

# STONEFIELD

September 22, 2021

Township of Franklin  
Planning Board  
475 DeMott Lane  
Somerset, NJ 08873

**RE: Traffic & Parking Assessment Report  
Proposed Residential Development  
64 Norma Avenue  
Block 234, Lots 3-7  
Township of Franklin, Somerset County, New Jersey  
SE&D Job No. RUT-210247**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed residential development on the adjacent roadway network. The subject property is located in the southwesterly quadrant of the intersection of Norma Avenue and Franklin Boulevard in the Township of Franklin, Somerset County, New Jersey. The subject property is designated as Block 234, Lots 3-7 as depicted on the Township of Franklin Tax Map. The site has approximately 359 feet of frontage along Norma Avenue and approximately 192 feet of frontage along Franklin Boulevard. The existing site is undeveloped. Under the proposed development program, a 12-unit residential development would be constructed. Access is proposed via one (1) full-movement driveway along Norma Avenue.

## **Existing Conditions**

The subject property is located in the southwesterly quadrant of the intersection of Norma Avenue and Franklin Boulevard in the Township of Franklin, Somerset County, New Jersey. The subject property is designated as Block 234, Lots 3-7 as depicted on the Township of Franklin Tax Map. The site has approximately 359 feet of frontage along Norma Avenue and approximately 192 feet of frontage along Franklin Boulevard. Land uses in the area are a mix of residential, institutional, and commercial.

Franklin Boulevard (CR 617) is classified as an urban minor arterial with a general east-west orientation and is under the jurisdiction of Somerset County. 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 and sidewalk are provided along both sides of the roadway, shoulders are provided along both sides of the roadway, and on-street parking is not permitted. Franklin Boulevard provides east-west mobility within Somerset, from Easton Avenue at its eastern terminus to Somerset Street at its western terminus, for a mix of residential, institutional, and commercial uses along its length.

Norma Avenue is 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 of travel in each direction and does not have a posted speed limit. Curb and sidewalk are generally not provided, shoulders are not provided, and on-street parking is permitted along the westerly side of the roadway. Norma Avenue provides north-south mobility within Franklin, from Franklin Boulevard at its northern terminus to Hamilton Street at its southern terminus, for a mix of residential and commercial uses along its length.

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## Trip Generation

Trip generation projections for the proposed residential development were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10<sup>th</sup> Edition. Trip generation rates associated with Land Use 220 "Multifamily Housing (Low-Rise)" were cited for the 12-unit residential development. **Table 2** provides the weekday morning, weekday evening, and Saturday midday trip generation volumes associated with the proposed development.

**TABLE 2 – 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
12-Unit Multifamily Housing (Low-Rise) <i>ITE Land Use 220</i>	1	5	6	4	3	7	4	4	8

The proposed development is expected to generate eight (8) new trips during the critical Saturday midday peak hour. According to the calculated trip generation, between four (4) and five (5) vehicles are anticipated to enter or exit the site during the study peak hours. This equates to one (1) vehicle entering or exiting the site every 7.5 minutes during the study peak hours. 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 residential development using the Site Plan prepared by Frank H. Lehr Associates, dated May 19, 2021. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) full-movement driveway along Norma Avenue. The 12 residential units would be located in the center portion of the subject property. Two (2) car parking garages would be provided for each three-bedroom unit, and a one (1) car parking garage would be provided for each one-bedroom and two-bedroom unit. Two (2)-way vehicular circulation throughout the site would be facilitated by drive aisles with a minimum width of 25 feet.

Regarding the parking requirements for the proposed development, the New Jersey Administrative Code Residential Site Improvements Standards (RSIS) (NJAC 5:21) requires 1.8 parking spaces per one-bedroom unit, 2.3 spaces per two-bedroom unit, and 2.4 spaces per three-bedroom unit. For the proposed 12-unit development, consisting of two (2) one-bedroom units, eight (8) two-bedroom units, and two (2) three-bedroom units, this equates to 27 required spaces. The site would provide 27 total parking spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The spaces would be nine (9) feet wide by 18 feet deep in accordance with RSIS (NJAC 5:21) and industry standards.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5<sup>th</sup> Edition, for Land Use 220 "Multifamily Housing (Low-Rise)." Specifically, parking generation rates for "General Urban/Suburban" locations were utilized. The 85<sup>th</sup> percentile parking demand rate during the peak weekday overnight period for Land Use 220 "Multifamily Housing (Low-Rise)" is 0.86 vehicles per bedroom. For the proposed 24-bedroom residential development, this equates to 21 parking spaces. As such, the proposed parking supply of 27 spaces would be sufficient to support the parking demand of the site.

## Conclusions

This report was prepared to examine the potential traffic impact of the proposed residential development. 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 industry data 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,



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