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July 6, 2020

VIA UPS

Verona Township Planning Board
Verona Town Hall
600 Bloomfield Avenue
Verona, NJ 07044

Re: Traffic Assessment Letter
PIRHL Verona
Block 2301, Lots 10-12 & 14-19
Verona Township, Essex County, New Jersey
MC Project No.: 20000318A

Dear Board Members:

This Traffic Assessment has been prepared in support of the site plan application to Verona Township ("Township") for PIRHL, LLC ("Applicant") to construct a 95-unit multi-family residential development ("The Project"). The project is being developed in accordance with "The Depot and Pine Redevelopment Area Redevelopment Plan" adopted by the Township. The subject site is located between Linn Drive and Pine Street and is designated as Block 2301, Lots 10-12 & 14-19 on the Verona Township Tax Maps. Access to the project is proposed via a full movement driveway along Linn Drive and a right-in/right-out only driveway along Pine Street. The subject site is currently developed with an approximate 18,000 SF Industrial building. It is proposed to raze the existing building and construct the multi-family residential development. The site location map and Site Plan are included as **Figures 1 and 2** of **Appendix A**.

Linn Drive is a local roadway under Verona Township jurisdiction with a general north/south orientation. Linn Drive provides one (1) travel lane in each direction and the posted speed limit 25 MPH.

Pine Street is a local roadway under Verona Township jurisdiction with a general east/west orientation. Pine Street provides one (1) travel lane in each direction east of its intersection with Depot Street and one (1) travel lane, westbound, west of its intersection with Depot Street.

Trip Generation

The impact of any development to the adjacent street network is typically dependent upon the number of site generated trips the development is anticipated to generate. Trip generation estimates for the existing and proposed uses were made utilizing data published under Land Use Code 110 – General Light Industrial and Land Use Code 220 – Multifamily Housing (Low-Rise) in the Institute of Transportation Engineers' (ITE) publication *Trip Generation, Tenth Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country. **Table 1** details the anticipated trips for the existing and proposed uses.

Table 1 – ITE Trip Generation Comparison

ITE Land Use		Size	AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Existing	110 – General Light Industrial	18,000 SF	11	2	13	1	10	11
Proposed	220 – Multifamily Housing (Low-Rise)	95 units	10	35	45	35	21	56
Difference			**-1**	**+33**	**+32**	**+34**	**+11**	**+45**

As illustrated from the table above, the proposed development would generate a maximum of 45 new peak hour trips. It is noted NJDOT and ITE define a significant increase in traffic as 100 or more peak hour trips added to the adjacent network. As the project would generate less than 100 trips during the weekday morning and evening peak hours, it can be considered not a significant increase in traffic on the adjacent roadway system.

Site Access & Parking Assessment

Access to the project is proposed via a full movement driveway along Linn Drive and a right-in/right-out only driveway along Pine Street. It is proposed to provide 143 surface parking spaces. All parking spaces will be 9' x 18' in size and will have aisle widths of 24', complying with the Residential Site Improvement Standards (RSIS). The proposed site plan can accommodate two-way circulation throughout the site. The layout of the site provides sufficient circulation for a typical delivery truck, garbage truck, and emergency vehicle to efficiently maneuver through the site.

"The Depot and Pine Redevelopment Area Redevelopment Plan" sets forth a parking requirement of 1.5 spaces per residential dwelling unit. For the proposed 95-unit residential building, the parking requirement equates to 143 spaces. It is proposed to provide 143 surface parking spaces, thus satisfying the Redevelopment Plan requirement.

Additionally, parking estimates for the development of the project were made utilizing data as published under Land Use Code 223 – Affordable Housing in the ITE publication, *Parking Generation,5th Edition*. Based on the ITE published data, the 85th percentile peak period parking demand ratio is 1.33 spaces per dwelling unit, which equates to a total of 127 spaces for the 95-unit multi-family residential development. As previously mentioned, it is proposed to provide 143 spaces, thus exceeding the ITE requirement. Based on the calculated projected demand from published industry standards, adequate parking will be provided.

Conclusion

In summary, given this project does not generate a significant increase in site generated traffic, it is our opinion that this project will not have a negative impact on the adjacent roadway system. Additionally, sufficient parking is provided based on the "Depot and Pine Redevelopment Area Redevelopment Plan" requirement and published industry data.

Should you have any questions, or require any additional information, please do not hesitate to contact this office.

Very truly yours,

MASER CONSULTING P.A.

Jeffrey M. Fiore, P.E.
Transportation Planning Department Manager

KMC
Attachments
cc: Lara Schwager, PIRHL (via UPS w/enclosures)

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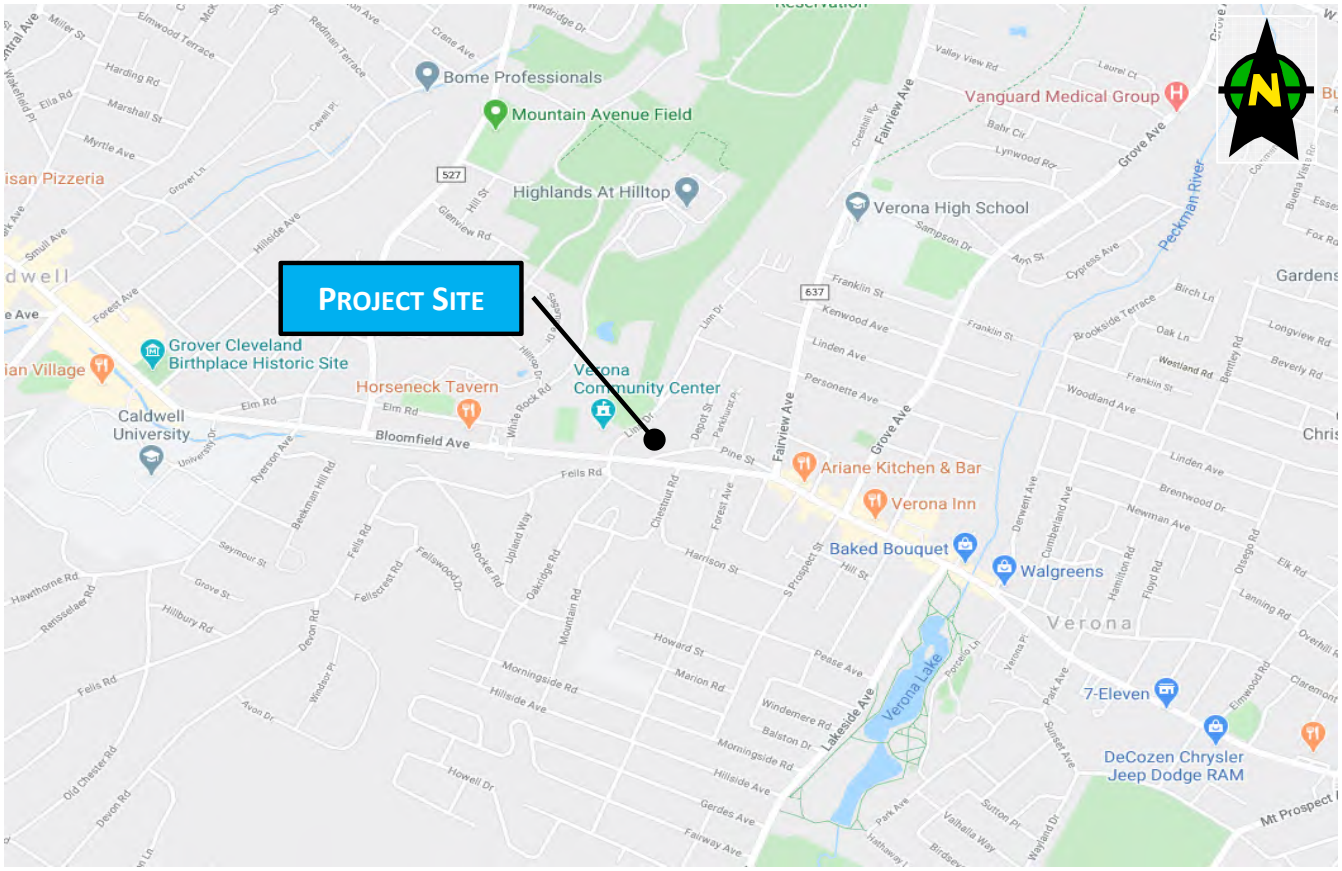

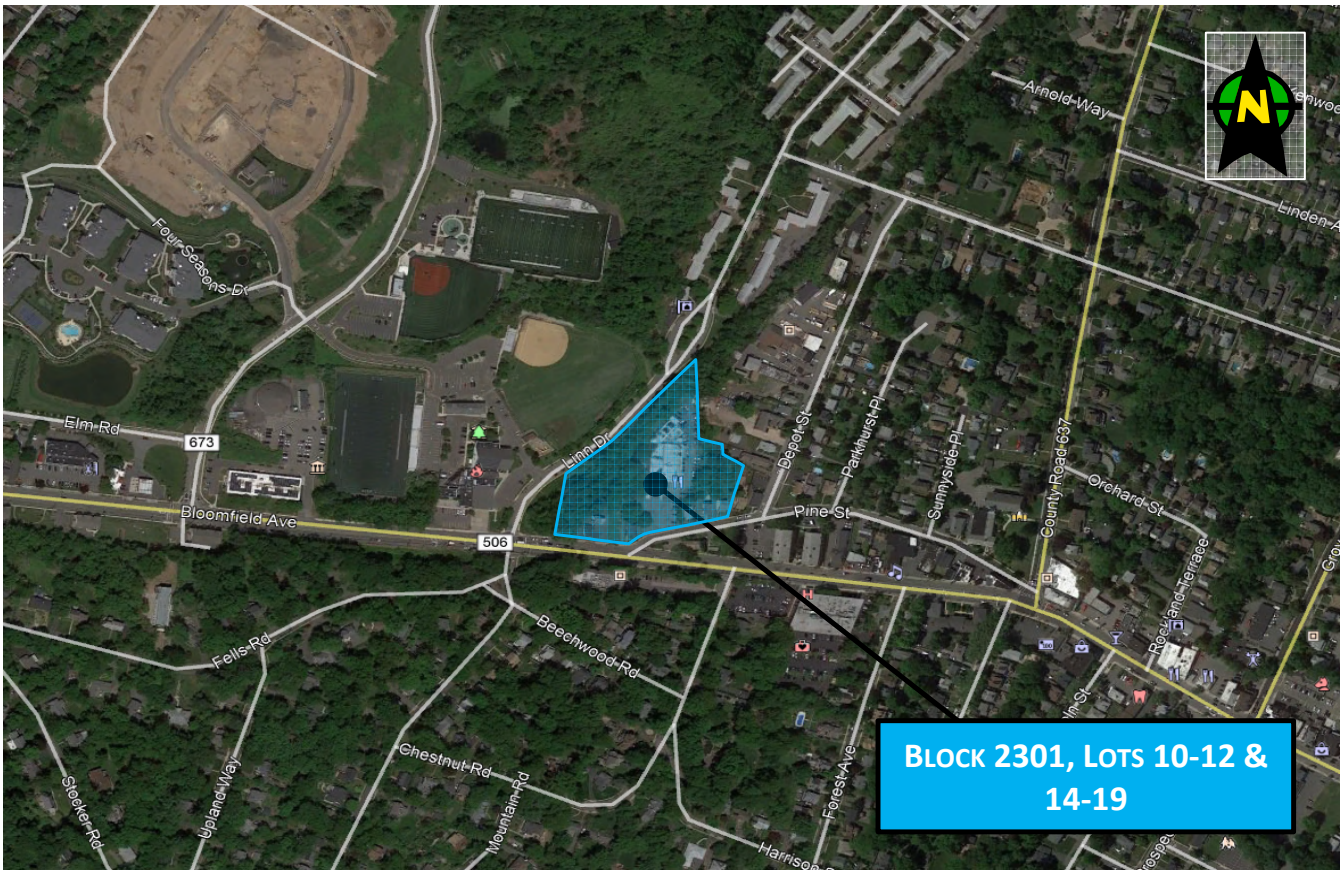

20000318A	PIRHL Verona	**Figure 1**
	Verona Township, Essex County, New Jersey	**Site Location Map**

MELILLO-BALER ASSOCIATES
Landscape Architecture

CONCEPTUAL LANDSCAPE PLAN
PIRHL VERONA
VERONA, NEW JERSEY

DATE: 2020.06.22 **SCALE:** 1"=20'-0"

0 10' 20' 40' 60'