
February 9, 2023
Via FedEx

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

Attn: Planning Board Secretary

**Re: Circulation and Parking Assessment
Proposed Self-Storage and Urgent Care Center
625 Somerset Street (NJSH Route 27)
Block 163 – Lots 1.01 & 13.01
Franklin Township, Somerset County, NJ
DT # 1478 22-02420**

Dear Planning Board Members:

Dynamic Traffic has prepared the following assessment to determine the traffic impact and adequacy of access, circulation, and parking associated with change of plan of a previously approved mixed-use development located at the intersection of Route 27 and Kevin Apuzzio Avenue in the Township of Franklin, Somerset County, New Jersey (see Site Location Map). The site is designated as Block 163 – Lot 13.01 with an approximate size of 0.53 acres. The site previously obtained permission to construct a 2,680 SF fast-food restaurant with drive-thru. It should be noted that permission was granted to construct a 156,150 SF self-storage facility on the adjacent Lot 1.01 at the same time. Lot 1.01 has been fully developed with the 4-story 156,150 SF self-storage facility. It is proposed to maintain the self-storage facility on Lot 1.01 and construct a 3,487 SF CityMD urgent care center on Lot 13.01. Access to the site will continue to be provided via one (1) driveway with left-turn restrictions along Route 27 southbound as well as one (1) egress-only driveway and one (1) full movement driveway along Kevin Apuzzio Avenue, which were permitted and constructed under the previous site approval mentioned above. Note that Lots 1.01 and 13.01, in essence, function as one property, under separate ownership, with cross access currently between the lots.

This assessment 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 driveway was 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

Somerset Street (Route 27) is an Urban Principal Arterial roadway under NJDOT jurisdiction with a general north/south orientation. Along the site frontage, the roadway provides an east/west orientation. In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides two (2) travel lanes in each direction. On-street parking is not permitted along either side of the roadway. Curb and sidewalk are provided along both sides of the roadway. Route 27 provides a straight horizontal alignment along the site frontage and a generally flat vertical alignment. The land uses along Route 27 in the vicinity of The Project is a mix of commercial and residential.

Kevin Apuzzio Avenue is a Local roadway under Township of Franklin jurisdiction with a general north/south orientation. The roadway provides one (1) travel lane in each direction. On-street parking is permitted along both sides of the roadway. Curb and sidewalk are provided along the southbound (westerly) side of the roadway. Kevin Apuzzio Avenue provides a straight horizontal alignment along the site frontage and a flat vertical alignment. The land uses along Kevin Apuzzio Avenue in the vicinity of The Project are primarily commercial.

Site Generated Traffic

Trip generation projections for The Project were made utilizing trip generation research data as published under Land Use Code (LUC) 720 – Medical-Dental Office Building while trip generation projections for the approved use were prepared using LUC 934 – Fast-Food Restaurant with Drive-Thru in the Institute of Transportation Engineers’ (ITE) publication, *Trip Generation, Eleventh Edition*, and the NJDOT Highway Access Permit System (HAPS). This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. The following table shows the anticipated trip generation for The Project as compared to the existing use.

**Table I
 HAPS Trip Generation**

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
2,680 SF Fast-Food Restaurant with Drive-Thru (<i>Existing</i>)	71	66	137	70	68	138	75	73	148
3,487 SF CityMD Urgent Care Center (<i>Proposed</i>)	9	6	15	5	9	14	6	5	11
Difference	-62	-60	-122	-65	-59	-124	-69	-68	-137

As shown in Table I, the proposed development would generate 122 fewer trips during the weekday morning peak hour, 124 fewer trips during the weekday evening peak hour, and 137 fewer trips during the Saturday peak hour as compared to the existing use.

It should be noted that the proposed use will generate significantly less traffic than the approved use on the site. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Additionally, NJDOT has determined that the same 100 vehicle threshold is considered a “significant increase in traffic,” hence, it is not anticipated that the change in use have any perceptible impact on the traffic operation of the adjacent roadway network.

Site Access, Parking and Circulation

As previously noted, access to the site will continue to be provided via one (1) driveway with left-turn restrictions along Route 27 southbound as well as one (1) egress-only driveway and one (1) full movement driveway along Kevin Apuzzio Avenue, which were permitted and constructed under the previous site approval.

The site will be served by aisles of 24 feet wide for two-way movements which allows for full site circulation for the anticipated vehicle mix on site and meets generally accepted design standards.

It is proposed to provide 22 parking spaces (including one (1) handicap space) in support of The Project. The Ordinance sets forth a requirement of one (1) parking space per 300 SF for medical offices. With 3,487 SF of medical office proposed, this equates to a parking requirement of 12 parking spaces for The Project. Consequently, the Ordinance parking requirements are met and the proposed parking supply will be sufficient to support the anticipated demand of the project. The proposed parking stalls are 9’x18’ which meets the Ordinance requirement of 9’x18’ for the use proposed.

Findings

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

- The proposed 3,487 SF CityMD will generate 9 entering trip and 6 exiting trips during the morning peak hour, 5 entering trips and 9 exiting trips during the evening peak hour and 6 entering trips and exiting trips during the Saturday peak hour.
- As compared to the existing use, The Project would generate 122 fewer trips during the weekday morning peak hour, 124 fewer trips during the weekday evening peak hour, and 137 fewer trips during the Saturday peak hour.
- Access to the site will continue to be provided via one (1) driveway with left-turn restrictions along Route 27 southbound as well as one (1) egress-only driveway and one (1) full movement driveway along Kevin Apuzzio Avenue, which were permitted and constructed under the previous site approval.
- 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 and design is sufficient to support the projected demand and exceeds Ordinance requirements.

Conclusion

Based upon our Traffic Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of the Township of Franklin and NJDOT will not experience any significant degradation in operating conditions with the redevelopment of the site. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for effective circulation throughout the site and provides adequate parking to accommodate The Project's needs.

If you have any questions on the above, please do not hesitate to contact me.

Sincerely,

Dynamic Traffic, LLC



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JPT/sqb
Enclosures

c: Matt Sharo/Matt DeAngelis (via email w/encl.)
Charles Saka/Marc Impagliazzo (via Newforma)

