic survey and sheet 13 - - final plat, prepared by Morgan Engineering & Surveying, dated February 13, 2024.
3. Four (4) copies of Cart Path Easement Agreement between The Links at Edison, LLC and Metuchen Golf and Country Club, dated February 3, 2023, recorded in the Middlesex County Clerk's Office on February 8, 2023 in Book 19147 at Page 862.
 4. Letters regarding pipelines in proximity to the subject property, as follows:
 - a. Correspondence, dated November 25, 2023, from Sunoco Pipeline L.P. indicating that Sunoco Pipeline L.P. does not have facilities within the proposed project limits.
 - b. Correspondence, dated December 2, 2023, from Williams indicating that Williams does not own or operate any facilities within the proposed project limits
 - c. Correspondence, dated December 15, 2023, from Elizabethtown Gas Company indicating that the company owns and operates a 2" Elevated Pressure Steel distribution gas main within the right-of-way that operates at 25psig within 75 feet of the subject property. The letter further indicates that there are no gas mains operating over 125psig within seventy-five feet of the subject property.
 - d. Correspondence, dated December 21, 2023, from PSE&G indicating that PSE&G does not have any gas distribution main facilities within 75 feet of the subject property.
 5. Will-serve letters from PSE&G, Elizabethtown Gas and Middlesex Water Company.
 6. Certification from the Tax Collector indicating that taxes are paid for Block 557, Lot 16.22.
 7. Copy of 200' Radius Property Owners List.
 8. Executed W-9 form.

9. Two (2) checks payable to "Township of Edison" in the amounts of \$7,000.00 and \$17,500.00, representing payment of the application fee and escrow, respectively.

If you need any further documentation, please advise. Thank you for your assistance with this matter.

Very truly yours,



STEVEN J. TRIPP

Enc.

cc: Mark Roshanski
Matthew Wilder, PE



LAND USE APPLICATION CHECKLIST

**ALL ITEMS LISTED BELOW MUST BE SUBMITTED TOGETHER
OR LAND USE APPLICATION WILL NOT BE ACCEPTED.**

*MUST SUBMIT TO ADMINISTRATIVE OFFICER FOR COMPLETENESS REVIEW
AND AGENDA PLACEMENT.*

(1) One application COMPLETELY filled out.

*Application must be signed by both the applicant and the owner & must be notarized.



(1) One copy of a Certification from the Township Tax Collector.

*To certify that taxes and/or assessments are not delinquent on the property.



(4) Four copies of any protective covenant, deed restrictions or easements.

*If any exist on said property.



N/A



(16) Sixteen copies of current survey or site plan to scale of the subject property.

*Survey must reflect all existing/current improvements on the site.

*All copies of surveys must also clearly indicate the proposed scope of work for said application.



Survey is sheet 2
of the plan
set

(16) Sixteen copies of FOLDED complete plans.

*Complete plans to include: Architectural plans for proposed construction, any required Engineering plans and any additional supporting or relative professional reports/studies.



(16) Sixteen copies of FAR Certification (floor area ratio)

*To be signed and sealed by NJ licensed engineer or architect.

(Required for all additions, add a levels, new homes, as well as new commercial.)



N/A



(16) Sixteen copies of any waivers being requested for the application.

*Letter listing waiver(s) requested.



N/A



Associated application and Escrow fees. – *Separate checks.*



ALL APPLICATION AND ESCROW FEES ARE DUE AT TIME OF SUBMISSION

*No escrow required for a variance on a single family home applications.



TOWNSHIP OF EDISON

Division of Planning & Zoning

Sam Joshi, Mayor

100 Municipal Boulevard
Edison, NJ 08817

☒ PLANNING BOARD
☐ ZONING BOARD OF ADJUSTMENT

DEEMED COMPLETE

DATE: _____

TYPE OF APPLICATION

FEE PAID

DATE

APPLICATION

☐ MINOR SUBDIVISION

☒ PRELIMINARY SUBDIVISION

☒ FINAL SUBDIVISION

☐ SITE PLAN (PRELIMINARY)

☐ SITE PLAN (FINAL)

☐ CONDITIONAL USE

1. APPLICANT'S NAME: The Links at Edison, LLC

ADDRESS: 910 Amboy Avenue, Edison NJ 08837 PHONE: 732-738-5900

1A. NAME OF DEVELOPMENT: The Links at Edison

ADDRESS: 222 Plainfield Road PHONE: _____

2. NAME OF PRESENT OWNER: SAME AS APPLICANT

ADDRESS: _____ PHONE: _____

3. IS APPLICANT A CORPORATION _____ PARTNERSHIP _____ INDIVIDUAL _____

Limited Liability Company ☒

4. INTEREST OF APPLICANT IF OTHER THAN OWNER: N/A

5. LOCATION OF SITE/SUBDIVISION (STREET): 222 Plainfield Road

6. BLOCK: 557 LOT: 16.22 ZONE: R-C

7. PRESENT USE OF PROPERTY: vacant; formerly a restaurant site

8. PROPOSED USE OF PROPERTY: single-family residential



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9. DESCRIPTION OF PROPOSED STRUCTURES OR CHANGES IN EXISTING STRUCTURES:

Eight single-family homes on a cul-de-sac.

10: IF WAREHOUSE, LIST ITEMS TO BE STORED:

N/A

IF MANUFACTURING, ATTACH DESCRIPTION OF RAW MATERIALS USED, PROCESS OF MANUFACTURING AND FINISHED PRODUCT

11: ARE ANY EASEMENTS OR SPECIAL COVENANTS BY DEED INVOLVED IN THIS APPLICATION. (YES OR NO) Yes IF YES ATTACH A COPY.

12. PERSON PREPARING PLANS: Morgan Engineering & Surveying

NAME: Matthew R. Wilder, PE FAX: 732-270-9691

ADDRESS: PO Box 5232, Toms River NJ 08754 PHONE: 732-270-9690

13. ATTACH A COPY OF PROPERTIES OWNERS LIST: PROPERTIES WITHIN 200 FT.

14. CAN SEWAGE BE DISPOSED OF BY CONNECTION WITH AN EXISTING MUNICIPAL SEWER

(YES OR NO) Yes IF NO, HOW DO YOU PROPOSE TO DISPOSE OF SEWAGE

15. IS A VARIANCE REQUIRED (YES OR NO): No

16. HAVE THERE BEEN ANY PREVIOUS BOARD OF ADJUSTMENT OR PLANNING BOARD HEARING INVOLVING THIS PROPERTY (YES OR NO) Yes

IF YES, DATE: 6/29/21, 2/15/22, 6/28/22

WHICH BOARD: Zoning Board of Adjustment



TOWNSHIP OF EDISON

Division of Planning & Zoning

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100 Municipal Boulevard
Edison, NJ 08817

17. DRAFT AFFORDABLE HOUSING PLAN-Must be submitted with application.

FOR SUBDIVISIONS ONLY:

NUMBER OF PROPOSED LOTS: 8
AREA OF ENTIRE TRACT: 2.016 acres
AND PORTION BEING SUBDIVIDED: entire
SELL LOTS ONLY (YES OR NO) No
IF YES, ESTIMATED UNIT PRICE N/A
CONSTRUCT HOUSES FOR SALE (YES OR NO) Yes
IF YES, ESTIMATED UNIT PRICE To be determined

FOR SITE PLAN ONLY:

LAND AREA: _____ ACREAGE: _____ SQUARE FEET: _____

BUILDING AREA: _____ SQUARE FEET: _____

% OF BUILDING COVERAGE OF LAND _____

IF TOWNHOUSES OR APARTMENTS:	_____ # OF UNITS	_____ 1 BEDROOM
	_____ # OF UNITS	_____ 2 BEDROOMS
	_____ # OF UNITS	_____ 3 BEDROOMS
	_____ # OF UNITS	_____ 4 BEDROOMS

PARKING SPACES REQUIRED _____ PARKING SPACES PROVIDED _____

***Section 39-12.18(g)(2) of the land use ordinance requires each applicant for land use approval agree in writing to pay all professional escrow fees for review of the submitted application or concept plans. All such costs for review must be paid before any construction permit is issued.**

The Links at Edison, LLC

SIGNATURE OF APPLICANT _____

By: Mark Roshanski, Managing Member



TOWNSHIP OF EDISON

Division of Planning & Zoning

Sam Joshi, Mayor

100 Municipal Boulevard
Edison, NJ 08817

APPLICANT'S ATTORNEY (CORPORATIONS MUST BE REPRESENTED BY N.J. ATTORNEY)

NAME: Steven J. Tripp, Esq. FAX: 732-726-6524
ADDRESS: 90 Woodbridge Center Drive, Suite 900, Woodbridge NJ 07095 PHONE: 732-855-6076
FIRM NAME: Wilentz, Goldman & Spitzer, PA EMAIL: stripp@wilentz.com

AUTHORIZATION OF SIGNATURE (IF APPLICANT IS A CORPORATION)

THIS WILL CERTIFY THAT: Mark Roshanski
TITLE: Managing Member

(CORPORATION NAME AND ADDRESS):

The Links at Edison, LLC
910 Amboy Avenue, Edison NJ 08837

WHO SUBSCRIBED TO THE ABOVE APPLICATION FOR DEVELOPMENT IN THE TOWNSHIP OF EDISON HAS
BEEN AUTHORIZED BY THIS CORPORATION TO DO SO.

ATTEST: Pilar M. Kwiatkowski
WITNESS

Mark Roshanski
SIGNATURE OF OFFICER
Mark Roshanski

I CERTIFY THAT THE FOREGOING STATEMENT MADE BY ME ARE TRUE. I AM AWARE THAT IF ANY OF THE
FOREGOING STATEMENTS MADE BY ME ARE WILLFULLY FALSE, I AM SUBJECT TO PUNISHMENT FOR
CONTEMPT OF COURT

SWORN TO AND SUBSCRIBED BEFORE ME ON
14th DAY OF March 20 24

Pilar M. Kwiatkowski
NOTARY PUBLIC

PILAR M. KWIATKOWSKI
Commission #50133974
A Notary Public of New Jersey
My Commission Expires on August 17, 2025

Mark Roshanski
The Links at Edison, LLC
BY: Mark Roshanski
SIGNATURE OF APPLICANT Mark Roshanski,
Managing Member
The Links at Edison, LLC
BY: Mark Roshanski
SIGNATURE OF OWNER Mark Roshanski,
Managing Member



TOWNSHIP OF EDISON

Division of Planning & Zoning

Sam Joshi, Mayor

100 Municipal Boulevard
Edison, NJ 08817

CORPORATION OR PARTNERSHIP APPLYING TO A PLANNING BOARD OR A BOARD OF ADJUSTMENT OR TO THE GOVERNING BODY OF A MUNICIPALITY FOR PERMISSION TO SUBDIVIDE A PARCEL OF LAND INTO SIX (6) OR MORE LOTS, OR APPLYING FOR A VARIANCE TO CONSTRUCT A MULTIPLE DWELLING OF TWENTY-FIVE (25) OR MORE FAMILY UNITS OR FOR APPROVAL OF A SITE TO BE USED FOR COMMERCIAL PURPOSES SHALL LIST THE NAMES AND ADDRESSES OF ALL STOCKHOLDERS OR INDIVIDUAL PARTNERS OWNING AT LEAST TEN (10%) PERCENT OF ITS STOCK OF ANY CLASS OR AT LEAST TEN (10%) PERCENT OF THE INTEREST IN THE PARTNERSHIP, AS THE CASE MAY BE.

NAME <u>Mark Roshanski</u>	ADDRESS <u>910 Amboy Ave., Edison NJ 08837</u> c/o Lombardi and Lombardi, P.A.
NAME <u>Kenneth M. Jobson</u>	ADDRESS <u>1862 Oak Tree Road, Edison NJ 08820</u> c/o Lombardi and Lombardi, P.A.
NAME <u>Michael F. Lombardi</u>	ADDRESS <u>1862 Oak Tree Road, Edison NJ 08820</u> c/o Lombardi and Lombardi, P.A.
NAME <u>Stephen F. Lombardi</u>	ADDRESS <u>1862 Oak Tree Road, Edison NJ 08820</u>
NAME _____	ADDRESS _____
NAME _____	ADDRESS _____

Rider
222 Plainfield Road
Block 557, Lot 16.22
Application for Preliminary and Final Subdivision Approval

The Links at Edison, LLC (the “Applicant”) is the owner of a 2.016-acre lot designated on the Tax Maps of the Township of Edison as Block 557, Lot 16.22, and known as 222 Plainfield Road (the “Property”). The Property is located in the newly-created R-C Zone, in which single-family detached houses are a permitted use.

The Applicant is proposing a subdivision to create 8 lots for single-family residential development. Access to the proposed lots is provided via a cul-de-sac off of Plainfield Road. None of the lots will have direct access onto Plainfield Road.

All of the proposed lots fully comply with the requirements of the R-C Zone. The Applicant is not seeking any variances or design waivers in connection with the subdivision.

TOWNSHIP OF EDISON



CHECK LIST FOR PRELIMINARY SUBDIVISION SUBMITTAL

Plats shall be no larger than 24" X 36" and must be folded. A Mylar copy of .005 gauge, shall be submitted upon final approval. The plat shall be drawn waterproof India ink at a scale of not less than one (1) inch equals one hundred (100) feet and in compliance with all of the provisions of the Map Filing Law, N.J.S.A 46:23-9.9 et seq. All signatures must be in black ink. The final plat shall show, be accompanied by, or conform to the following:

	Submitted	Not Submitted	Waiver Req
1. A key map showing the entire subdivision and its relation to all areas within one thousand (1,000) feet of the site.	☒	☐	☐
2. A title containing the tract name, Tax Map sheet, block and lot numbers, date, north arrow, written and graphic scales, and the names and addresses of the owner, subdivider and the person(s) who prepared the map. The names and addresses of owners of property within two hundred (200) feet, also showing blocks and lots.	☒	☐	☐
3. The acreage of tract to be subdivided to neareth tenth of an acres.	☒	☐	☐
4. A map showing two-foot contour lines over the entire area of the proposed subdivision, A map shall also show the natural flow of surface drainage, together with water-courses and an indication of the final disposal of surface waters. Elevations shall refer to the U.S.G.S. system. Bench mark description and elevation must be shown on the plan. Further the plat shall show the first floor elevation, building corner elevations and finished grade at each lot corner.	☒	☐	☐
5. The locations and dimensions of existing streets, water-courses, railroad rights-of-way, bridges, culverts, drainpipes and natural features such as wooded areas, lakes, ponds, and extensive rock formations.	☒	☐	☐

	Submitted	Not Submitted	Waiver Req
6. All existing streets within a distance of five hundred 500 feet of the boundaries of the subdivision, showing any connections from the proposed streets in the subdivision thereto and to nearby arterial and collector streets.	☒	☐	☐
7. The location of all curbs, gutters and sidewalks for the Proposed subdivision.	☒	☐	☐
8. The locations and widths of proposed streets, easements and rights-of-way in the subdivision, and the required yard areas for all proposed lots. Location of all proposed traffic signs. (Stop, Dead End, Watch Children, Speed Limit, etc.)	☒	☐	☐
9. All proposed lot lines, with the accurate dimensions thereof, and the areas of all lots greater than one-half (1\2) acre in area shown to within one one-hundredth (1/ 100) of an acre.	☒	☐	☐
10. All parcels proposed for either general or limited public use, Such as parks, playgrounds, building sites and the like, with their respective areas to within one one-hundredth (1/ 100) of an acre, and a statement of the purpose of each.	☐	☒	☐
11. Cross sections, center-line profiles and tentative grades of all proposed streets based on the vertical datum specified by the Township Engineer, together with full information as to the final disposal of surface drainage. A drainage study using the rational method shall accompany the application.	☒	☐	☐
12. Plans of proposed utility layouts (sewers, storm drains, water, gas, electricity) showing feasible connections to any existing or proposed utility systems.	☒	☐	☐
13. A copy of any existing or proposed protective covenants or other deed restrictions applying to the land being subdivided.	☒	☒	☐
14. Tract boundary lines; exterior lines of streets, easements and other rights-of-way street names, land reserved or dedicated to public use, center-line or road data with accurate dimensions, bearings or deflection angles and radii and central angles of all curves. All dimensions, both linear and angular, of the exterior boundaries of the subdivision shall balance and close within the limit of error of one (1) to ten thousand (10,000).	☒	☐	☐

Submitted Not Submitted Waiver Req

1. A Woodlands Management Plan shall be submitted in accordance with the ordinance.



2. A Woodlands Management Plan shall be submitted in accordance with the ordinance.



16. Documentation as required by the Buyers Protection ordinance.



CERTIFICATION THAT THE AFOREMENTIONED ITEMS ARE INCLUDED IN THE PLANS SUBMITTED:

Applicant: Print Name Mark Roshanski Signature  Date: 3/14/2024

Attorney: Print Name Steven J. Tripp Signature  Date: 3/14/2024

Engineer: Print Name MATTHEW WIDGER Signature  Date: 3/13/24

TOWNSHIP OF EDISON



CHECK LIST FOR FINAL SUBDIVISION SUBMITTAL

***Plats shall be no larger than 24" X 36" and must be folded. The plans shall be based on Tax Map information or some other similar accurate base; shall be to scale (preferably not more than one hundred (100) feet to the inch), that the entire tract which in whole or in part comprises the land to be subdivided can be shown on one (1) sheet and shall show or include the following information:**

	Submitted	Not Submitted	Waiver Req
1. A title containing the tract name, general location of the subdivision, Tax map sheet, Block and lot number, date, North point, written and graphic scales, acreage of the tract being subdivided, and the names and addresses of the owner, the subdivder, and the person who made the map.	☒	☐	☐
2. Certification by land surveyor authorized to practice in the State of New Jersey as to the accuracy of the details of the plat.	☒	☐	☐
3. Certification that the applicant is the agent or owner of the Land or that the owner has given consent under an option agreement.	☒	☐	☐
4. Tract boundary lines; exterior lines of streets, easements and Other rights-of-way; Street names; land reserved or dedicated to public use; all lot lines and other site lines, with accurate dimensions, bearings or deflection angles and radii,arcs and central angles of the exterior boundaries of the subdivision shall balance & close within the limit of error of one(1) to ten thousand(10,000).	☒	☐	☐
5. The purposes of all easements and right-of-way and of all reserved for or dedicated to public use, and the proposed use of lots other than residential.	☒	☐	☐
6. Block numbers and lot numbers in accordance with standards and in conformity with the current Township Tax Maps.	☒	☐	☐

Submitted Not Submitted Waiver Req

- | | | | |
|---|-------------------------------------|-------------------------------------|--------------------------|
| 7. The names, exact locations and widths along the property lines of all existing or recorded streets intersecting the tract boundaries or lying within two hundred (200) Feet thereof; the delineation, names, and block and lot numbers of all bordering subdivisions; the names of the owners of all bordering unsubdivided acreage. | ☒ | ☐ | ☐ |
| 8. As-built mylars showing cross sections, profiles and established grades of streets, approved by the Township Engineer. | ☐ | ☒ | ☐ |
| 9. As-built drawings, plans and profiles of all storm water sanitary sewers and water mains, approved by the Township Engineer. | ☐ | ☒ | ☐ |
| 10. The location and description of all monuments. | ☒ | ☐ | ☐ |
| 11. A certificate of approval by all other bodies which approval is required by law, including but not limited to the Soils Conservation District, the New Jersey Department of Environmental Protection, the Township Police, Fire and Health Department, etc. | ☐ | ☒ | ☐ |
| 12. A certificate by the tax collector that all taxes levied against the land subdivided have been paid to date. | ☒ | ☐ | ☐ |
| 13. Documentation as required by the Buyers Protection Ordinance. | ☒ | ☐ | ☐ |

CERTIFICATION THAT THE AFOREMENTIONED ITEMS ARE INCLUDED IN THE PLANS SUBMITTED:

Applicant: Print Name Mark Roshanski Signature  Date: 3/14/2024

Attorney: Print Name Steven J. Tripp Signature  Date: 3/14/2024

Engineer: Print Name MATHEW WILDER Signature  Date: 3/13/24

WILENTZ

—ATTORNEYS AT LAW—

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March 14, 2024

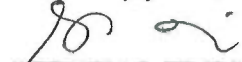
Henry Bignell, PP
Administrative Officer and
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Municipal Building
100 Municipal Boulevard
Edison, New Jersey 08817

**Re: The Links at Edison, LLC
222 Plainfield Road
Block 557, Lot 16.22
Application for Preliminary and Final Major Subdivision Approval
SUBMISSION WAIVER REQUEST**

Dear Mr. Bignell:

This firm represents The Links at Edison, LLC, the Applicant in this matter. Please be advised that the Applicant has requested a submission waiver from the requirement in Item 11 of the Checklist for Preliminary Subdivision Submittal, to provide “a drainage study using the rational method.” The Applicant has submitted a Stormwater Management Report that demonstrates a reduction in impervious surface and stormwater runoff. As such, a drainage study using the rational method should not be required.

Very truly yours,



STEVEN J. TRIPP, ESQ.

Stormwater Management Report

**For a
Preliminary and Final Major Subdivision Plan**

**Located at
222 Plainfield Road**

Block 557 Lot 16-B-2

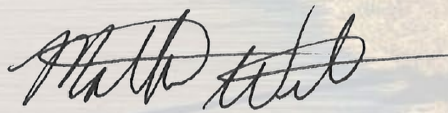
**Edison Township
Middlesex County, New Jersey**

February 13th, 2024

**Prepared for:
Markin Developers**

Prepared by:

 **MORGAN**
engineering & surveying
P.O. Box 5232
Toms River, New Jersey, 08754



**Mathew R. Wilder, P.E.
New Jersey Professional Engineer
License No. 50652**

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A. Description of Site

The site is located on the east side of Plainfield Road approximately 1,500 feet south of Plainfield Road's intersection with Park Avenue within the Township of Edison, Middlesex County, New Jersey. The development is comprised of Lot 16-B-2 within Block 557. The subject property was previously developed with a Charlie Brown's restaurant which has been vacant for the last several years. From a review of aerial imagery, it appears development on this parcel dates back to at least 1940. The applicant intends to raze the existing improvements to construct an 8-lot single family residential development.

This report has been prepared to summarize how the proposed development complies with the applicable stormwater management regulations.

B. Existing Land Characteristics

a) Soils

According to the "United States Department of Agriculture Natural Resources Conservation Service's Web Soil Survey", two (2) soil types are found on site, which are Boonton loam, 3 to 8 percent slopes, and Boonton-Urban land complex, 0 to 8 percent slopes. Both of these soils are Hydrologic Soil Group 'C' soil. HSG 'C' soils are soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

b) Existing Topography

Generally speaking, the property slopes west towards Plainfield Road. The highest elevation observed on the east side of the site is approximately 122 feet based on the North American Vertical Datum (NAVD) of 1988. The lowest elevation, which is in the northwest corner of the site, is approximately elevation 111 feet.



C. Executive Summary

This project has been determined to be “Major Development” as defined in N.J.A.C. 7:8 – Stormwater Management Rules and as such must meet the requirements of NJAC 7:8. This is due to the fact that the proposed development will disturb more than 1 acre of land. It should be noted, however, that the proposed development does not intend to increase impervious surfaces on-site and will actually be significantly reducing the amount of impervious surfaces found on-site. This includes a reduction in the motor vehicle surface areas as well as the overall impervious areas. The existing site has a total of 50,455 SF of impervious surfaces which includes 39,331 SF of pavement. Following redevelopment of the property, the total impervious coverage will be reduced to 35,432 SF (29.8% reduction overall) which includes 15,625 SF of motor vehicle surfaces (60.2% reduction)

1. **Groundwater Recharge** – Due to the fact that the existing property is fully developed and the properties are located within the Metropolitan Planning Area, the development is exempt from the groundwater recharge requirements as outlined within NJAC 7:8-5.4. However, through the reduction of the on-site impervious surfaces, the development will increase the annual recharge of stormwater runoff.
2. **Stormwater Quality** – As was previously indicated, the proposed development will decrease the impervious surfaces on-site. This is a reduction in the motor vehicles surfaces as defined within NJAC 7:8 as well as the overall site impervious areas. In accordance with NJAC 7:8-5.5.(a), stormwater runoff quality standards are applicable when the major development results in an increase of one-quarter acre or more of regulated motor vehicle surface. As the proposed development does not exceed that threshold, water quality controls are not required.
3. **Stormwater Quantity** – In accordance with NJAC 7:8(a).3.ii, in order to control stormwater runoff quantity impacts, it must be demonstrated that there is no increase in the peak runoff rates of stormwater leaving the site for the 2, 10 and 100 year storm events and that the increased volume or change in timing of stormwater runoff leaving the site will not increase flood damage at or downstream of the site. Redevelopment of the subject property will not change the time of concentration and therefore there will be no change in the timing of stormwater runoff leaving the site. There will be a significant



reduction, however, in the volume of stormwater runoff leaving the site due to the reduction in impervious surfaces. Therefore, the proposed development will reduce the peak rate and volume of runoff leaving the site at all times demonstrating conformity with NJAC 7:8-5.6(b).1.

D. Non-Structural Stormwater Management Measures & Green Infrastructure

N.J.A.C. 7:8, prior to the adoption of the new regulations in March of 2021, used to outline nine (9) Nonstructural Stormwater Management Strategies that shall be incorporated into all proposed site designs to the maximum extent practicable. This section of the regulations have been replaced with the Green Infrastructure Requirements. Although no longer applicable, many of these strategies speak to green design. Below is a summary of these nine (9) strategies which are followed by summary of the green infrastructure standards currently found within N.J.A.C. 7:8-5.3.

- a) Protect areas that provide water quality benefits or areas particularly susceptible to erosion and sediment loss
 - i. There are no measures currently found on-site which provide for water quality benefits or areas that are particularly susceptible to erosion and/or sediment loss.
- b) Minimize impervious surfaces or break up/disconnect the flow of runoff over impervious surfaces
 - i. Impervious surfaces have been minimized and are reduced through the proposed redevelopment. As was previously stated, overall impervious surfaces are reduced by almost 30% and motor vehicle surfaces are reduced by more than 60%.
- c) Maximize the protection of natural drainage features and vegetation
 - i. No natural drainage features exist on-site and the amount of vegetation found on-site will increase by 15,000 SF.
- d) Minimize the decrease in the pre-construction time of concentration
 - i. The time of concentration for the subject site will be unchanged. The drainage patterns of the existing property are also being maintained.



- e) Minimize land disturbance including clearing and grading
 - i. Much of the site will be disturbed to allow for the razing of existing site improvements as well as construction of the proposed site improvements. 17% of this disturbance is related to removing impervious surfaces and replacing them with pervious surfaces.
- f) Minimize soil compaction
 - i. Only those areas which will be improved with impervious surfaces (i.e. building footprints, driveways, etc.) will be compacted to provide a suitable subbase for construction. Lawn areas will be graded with low-impact machinery to ensure the subgrade is not over-compacted which will allow for infiltration of surface runoff.
- g) Provide low maintenance landscaping that encourages retention and planting of native vegetation and minimizes the use of lawns, fertilizers and pesticides
 - i. The proposed landscape design, which includes saving many of the existing trees which will be supplemented with additional streetscape trees, has been designed in accordance with these guidelines.
- h) Provide vegetated open-channel conveyance systems discharging into and through stable vegetated swales
 - i. Open-channel conveyance, or swales, have been incorporated into the grassed areas located between the proposed dwellings.
- i) Provide other source controls to prevent or minimize the use or exposure of pollutants at the site in order to prevent or minimize the release of those pollutants into stormwater runoff.
 - i. This goal will be accomplished through a reduction in the amount of pollutants leaving the subject property as has been mentioned several times in this report.

Green Infrastructure discusses stormwater management measures which reduce downstream pollutant loading through treatment or storing runoff for reuse. The proposed development will meet the intent of the green infrastructure requirements by substantially reducing the downstream pollutant load through a reduction in the on-site motor vehicle surfaces as well as total site



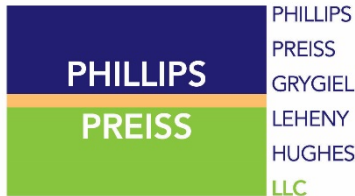
runoff. A reasonable conclusion, based upon the percentage decrease of motor vehicle surfaces, is that there will be a 50% reduction in pollutant load generated from this property.

E. Conclusions

The proposed development, although classified as a major development, is exempt from several of the requirements outlined within NJAC 7:8 due to the following:

- The properties are existing developed properties within the Metropolitan Planning Area (exempt from groundwater recharge)
- The redevelopment will reduce the on-site impervious surfaces (exempt from water quality)

Although exempt, the proposed redevelopment will provide enhancements to the above requirements through a significant reduction in on-site impervious surfaces and more specifically, the on-site motor vehicle surfaces. This will result in a reduction of stormwater runoff (water quantity and groundwater recharge benefits) and a reduction in areas that can cause the deposition of total suspended solids downstream of the subject property (pollutant loads). Based upon this information, the proposed development will enhance the immediately surrounding area with respect to stormwater runoff.



Planning & Real Estate Consultants

Memorandum

To: Mark Roshanski
American Dreams Properties

From: Paul Phillips, PP, AICP *[Signature]*

Date: January 16, 2024

Re: Fiscal Impact Statement – Single-Family Detached Residences
222 Plainfield Road
Block 557, Lot 16.B2
Edison Township, New Jersey

This fiscal impact statement was prepared in connection with a development proposed in the Township of Edison involving property designated as Block 557, Lot 16.B2 and located along Plainfield Road. The current proposal is to construct 8 single-family detached residences, all of which will be five-bedrooms with a two-car garage. The following sections provide an analysis of the fiscal impacts of the proposed development at full-buildout, in accordance with §36-5.1.a.1 of the Municipal Code of the Township of Edison.

(a) Population Determinant — estimates of the number of school age children and residents based upon housing type as well as number of bedrooms.

Population impacts of the proposed development were estimated using demographic multipliers developed and published by the Center for Urban Policy Research (CUPR) at Rutgers University¹. Specifically, the multipliers for “Single-Family Detached (Own/Rent), 4-5BR, Above Median Value” units from the “Statewide New Jersey Newer Housing Units, built 2000-2016 from 2012-2016 American Community Survey (ACS)” dataset were utilized. As shown in Table 1 below, the proposed single-family development is expected to generate 30 total residents, including 7 public school children.

Table 1: Demographic Impacts at Full Build-out

	Units	Multiplier	Estimated Population
Residents	8	3.719	30
Public School Children	8	0.846	7

Sources: Multipliers from 2018 Rutgers CUPR “Who Lives in New Jersey Housing?” report; Analysis by Phillips Preiss.

(b) Cost of providing municipal and school services to the new development.

¹ Voicu, A. & Listokin, D. (2018), Who Lives in New Jersey Housing? The Profile of Occupants of Residential Development in New Jersey: Updated New Jersey Demographic Multipliers.

Municipal Per Capita Cost

The average cost approach (per capita multiplier method) was utilized to estimate the service costs resulting from the proposed development. This method attributes costs of new development according to the average cost per unit of existing services, multiplied by the number of units the development is estimated to create. It assumes that current per capita costs serve as a reasonable estimate of future costs.

As detailed in Table 2, residential properties (including apartments) make up about 93.3% of total tax parcels and 69.4% of the total valuation of taxable land and improvements within the Township of Edison. Based on the “proportional valuation” method, which assumes that the allocation of municipal services is roughly proportional to the share of the total tax base represented by residential and non-residential uses, it is estimated that residential properties account for approximately 81.4% of the total appropriations in the Township.

Table 2: Breakdown of Ratables, Edison, 2023

	Parcels		Assessed Value	
	Count	Percent	Count	Percent
1. Vacant Land	623	2.3%	\$108,113,800	1.5%
2. Residential	25,459	93.1%	\$4,644,174,900	63.0%
3a/3b. Farm	6	0.0%	\$296,200	0.0%
4a. Commercial	871	3.2%	\$1,083,170,400	14.7%
4b. Industrial	323	1.2%	\$1,063,212,100	14.4%
4c. Apartments	71	0.3%	\$475,417,700	6.4%
Total Tax Base	27,353	100.0%	\$7,374,385,100	100.0%
Total Residential (2 & 4c)	25,530	93.3%	\$5,119,592,600	69.4%

Source: Middlesex County Board of Taxation, County Abstract of Ratables, 2023; Analysis by Phillips Preiss.

Per capita cost for residents was estimated based on the 2023 Township of Edison municipal budgetary appropriations. According to the 2023 adopted budget, Edison raised \$113,490,005.34 in local property taxes to support its appropriations. Based on the estimate that 81.4% of the Township’s property tax base comprises residential uses, approximately \$92,380,864 of the appropriations are thus allocated to service residential uses. Further based on the latest 2020 Census estimate of 107,588 total residents in the Township, the per capita municipal service cost is estimated at approximately \$859 per resident (see Table 3).

Table 3: Estimated Municipal Costs for Residents Generated

2023 Total Local Taxes Raised	% of Tax Base for Residential Uses	Local Taxes to Support Residential Uses	Total Township Population	Residential Per Capita Cost
\$113,490,005.34	81.4%	\$92,380,864	107,588	\$859

Source: Township of Edison 2023 Adopted Municipal Budget; US Census Bureau, 2020 Census; Analysis by Phillips Preiss.

It should be noted that this is a highly conservative estimate of the per capita cost, which assumes that all Township departments and services will be affected by the

proposed development. However, in a realistic scenario, many costs such as employee insurance and pensions, capital and debt services, contingency, budgets for land use boards, etc. are unlikely to be affected by the proposed development.

School District Per Pupil Cost

According to the N.J. Department of Education’s 2023 Taxpayer’s Guide to Education Spending, the Budgetary Per Pupil Cost in the Edison Public School District was \$13,355 for the 2021-22 school year. The Budgetary Per Pupil Cost is a comprehensive measure of annual costs incurred for students educated within district schools, including costs for classroom instruction, support services, administration, operations and maintenance of facilities, food services, extra-curricular activities and community service.² Of the total Budgetary Per Pupil Cost, approximately 67.0% was supported by local taxes, which translates into approximately \$8,948 in per pupil costs supported by local taxes (see Table 4).

Table 4: Local Tax Supported Cost Per Pupil, Edison Public Schools, 2021-2022

	Total Budgetary Per Pupil Cost	Percent Supported by Local Taxes	Total Local Spending Per Pupil
Edison Public Schools	\$13,355	67.0%	\$8,948

Source: NJ Department of Education, Taxpayer’s Guide to Education Spending, 2023; Analysis by Phillips Preiss.

Estimated Service Costs of Proposed Development

Table 5 below summarizes the estimated municipal costs generated as a result of the proposed development. Based on the conservative per capita municipal costs of \$859 per resident and the estimate of 30 residents generated at full build-out, the proposed single-family development project is anticipated to require \$25,770 in costs to the municipality. Similarly, based on the estimate of \$8,948 in local per pupil costs and 7 new public school children generated, the proposed development is expected to generate \$62,636 in costs to the public school district.

Table 5: Estimated Public Service Costs of the Proposed Development

	Population Generated	Per Capita/Pupil Cost	Estimated Total Cost
Municipality	30	\$859	\$25,770
School District	7	\$8,948	\$62,636

Source: Analysis by Phillips Preiss.

(c) Projections of the potential revenues to be produced by the project.

The total estimated market value of the proposed development is \$10.8 million based on an average sale price of \$1.35 million for 8 single-family detached residences. The 2023 equalization ratio in Edison was 36.48%, which translates into an estimated assessed value of \$3,939,840. Because the current assessed value of the property is

² Costs that are not expected to be impacted by the addition of 7 school children as result of the proposed development, such as restricted grants, pensions, debt service expenditures, and principal and interest payments, are not included within Budgetary Per Pupil Costs.

\$560,000, the proposed development at completion would result in an increase of \$3,379,840 to the Township's ratable base.

Based on the 2023 property tax rate, the proposed development would generate \$60,595 in tax revenues to the Township and \$125,720 to the school district (see Table 6). It should be noted that the Township will also receive one-time revenues associated with the construction of this project, including building permits and sewer connection fees, in accordance with fee structures applicable at the time of construction.

Table 6: Estimated Tax Revenues of Proposed Development

	Tax Rate (Per \$100)	Assessed Value	Estimated Revenue
Municipality	1.538	\$3,939,840	\$60,595
School District	3.191	\$3,939,840	\$125,720
County	0.974	\$3,939,840	\$38,374
Total	5.703		\$224,689

Sources: Middlesex County Board of Taxation, County Abstract of Ratables, 2023; Analysis by Phillips Preiss

(d) Comparisons and conclusions based upon revenues and costs.

As summarized in Table 7 below, the proposed development will generate \$97,909 in annual net fiscal benefits to local jurisdictions, including \$34,825 to the municipality and \$63,084 to the Edison public school district. Compared to tax revenues under existing conditions, the proposed development would produce an increase of \$26,212 in annual surplus revenue to the municipality and an increase of \$45,214 in annual surplus revenue to the public school district. This translates into a total annual fiscal benefit to local jurisdictions of \$71, 426 (see Table 8).³ Therefore, the proposed 8 single-family detached residence development is expected to positively impact the budgetary finances of the Township of Edison and the local public school district.

Table 7: Net Fiscal Impact of Proposed Development

	Estimated Revenue	Estimated Cost	Net Fiscal Impact
Municipality	\$60,595	\$25,770	\$34,825
Public School District	\$125,720	\$62,636	\$63,084
Combined	\$186,315	\$88,406	\$97,909

Source: Analysis by Phillips Preiss.

³ This analysis assumes that there are minimal public service costs associated with the current conditions of the site due to its inactive nature.

Table 8: Comparison of Net Fiscal Benefits of Proposed Development vs Existing Conditions

	Net Fiscal Benefits of Project	Tax Revenue Under Existing Conditions	Difference
Municipality	\$34,825	\$8,613	\$26,212
Public School District	\$63,084	\$17,870	\$45,214
Combined	\$97,909	\$26,483	\$71,426

Source: Analysis by Phillips Preiss.



181 WEST HIGH STREET
SOMERVILLE, NJ 08876

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908 927 0181 f

TRAFFIC IMPACT ANALYSIS

FOR

THE LINKS AT EDISON

PROPOSED RESIDENTIAL SUBDIVISION

BLOCK 557, LOT 16.22-16.30
TOWNSHIP OF EDISON
MIDDLESEX COUNTY, NEW JERSEY

FEBRUARY 28, 2024

ELIZABETH DOLAN, P.E.
NJ LICENSE NO. 37071



DOUGLAS J. POLYNIK, P.E.
NJ LICENSE NO. 44905

INTRODUCTION

Dolan & Dean Consulting Engineers, LLC (D&D) has prepared this traffic impact analysis for a new residential development proposed along Plainfield Road in the Township of Edison, Middlesex County, New Jersey.

The proposed redevelopment will consist of 8 single-family homes. Access is proposed via one residential cul-de-sac that will intersect Plainfield Road from the east, approximately 150 feet south of Broad Avenue.

D&D has prepared this Traffic Impact Analysis for the new residential development. This report provides an assessment of the existing roadway infrastructure in the vicinity of the site, identification of existing traffic activity, projection of future traffic volumes inclusive of site-generated traffic, and an assessment of future roadway and intersection operations.



EXISTING CONDITIONS

The subject property is located on the east side of Plainfield Road opposite Broad Avenue. The site had historically operated as Charlie Brown's Restaurant, with an ingress driveway at the south end of the site, and an egress driveway north of Broad Avenue. There were no turning restrictions at the restaurant driveways. The restaurant no longer exists on site.

Plainfield Road is designated as Middlesex County Route 531, with a north-south orientation. In the site vicinity, one lane is provided per direction of travel, and the posted speed limit is 35 miles per hour. Land use is primarily residential, and the Metuchen Golf and Country Club is immediately north of the site. Various local streets intersect Plainfield Road from the east and west, forming T-type intersections north and south of the site.

Broad Avenue is a local dead-end street that intersects Plainfield Road from the west in a T-type configuration. The Broad Avenue approach is controlled by a STOP sign.

Woodrow Wilson Drive intersects Plainfield Road from the west, north of Broad Avenue. The intersection is controlled by a STOP sign on the westbound approach. Woodrow Wilson Drive provides access to residences as well as Woodrow Wilson Middle School.

EXISTING TRAFFIC VOLUMES

To examine the existing traffic conditions in the site vicinity, manual-turning movement counts were conducted on typical weekday morning and evening peak hours when the proposed mixed-use development will generate peak volumes and adjacent roadway system are busiest. The traffic counts were conducted during periods of favorable weather conditions on Tuesday, January 9, 2024, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:30 p.m. at the intersection of Plainfield Road and Broad Avenue. Figure 2 shows the 2024 existing peak hour traffic volumes. D&D had previously counted the intersection in March



2022. Table I compares the peak hour volumes collected along Plainfield Road in 2022 and 2024.

TABLE I
PLAINFIELD ROAD TRAFFIC VOLUME COMPARISON

Period	Northbound		Southbound	
	2022	2024	2022	2024
Morning Peak Hour	493	496	551	599
Evening Peak Hour	576	552	595	452

As Shown, 2024 peak hour volumes are generally consistent with 2022 volumes.

EXISTING TRAFFIC OPERATIONS

A volume-capacity/level of service analysis was conducted for the existing peak hour traffic volumes at the subject intersection. This type of analysis is performed to assess intersection operations and to identify any areas of excessive delay or congestion.

By definition, capacity represents the maximum number of vehicles that can be accommodated given the constraints of roadway geometry, environment, traffic characteristics, and controls. Intersections are usually the critical point in any road network since it is at such points that conflicts exist between through, crossing, and turning traffic. It is at these locations where congestion is most likely to occur. A description of intersection Levels of Service is summarized below:

INTERSECTION LEVELS OF SERVICE AND DELAY

Level of Service	Signalized Delay per Vehicle (seconds)	Unsignalized Delay per Vehicle (seconds)
A	< 10.0	<0-10
B	>10 and <20	>10 to <15
C	>20 and < 35	>15 to <25
D	>35 and < 55	> 25 to <35
E	>55 and < 80	> 35 to <50
F	> 80	>50



Figure 3 illustrates the existing peak hour Levels of Service at the subject intersection. As shown, the egress movements from Broad Avenue to Plainfield Road operate at Level of Service “C” or during the morning and evening peak hours. The left-turn from Plainfield Road to Broad Avenue operates at Level of Service “A” during the morning and evening peak hours.



TRAFFIC CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

Traffic projections of the additional traffic generated by the proposed homes were prepared by reviewing data published by the Institute of Transportation Engineers (ITE) in the 11th Edition of the Trip Generation Manual. The appropriate ITE land use for the proposed development is Land Use Code 210: “Single-Family Detached Housing”. Table II summarizes the morning, evening, and Saturday peak hour trip generation projections as well as the 24-hour weekday and 24-hour weekend trip generation projections.

TABLE II
TRIP GENERATION
8 SINGLE FAMILY RESIDENCES

Period	Enter	Exit	Total
24-Hour Weekday	50	50	99
Morning Peak Hour	2	5	7
Evening Peak hour	6	3	9
24-Hour Saturday	42	42	84
Saturday Peak Hour	9	8	17

As shown above, the proposed residences will generate modest traffic volumes, with a maximum of 17 trips in the busiest peak hour. According to the ITE Manual of Transportation Engineering Studies, a traffic impact analysis is not warranted for less than 100 new peak hour trips. Developments that generate in excess of 100 peak hour trips may create a measurable traffic impact. Similarly, the State Highway Access Management Code requires analysis of intersections that are impacted by 100 or more peak hour trips. The trip generation associated with the new residences is well below the 100-trip threshold.

A Charlie Brown’s Restaurant had historically operated at the site. Based on ITE Land Use Code: 932: “High Turnover (Sit-Down) Restaurant” rates, the restaurant was estimated to generate the following activity:



TABLE III
TRIP GENERATION
6,300 SQUARE FOOT RESTAURANT

Period	Enter	Exit	Total
24-Hour Weekday	338	337	675
Morning Peak Hour	33	27	60
Evening Peak Hour	35	22	57
24-Hour Saturday	386	385	771
Saturday Peak Hour	36	34	70

Based on comparison of Table II and Table III, the Charlie Brown's that formerly operated on site generated more traffic than the proposed subdivision. Overall trip generation associated with the new single-family residences will be much lower than what was historically generated by the restaurant. From a traffic or roadway capacity perspective, the impacts of the single-family residences are virtually immeasurable.

Appended Figure 4 shows the new site generated traffic volumes for the morning and evening peak hours generated by the proposed site.



FUTURE TRAFFIC CONDITIONS

It is recognized that traffic routinely fluctuates along various state and county roadways, as well as local streets, and varies not only day-to-day, but also on a monthly and yearly basis. Normal "background" traffic increases regularly occur as attributed to continued regional growth and changes in driver demographics.

As noted from review of Table I, peak hour volumes along Plainfield Road have not changed to any significant degree between 2022 and 2024. However, to present a conservative analysis, the 2024 peak hour volumes were increased by the NJDOT's most recent growth factor for urban minor arterial roadways in Middlesex County. The latest annual growth rate of 2.75% was applied on a compounded basis, for two years, to develop future "no-build" traffic volumes which are illustrated on Figure 5. Projected site traffic was then added to the "no-build" volumes to develop future "build" volumes. The total build traffic volumes are shown on appended Figure 6.

ANALYSIS OF FUTURE TRAFFIC CONDITIONS

An analysis of future intersection operations was completed including the "new" traffic added by the proposed mixed-use development. Level of Service analyses were conducted for the "no build" and "build" traffic volumes at the study intersection. The results are shown in Figures 7 and 8, respectively.

Table IV summarizes the changes in Levels of Service and Delay (seconds) for the critical intersection approaches. As shown, the addition of site traffic will add – at most – 4.9 seconds of delay during the one busiest peak hour of a typical weekday. Left turns into the site will be made with limited delay, meaning no negative impact to through traffic along Plainfield Road.



TABLE IV
LEVELS OF SERVICE AND DELAY
PLAINFIELD ROAD & BROAD AVENUE
PLAINFIELD ROAD & SITE ACCESS

Approach	Movement	No Build		Build	
		LOS	Delay	LOS	Delay
MORNING PEAK HOUR					
Northbound Plainfield Road	Left	A	9.2	A	9.2
Southbound Plainfield Road	Left	-	-	A	8.7
Eastbound Broad Avenue	Left/Right	C	19.3	C	22.2
Westbound Site Access	Left/Right	-	-	C	21.7
EVENING PEAK HOUR					
Northbound Plainfield Road	Left	A	8.5	A	8.5
Southbound Plainfield Road	Left	-	-	A	8.8
Eastbound Broad Avenue	Left/Right	C	21.9	D	26.8
Westbound Site Access	Left/Right	-	-	C	17.4



SITE ACCESS, CIRCULATION & PARKING

A review has been made of the Subdivision Plan with regard to access, circulation and parking.

Site access will be provided via one residential cul-de-sac that will intersect Plainfield Road from the east, south of Broad Avenue. The proposed street will have a 50-foot right-of-way and 30-foot cartway. The paved width will allow on-street parking.

The Residential Site Improvement Standards (RSIS) limit trip generation on residential streets. For cul-de-sacs, a maximum of 250 daily trips are permitted. As shown in Table II, 84 trips are projected over 24 hours on Saturdays.

RSIS requires cul-de-sac bulbs to have a 40-foot radius, which is proposed. Larger radii are not warranted due to specific local fire truck/emergency vehicle sizes.

RSIS requires 150 feet between centerlines of streets intersecting from opposite sides. The proposed intersection spacing is approximately 5 to 10 feet shy of the requirement. A de minimus exception is appropriate given the nominal volumes that will be generated by the residential subdivision.

The homes will all provide 5 bedrooms. Therefore, 3 parking spaces are required for each home. RSIS require 3.0 parking spaces per 3-bedroom home. RSIS states that a two-car garage and driveway count as 3.5 spaces, provided the driveway is at least 20 feet wide and 18 feet deep. Based on review of the plan, these dimensional requirements are met.



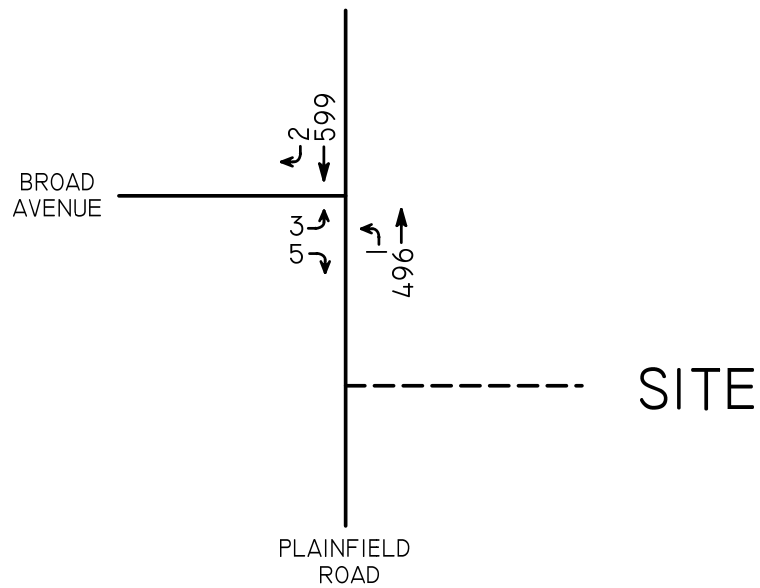
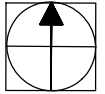
APPENDIX



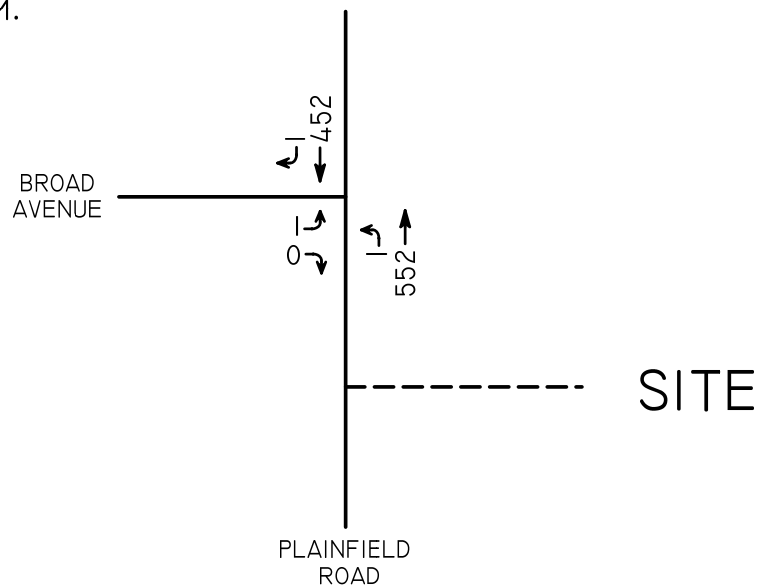
THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

FIGURE 1

MORNING PEAK HOUR:
7:15 A.M. TO 8:15 A.M.



EVENING PEAK HOUR:
4:00 P.M. TO 5:00 P.M.



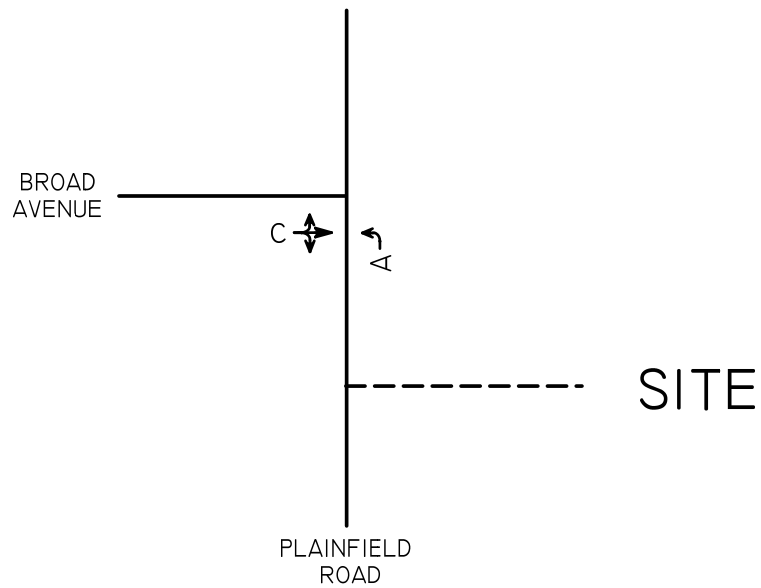
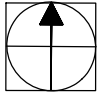
Legend

-  = Existing Roadway
-  = Proposed Driveway

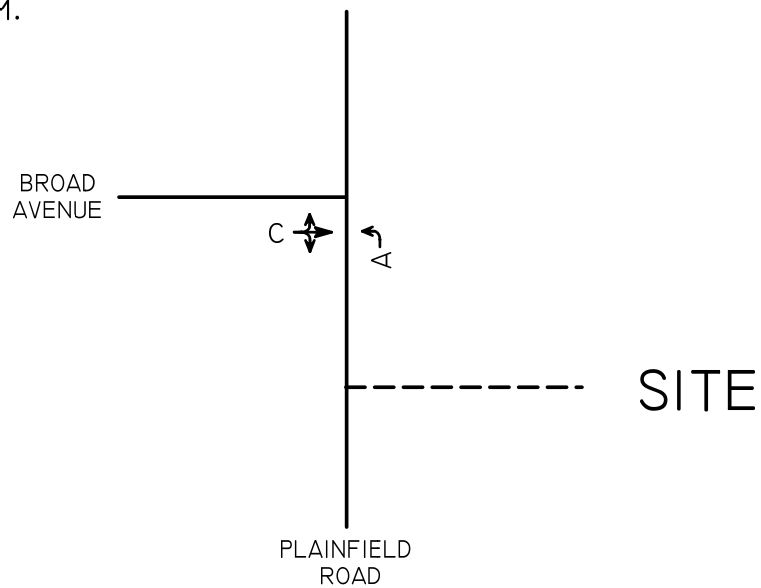
THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

FIGURE 2

MORNING PEAK HOUR:
7:15 A.M. TO 8:15 A.M.



EVENING PEAK HOUR:
4:00 P.M. TO 5:00 P.M.



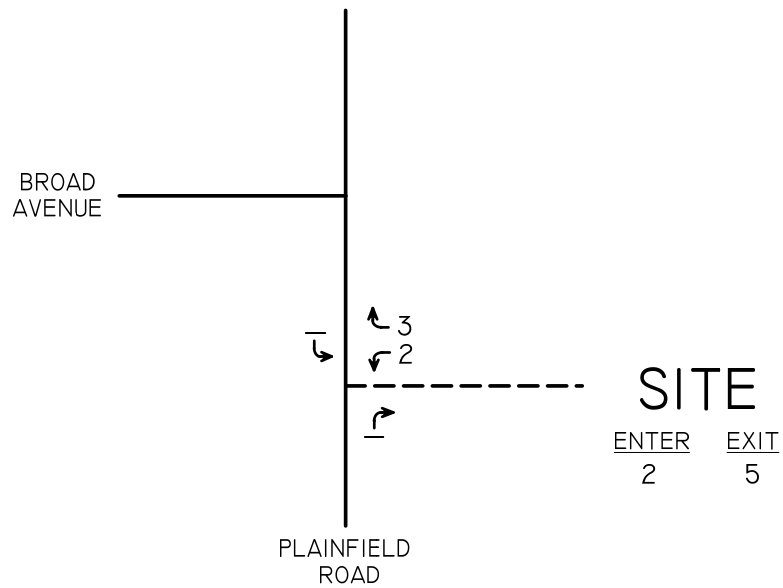
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-  = Existing Roadway
-  = Proposed Driveway

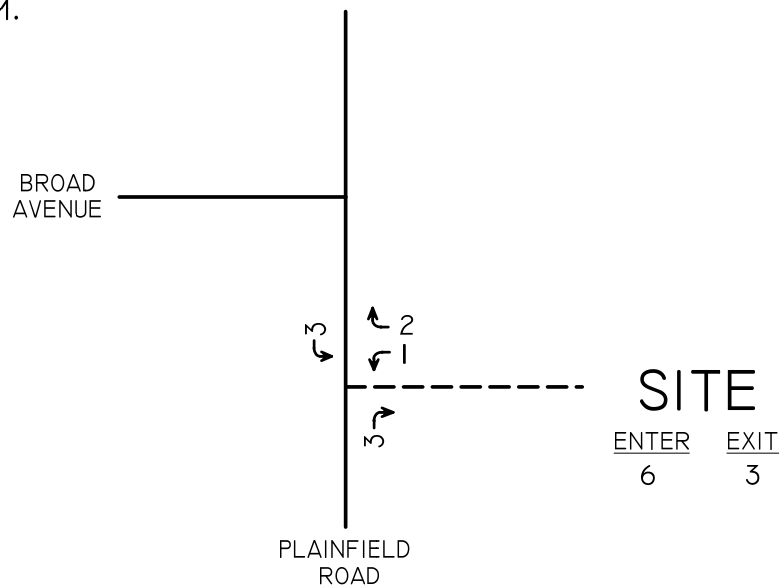
THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

FIGURE 3

MORNING PEAK HOUR:
7:15 A.M. TO 8:15 A.M.



EVENING PEAK HOUR:
4:00 P.M. TO 5:00 P.M.



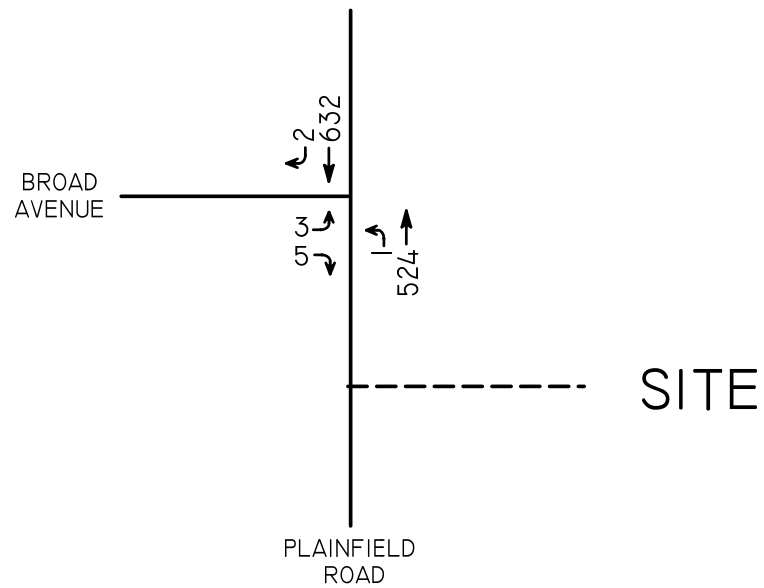
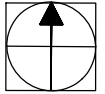
Legend

- = Existing Roadway
- = Proposed Driveway

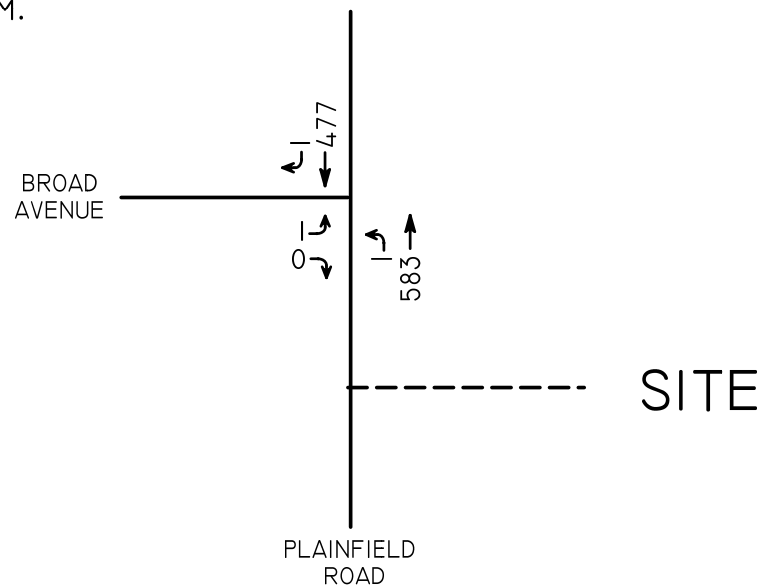
THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

FIGURE 4

MORNING PEAK HOUR:
7:15 A.M. TO 8:15 A.M.



EVENING PEAK HOUR:
4:00 P.M. TO 5:00 P.M.



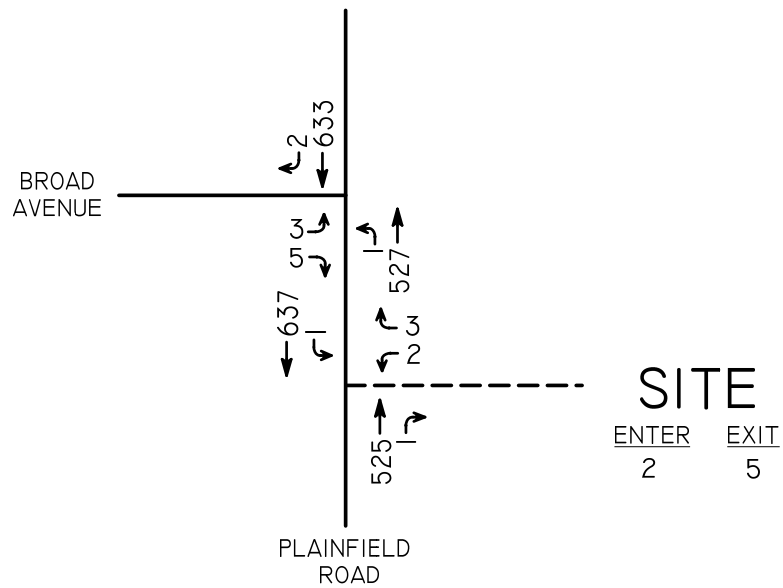
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- = Existing Roadway
- = Proposed Driveway

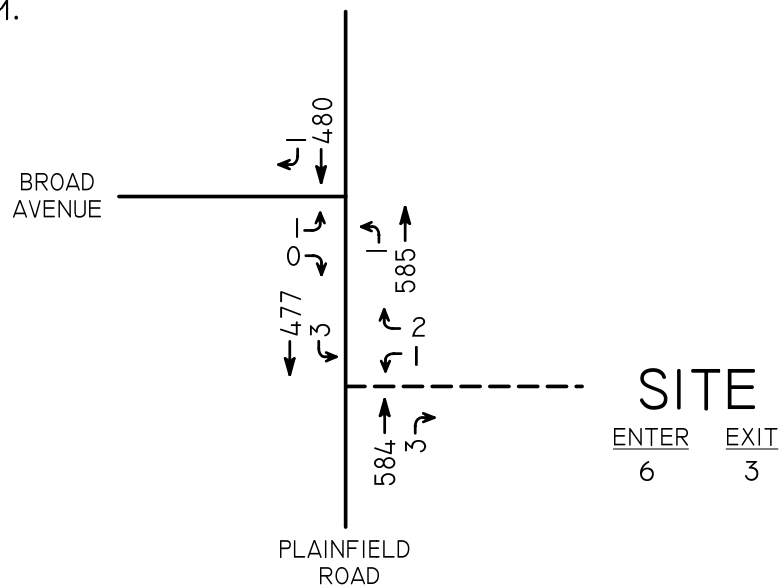
THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

FIGURE 5

MORNING PEAK HOUR:
7:15 A.M. TO 8:15 A.M.



EVENING PEAK HOUR:
4:00 P.M. TO 5:00 P.M.



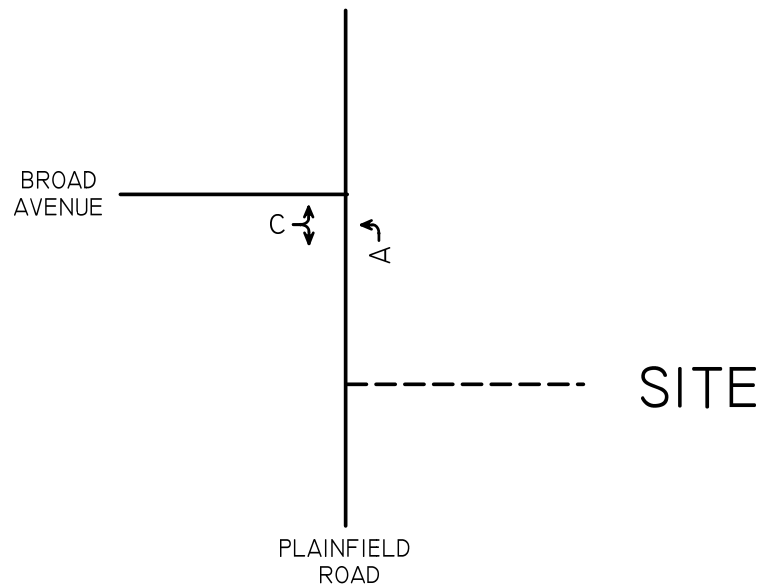
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- = Existing Roadway
- = Proposed Driveway

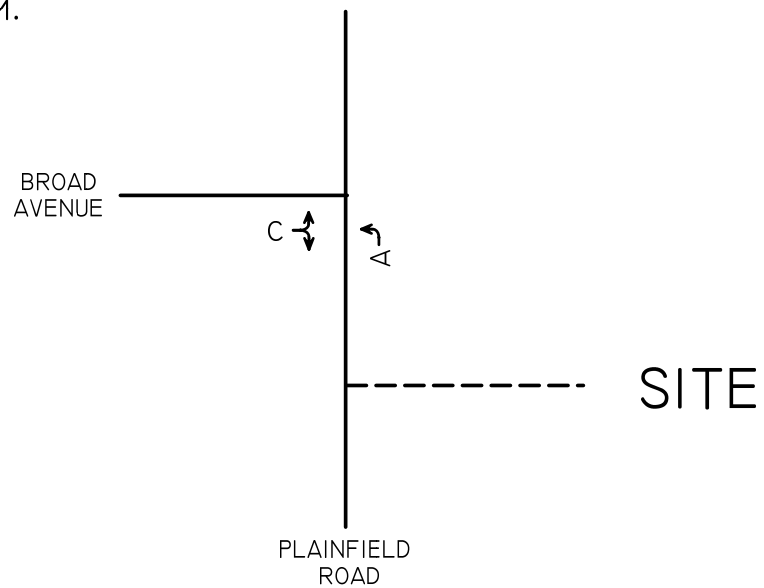
THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

FIGURE 6

MORNING PEAK HOUR:
7:15 A.M. TO 8:15 A.M.



EVENING PEAK HOUR:
4:00 P.M. TO 5:00 P.M.



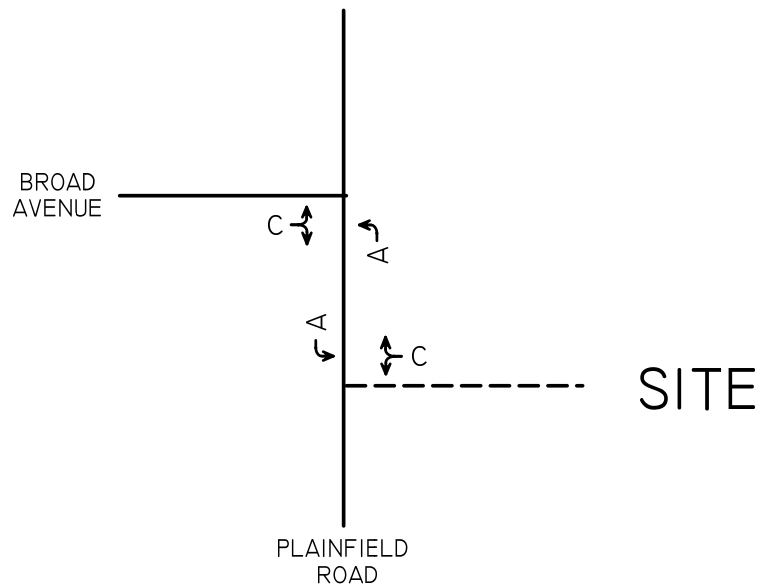
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-  = Existing Roadway
-  = Proposed Driveway

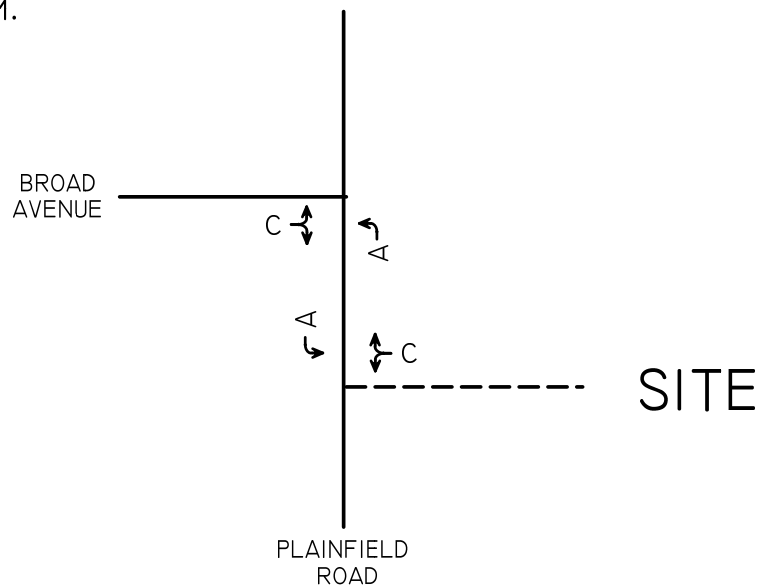
THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

FIGURE 7

MORNING PEAK HOUR:
7:15 A.M. TO 8:15 A.M.



EVENING PEAK HOUR:
4:00 P.M. TO 5:00 P.M.



Legend

- = Existing Roadway
- = Proposed Driveway

THE LINKS AT EDISON
EDISON TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

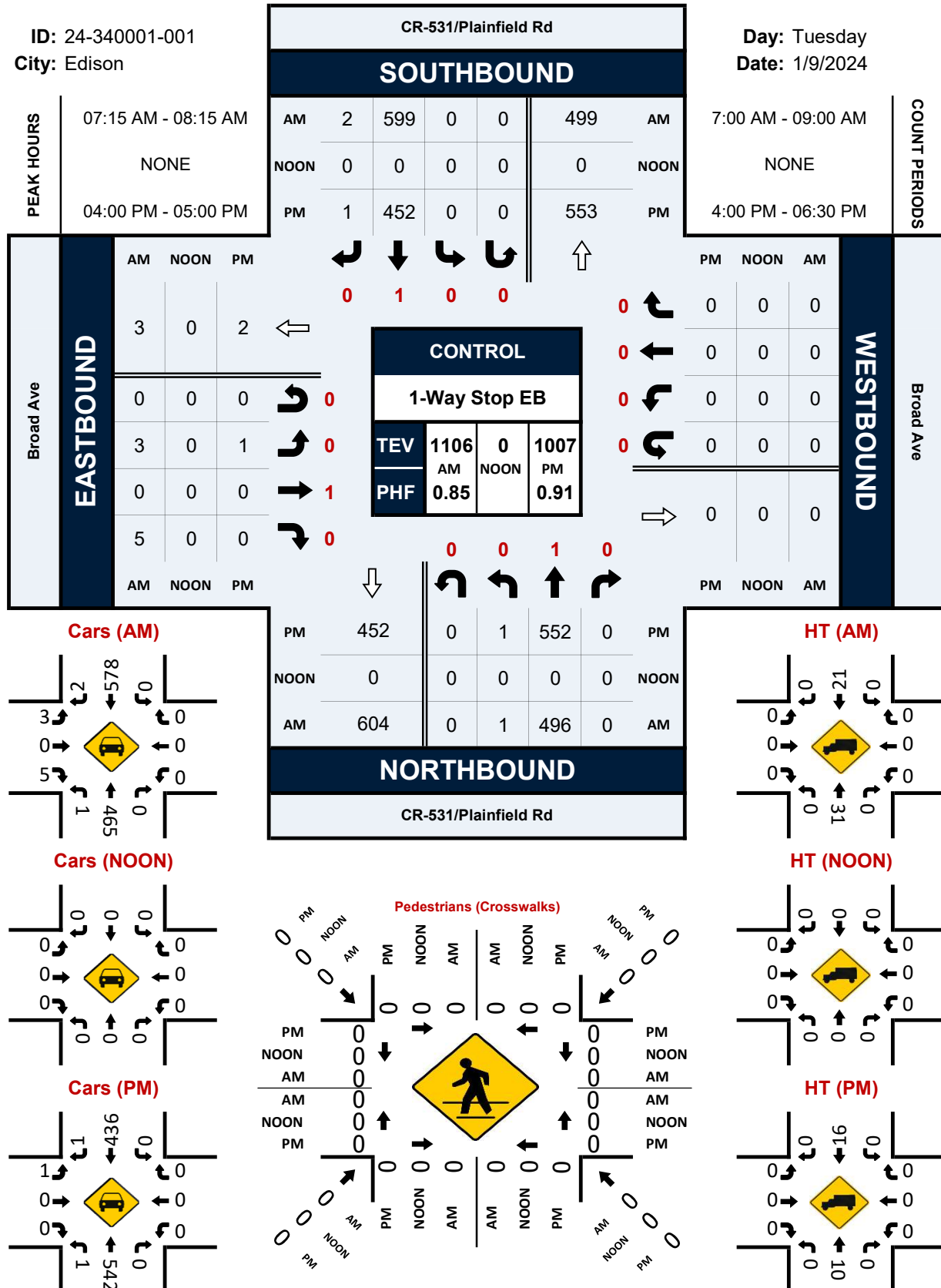
FIGURE 8

CR-531/Plainfield Rd & Broad Ave

Peak Hour Turning Movement Count

ID: 24-340001-001
City: Edison

Day: Tuesday
Date: 1/9/2024



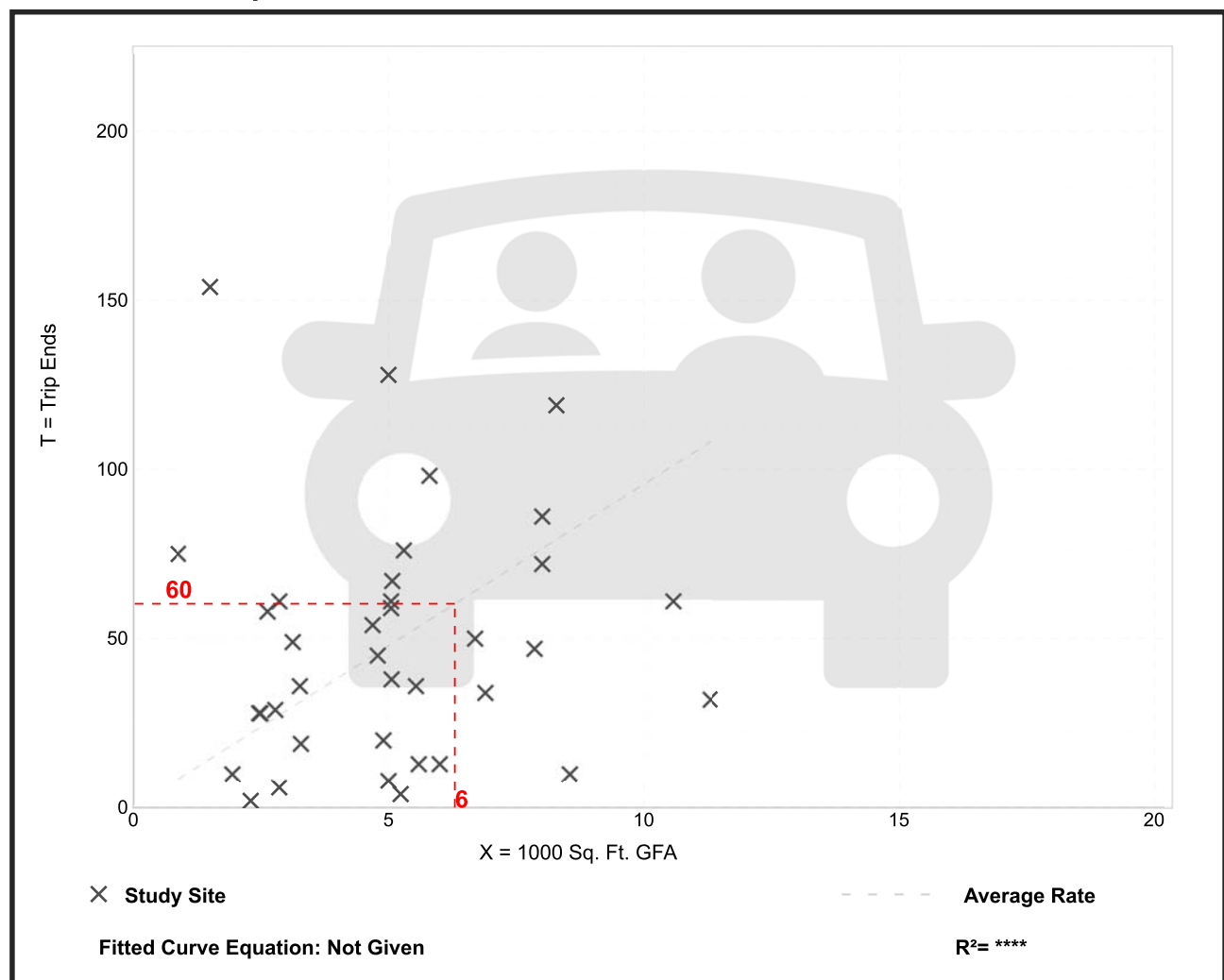
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 37
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



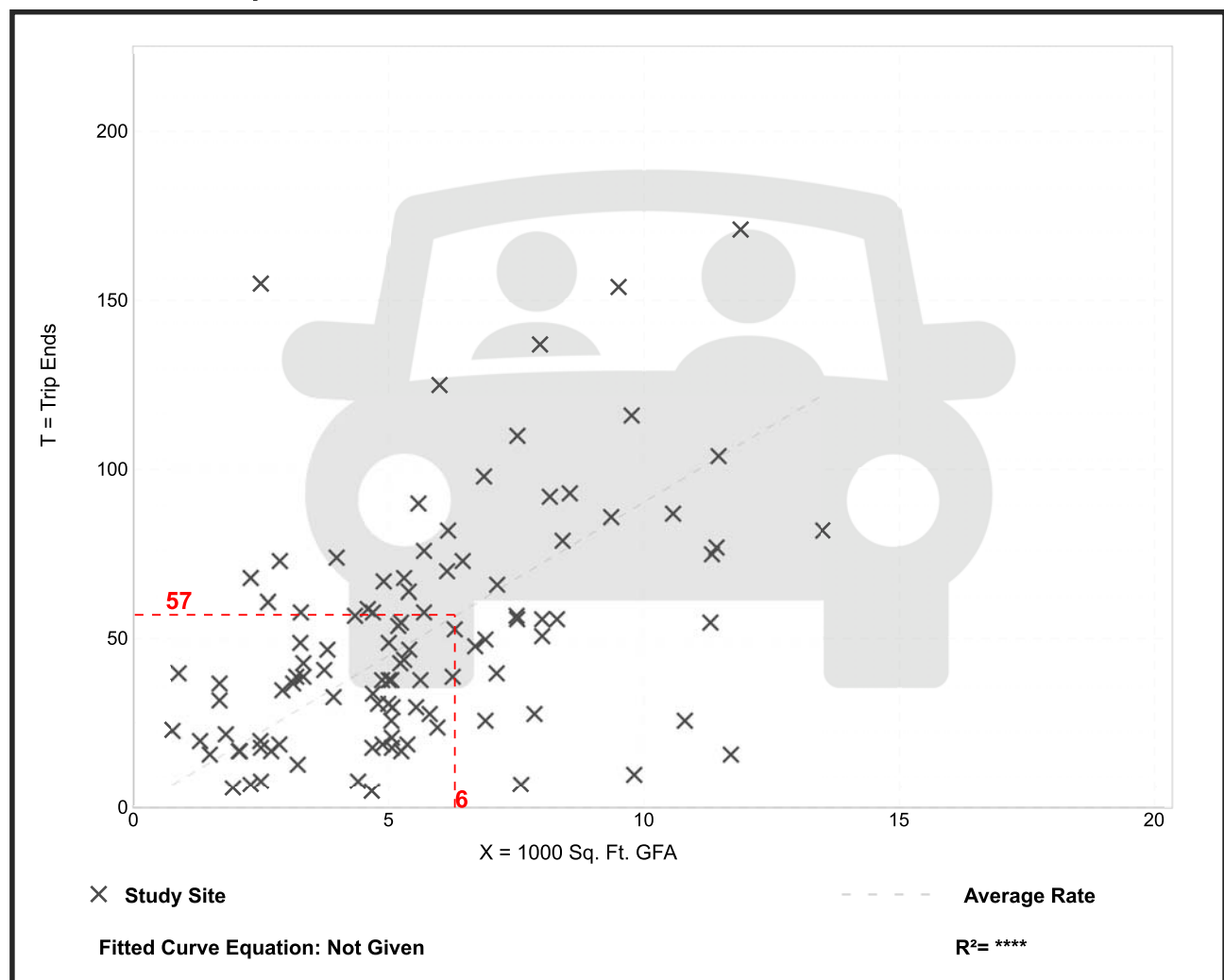
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 104
 Avg. 1000 Sq. Ft. GFA: 6
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

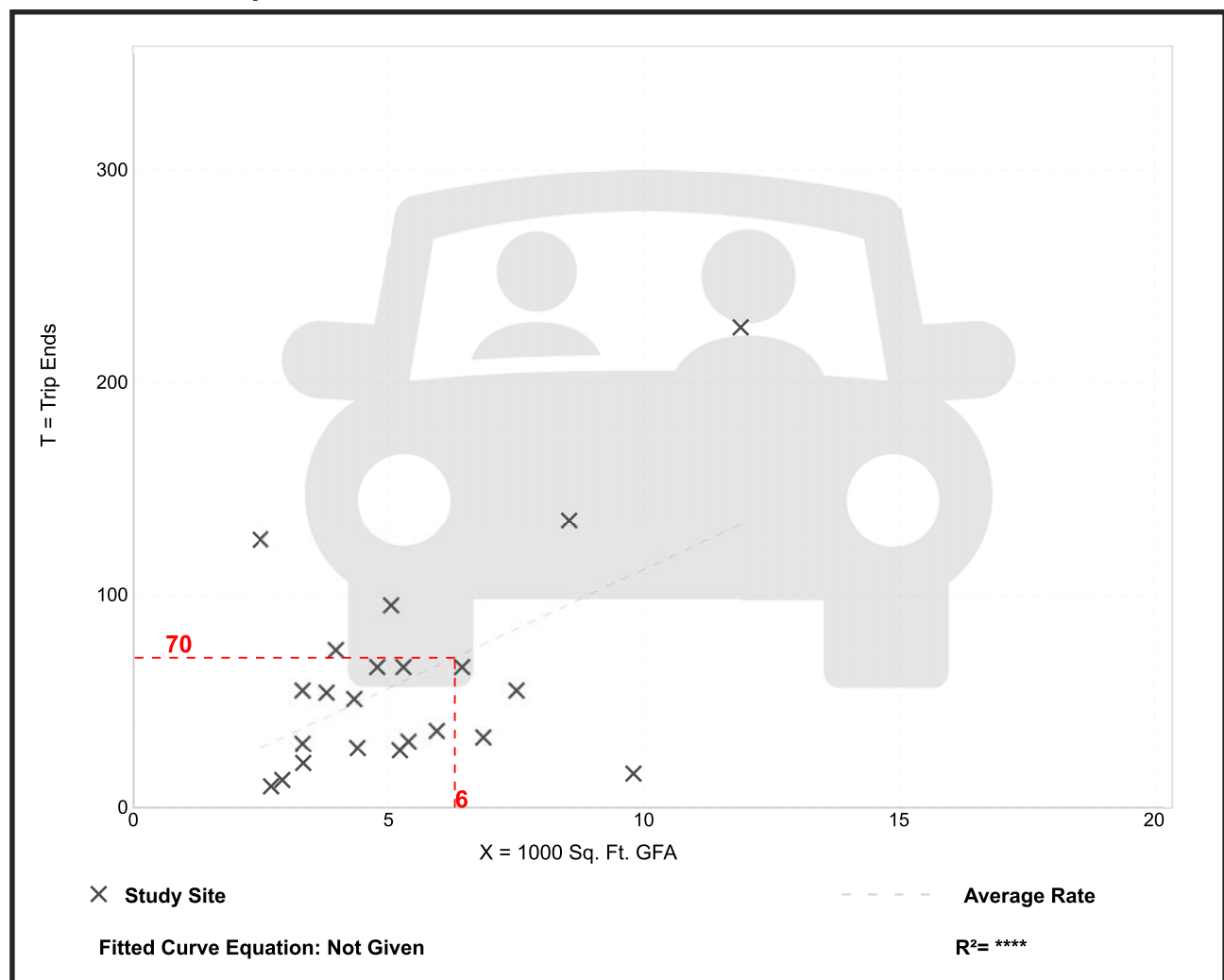
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	1.63 - 50.40	8.30

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

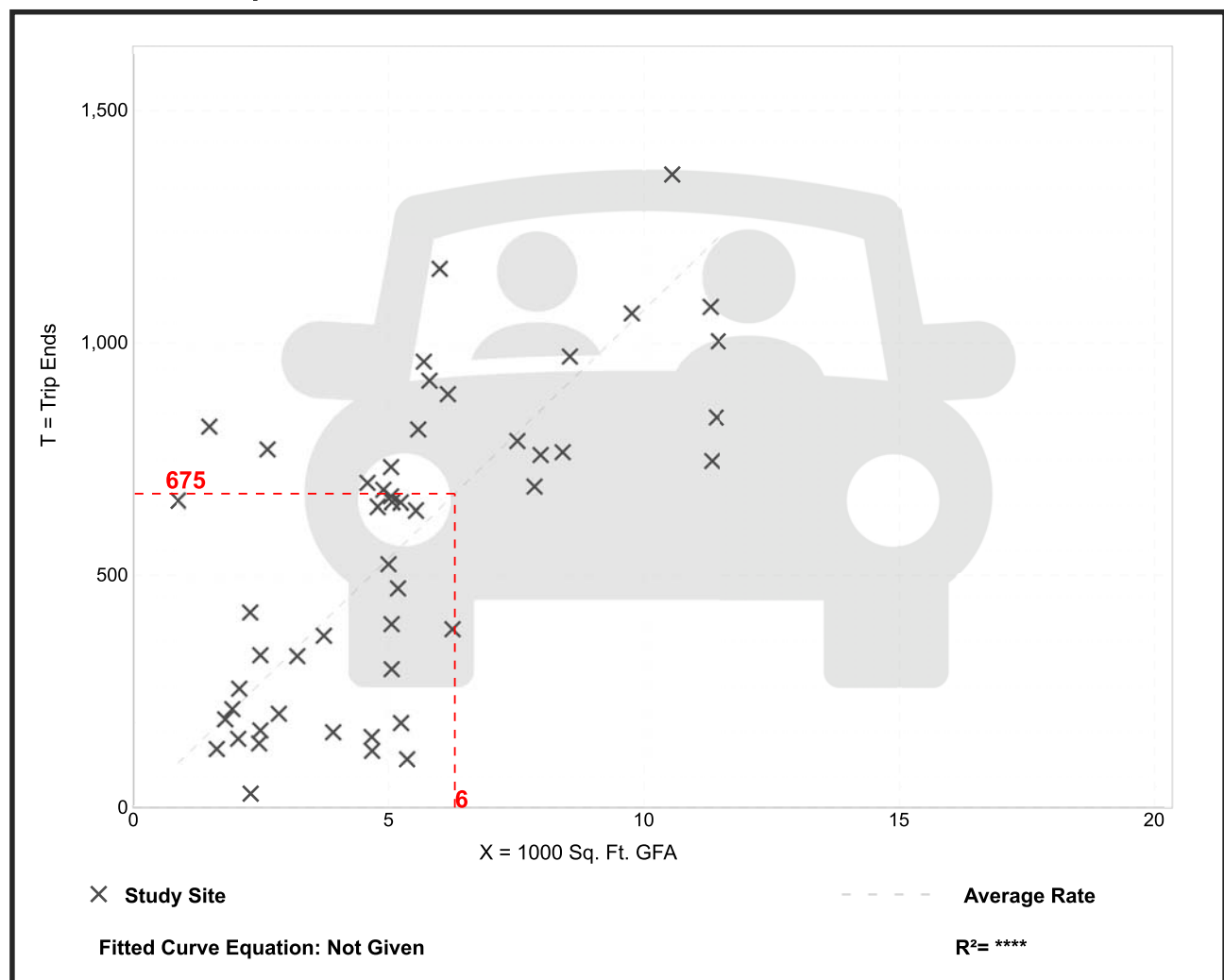
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

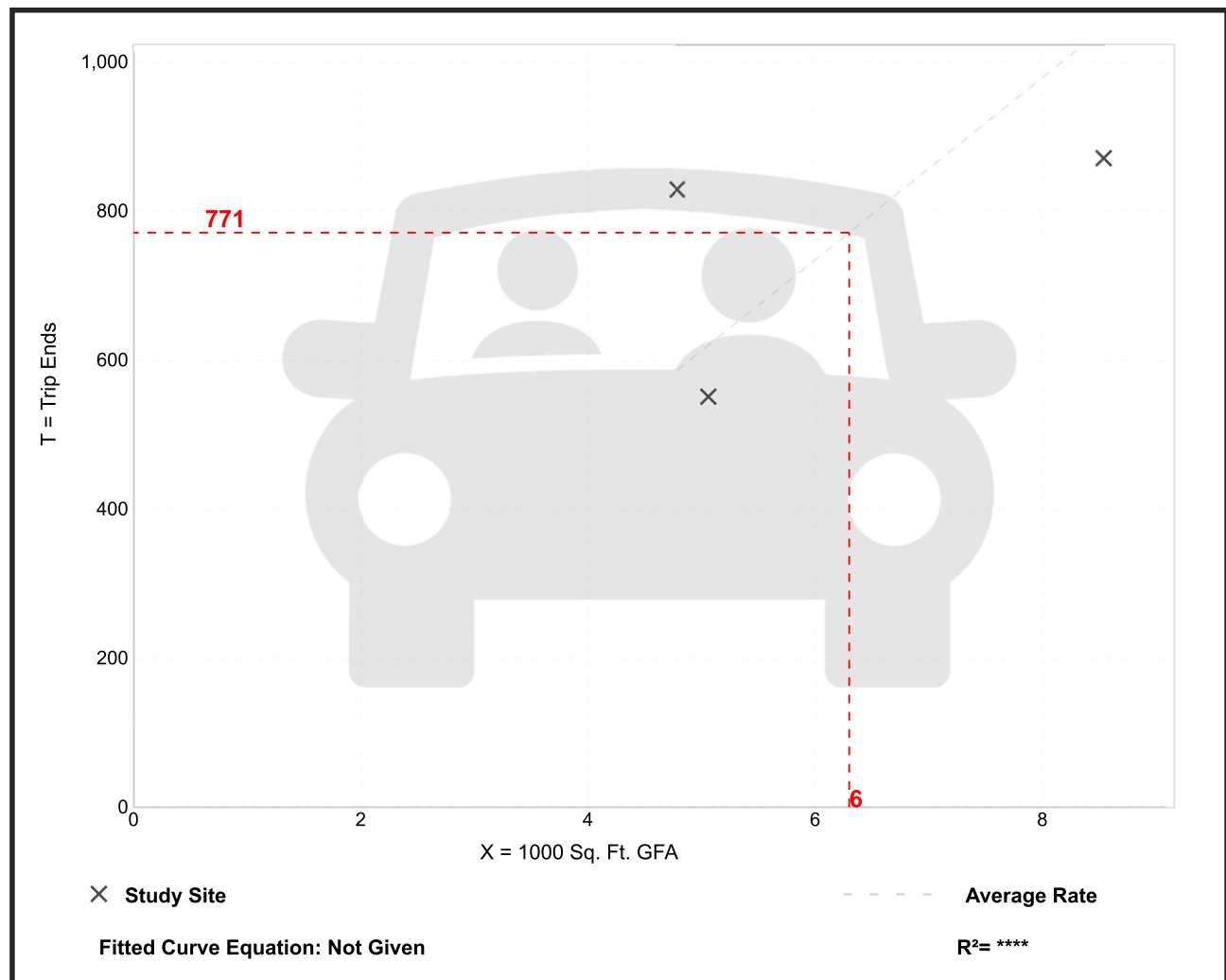
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
122.40	101.99 - 173.07	36.99

Data Plot and Equation

Caution – Small Sample Size



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 192

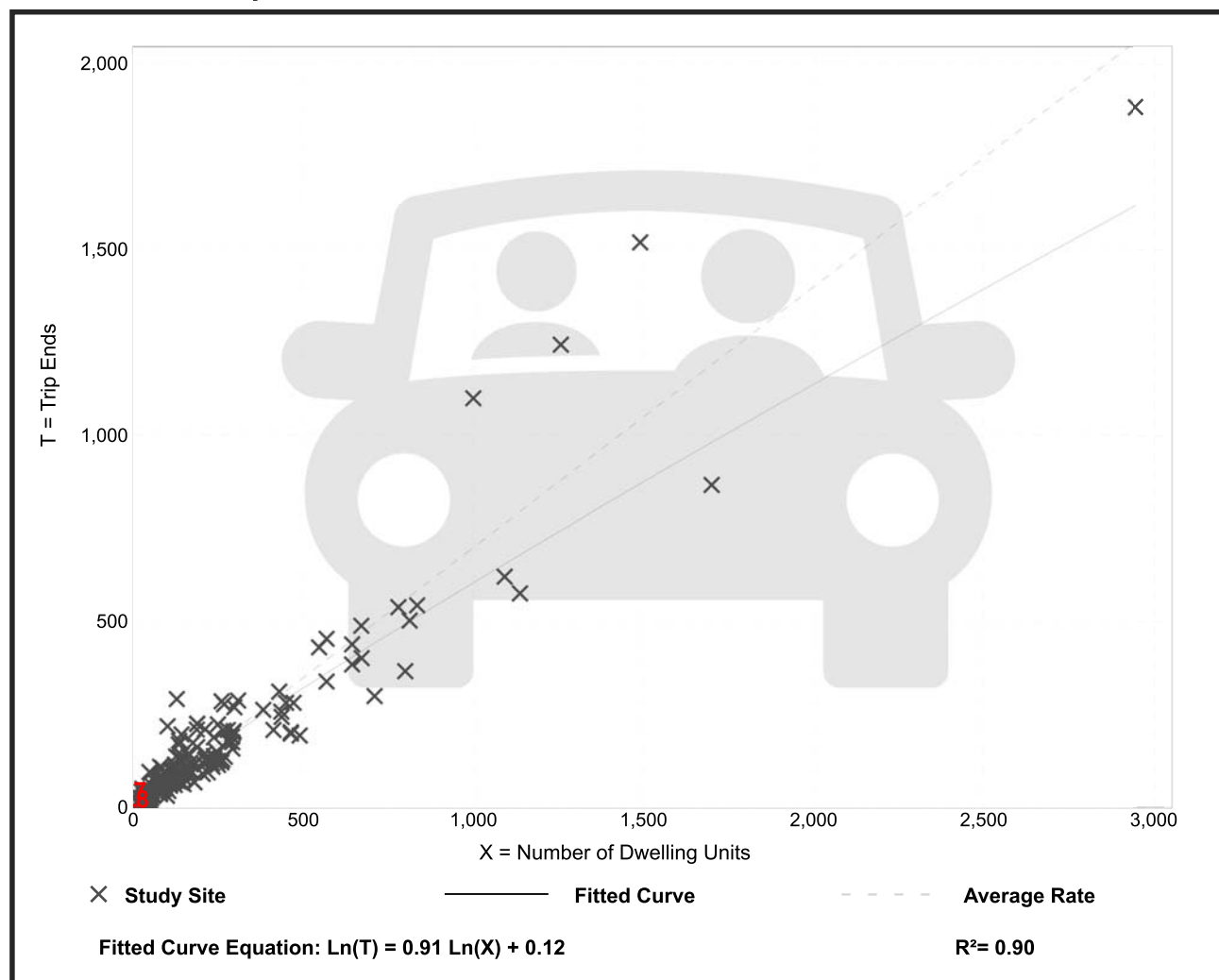
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

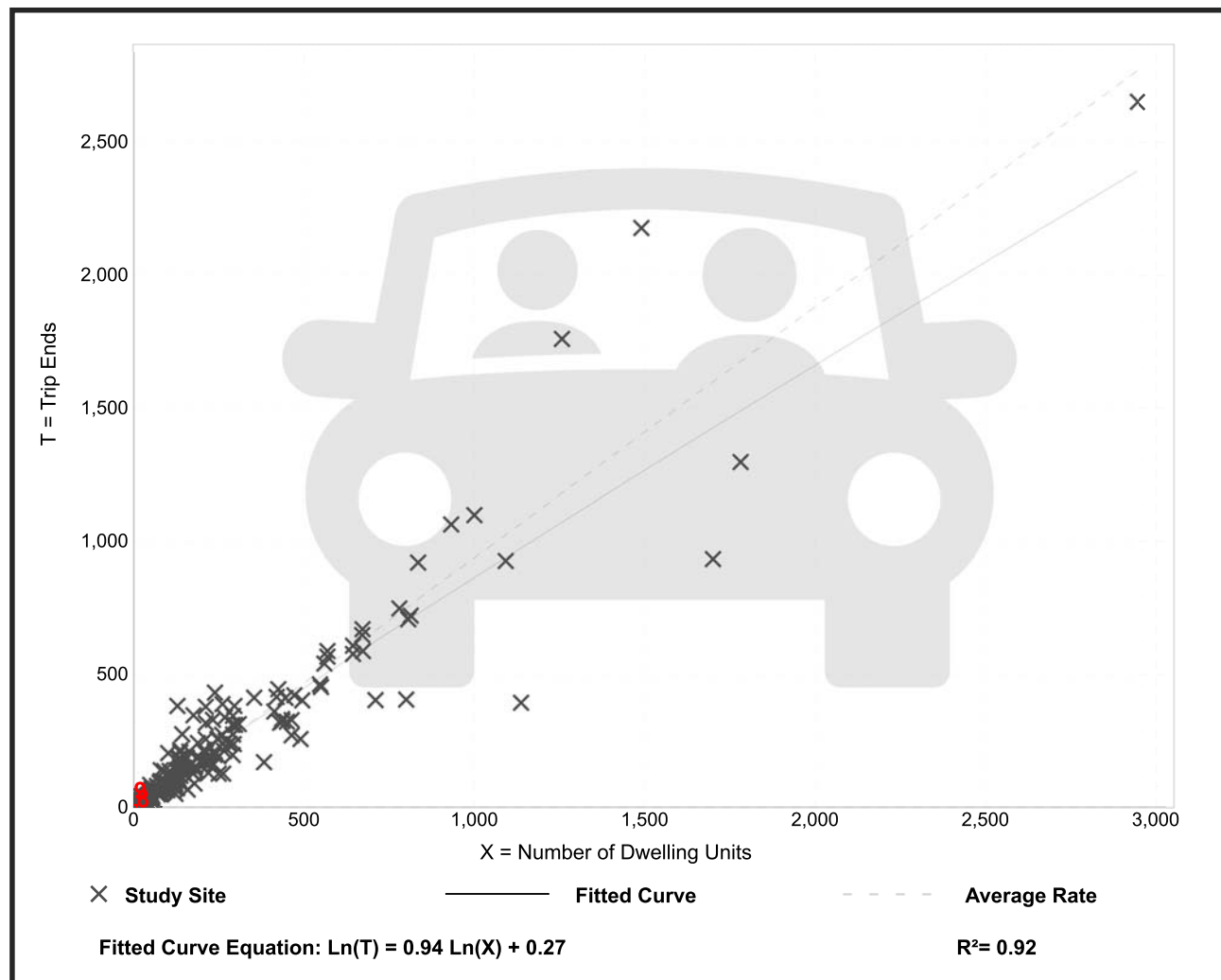
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Single-Family Detached Housing (210)

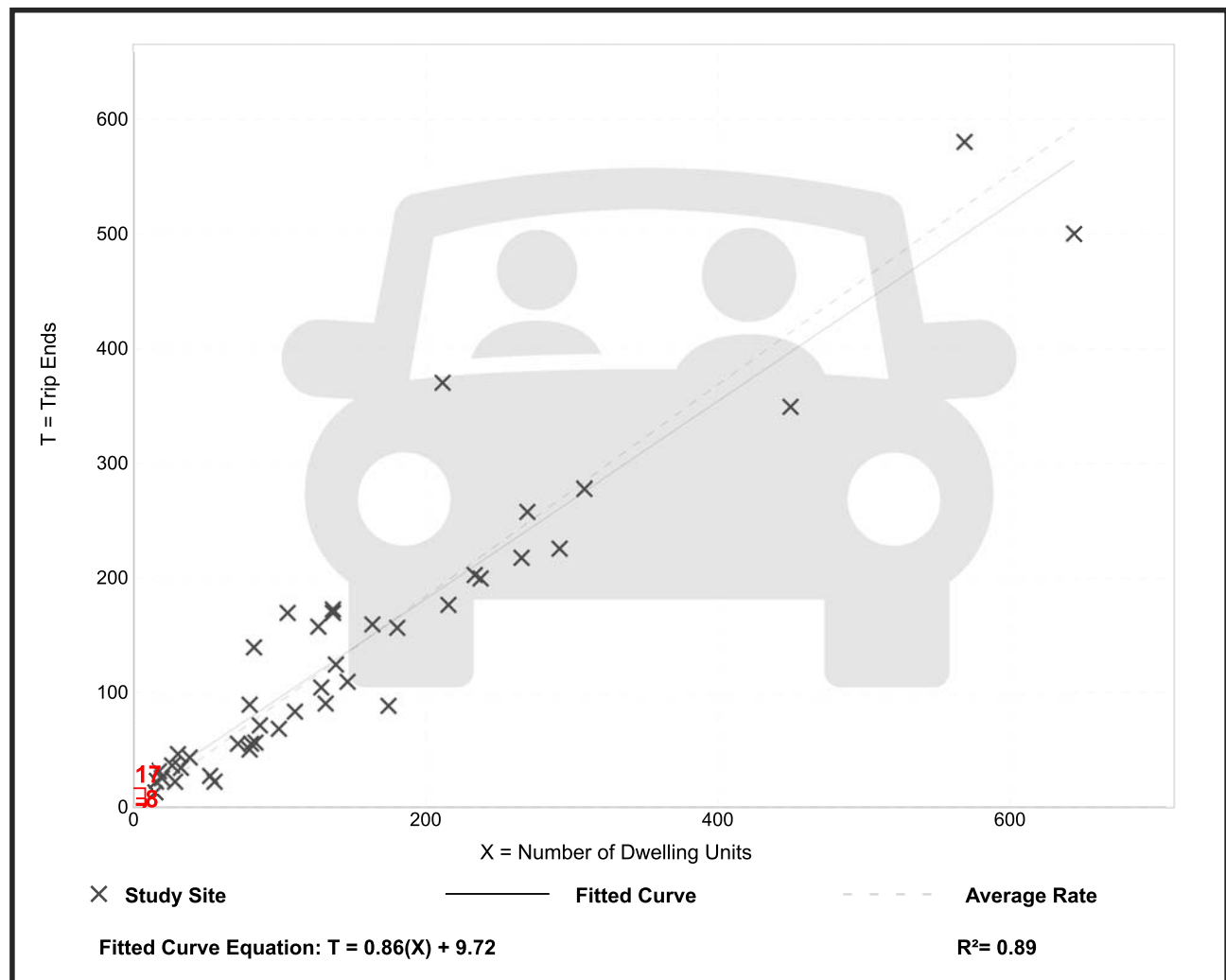
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 42
Avg. Num. of Dwelling Units: 152
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.92	0.41 - 1.78	0.27

Data Plot and Equation



Single-Family Detached Housing (210)

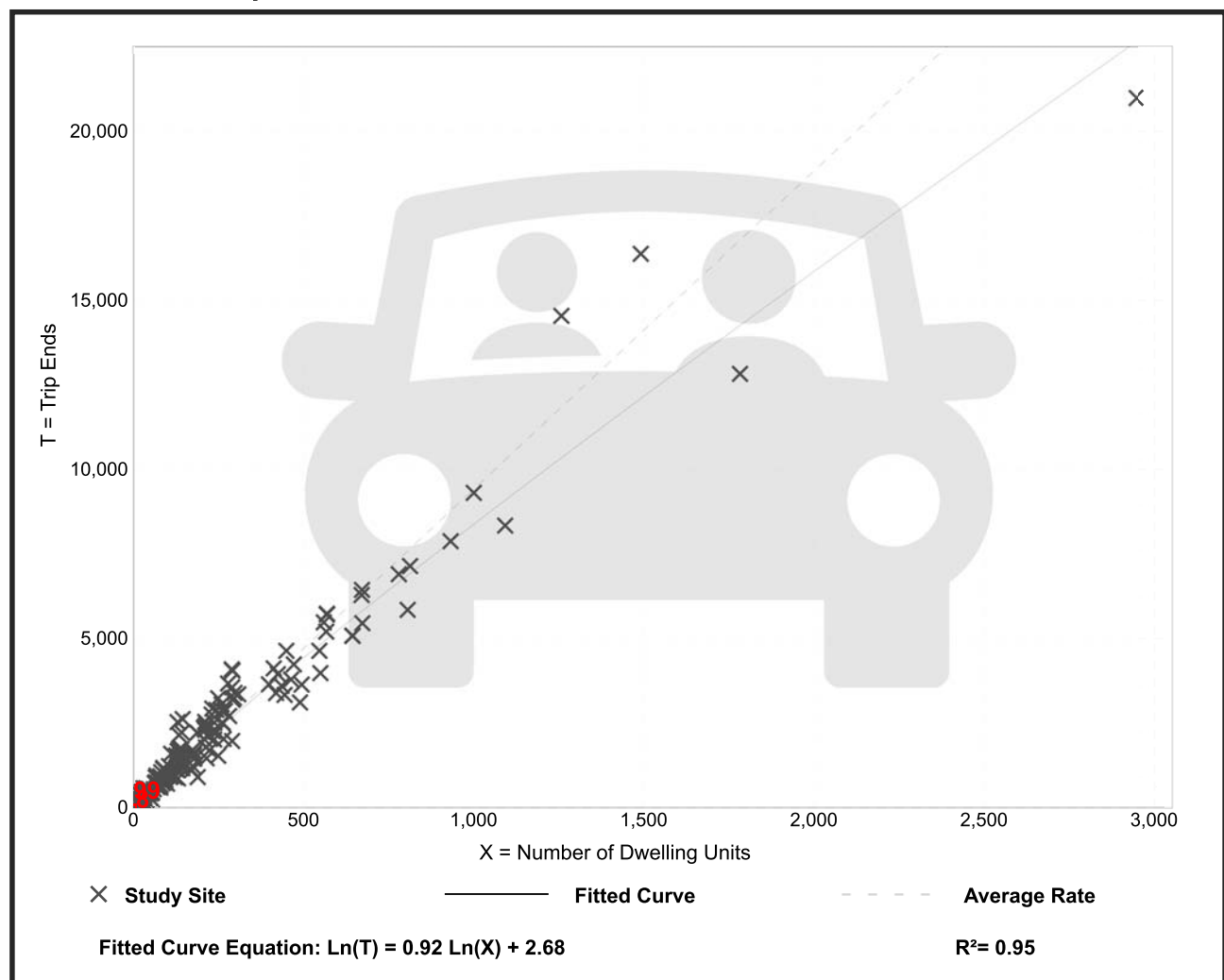
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

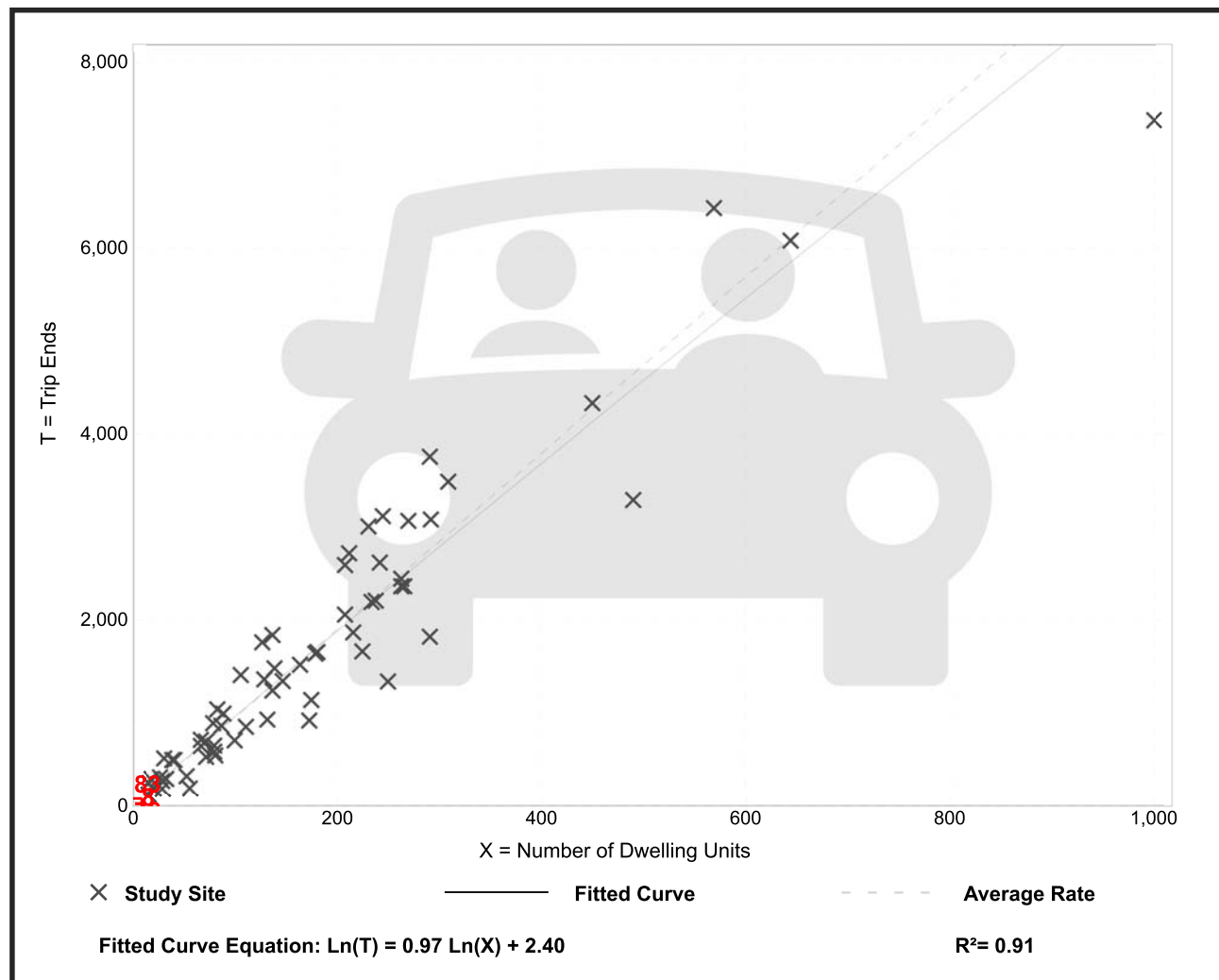
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 63
Avg. Num. of Dwelling Units: 179
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.48	3.36 - 16.52	2.26

Data Plot and Equation



The Links at Edison
1: Plainfield Road & Broad Avenue

Existing
AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	1	496	599	2
Future Vol, veh/h	3	5	1	496	599	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	6	4	2
Mvmt Flow	4	6	1	584	705	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1292	706	707	0	-	0
Stage 1	706	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	180	436	891	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	436	891	-	-	-
Mov Cap-2 Maneuver	180	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.1	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	891	-	284	-	-	
HCM Lane V/C Ratio	0.001	-	0.033	-	-	
HCM Control Delay (s)	9	0	18.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

The Links at Edison
1: Plainfield Road & Broad Avenue

Existing
PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	552	452	1
Future Vol, veh/h	1	0	1	552	452	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	1	0	1	607	497	1

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1107	498	498	0	-	0
Stage 1	498	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	233	572	1066	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	572	1066	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1066	-	233	-	-
HCM Lane V/C Ratio	0.001	-	0.005	-	-
HCM Control Delay (s)	8.4	0	20.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

The Links at Edison
1: Plainfield Road & Broad Avenue

No Build
AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	1	524	632	2
Future Vol, veh/h	3	5	1	524	632	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	6	4	2
Mvmt Flow	4	6	1	616	744	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1363	745	746	0	-	0
Stage 1	745	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	163	414	862	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	163	414	862	-	-	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	862	-	262	-	-	
HCM Lane V/C Ratio	0.001	-	0.036	-	-	
HCM Control Delay (s)	9.2	0	19.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile O(veh)	0	-	0.1	-	-	

The Links at Edison
1: Plainfield Road & Broad Avenue

No Build
PM

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	583	477	1
Future Vol, veh/h	1	0	1	583	477	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	1	0	1	641	524	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1168	525	525
Stage 1	525	-	-
Stage 2	643	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	214	552	1042
Stage 1	593	-	-
Stage 2	523	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	214	552	1042
Mov Cap-2 Maneuver	214	-	-
Stage 1	592	-	-
Stage 2	523	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1042	-	214	-	-
HCM Lane V/C Ratio	0.001	-	0.005	-	-
HCM Control Delay (s)	8.5	0	21.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

The Links at Edison
1: Plainfield Road & Broad Avenue

Build
AM

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	5	1	527	633	2
Future Vol, veh/h	3	5	1	527	633	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	6	4	2
Mvmt Flow	4	6	1	620	745	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1368	746	747	0	-	0
Stage 1	746	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	162	413	861	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	413	861	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	19.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	861	-	261	-	-	
HCM Lane V/C Ratio	0.001	-	0.036	-	-	
HCM Control Delay (s)	9.2	0	19.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

The Links at Edison
2: Plainfield Road & Site Driveway

Build
AM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	3	525	1	1	637
Future Vol, veh/h	2	3	525	1	1	637
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	6	2	2	4
Mvmt Flow	2	4	618	1	1	749
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1370	619	0	0	619	0
Stage 1	619	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	161	489	-	-	961	-
Stage 1	537	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	161	489	-	-	961	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	18.7	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	269	961	-	
HCM Lane V/C Ratio	-	-	0.022	0.001	-	
HCM Control Delay (s)	-	-	18.7	8.8	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

The Links at Edison
1: Plainfield Road & Broad Avenue

Build
PM

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	585	480	1
Future Vol, veh/h	1	0	1	585	480	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	1	0	1	643	527	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1173	528	528	0	-	0
Stage 1	528	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	212	550	1039	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	550	1039	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.1	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1039	-	212	-	-	
HCM Lane V/C Ratio	0.001	-	0.005	-	-	
HCM Control Delay (s)	8.5	0	22.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

The Links at Edison
2: Plainfield Road & Site Driveway

Build
PM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	584	3	3	477
Future Vol, veh/h	1	2	584	3	3	477
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	4
Mvmt Flow	1	2	642	3	3	524
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1174	644	0	0	645	0
Stage 1	644	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	212	473	-	-	940	-
Stage 1	523	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	211	473	-	-	940	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.9	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	335	940	-	
HCM Lane V/C Ratio	-	-	0.01	0.004	-	
HCM Control Delay (s)	-	-	15.9	8.8	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	



TOWNSHIP OF EDISON

Division of Planning & Zoning
Zoning Department

Thomas Lankey, Mayor

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (FAR) CERTIFICATION With Lot/Building Coverage

Effective July 25, 2008 The Edison Township Council amended the Residential Zoning requirements, section 37-67.3 for FAR (floor area ratio) and lot coverage. As per those amendments the following information table and certification is required to be submitted with all Zoning permit applications for single family home improvements: (Residential Floor Area Ratio shall be calculated utilizing the exterior wall dimensions of each floor of the structure; minus any two (2) story interior areas such as open foyers, balconies, atriums, etc. where no second floor space exists)

	<u>Existing Floor Area</u>	<u>Proposed Floor Area</u> <u>**Existing PLUS New</u>
First Floor	_____	1632 sf
Second Floor	_____	1906 sf
Habitable Attic	_____	_____
Attached Garage	_____	441 sf
Total Floor Area	_____	3979 sf
Lot Size	7536.40 sf	_____

Floor Area Ratio is: Total Floor Area/Lot Size $3979 \text{ sf} / 7536.4 \text{ sf} = 52.80\%$ %
Maximum Allowed FAR: 55 %

Lot Coverage: _____
Building Coverage: _____ 2109.08 sf / 27.98%

Applicant/ Home Owner: Markim Developers, LLC Property Address: 1 Links Drive
Block # 557 Lot #'(s) 16.23 Zone: GC-RB

Certification

The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

****Must be signed and sealed by a N.J. Licensed Engineer or Architect.**

Roger C. Winkle, AIA

Print Name Clearly

Date: MARCH 12, 2024

Signature

License # 07971

(Seal)



TOWNSHIP OF EDISON

Division of Planning & Zoning
Zoning Department

Thomas Lankey, Mayor

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (RFAR) CERTIFICATION With Lot/Building Coverage

Effective July 25, 2008 The Edison Township Council amended the Residential Zoning requirements, section 37-67.3 for FAR (floor area ratio) and lot coverage. As per those amendments the following information table and certification is required to be submitted with all Zoning permit applications for single family home improvements: (Residential Floor Area Ratio shall be calculated utilizing the exterior wall dimensions of each floor of the structure; minus any two (2) story interior areas such as open foyers, balconies, atriums, etc. where no second floor space exists)

	<u>Existing Floor Area</u>	<u>Proposed Floor Area **Existing PLUS New</u>
First Floor	_____	1608 sf
Second Floor	_____	1886 sf
Habitable Attic	_____	_____
Attached Garage	_____	452 sf
Total Floor Area	_____	3946 sf
Lot Size	7820.43 sf	_____

Floor Area Ratio is: Total Floor Area/Lot Size $3946\text{sf}/7820.43\text{ sf} = 50.46\%$ %
Maximum Allowed FAR: 55 %

Lot Coverage: _____

Building Coverage _____

2101.83 sf / 26.88%

Applicant/ Home Owner: Markim Developers, LLC Property Address: 3 Links Drive
Block # 557 Lot #'(s) 16.24 Zone: GC-RB

Certification

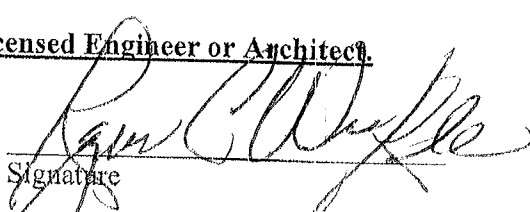
The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

****Must be signed and sealed by a N.J. Licensed Engineer or Architect.**

Roger C. Winkle, AIA

Print Name Clearly

Date: MARCH 12, 2004


Signature

License # 07971

(Seal)



TOWNSHIP OF EDISON

Division of Planning & Zoning
Zoning Department

Thomas Lankey, Mayor

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (FAR) CERTIFICATION With Lot/Building Coverage

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	<u>Existing Floor Area</u>	<u>Proposed Floor Area</u> <u>**Existing PLUS New</u>
First Floor	_____	1868 sf
Second Floor	_____	2094 sf
Habitable Attic	_____	_____
Attached Garage	_____	431 sf
Total Floor Area	_____	4393 sf
Lot Size	9131.73 sf	_____

Floor Area Ratio is: Total Floor Area/Lot Size $4393 \text{ sf} / 9131.73 \text{ sf} = 48.11\%$
Maximum Allowed FAR: 55 %

Lot Coverage: _____
Building Coverage: _____ 2394.42 sf / 26.22%

Applicant/ Home Owner: MarKim Developers, LLC Property Address: 5 Links Drive
Block # 557 Lot #(s) 16.25 Zone: GC-RB

Certification

The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

****Must be signed and sealed by a N.J. Licensed Engineer or Architect.**

Roger C. Winkle, AIA

Print Name Clearly

Signature

Date: MARCH 12, 2014 License # 07971

(Seal)



TOWNSHIP OF EDISON

Division of Planning & Zoning
Zoning Department

Thomas Lankey, Mayor

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (RFAR) CERTIFICATION With Lot/Building Coverage

Effective July 25, 2008 The Edison Township Council amended the Residential Zoning requirements, section 37-67.3 for FAR (floor area ratio) and lot coverage. As per those amendments the following information table and certification is required to be submitted with all Zoning permit applications for single family home improvements: (Residential Floor Area Ratio shall be calculated utilizing the exterior wall dimensions of each floor of the structure; minus any two (2) story interior areas such as open foyers, balconies, atriums, etc. where no second floor space exists)

	<u>Existing Floor Area</u>	<u>Proposed Floor Area **Existing PLUS New</u>
First Floor	_____	1957 sf
Second Floor	_____	2133 sf
Habitable Attic	_____	_____
Attached Garage	_____	465 sf
Total Floor Area	_____	4555 sf
Lot Size	9931.66 sf	

Floor Area Ratio is: Total Floor Area/Lot Size $4555 \text{ sf} / 9931.66 \text{ sf} = 45.87\%$ %
Maximum Allowed FAR: 55 %

Lot Coverage: _____

Building Coverage _____

2448 sf / 24.65%

Applicant/ Home Owner: Markim Developers, LLC Property Address: 7 Links Drive
Block # 557 Lot #'(s) 16.26 Zone: GC-RB

Certification

The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

****Must be signed and sealed by a N.J. Licensed Engineer or Architect**

Roger C. Winkle, AIA

Print Name Clearly

Date: MARCH 12, 2024

Signature

License # 07971

(Seal)



TOWNSHIP OF EDISON

Thomas Lankey, Mayor

Division of Planning & Zoning
Zoning Department

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (FAR) CERTIFICATION With Lot/Building Coverage

Effective July 25, 2008 The Edison Township Council amended the Residential Zoning requirements, section 37-67.3 for FAR (floor area ratio) and lot coverage. As per those amendments the following information table and certification is required to be submitted with all Zoning permit applications for single family home improvements: (Residential Floor Area Ratio shall be calculated utilizing the exterior wall dimensions of each floor of the structure; minus any two (2) story interior areas such as open foyers, balconies, atriums, etc. where no second floor space exists)

	<u>Existing Floor Area</u>	<u>Proposed Floor Area **Existing PLUS New</u>
First Floor	_____	1933 sf
Second Floor	_____	2214 sf
Habitable Attic	_____	_____
Attached Garage	_____	458 sf
Total Floor Area	_____	4605 sf
Lot Size	10034.50 sf	_____

Floor Area Ratio is: Total Floor Area/Lot Size $4605.3 \text{ sf} / 10034.50 \text{ sf} = 45.89\%$
Maximum Allowed FAR: 55 %

Lot Coverage: _____
Building Coverage 2412 sf / 24.04%

Applicant/ Home Owner: Markim Developers, LLC Property Address: 9 Links Drive
Block # 557 Lot #^y(s) 16.27 Zone: GC-RB

Certification

The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

**Must be signed and sealed by a N.J. Licensed Engineer or Architect.

Roger C. Winkle, AIA

Print Name Clearly

Date: MARCH 12, 2024

Signature

License # 07971

(Seal)



TOWNSHIP OF EDISON

Division of Planning & Zoning
Zoning Department

Thomas Lankey, Mayor

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (RFAR) CERTIFICATION With Lot/Building Coverage

Effective July 25, 2008 The Edison Township Council amended the Residential Zoning requirements, section 37-67.3 for FAR (floor area ratio) and lot coverage. As per those amendments the following information table and certification is required to be submitted with all Zoning permit applications for single family home improvements; (Residential Floor Area Ratio shall be calculated utilizing the exterior wall dimensions of each floor of the structure; minus any two (2) story interior areas such as open foyers, balconies, atriums, etc. where no second floor space exists)

	<u>Existing Floor Area</u>	<u>Proposed Floor Area</u> <u>**Existing PLUS New</u>
First Floor	_____	1828 sf
Second Floor	_____	2088 sf
Habitable Attic	_____	_____
Attached Garage	_____	446 sf
Total Floor Area	_____	4362 sf
Lot Size	8221.16 sf	

Floor Area Ratio is: Total Floor Area/Lot Size $4362 \text{ sf} / 8221.16 \text{ sf} = 53.06\%$
Maximum Allowed FAR: 55 %

Lot Coverage: _____

Building Coverage: _____

2301.03 sf / 27.99%

Applicant/ Home Owner: MarKim Developers, LLC Property Address: 6 Links Drive
Block # 557 Lot #'(s) 16.28 Zone: GC-RB

Certification

The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

****Must be signed and sealed by a N.J. Licensed Engineer or Architect.**

Roger C. Winkle, AIA

Print Name Clearly

Date: MARCH 12, 2024

Signature

License # 07971

(Seal)



TOWNSHIP OF EDISON

Thomas Lankey, Mayor

Division of Planning & Zoning
Zoning Department

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (FAR) CERTIFICATION With Lot/Building Coverage

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	<u>Existing Floor Area</u>	<u>Proposed Floor Area **Existing PLUS New</u>
First Floor	_____	1937 sf
Second Floor	_____	2269 sf
Habitable Attic	_____	_____
Attached Garage	_____	509 sf
Total Floor Area	_____	4715 sf
Lot Size	11567.29 sf	_____

Floor Area Ratio is: Total Floor Area/Lot Size $4715 \text{ sf} / 11567.29 \text{ sf} = 40.76\%$
Maximum Allowed FAR: 55 %

Lot Coverage: _____
Building Coverage: 2468.23 sf / 21.34%

Applicant/ Home Owner: MarKim Developers, LLC Property Address: 4 Links Drive
Block # 557 Lot #'(s) 16.29 Zone: GC-RB

Certification

The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

****Must be signed and sealed by a N.J. Licensed Engineer or Architect**

Roger C. Winkle, AIA

Print Name Clearly

Date: MARCH 12, 2014

Signature

License # 07971

(Seal)



TOWNSHIP OF EDISON

Thomas Lankey, Mayor

Division of Planning & Zoning
Zoning Department

100 Municipal Boulevard
Edison, NJ 08817

FLOOR AREA RATIO (RFAR) CERTIFICATION With Lot/Building Coverage

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	<u>Existing Floor Area</u>	<u>Proposed Floor Area</u> <u>**Existing PLUS New</u>
First Floor	_____	1643 sf
Second Floor	_____	1920 sf
Habitable Attic	_____	_____
Attached Garage	_____	442 sf
Total Floor Area	_____	4005 sf
Lot Size	7756.67 sf	

Floor Area Ratio is: Total Floor Area/Lot Size $4005 \text{ sf} / 7756.67 \text{ sf} = 51.63\%$ %
Maximum Allowed FAR: 55 %

Lot Coverage: _____
Building Coverage 2120.61 sf / 27.34%

Applicant/ Home Owner: Markim Developers, LLC Property Address: 2 Links Drive
Block # 557 Lot #'(s) 16.30 Zone: GC-RB

Certification

The undersigned certifies that the floor areas set forth above and the overall floor area ratio have been verified by me as accurate. I recognize that the Zoning Officer is relying upon the accuracy of said information as part of the Zoning Permit process.

****Must be signed and sealed by a N.J. Licensed Engineer or Architect**

Roger C. Winkle, AIA

Print Name Clearly

Date: MARCH 12, 2024

Signature

License # 07971

(Seal)



Nancy J. Pinkin
Middlesex County Clerk
Recording Data Cover Page
Pursuant to N.J.S.A. 46:26A-5

INSTR # 2023008392
0 BK 19147 PG 862 Pgs 862 - 868 (7 pgs)
RECORDED 02/08/2023 01:29:13 PM
NANCY J. PINKIN, COUNTY CLERK SA
MIDDLESEX COUNTY, NEW JERSEY
RECORDING FEES: \$95.00

Official Use Only

Date of Document	Type of Document EASEMENT AGREEMENT
First Party Name THE LINKS AT EDISON, LLC	Second Party Name METUCHEN GOLF AND COUNTRY CLUB
Additional First Parties	Additional Second Parties

THE FOLLOWING SECTION IS REQUIRED FOR DEEDS ONLY.

Block 557	Lot 16.22
Municipality Edison	Consideration 1.00
Mailing Address of Grantee 244 Plainfield Road, Edison, New Jersey 08820	

THE FOLLOWING SECTION IS FOR ORIGINAL MORTGAGE BOOKING & PAGING INFORMATION FOR ASSIGNMENTS, RELEASES, DISCHARGES & OTHER ORIGINAL MORTGAGE AGREEMENTS ONLY.

Original Book	Original Page
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MIDDLESEX COUNTY, NEW JERSEY RECORDING DATA PAGE.

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contains important recording information and is part of the permanent record.

7



CART PATH EASEMENT AGREEMENT

THIS CART PATH EASEMENT AGREEMENT is made as of the 30 day of Feb, 2023 by and between **THE LINKS AT EDISON, LLC**, having its principal place of business at 910 Amboy Avenue, Edison, New Jersey 08837 (hereinafter "Grantor") and **METUCHEN GOLF AND COUNTRY CLUB**, having its principal place of business at 244 Plainfield Road, Edison, New Jersey 08820 (hereinafter "Grantee").

WITNESSETH:

WHEREAS, Grantor is the owner of certain property located at 222 Plainfield Road, Edison, New Jersey, which is known and designated on the Tax Map of the Township of Edison, Middlesex County as Block 557, Lot 16.22 ("Premises"), which Premises are more particularly shown on Boundary and Topographic Survey dated November 24, 2020 and revised through October 2, 2022 prepared by Morgan Engineering and Surveying, a copy of which is attached hereto and made a part hereof as Exhibit A; and

WHEREAS, the Grantee is the owner of certain property located at 244 Plainfield Road, Edison, New Jersey, which is located immediately adjacent to the Premises, as more particularly shown on Survey dated January 10, 2023 prepared by Val Braginsky, PLS, Braginsky Surveying, LLC, 2 Austin Avenue, Iselin, New Jersey 08830, a copy of which is attached hereto and made a part hereof as Exhibit B; and

WHEREAS, the parties hereto for themselves, their successors and assigns, desire to enter into an Easement Agreement ("Agreement") in order to set forth their respective rights and obligations regarding the Grantee's use of a portion of Grantor's property for a golf cart path adjacent to the Golf Pro Shop and as more particularly shown on metes and bounds description of the easement area set forth below.

NOW, THEREFORE, for and in consideration of the sum of one (\$1.00) dollar and other good and valuable consideration, the sufficiency and receipt of which is hereby acknowledged, the parties hereto do agree as follows:

1. Subject to the terms of this Agreement hereinafter set forth, Grantor does hereby give and convey unto the Grantee, its successors and assigns, and the Grantee does hereby accept, a certain easement over and across the Premises known and designated as Block 557, Lot 16.22, as more particularly shown on Exhibit A attached hereto, for the purpose of providing the Grantee with an exclusive easement in favor of and appurtenant to Grantee's property over and across Grantor's property for the sole purpose of providing a path for golf cart ingress and egress over Grantee's property, which easement is more particular described as follows:

**Description of
Proposed Cart Path Easement
Lots 36.01 & 16.22 Block 557.07 on Tax Maps of
Township of Edison, Middlesex County, New Jersey**

BEGINNING at a point on the common boundary line between Lots 36.01 and 16.22 in Block 557.07, said point being the following 3 courses from the corner formed by the intersection of easterly sideline of Plainfield Road (formerly Road from Oak Tree to Metuchen) and the southerly sideline of Oak Drive, if both were extended to intersect:

- a) Southerly along said easterly sideline of Plainfield Road, South 12 degrees 17 minutes 00 seconds East, 247.06 feet to a point, said point being the common boundary line between Lot 36.01 to the north of said line and Lot 16.22 to the south of said line; thence
 - b) Easterly along said common lot line, North 86 degrees 00 minutes 30 seconds East, 266.32 feet to a point; thence
 - c) Southerly and still along the common lot line between Lots 36.01 and 16.22, South 10 degrees 21 minutes 30 seconds East, 10.00 feet to the aforesaid **POINT AND PLACE OF BEGINNING**; thence running
- 1) Southerly along the said common lot line between Lots 36.01 and 16.22, South 10 degrees 21 minutes 30 seconds East, 190.21 feet to a point; thence
 - 2) North 35 degrees 00 minutes 00 seconds West, 21.59 feet to a point, said point being distant 9.00 feet westerly from the common lot line between Lots 36.01 and 16.22 as measured at right angles to said line; thence
 - 3) Northerly and parallel with said common lot line, North 10 degrees 21 minutes 30 seconds West, 160.00 feet to a point; thence
 - 4) North 30 degrees 00 minutes 00 seconds East, 13.90 feet to the **POINT AND PLACE OF BEGINNING**.

The above described easement contains 1,576 square feet of land.

The above description is written in accordance with a survey prepared by Braginsky Surveying, LLC, dated January 10, 2023, a copy of which is attached hereto and made a part hereof as Exhibit A.

The Grantor is granting this easement in return for two corporate social memberships at the Golf Club for a period of two years from the date of full execution of this agreement.

2. The easement granted herein is an exclusive easement which shall run with the land and shall remain in effect for as long as the Grantee or its successors shall continue to operate as a golf club or a golf course. Grantee shall pay for all recording fees in connection with the recording of this easement. The Grantor and its successors shall not obstruct or restrict any portion of the easement area and no building or improvements may thereafter be erected upon the easement area. This easement is being granted on the express condition that the Grantor may rescind all or any part of this easement if required by the Township of Edison as part of the Township's approvals issued for the Grantor's project to be constructed on its property. It is the intention of the parties that this easement shall be binding on all subsequent owners of each property referenced herein.
3. The parties hereto agree that the easement area shall be maintained by Grantee at Grantee's sole cost and expense. Grantee shall maintain and use said golf cart path in such a manner that said use and maintenance shall not unreasonably interfere with the normal and customary use of Grantor's premises by Grantor or its successors and assigns. Said maintenance shall include the cost of repairing or resurfacing the path and snow removal, as needed. Grantee covenants that it shall, repair and maintain said the easement area in a good and workmanlike condition.
4. Grantee, its successors and/or assigns, hereby indemnifies and agrees to defend and hold harmless Grantor, its successors and assigns, from and against all liabilities, damages, claims, costs and expenses whatsoever (including reasonable attorney fees and court costs at all trial and appellate levels) occurring in the easement area and arising out of or in connection with Grantee's maintenance and use of the easement area. Grantee will name Grantor as an additional insured on Grantee's Liability Insurance Policy.
5. Grantor, its successors and/or assigns reserve all rights of ownership in and to Grantor's premises, which are not inconsistent with the subject easement, including but not limited to, the right to grant further easements on, over or across Grantor's premises. Grantor further reserves the right to use Grantor's premises for all uses not interfering with the use permitted to Grantee hereunder.
6. This Agreement may only be modified by the parties hereto, their successors or assigns in writing.
7. This Agreement shall constitute the entire agreement between the parties. Any prior understanding or representation of any kind between the parties preceding the date of this Agreement shall not be binding upon either party.

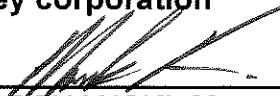
8. This Agreement is binding upon the parties hereto, their successors and assigns, unless modified by the parties as provided herein.
9. The within Agreement shall be subject to and construed in accordance with the laws and the courts of the State of New Jersey.

IN WITNESS WHEREOF, the parties have signed this Agreement the day and year first above written.

ATTEST:



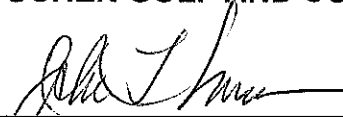
**GRANTOR
THE LINKS AT EDISON, L.L.C.
a New Jersey corporation**

By: 
_____ **MARK ROSHANSKI, Managing Member**

ATTEST:


_____ **John Luciano**

**GRANTEE
METUCHEN GOLF AND COUNTRY CLUB**

By: 
_____ **JOHN LUCIANO, President**

ACKNOWLEDGEMENT

State of New Jersey) :ss
County of Middlesex)

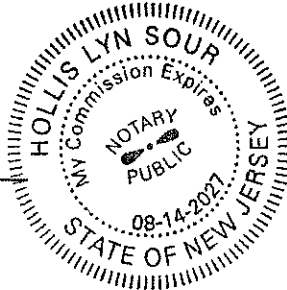
I CERTIFY THAT on January 30, 2023, MARK ROSHANSKI personally came before
and stated to my satisfaction that this person (or, if more than one, each person):

- A. Was the maker of the attached instrument
- B. Was authorized to and did execute this instrument as the Managing Member of The Links at Edison, L.L.C., the named entity in this instrument; and
- C. Executed this instrument as the act of the entity named in this instrument.

Harris Lynn Shaw

Name: _____

Title:



ACKNOWLEDGEMENT

ACKNOWLEDGEMENT

State of New Jersey)
County of Essex) ss

I CERTIFY THAT on Feb. 3, 2023, JOHN LUCIANO personally came before and stated to my satisfaction that this person (or, if more than one, each person):

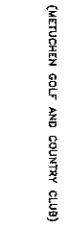
- A. Was the maker of the attached instrument
- B. Was authorized to and did execute this instrument as the President of the Metuchen Golf and Country Club, the named entity in this instrument; and
- C. Executed this instrument as the act of the entity named in this instrument

Paul R. Magis, Sr.

Name: Joseph T. DISCENA, ESQ.
Title:



OVERVIEW OF LOTS 36.01 / 16.22
(SCALE: 1"=40')



OVERVIEW OF LOTS 36.01 / 16.22
(SCALE: 1"=40')

S 121°00" E 247.05'

PLA
(POWELL)

[illegible][illegible]



Nancy J. Pinkin
Middlesex County Clerk
Recording Data Cover Page
Pursuant to N.J.S.A. 46:26A-5

INSTR # 2023008392
0 BK 19147 PG 862 Pgs 862 - 868; (7 pgs)
RECORDED 02/08/2023 01:29:13 PM
NANCY J. PINKIN, COUNTY CLERK SA
MIDDLESEX COUNTY, NEW JERSEY
RECORDING FEES: \$95.00

Official Use Only

Date of Document	Type of Document EASEMENT AGREEMENT
First Party Name THE LINKS AT EDISON, LLC	Second Party Name METUCHEN GOLF AND COUNTRY CLUB
Additional First Parties	Additional Second Parties

THE FOLLOWING SECTION IS REQUIRED FOR DEEDS ONLY.

Block 557	Lot 16.22
Municipality Edison	Consideration 1.00
Mailing Address of Grantee 244 Plainfield Road, Edison, New Jersey 08820	

THE FOLLOWING SECTION IS FOR ORIGINAL MORTGAGE BOOKING & PAGING INFORMATION FOR ASSIGNMENTS, RELEASES, DISCHARGES & OTHER ORIGINAL MORTGAGE AGREEMENTS ONLY.

Original Book	Original Page
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MIDDLESEX COUNTY, NEW JERSEY RECORDING DATA PAGE.

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7





525 Fritztown Road
Sinking Spring, PA 19608

11/25/23

RE: Edison Twp Permit

The Links at Edison, LLC
910 Amboy Avenue
Edison, NJ 08837

Attn: Mark Roshanski

Sunoco Pipeline L.P. has received your recent request for information on our underground facilities near your proposed project area located at:

222 Plainfield Rd
Edison Twp, Middlesex CO, NJ 08820
Block 557 Lot 16-B-2

Be advised that Sunoco Pipeline L.P. does Not have facilities within the proposed project limits, but should the scope of work alter in anyway, please notify us immediately.

Should you have any questions please do not hesitate to contact me at the number and/or email below.

Deb Schneck

610-670-3258

Debra.Schneck@energytransfer.com



Gas Pipeline - Transco
99 Farber Road
Princeton, NJ 08540
(609) 936-2400
Fax (609) 936-2430

December 2, 2023

The Links at Edison, LLC
910 Amboy Avenue Edison,
NJ 08837 (732) 738-5900
ATTN: Mark Roshanski

RE: 222 Plainfield Rd, Edison, NJ 08820 Blk# 557 Lot 16-B-2

Dear Mr. Roshanski:

I have received and reviewed your letter (dated 11/04/2023) for the referenced project. Williams does not own or operate any facilities within seventy-five feet of the subject property.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven Yaruta".

Steven Yaruta
Division Engineer
Princeton Division Office
(609) 285-2423



Kevin Escobar
Engineering Analyst

520 Green Lane
Union, NJ 07083
908.662.8370 tel
kescobar@sjindustries.com

December 15, 2023

Mark Roshanski
MRoshanski@ameridreamproperties.com

**Re: 222 Plainfield Rd.
Edison Township
Middlesex County, New Jersey**

Dear Mr. Roshanski:

Currently Elizabeth Town Gas owns and operates a 2" Elevated Pressure Steel distribution gas main within the ROW, that operates at 25psig within 75 feet of the project mentioned above. There are no gas mains operating over 125psig within the scope of your project.

If you have any questions, please contact me at (908) 662-8370.

Sincerely,

A handwritten signature in black ink, appearing to read "KEA", written over a light blue horizontal line.

Kevin A. Escobar

Enclosures

Public Service Electric & Gas Company



Dec 21, 2023

The Links at Edison, LLC
Attn: Mark Roshanski

Re: 222 Plainfield Rd.
Edison, NJ 08820

To Whom It May Concern:

As per your request, PSE&G does not have any gas distribution main facilities within 75 feet of these properties.

Please feel free to give this office a call at 1-800-832-0076 if you need additional information.

Sincerely,
PSE&G Construction Inquiry Department



The Links at Edison LLC
Attn: Mark Roshanski
910 Amboy Ave.
Edison, NJ 08837

Date: December 5, 2023

RE 222 Plainfield
Edison, NJ 08837

To Whom It May Concern,

Public Service Electric & Gas Company will make the electric facilities available to the above-mentioned property in accordance with our "Standard Terms & Conditions" for the electric service and our current market policy.

The determination of any applicable costs to provide this service can be made only after detailed site plans and load information are submitted. As soon as firm loads become available for this project, please send this information to my office.

Lead times for service, vary and are based on customers site readiness for the service. Estimated times are 5 to 6 weeks after we get response back from PSE&G engineers providing the building is ready for service after the 5 to 6 weeks.

Sincerely,

Southern Region Construction Inquiry
800-832-0076



December 10, 2023

The Links at Edison, LLC
910 Amboy Ave
Edison, NJ 08837

Gas Will-Serve Letter for:
222 Plainfield Rd.
Block 557
Lot 16-B-2
Edison, NJ 08820

Dear Mr. Roshanski,

This letter is to confirm that Elizabethtown Gas Company will extend gas service to the sites under the terms and conditions of the Elizabethtown Gas Company tariff as published and modified by the New Jersey Board of Public Utilities. Elizabethtown Gas Company will require additional information on the service/meter location, connected gas load and delivery pressure requirements of the facility and soil conditions; specifically, contamination to determine if there will be any costs associated with providing service.

If I can be of any further assistance, please contact me at 908-662-8364.

John Cody

Account Manager
Elizabethtown Gas Company



485C Route 1 South, Suite 400
Iselin, New Jersey 08830-0452

Tel. 732-634-1500
Direct 732-638-7533

NASDAQ Stock Market Symbol: MSEX
www.middlesexwater.com

January 11, 2024

**VIA EMAIL
AND U.S. REGULAR MAIL**

The Links at Edison, LLC
910 Amboy Avenue
Edison, New Jersey 08837

Attention: Mr. Mark Roshanski, Managing Member

Subject: **Proposed Water Service
222 Plainfield Road Facility Extension Project
Edison Township, New Jersey
MWC Project No. 01P-21-101**

Dear Sir;

In reference to your inquiry for the proposed installation of water service for the subject project, please be advised that the estimated deposit cost for the installation of the subject facility extension is \$70,065.88. The installation will consist of one fire hydrants, 12-inch pipe, fittings, and appurtenances at the subject location in Edison, New Jersey. A main extension consisting of 8 individual meter pits and curb stops. A deposit for the estimated amount is required before construction is to proceed.

Upon completion of the water facility extension, the final cost of the project will be determined based on the actual work completed and costs incurred by MWC. Adjustments to the deposited amount, if any, either in the form of returned monies or additional payments, must be made prior to the final acceptance and operation of the facilities extension by MWC.

For each consumer directly connected to this water main, MWC will refund to you an amount equal to four (4) times the first year's revenue for each consumer. In no event will the total of all such refunds exceed the final cost of the project paid by you to MWC. If sufficient consumers are not connected to return the entire final cost of the project within ten (10) years from the date of said agreement, no further refunds will be made.

Generally, work can be scheduled a minimum of four (4) weeks from the receipt of a signed Middlesex Water Company form of agreement, final regulatory approvals, and final easements or Right of Ways. After installation, an additional period of approximately ten (10) working days is required to place the facilities into service. Please realize that this schedule is based on Middlesex Water Company's actual workload and can vary accordingly.

Quality Water Service Since 1897

Middlesex Water Company also requires that prior to any main being installed within a proposed roadway or easement; the roadway or easement area shall be cleared and constructed to "**FINAL GRADE**" including the installation of curbing. This shall include proper backfilling and compaction to ensure adequate stabilization and support for the proposed water main.

This estimate is only valid for a period of sixty (60) days from the above date.

If you have any questions concerning this project, please call me at 732-638-7533.

Very truly yours,

MIDDLESEX WATER COMPANY



Isidro Buen
Technician

9985 Deposit Transmittal - 24-101

cc: Brian Carr, P.E., Director of Engineering, MWC
Jesse Horsford, P.E., Manager, Engineering Dept.
Mirly Paul, Engineering Technician, MWC
Engineering File – 222 Plainfield Road FEED /24-101



TOWNSHIP OF EDISON

100 MUNICIPAL BLVD
EDISON, NJ 08817

200' Radius Request Property Owners List

Date: January 24, 2024

Subject Property Address: 222 PLAINFIELD RD

Subject Property: Block 557

Lot 16.22

Requested By: MORGAN ENGINEERING // ELIZABETH CALLAGHAN

200' Radius and List Prepared By:

David B Medell

Tax Assessor's Office

I certify that the attached is an accurate and complete list of those property owners and their addresses. This list was prepared from most recent tax rolls.

Tax Assessor's Office DAVID B MEDELL 01/29/2024

Block Lot Qual	Property Location Additional Lot Additional Lot	Property Class	Owner Address City, State	Zip Code
557 36.01	244 PLAINFIELD RD	4A	METUCHEN GOLF & COUNTRY CLUB 244 PLAINFIELD RD EDISON, NJ	088202984
557.02 3.02	34 EDGEWOOD RD	2	KELLY, JAMES & SUSAN 34 EDGEWOOD ROAD EDISON, NJ	08820
557.02 4.01	36 EDGEWOOD RD	2	RAMAKRISHNA, S & SANDEEP, S B 36 EDGEWOOD RD EDISON, NJ	08820
557.02 7.01	42 EDGEWOOD RD	2	FAGAN, NICHOLAS STEVEN & KATHRYN ANN 42 EDGEWOOD RD EDISON, NJ	08820
557.02 8	24 EDGEWOOD RD	2	MARTIN, ANTHONY M & DEBRA A 24 EDGEWOOD RD EDISON, NJ	08820
557.02 9.01	22 EDGEWOOD RD	2	GIAQUINTO, JOHN R & MARY 22 EDGEWOOD ROAD EDISON, NJ	08820
557.02 43.03	38 EDGEWOOD RD	2	PATEL, AMIT R & SINA H 38 EDGEWOOD RD EDISON, NJ	08820
557.02 43.04	40 EDGEWOOD RD	2	SHAH, NEERAJ V & DESAI, MOHATI 40 EDGEWOOD RD EDISON, NJ	08820
593.03 2.01	245 PLAINFIELD RD	2	YU, MICHAEL & CHRIS 245 PLAINFIELD RD EDISON, NJ	08820
593.03 4.01	241 PLAINFIELD RD	2	O'BRIEN, TIMOTHY J & LINDA 241 PLAINFIELD RD EDISON, NJ	08820
593.03 5.01	1 BROAD AVE	2	MCLP ASSET COMPANY INC 3501 OLYMPUS BLVD 5TH FL DALLAS, TX	75019
593.04 1.01	231 PLAINFIELD RD	1	PAGODA HOMES LLC 33 WOOD AVE S, STE-600 ISELIN, NJ	08830
593.04 3.01	225 PLAINFIELD RD	2	PAGODA HOMES LLC 33 WOOD AVE S, STE-600 ISELIN, NJ	08830

<u>Block Lot Qual</u>	<u>Property Location Additional Lot Additional Lot</u>	<u>Property Class</u>	<u>Owner Address City, State</u>	<u>Zip Code</u>
593.04 48.01	15 MANOR BLVD	2	KOTHAPALLI, SWAPNA & KOYA, SURESH 15 MANOR BLVD EDISON, NJ	08820
593.05 1.01	219 PLAINFIELD RD	2	MATHUR, RAJNISH C & SAPNA 219 PLAINFIELD RD EDISON, NJ	08820
593.05 3.01	215 PLAINFIELD RD	2	BASU, KAUSHIK & DEWAN, MANJU 215 PLAINFIELD RD EDISON, NJ	08820

**THE FOLLOWING IS A LIST OF PUBLIC UTILITIES, LOCAL UTILITIES & CABLE COMPANIES
WHICH ARE TO BE INCLUDED WHEN NOTIFYING PROPERTY OWNERS WITHIN 200 FEET
OF THE SUBJECT PROPERTY:**

- | | |
|---|--|
| ☒ AT&T
PO BOX 395
NECTONG, NJ 07857 | ☒ MIDDLESEX WATER COMPANY
485 C ROUTE 1 SOUTH, SUITE 400
ISELIN, NJ 08830 |
| ☒ CABLEVISION OF RARITAN VALLEY
275 CENTENNIAL AVENUE
PISCATAWAY, NJ 08854
ATTN: MARGURITE PRENDERVILLE
CONSTRUCTION DEPARTMENT | ☐ NJ AMERICAN WATER COMPANY
1 WATER STREET
CAMDEN, NJ 08102 |
| ☐ DEPARTMENT OF TRANSPORTATION
STATE OF NEW JERSEY
1035 PARKWAY AVE
TRENTON, NJ 08650 | ☐ NJ TURNPIKE AUTHORITY
PO BOX 5042
WOODBIDGE, NJ 07095-5042 |
| ☐ EDISON WATER UTILITY
100 MUNICIPAL BOULEVARD
EDISON, NJ 08817 | ☒ PSE&G
MANAGER OF CORPORATE PROPERTIES
80 PARK PLAZA T6B
NEWARK, NJ 07102 |
| ☒ ELIZABETHTOWN GAS
520 GREEN LANE
UNION, NJ 07083 | ☒ SUNOCO PIPELINE, LP
RIGHT OF WAY DEPARTMENT
MONTELLO COMPLEX
525 FRITZTOWN ROAD
SINKING SPRING, PA 19608 |
| ☒ MIDDLESEX COUNTY ENGINEERING
333 TOWNSEND STREET
NEW BRUNSWICK, NJ 08903 | ☒ VERIZON
ONE VERIZON WAY
BASKING RIDGE, NJ 07920 |
| ☒ MIDDLESEX COUNTY PUBLIC WORKS
97 APPLE ORCHARD ROAD
NORTH BRUNSWICK, NJ 08902 | ☒ WILLIAMS GAS PIPE TRANSCO
99 FARBER ROAD
PRINCETON, NJ 08540 |
| | ☒ WILLIAMS TELECOMMUNICATIONS
PO BOX 21348
TULSA, OK 74121-1348 |

**THE FOLLOWING ARE THE ADJOINING MUNICIPALITIES. IF CHECKED YOU MUST
CONTACT SUCH MUNICIPALITY FOR A 200 FOOT LISTING ALSO**

☐ **Clark Township**
430 Westfield Avenue
Clark, NJ 07066

☐ **City of Plainfield**
515 Watchung Avenue
Plainfield, NJ 07060

☐ **Highland Park Township**
221 S 5th Avenue
Highland Park, NJ 08904

☐ **Township of Scotch Plains**
430 Park Avenue
Scotch Plains, NJ 07076

☐ **Borough of Metuchen**
500 Main Street
Metuchen, NJ 08840

☐ **Borough of South Plainfield**
2480 Plainfield Avenue
South Plainfield, NJ 07080

☐ **New Brunswick**
78 Bayard Street
New Brunswick, NJ 08901

☐ **Woodbridge Township**
1 Main Street
Woodbridge, NJ 07095

☐ **Piscataway Township**
455 Hoes Lane
Piscataway, NJ 08854

☐ **Borough of Sayreville**
167 Main Street
Sayreville, NJ 08872

Buffer Report - Map

created on 1/29/2024

