TRAFFIC IMPACT STATEMENT

For

Park Valley Development
Proposed Mixed-Use Development

Property Located at:

4 Community Place
Block 1501 – Lot 4
Borough of Madison, Morris County, NJ

Prepared by:

DYNAMIC TRAFFIC

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INTRODUCTION

It is proposed to construct a 3-story mixed-use building with 18 residential units and 819 SF of ground floor office space located in the northwest quadrant of the intersection of Community Place and Cook Avenue, in the Borough of Madison, Morris County, New Jersey, as illustrated on Figure 1, in the Technical Appendix of this report. The site is designated as Block 1501 – Lot 4 on the Borough Tax Maps. The site is currently developed with a 2-story residential dwelling and a 1-story garage structure as well as a gravel parking area. Access to the site is currently provided via two (2) left turn ingress/left turn egress driveways along Community Place and a curb cut along Cook Avenue. It is proposed to close the existing access points and construct two (2) new left turn ingress/left turn egress driveways along Community Place. Parking for The Project will be provided via thirty-six (36) on-site parking spaces on the ground floor of the building.

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

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Projections of traffic to be generated by The Project were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.
- The proposed site driveways were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The parking layout and supply was assessed based on accepted design standards and demand experienced at similar developments.
EXISTING CONDITIONS

A review of the existing site and roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the proposed mixed-use development. This included field investigations of the surrounding roadways and intersections.

Existing Roadway Conditions

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

Community Place is a local roadway under the jurisdiction of the Borough of Madison. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane for one-way travel in the eastbound direction. On-street parking is permitted along the south side of the roadway while curb and sidewalk is provided along both sides of the roadway. Community Place provides a straight horizontal alignment and a downhill vertical alignment from west to east. The land uses along Community Place in the vicinity of the Project are a mix of commercial and residential.

Cook Avenue is a local roadway under the jurisdiction of the Borough of Madison. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction with a general north/south orientation. On-street parking is permitted along the east side of the roadway while curb and sidewalk is provided along both sides of the roadway. Cook Avenue provides a slightly curved horizontal alignment and an uphill vertical alignment from south to north. The land uses along Cook Avenue in the vicinity of the Project are primarily residential.
FUTURE CONDITIONS

Traffic Generation

Projections of future traffic volumes were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition* for Land Use Code (LUC) 220 – Multifamily Housing (Low-Rise) and LUC 712 – Small Office Building. Table I summarizes the projected trips generated by the proposed mixed-use development utilizing the ITE data.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>AM PSH In</th>
<th>AM PSH Out</th>
<th>AM PSH Total</th>
<th>PM PSH In</th>
<th>PM PSH Out</th>
<th>PM PSH Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>18 Residential Units</td>
<td>2</td>
<td>7</td>
<td>9</td>
<td>8</td>
<td>5</td>
<td>13</td>
</tr>
<tr>
<td>819 SF of Office</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>4</td>
<td>7</td>
<td>11</td>
<td>9</td>
<td>6</td>
<td>15</td>
</tr>
</tbody>
</table>

As mentioned previously, the site is currently developed with a 2-story residential dwelling and a 1-story garage structure as well as a gravel parking area. However, no credit was taken for the existing use of the site and all site traffic was considered an increase over vacant land. This accounts for a “worst case scenario” from a traffic impact perspective.

It should also be noted that within half a mile from the site there is access to the Madison New Jersey Transit train station and the NJ Transit 873 bus line which has stops along NJ Route 124. This mass transit availability will likely result in trip generation even lower than that which is projected by the ITE data, shown in Table I as the residential units will appeal to tenants who utilize mass transit as a means to commute to and from work.

Since no appreciable increase in trip generation is projected to be generated by the site, the operational conditions of the surrounding roadway network is not anticipated to change. The minimal delays and queues in the area will remain as existing and it is likely that there will be no perceptible change in the traffic conditions with the construction of the proposed mixed-use development. In fact, both ITE and the New Jersey Department of Transportation (NJDOT) define a “significant” increase in traffic as 100 or more peak hour trips. As shown in Table I, the subject property will generate 15% of this threshold.

Site Access, Circulation and Parking

As mentioned previously, access to the site will be provided via two (2) left turn ingress/left turn egress driveways along Community Place.

The newly constructed parking area will be served by parking aisles with a width of the 24 feet, which meet the Ordinance requirement and will allow for two-way circulation and 90-degree parking. This access configuration will be sufficient to accommodate the minimal, low-turnover traffic volumes anticipated for The Project.
The Borough of Madison Ordinance sets forth a parking requirement of 1.8 parking spaces per one-bedroom unit, 2 parking spaces per two-bedroom unit and 2.1 parking spaces per three-bedroom unit for the residential portion of the site pursuant to the Residential Site Improvement Standards (RSIS) and 4 spaces per 1,000 SF for the office portion of the site. This equates to a parking requirement of 35 spaces for the residential portion of the site and 3 spaces for the office portion of the site for a total parking requirement of 38 spaces. It is proposed to provide 36 parking spaces, and as such a variance is required.

It should be noted that the RSIS/Ordinance requirements are deemed to be conservative in that the ITE Parking Generation, 5th Edition provides an average peak parking rate of 1.21 spaces per unit for LUC 220 – Multifamily Housing (Low-Rise) and 2.56 spaces per 1,000 SF of GFA for LUC 712 – Small Office Building. This equates to a total parking demand of 24 spaces, or only 67% occupancy, based on the ITE data. Additionally, the close proximity of the site to the Madison Rail Station will also have a diminishing effect on parking. The ITE sets forth an average peak parking demand of 1.07 vehicles per dwelling unit for low-rise apartment developments located within ½ mile (2,640 feet) of rail transit. Including the ITE demand for the office space, this further translates to a parking demand of 21 spaces.

Furthermore, it should be noted that the peak parking demand for the residential use is non-coincidental with the peak parking demand for the office use, meaning any sharing of parking spaces will be compatible with one another. The residential use parking demand peaks during the overnight hours, during which time the office will have no parking demand. The office peak parking demand will occur during the daytime hours, during which time the residential use will see its lowest parking demand. Therefore, based on the various factors outlined above, the proposed 36 parking spaces are expected to be more than sufficient to accommodate the peak parking demand of the site.
FINDINGS & CONCLUSIONS

Findings

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

- The proposed 18 residential units and 819 SF of office space will generate a maximum of 4 entering trips and 7 exiting trips during the morning peak hour and 9 entering trips and 6 exiting trips during the evening peak hour. This equates to 15% of the threshold for a significant increase in traffic and is a conservative assessment of trip generation without taking credit for the existing use of the site or availability of mass transit.

- The proposed residential units are located in close proximity to the NJ Transit train station and bus stop and will cater to tenants who utilize mass transit as their primary method of commuting.

- Access to the site will be provided via two (2) left turn ingress/left turn egress driveways along Community Place.

- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles.

- The proposed parking supply is sufficient to support the anticipated demand, particularly considering the close proximity of the site to the Madison Rail Station and the shared parking compatibility between the residential and office uses.

Conclusions

Based upon our Traffic Impact Statement as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Borough of Madison will not experience any significant degradation in operating conditions with the construction of The Project as a significant increase in traffic will not result. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project’s needs.
Technical Appendix
Figure 1

Site Location Map

Proposed Mixed-Use Development
Traffic Impact Statement
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