

**Traffic Impact Statement**

**For**

**Liv Devco, LLC**

**Proposed 3-Story Apartment Building**

**2 Hawthorne Drive  
Block 194, Lots 127 & 128  
Franklin Township  
Somerset County, New Jersey**

**Prepared by:  
Ronald J. Sadowski, P.E.  
10 Edward Avenue  
Edison, New Jersey 08820  
732-744-6392**

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**Ronald J. Sadowski, P.E. N.J. License No. 38261**

## **Introduction**

Ronald J. Sadowski, P.E. has prepared this traffic impact statement for the redevelopment of property located along Hamilton Street and Hawthorne Drive in Franklin Township, Somerset County. Liv Devco, LLC proposes to construct a three-story Apartment building fronting Hamilton Street. The building will contain nine (9) 1-Bedroom and six (6) 2-Bedroom Apartments for a total of 15 Apartment units. One driveway is proposed along Hawthorne Drive to access the parking lot behind the proposed building. A total of 28 parking spaces are provided within the parking lot.

This report provides an assessment of the existing roadway conditions, a projection of future site-generated traffic, and an assessment of the proposed parking supply.

## **Existing Conditions**

Lots 127 and 128 in Block 194 are bound by Hamilton Street to the south and Hawthorne Drive to the east. There is a 2 story Commercial Office currently on the property. An access driveway to the property is located on Hawthorne Drive

Hamilton Street is designated as Somerset County Route 514 and has a general east/west orientation. The roadway provides one lane of travel in each direction with a posted speed limit of 25 miles per hour. Within the general vicinity on-street parking is provided.

Hawthorne Drive is a local roadway with a general north/south orientation connecting Whittier Avenue and Hamilton Streets. Hawthorne Drive provides one-way of travel in each direction and is divided by a grass island median. Hawthorne Drive and Hamilton Street form a tee intersection controlled by a Stop sign on the Hawthorne Drive approach to Hamilton Street.

The site is located within two miles from the Rutgers College Avenue Campus. The surrounding area is developed with an "Urban" setting where many Apartment developments similar to the proposed Use currently exist.

## **Traffic Characteristics of the Proposed Use**

Estimates of peak-hour trip generation associated with the development were prepared using the 10<sup>th</sup> Edition of the Trip Generation Manual by the Institute of Transportation Engineers (ITE). For the Apartments, ITE "Multifamily Housing (Low Rise)" rates are applicable. The resultant trip generation is summarized as follows:

<b><u>Peak-Hour</u></b>	<b><u>Enter</u></b>	<b><u>Exit</u></b>	<b><u>Total</u></b>
Morning	3	10	13
Evening	10	6	16
Saturday	8	8	16

As shown, peak-hour activity associated with the Apartment Development will be very low. The peak-hour volumes are below the "significant" level which is defined as 100 or more peak-hour trips. The ITE Manual of Transportation Engineering Studies recommends that traffic impact studies be performed for developments that will generate 100 or more peak hour trips.

### **Site Access and Parking**

The parking required for the Apartments is based on rates contained in the Residential Site Improvement Standards (RSIS). Parking requirements are at a rate of 1.8 parking spaces for a 1-Bedroom Apartment Unit and a rate of 2.0 parking spaces for a 2-Bedroom Apartment Unit. Based on the proposed number of units, (9) 1-Bedroom and (6) 2-Bedroom, a total of 28 parking spaces are required.

The proposed 28 spaces on-site parking spaces will accommodate the Residential parking demand, as there will be a provision of 1.9 spaces per unit, which is typical in more Urban locations, and where on-street parking is available. Given the available on-street parking, the proposed on-site parking supply is expected to more than accommodate the Residential parking demands.

Based on these findings, the site will operate safely and efficiently. Due to the proposed Apartment development being a low traffic generator in an Urbanized area, the site will have no negative effect on the local roadway system.