

STONEFIELD

August 2, 2021

Township of Franklin
Planning Board
475 DeMott Lane
Somerset, NJ 08873
Attn: Chair Michael Orsini

**RE: Traffic & Parking Assessment Report
Saint Peter's University Hospital Service Expansion
562 Easton Avenue
Block 262, Lot 1.01
Township of Franklin, Somerset County, New Jersey
SE&D Job No. RUT-210169**

Dear Chair Orsini and Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed Saint Peter's University Hospital (SPUH) service expansion on the adjacent roadway network. The subject property is located at the southwestern quadrant of the intersection of Easton Avenue and Reeve Street in the Township of Franklin, Somerset County, New Jersey. The subject property is designated as Block 262, Lot 1.01 as depicted on the Township of Franklin Tax Map. The site has approximately 380 feet of frontage along Easton Avenue and approximately 175 feet of frontage along Reeve Street. The existing site presently contains a 22,085-square-foot medical office building tenanted by SPUH Sports Medicine on the first floor and the second floor was formerly occupied by the Specialized Surgical Center of Central New Jersey. The existing access is provided via one (1) right-turn ingress/right-turn egress driveway along Easton Avenue and one (1) left-turn ingress/right-turn egress driveway along Reeve Street.

Under the proposed development program, SPUH would remain and expand its services by relocating outpatient services to the existing building. No changes to the existing building footprint are proposed. Access is proposed to be maintained via one (1) right-turn ingress/right-turn egress driveway along Easton Avenue and one (1) left-turn ingress/right-turn egress driveway along Reeve Street.

Existing Conditions

The subject property is located at the southwestern quadrant of the intersection of Easton Avenue and Reeve Street in the Township of Franklin, Somerset County, New Jersey. The subject property is designated as Block 262, Lot 1.01 as depicted on the Township of Franklin Tax Map. The site has approximately 380 feet of frontage along Easton Avenue and approximately 175 feet of frontage along Reeve Street. Land uses in the area are predominantly residential.

Easton Avenue (County Route 527) is classified as an urban principal arterial roadway with a general east-west orientation and is under the jurisdiction of Somerset County. Along the site frontage, the roadway provides two (2) lanes in each direction and has a posted speed limit of 40 mph. Along the site frontage, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is not permitted along either side of the roadway. The roadway surface and striping appear to be in good condition. Easton Avenue provides east-west connection between Main Street and Albany Street for predominantly residential and commercial uses.

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Reeve Street is classified as a local roadway with a general north-south orientation and is under the jurisdiction of the Township of Franklin. Along the site frontage, the roadway provides one (1) lane in each direction and does not have a posted speed limit. Curb and sidewalk are provided along both sides of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is permitted in accordance with posted curbside regulations. Reeve Street provides 390 feet of connection between Easton Avenue and Blake Avenue for predominantly residential and institutional uses.

Easton Avenue and Reeve Street intersect to form an unsignalized T-intersection with the northbound approach of Reeve Street operating under stop control. The eastbound approach of Easton Avenue provides one (1) exclusive through lane and one (1) shared through/right-turn lane. The westbound approach of Easton Avenue provides two (2) exclusive through lanes. The northbound approach of Reeve Street provides one (1) shared left-turn/right-turn lane. Crosswalks and pedestrian signals are not provided across any legs of the intersection.

Trip Generation

It is important to note that SPUH Sports Medicine will continue to occupy the space and the proposed outpatient services to be relocated to the subject property, which consist of Occupational and Speech Therapy, Women's Health, Lymphedema Treatment, Pediatric Therapy & Gym, Audiology, and Ears, Nose, & Throat, are existing SPUH services that currently operate at other locations. Therefore, patient appointment records and employee schedules provided by SPUH have been reviewed and analyzed in order to provide a tenant specific trip generation projection for the proposed service expansion. Based on a review of the typical weekly schedule, the busiest day of the week was utilized to project trip generation. The hourly trip generation throughout the entire weekday can be seen in the appended **Exhibit I. Table I** below summarizes the weekday morning and weekday evening peak hour trip generation volumes associated with the proposed service expansion based on the reviewed schedules.

TABLE I – PROJECTED TRIP GENERATION

User Group	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Professionals/Therapists	5	0	5	0	1	1
Support Staff/Aides	1	0	1	0	3	3
Patients	23	25	48	26	32	58
Total	29	25	54	26	36	62

It is important to note that the existing site presently operates as a medical office building tenanted by SPUH Sports Medicine and formerly by the Specialized Surgical Center of Central New Jersey which generated traffic to and from the site. The existing SPUH Sports Medicine facility will remain under the proposed application, while the Specialized Surgical Center of Central New Jersey will be repurposed. Therefore, it is reasonable to analyze the net increase in traffic coming to and from the site in order to quantify the impact associated with the new services.

Based on information provided by the Specialized Surgical Center of Central New Jersey, the surgery center typically operated with 14 employees (eight (8) registered nurses, two (2) certified surgical technicians, one (1) certified sterile processing technician, one (1) orderly, and two (2) front office staff) on-site during business hours. The surgery center serviced approximately 80 to 100 patients in a typical week, with approximately five (5) to 25 appointments each day. These employees and patients represent existing trips previously coming to and from the site. Additionally, please note that the trip generation volumes shown in **Table I** include trips generated by the existing SPUH Sports Medicine facility, which are presently coming to and from the property, and therefore would not represent new trips to the site. However, in an effort to provide a conservative analysis, a credit for the net trip generation was not applied.

The proposed redevelopment is expected to generate 54 and 62 total trips during the weekday morning and weekday evening peak hours, respectively. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. Additionally, it is important to note that the overall use of the site as a medical office is not changing, and the projected trip generation is likely to be consistent with the number of trips presently coming to and from the subject site. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Site Circulation/Parking Supply

A review was conducted of the proposed SPUH service expansion using the Architectural Plan prepared by McGuire Group Architects, dated March 1, 2021. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed to be maintained via one (1) right-turn ingress/right-turn egress driveway along Easton Avenue and one (1) left-turn ingress/right-turn egress driveway along Reeve Street. The existing building will remain in the northwest portion of the property. Parking will continue to be provided along the eastern façade of the building and in the eastern and southern portions of the site. The trash enclosure will remain along the southern façade of the building.

Regarding the parking requirements for the proposed development, the Township of Franklin Zoning Ordinance requires one (1) space for each 150 square-foot of medical offices. For the proposed 22,085-square-foot medical office building, this equates to 148 required spaces. The existing 76 parking spaces would be maintained, inclusive of four (4) ADA accessible parking spaces. Therefore, this application is seeking a 72 space parking variance. The spaces are nine (9) feet wide by 18 feet deep in accordance with Township of Franklin Zoning Ordinance and industry standards.

Additionally, it is important to note that SPUH has a written agreement with Saint Sharbel Maronite Church, located across Reeve Street along Easton Avenue, to share their parking resources. The church can use the 76-space parking lot at SPUH during weekend services and SPUH can use the 33-space parking lot at the church during weekdays. With the additional 33 spaces, the site has the capability to supply a total of 109 off-street parking spaces.

Stonefield has reviewed the 562 Easton Avenue Parking Study, prepared by THA Consulting, Inc., dated July 28, 2021. Based on patient appointment records and employee schedules provided by SPUH, the maximum peak hour parking demand was calculated to be 67 parking spaces. Therefore, based on these calculations, the existing 76 parking spaces will be sufficient to support the medical offices' parking demand.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed SPUH service expansion within the existing building. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on THA Consulting, Inc. report and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



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Stonefield Engineering and Design



Matthew Seckler, PE, PTOE, PP
Stonefield Engineering and Design

cc: Andrew Schober, PMP – Saint Peter's Healthcare System
Sandy L. Galacio – Windels Marx Lane & Mittendorf, LLP