

STONEFIELD

March 12, 2021

Township of Franklin
Proposed Self-Storage Facility
Planning Board
1613 Route 27
Township of Franklin, New Jersey, 08873

**RE: Traffic & Parking Assessment Report
Proposed Self-Storage Facility
1613 Route 27
Block 85, Lots 58 & 59.03
Township of Franklin, Somerset County, New Jersey
SE&D Job No. PRI-200094**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed self-storage facility on the adjacent roadway network. The subject property is located at 1613 Route 27 in the Township of Franklin, Somerset County, New Jersey. The subject property is designated as Block 85, Lots 58 and 59.03, as depicted on the Township of Franklin Tax Map. The site has approximately 200 feet of frontage along Route 27. The existing site is occupied by Fama’s Produce Market. Access is presently provided via two (2) full-movement driveways along Route 27. Under the proposed development program, a three (3) story 121,718 square-foot self-storage facility would be constructed. Access is proposed via one (1) ingress-only driveway and one (1) egress-only driveway along Route 27.

Existing Conditions

The subject property is located along Route 27 southbound between Hempstead Drive and Kingsberry Drive in the Township of Franklin, Somerset County, New Jersey. The subject property is designated as Block 85, Lots 58 and 59.03 as depicted on the Township of Franklin Tax Map. The site has approximately 200 feet of frontage along Route 27. Land uses in the area are predominantly residential with some educational, institutional, and commercial land uses.

Route 27 is classified as an Urban Principal Arterial roadway with a general north-south orientation and is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 40 mph. Curb is provided along both sides of the roadway, a sidewalk is provided along the westerly side of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is not permitted. Route 27 provides north-south mobility within the state of New Jersey and access to other major arterials for a mix of residential, institutional, and commercial uses along its length.

Trip Generation

Trip generation projections for the proposed self-storage facility were prepared utilizing the ITE Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 151 “Mini-Warehouse” were cited for the 121,718 square-foot self-storage facility. **Table I** provides the weekday morning, weekday evening and Saturday midday peak-hour trip generation volumes associated with the proposed development.

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TABLE I – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
121,718 SF Mini-Warehouse <i>ITE Land Use 151</i>	7	5	12	10	11	21	22	16	38

The proposed development is expected to generate 38 new trips during the critical Saturday midday peak hour. 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. 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 self-storage facility using the Site Plan prepared by Stonefield dated March 12, 2021. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) 30-foot-wide ingress-only driveway and one (1) 30-foot-wide egress-only driveway along Route 27. Vehicular circulation would be facilitated via a minimum of 25-foot-wide two-way drive aisles throughout the site. The self-storage facility would be located perpendicularly along Route 27 with 75 outdoor covered storage units directly behind. Access to the outdoor storage units would be granted by two (2) 25-foot sliding gates. Parking would be provided along the easterly and southerly sides of the self-storage facility and four (4) internal loading docks would be provided along the southerly side. A trash enclosure would be provided at the central portion of the property between the self-storage facility and the outdoor storage units.

Regarding the parking requirements for the proposed development, the Township of Franklin Ordinance requires one (1) space per 1,000 square feet of gross floor area for the first 5,000 square footage and one (1) space per 2,500 square feet for the remaining gross floor area. For the proposed 121,718 square-foot self-storage facility, this equates to 51 required spaces. The site would provide a total of 19 parking spaces inclusive of one (1) ADA-accessible parking stall. The parking spaces would be nine (9) feet wide by 18 feet deep, in accordance with the Township of Franklin requirements and industry standards. The internal loading docks would be 14 feet wide by 40 feet deep.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 151 "Mini-Warehouse." The average peak parking demand rate for Land Use 151 "Mini-Warehouse" is 0.1 vehicles per 1,000 square-foot of gross floor area. For the proposed 121,718 square-foot self-storage facility, this equates to 12.1 parking spaces. As such, the proposed parking supply of 19 spaces would be sufficient to support the parking demand of the site.

Conclusions

This report was prepared to examine the potential traffic and parking impacts of the proposed three (3)-story 121,718-square-foot self-storage facility. 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 published industry data, 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,

A handwritten signature in black ink, appearing to read 'Matt Seckler', written in a cursive style.

Matthew J. Seckler, PE, PP, PTOE
Stonefield Engineering and Design, LLC