

TRAFFIC IMPACT STATEMENT

For

Proposed Mixed-Use Developments

Properties Located at:

66 Main, LLC
3 Central Avenue (CR 608)
Block 1802 – Lot 4


Ledan Holdings, LLC
5 Central Avenue (CR 608)
Block 1802 – Lot 3


Borough of Madison, Morris County, NJ

Prepared by:



1904 Main Street | 245 Main Street, Suite #110
Lake Como, NJ 07719 | Chester, NJ 07930
(732) 681-0760


Joseph J. Staigar, PE/PP
NJ PE License #30024


Corey M. Chase, PE
NJ PE License #47470

August 19, 2022

4464-22-01871
4468-22-01870

INTRODUCTION

It is proposed to construct two (2) four-story mixed use buildings (The Project) located in Borough of Madison, Morris County, New Jersey, as illustrated on Figure 1, in the Technical Appendix of this report. Descriptions of each project are outlined below:

- 3 Central Avenue: a mixed-use building consisting of 1,603 SF of ground floor retail space and 6 residential units on the northern portion of the lot located on the corner of Route 124 (Main Street) and Central Avenue (CR 608). The site is designated as Block 1802 – Lot 4 on the Borough Tax Maps. The site is currently developed with the a three (3) story mixed use building that will remain and a one (1) story restaurant to be razed. There is currently no on-site parking, no additional parking will be provided as part of the construction of the mixed-use building.
- 5 Central Avenue: a mixed-use building consisting of 1,887 SF of ground floor retail space and 9 residential units on the lot located along the northbound side of Central Avenue (CR 608). The site is designated as Block 1802 – Lot 3 on the Borough Tax Maps. The site is currently developed with a one (1) story hair salon, a one (1) story restaurant and a two (2) story detached family dwelling. All buildings will be razed. There is currently no on-site parking, no additional parking will be provided as part of the construction of the mixed-use building.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic and parking impact associated with the construction of The Project on the adjacent roadway network. This study 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 parking generation was assessed based on published data and demand experienced at similar developments.

EXISTING CONDITIONS

A review of the existing site and roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the proposed mixed use development. This included field investigations of the surrounding roadways and intersections.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

NJ Route 124 is an Urban Principal Arterial under the jurisdiction of the NJDOT. In the vicinity of the site the speed limit is 30 MPH and the roadway provides one (1) travel lane in each direction with a general north/south orientation. On-street parking is permitted along both sides of the roadway. Curb and sidewalk provided along both sides of the roadway. Route 124 provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Route 124 in the vicinity of The Project are a mixture of commercial and mixed-use developments.

Central Avenue (CR 608) is an Urban Major Collector roadway under the jurisdiction of Morris County. In the vicinity of the site the speed limit is 25 MPH and the roadway provides one (1) travel lane in each direction with a general east/west orientation.. On-street parking is permitted along both sides of the roadway. Curb and sidewalk provided along both sides of the roadway. Central Avenue provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Central Avenue in the vicinity of The Project are a mixture of commercial and mixed-use developments.

Elmer Street is a local roadway under the jurisdiction of the Borough of Madison. In the vicinity of the site the speed limit is 25 MPH and the roadway provides one (1) travel lane in each direction with a general north/south orientation. On-street parking is permitted along the northbound side of the roadway. Curb and sidewalk provided along both sides of the roadway. Elmer Avenue provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Elmer Avenue in the vicinity of The Project are a mixture of commercial and mixed-use developments.

FUTURE CONDITIONS

Traffic Generation

Conservatively, projections of future traffic volumes were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition* for Land Use Code (LUC) 220 – Multifamily Housing (Low-Rise) and LUC 822 – Strip Retail Plaza. The trip generation projections for the retail portion of the mixed-use developments is conservative as it does not consider the downtown setting and the multiple destinations of a single vehicular trip. Table I summarizes the projected trips generated by the proposed mixed-use development utilizing the ITE data for 3 Central Avenue, while Table II summarizes the projected trips for 5 Central Avenue.

Table I
Trip Generation for 3 Central Avenue

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
6 Unit Residential Development	0	2	2	2	1	3	1	1	2
1,603 SF of Ground Floor Retail	2	2	4	11	10	21	6	5	11
Total	2	4	6	13	11	24	7	6	13

Table II
Trip Generation for 5 Central Avenue

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
9 Unit Residential Development	1	3	4	3	2	5	2	2	4
1,850 SF of Ground Floor Retail	2	2	4	12	11	23	6	6	12
Total	3	5	8	15	13	28	8	8	16

It should be noted that within a half mile from the site is access there is access to the Madison New Jersey Transit train station and the NJ Transit 873 bus line which has stops along NJ Route 124. This mass transit availability will likely result in trip generation even lower than that which is projected by the ITE data, shown in Tables I and II as these residential units will appeal to tenants who utilize mass transit as a means to commute to and from work.

Without consideration of trips generated by the existing site developments, the proposed mixed-use projects are projected to generate a maximum of 52 peak hour trips, which translates to a maximum of approximately one (1) additional trip per minute during the peak hour. Since no appreciable increase in trip generation is projected to be generated by the site, the operational conditions of the surrounding roadway network are not anticipated to change. The minimal delays and queues in the area will remain as existing and it is likely that there will be no perceptible change in the traffic conditions with the construction of the proposed residential development. In fact, both ITE and the New Jersey Department of Transportation (NJDOT) define a “significant” increase in traffic as 100 or more peak hour trips. The proposed developments generate only 50% of that threshold.

Parking Generation

The Borough sets forth a parking requirement of 1.8 parking spaces per one bedroom unit, 2 parking spaces per two bedroom unit and 2.1 parking spaces per three bedroom unit for the residential use pursuant to the Residential Site Improvement Standards (RSIS).

For 3 Central Avenue, this equates to a parking requirement of 11 spaces for the new residential portion of the development in addition to the existing required 6 spaces for the existing residential units. No off-street parking is required for the proposed retail space.

For 5 Central Avenue, this equates to a parking requirement of 17 spaces for the residential portion of the development. No off-street parking is required for the proposed retail space.

There are no parking stalls provided for the proposed residential dwellings, as such, a parking variance is required. Based on data published by the ITE in the 5th Edition of Parking Generation, LUC 220 located within ½ mile of rail transit has an average peak parking demand of 1.07 vehicles per unit or 16 vehicles for the 15 residential units proposed.

The Green Avenue Lot is located approximately 700-feet from the subject properties and permits 24-hour parking for tenant permit holders which would be utilized to accommodate any parking demand generated by the mixed-use development. The Green Avenue Lot has 50 parking stalls available to accommodate tenant permit holders.

Parking occupancy observations were conducted at the Green Avenue Lot to determine the existing availability of parking stalls during the peak parking generation times for residential developments (10:00 PM to 12:00 AM) on several typical days. Table III summarizes the results of the parking occupancy counts.

**Table III
Green Avenue Lot Parking Occupancy Counts**

Date/Time	Parked Vehicles	Parking Occupancy
Friday, August 12 th /11:00 PM	19	38%
Saturday, August 13 th /11:15 PM	23	46%
Monday, August 15 th /10:30 PM	22	44%

The observations indicated a maximum parking occupancy of 46% which equates to 27 available parking stalls to accommodate the proposed residential units. Therefore, the Green Avenue Lot can accommodate the minimal additional parking demand which may be generated by the proposed residential units should the tenants require parking.

FINDINGS & CONCLUSIONS

Findings

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

- 3 Central Avenue: The proposed 6 residential units plus the ground floor retail will generate a maximum of 2 entering trips and 4 exiting trips during the morning peak hour, 13 entering trips and 11 exiting trips during the evening peak hour and 7 entering trips and 6 exiting trips during the Saturday midday peak hour.
- 5 Central Avenue: The proposed 9 residential units plus the ground floor retail will generate a maximum of 3 entering trips and 5 exiting trips during the morning peak hour, 15 entering trips and 13 exiting trips during the evening peak hour and 8 entering trips and 8 exiting trips during the Saturday midday peak hour.
- The proposed residential units are located in close proximity to the NJ Transit train station and bus stop and will cater to tenants who want to utilize mass transit as their primary method of commuting in lieu of having a personal vehicle.
- The Green Avenue Lot has the parking availability to accommodate the minimal parking demand expected to be generated by the proposed residential units and is located in close proximity to The Project.

Conclusions

Based upon our Traffic Impact Statement as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Borough of Madison, County of Morris and the NJDOT will not experience any significant degradation in operating conditions with the construction of The Project as a significant increase in traffic will not result. The minimal projected parking demand can be accommodated in the Municipal parking lot located in close proximity to The Project.

Technical Appendix

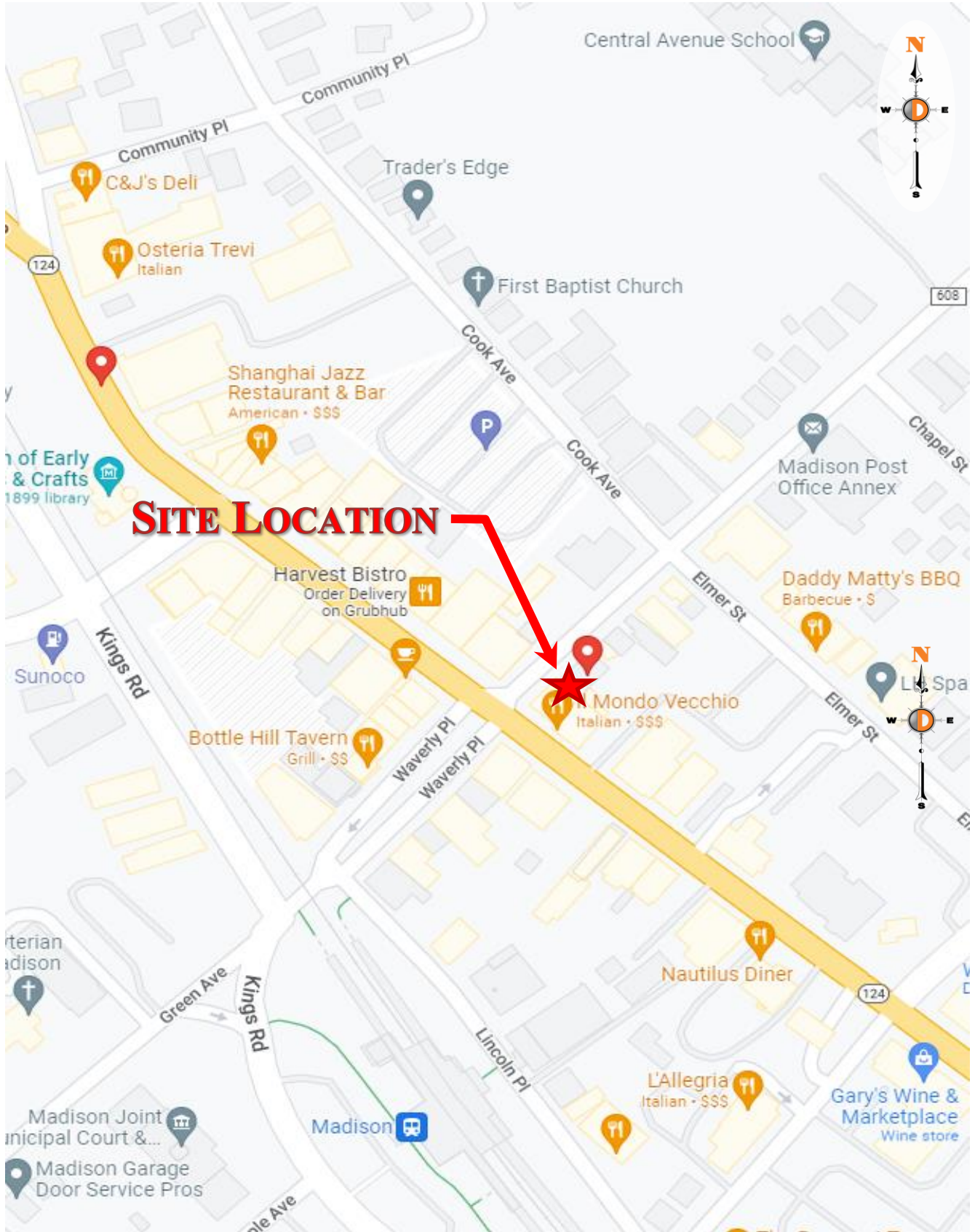


Figure 1

Site Location Map