

TRAFFIC IMPACT STATEMENT

For

**Storage Platform, LLC
Proposed Self-Storage Facility**

Property Located at:

**311, 313, 315 & 317 Valley Street (CR 638)
1 & 15 Lackawanna Place
Block 2303 – Lots 1, 2, 3, 13 & 14
Township of South Orange Village, Essex County, NJ**

Prepared by:



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2624-99-007T

INTRODUCTION

It is proposed to construct a 4-story 131,832 SF self-storage building on a parcel of land located along the northwest corner of the Lackawanna Place intersection with Valley Street, in the Township of South Orange Village, Essex County, New Jersey, as illustrated on Figure 1, in the Technical Appendix of this report (The Project). The site is designated as Block 2303 – Lots 1, 2, 3, 13 and 14 on the Township Tax Maps and is currently developed with multiple commercial and mixed-use buildings including 2 automobile repair facilities. Access to the site is currently provided via 1 curb cut along Valley Street and 4 curb cuts along Lackawanna Place. It is proposed to close the existing access points and construct 2 curb cuts along Lackawanna Place which will provide access to 4 internal loading spaces and 2 parking spaces. Parking for The Project will be provided via 2 on-site parking spaces and 4 internal loading bays. In addition, 5 on-street parking stalls are proposed to be restriped along the Valley Street frontage as part of The Project. Along the Lackawanna Place frontage, 5 additional on-street parking stalls and a “No Parking” area will be striped, however these parking stalls are not associated with The Project.

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 proposed site driveways were 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

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 self-storage building. This included field investigations of the surrounding roadways and intersections.

Existing Roadway Conditions

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

Valley Street (CR 638) is an Urban Minor Arterial roadway under the jurisdiction of Essex County. In the vicinity of the site the posted speed limit is 35 MPH and the roadway provides one travel lane in each direction with a general north/south orientation. On-street parking is permitted along both sides of the roadway while curb and sidewalk are provided in both directions. Valley Street provides a straight horizontal alignment and a flat vertical alignment. The land uses along Valley Street in the vicinity of The Project are a mixture of commercial, office and residential with Founders Park located to the north of The Project.

Lackawanna Place is a local dead-end roadway under Township jurisdiction. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction with a general east/west orientation as it intersects Valley Street. On-street parking is permitted along the westbound side of the roadway while curb and sidewalk are provided in both directions. Lackawanna Place provides a straight horizontal alignment and a slight downgrade vertical alignment as it goes from east to west. The land uses along Valley Street in the vicinity of The Project are a mixture of commercial and residential with NJ Transit train tracks located to the west of The Project.

FUTURE CONDITIONS

Traffic Generation

Projections of future traffic volumes were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition* for Land Use Code (LUC) 151 – Mini-Warehouse. Table I summarizes the projected trips generated by the proposed self-storage building utilizing the ITE data.

Table I
Trip Generation

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
131,832 SF Self-Storage Building	8	5	13	10	12	22	24	17	41

As mentioned previously, the site is currently developed with numerous mixed-use and commercial buildings inclusive of two (2) automobile repair facilities. However, no credit was taken for the existing use of the site and all site traffic was considered an increase over vacant land. This accounts for a “worst case scenario” from a traffic impact perspective.

Since no appreciable increase in trip generation is projected to be generated by the site, the operational conditions of the surrounding roadway network is 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 self-storage building. In fact, both ITE and NJDOT define a “significant” increase in traffic as 100 or more peak hour trips. As shown in Table I, the subject property will generate a maximum of only approximately 40% of this threshold.

Site Access, Circulation and Parking

As mentioned previously, access to the site will be provided via 2 curb cuts along Lackawanna Place which will provide access to the 4 internal loading stalls and 2 on-site parking stalls. The existing curb cut along Valley Street will closed as part of the development proposal.

It is proposed to provide 2 parking spaces and 4 loading bays for a total of 6 off street parking spaces. In addition, 5 on street parking spaces along the Valley Street frontage will be restriped as part of The Project. The Lackawanna + Valley Redevelopment Plan requires 1 parking stall per 22,000 SF for self-storage uses which equates to a total of 6 parking stalls for the proposed facility which is satisfied by the development proposal. In addition, the Plan allows 70% of the total parking spaces to be oversized which is met by the proposed 4 internal loading spaces.

It is proposed to provide on-site parking stalls with dimensions of 9’x18’, which meets the Redevelopment Plan requirements. The proposed on-street parking stalls to be restriped are 8’x22’ and 8’x20’ for compact spaces which is compliant with the Redevelopment Plan requirements. Therefore, it is expected that the proposed parking stall dimensions will adequately accommodate the site.

FINDINGS & CONCLUSIONS

Findings

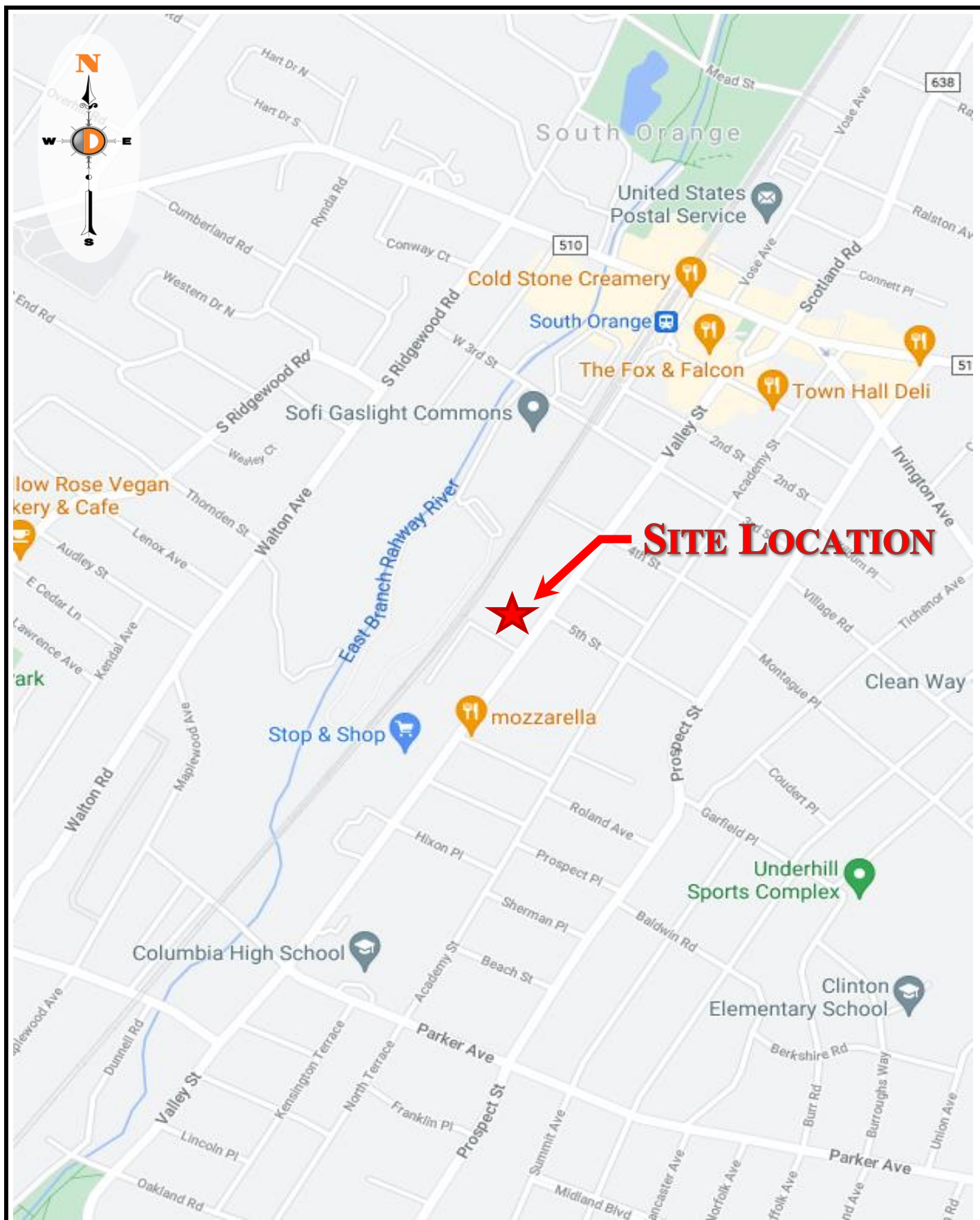
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 131,832 SF self-storage building will generate a maximum of 8 entering trips and 5 exiting trips during the morning peak hour, 10 entering trips and 12 exiting trips during the evening peak hour and 24 entering trips and 17 exiting trips during the Saturday peak hour. This equates to approximately 40% of the threshold for a significant increase in traffic.
- Two (2) curb cuts will be provided along Lackawanna Place to provide access to the interior lading spaces and parking stalls. The existing curb cut along Valley Street will be eliminated.
- As proposed, The Project's site driveways have been designed to provide for safe and efficient movement of vehicles throughout the site.
- The proposed parking supply and design is sufficient to support the maximum anticipated demand and is compliant with the Redevelopment Plan requirements.

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 Township of South Orange Village and Essex County 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 site driveways are located to provide safe and efficient access to the adjacent roadway system.

Technical Appendix



Proposed Self-Storage Facility
 Traffic Impact Statement
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 5/26/2021

Figure 1

Site Location Map