

March 18, 2022

Sean Earlen  
Active Acquisitions  
5 Tenafly Road, Suite 416  
Englewood, NJ 07631

**Re: Traffic Statement for  
AAVRHW Property LLC  
Proposed Warehouse Development  
Block 41, Lot 17  
Victory Road, Howell, NJ  
Langan Project No.: 130182401**

Dear Mr. Earlen:

Langan Engineering & Environmental Services prepared this traffic statement for a proposed warehouse development along Victory Road in the Township of Howell. Specifically, we performed the following tasks:

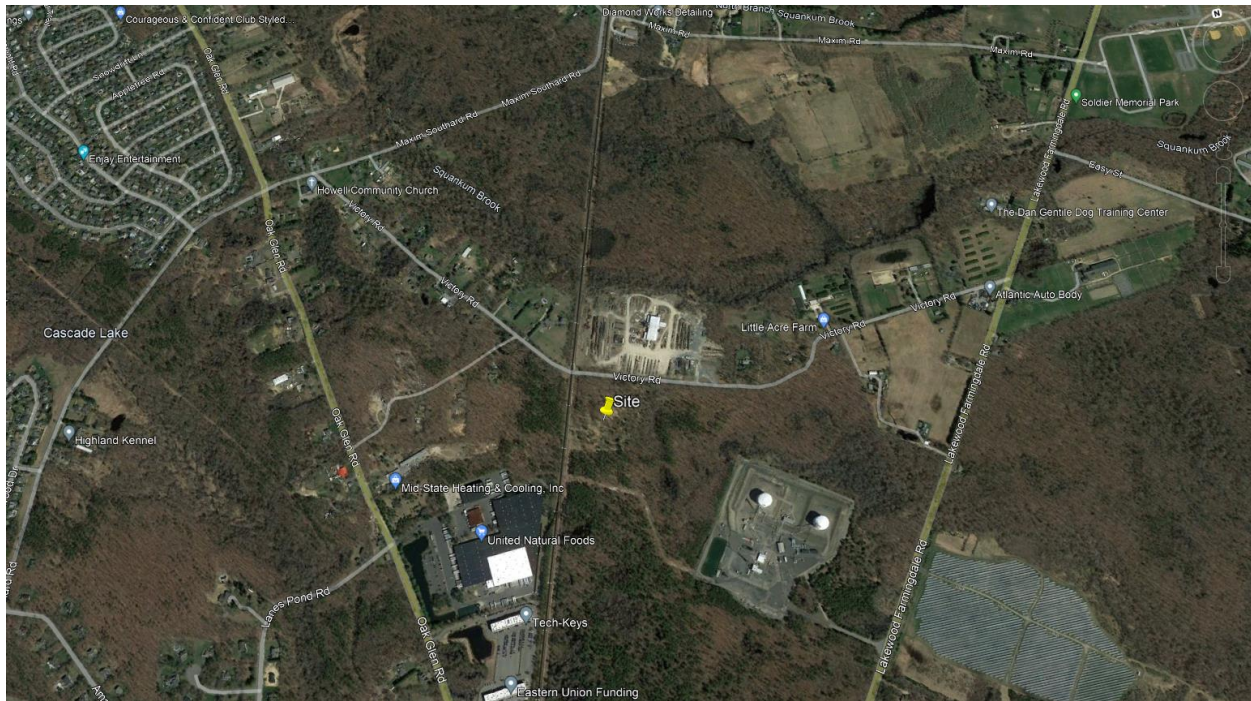
- reviewed existing conditions,
- reviewed the proposed warehouse development,
- estimated trip generation, and
- reviewed the site layout plan for the adequacy of site access, circulation and parking.

We have concluded the proposed warehouse development will not significantly change area traffic operations. Moreover, the site design is consistent with current standards and provides adequate access, circulation and parking.

## **EXISTING CONDITIONS**

Figure 1 on the following page shows the site. The site is located on the south side of Victory Road and is undeveloped and wooded. The township tax maps designate the site as Block 41, Lot 17.

Victory Road runs between Maxim Southard Road and Lakewood Farmingdale Road. Along the site frontage, Victory Road has a general east-west orientation and is straight and flat. This road provides one lane and a shoulder in each direction. The posted speed limit is 50MPH. Land use along Victory Road is primarily residential and farmland.



**Figure 1 – Site Location Map**

## **PROPOSED WAREHOUSE DEVELOPMENT**

The applicant proposes to construct a new warehouse on the site. The proposed warehouse will provide approximately 207,523 square feet of floor area and have 109 parking spaces. Two full-movement driveways along Victory Road will provide site access. Stop signs will control both driveways. Figure 2 on the following page shows the site layout plan.

## **TRIP GENERATION**

We used trip generation data contained in *Trip Generation*, 11th edition, published by the Institute of Transportation Engineers (ITE) to estimate the warehouse trip generation. We used the highest ITE warehousing (land use code 150) trip rates to estimate trip generation, inclusive of the trip rates for the peak hour of generator. Table 1 on the following page shows the trip generation estimates for the critical weekday morning and evening peak hours during commuting times and for twenty-four hours. Attached are the trip generation worksheets.

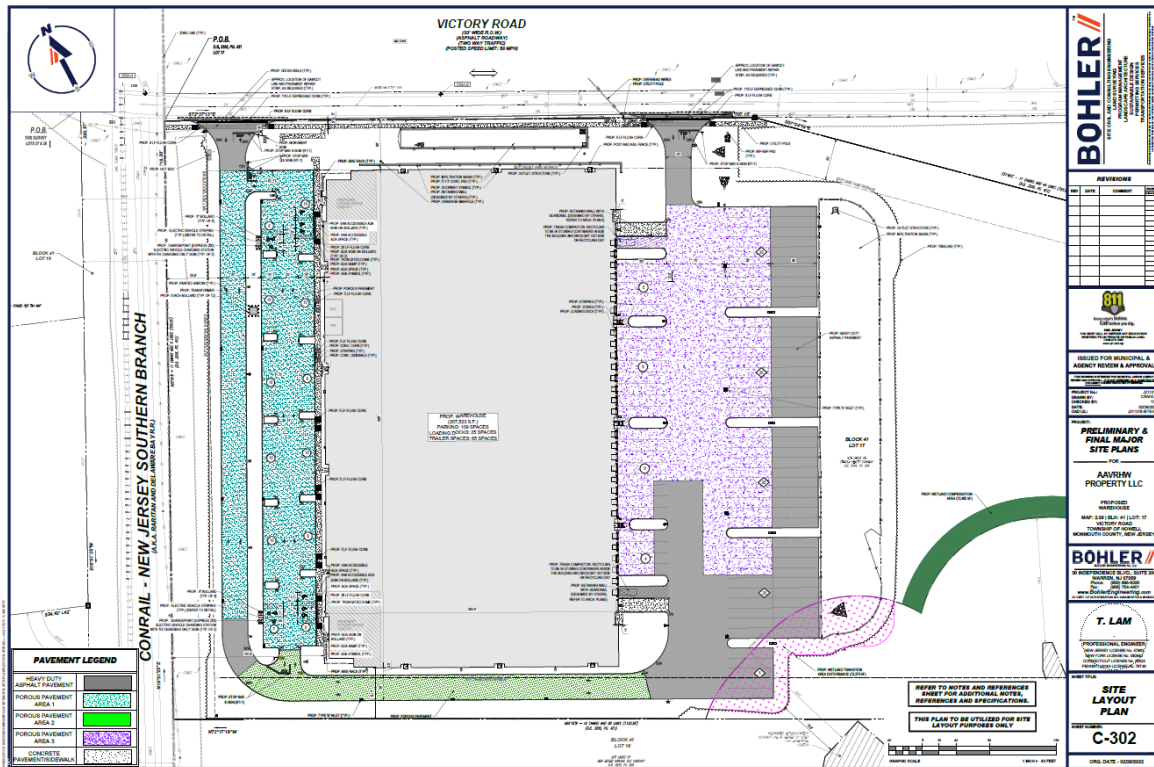


Figure 2 – Site Layout Plan

Table 1 - Trip Generation Estimates

Time Period	Proposed Warehouse 207,523 SF		
	Cars	Trucks	Total Vehicles
<b>Weekday Morning Peak Hour</b>			
Enter	30	4	34
Exit	8	9	17
Total	38	13	51
<b>Weekday Evening Peak Hour</b>			
Enter	6	6	12
Exit	34	6	40
Total	40	12	52
<b>Weekday Daily (24-Hours)</b>			
Enter	120	63	183
Exit	120	63	183
Total	240	126	366

As Table 1 shows, the estimated trip generation is well less than 100 trips during weekday peak hours. Many entities, including the NJDOT, consider land uses generating less than 100 peak hour trips as having an insignificant traffic impact. Consequently, the proposed warehouse development will not have a significant impact along the adjacent roads and we expect any changes to area traffic operations will be imperceptible.

## **SITE PLAN REVIEW**

We have reviewed the site layout plan for the proposed warehouse development. We focused our site layout plan review on access, circulation and parking supply, which the following items address:

- The site plan shows the warehouse development will have two full-movement driveways along Victory Road. The west driveway will serve cars and trucks and the east driveway will primarily serve trucks. Stop signs will control both proposed site driveways. We expect the proposed site driveways will operate efficiently and will facilitate turning into and out of the site.
- The proposed passenger car parking provides 9 feet wide and 19 feet deep perpendicular parking spaces served by a 25 feet wide aisle. These parking space dimensions are consistent with current parking design standards.
- The site plan isolates the passenger car parking from the truck court, which will minimize the interaction of cars and trucks.
- We anticipate the proposed parking supply will adequately accommodate the proposed warehouse development's parking demands. The site plan shows 109 parking spaces for the warehouse. Based on ITE data, the proposed warehouse has an average peak parking demand of approximately 81 vehicles. Attached is the parking generation worksheet.

Based on our review, we believe the site plan provides convenient access, efficient circulation and adequate parking for the proposed warehouse.

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## CONCLUSION

We have concluded that the proposed warehouse development will not create any significant traffic impacts. In addition, the site design is consistent with current standards and provides adequate access, circulation and parking.

Should you have any questions or comments concerning this traffic statement, please do not hesitate to contact our office.

Very truly yours,

**Langan Engineering and Environmental Services, Inc.**



Daniel D. Disario, P.E., PTOE  
Principal

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NJ Certificate of Authorization No: 24GA27996400

**TRIP GENERATION AND  
PARKING GENERATION WORKSHEETS**

# Warehousing (150)

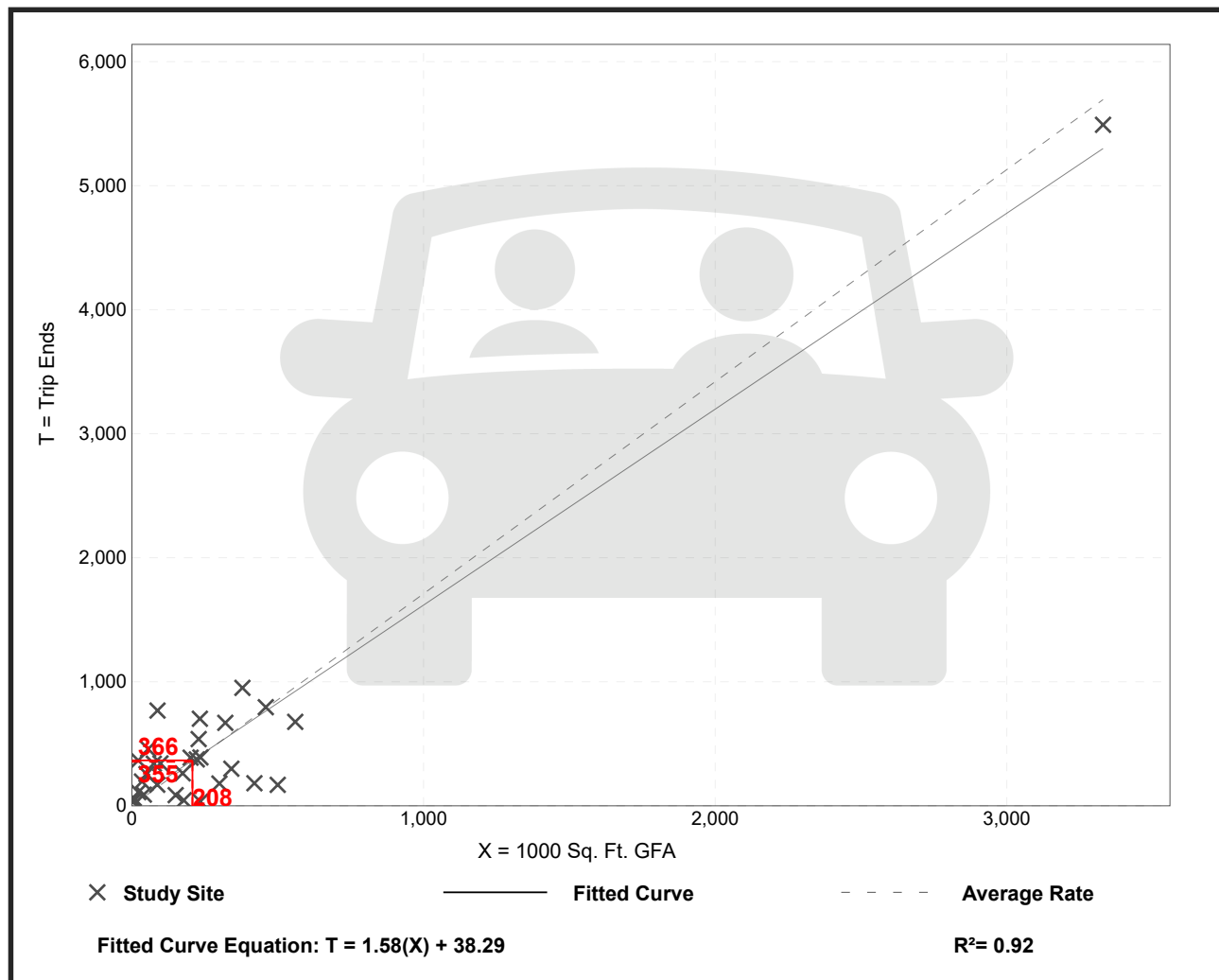
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 31  
Avg. 1000 Sq. Ft. GFA: 292  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.71	0.15 - 16.93	1.48

## Data Plot and Equation



# Warehousing (150)

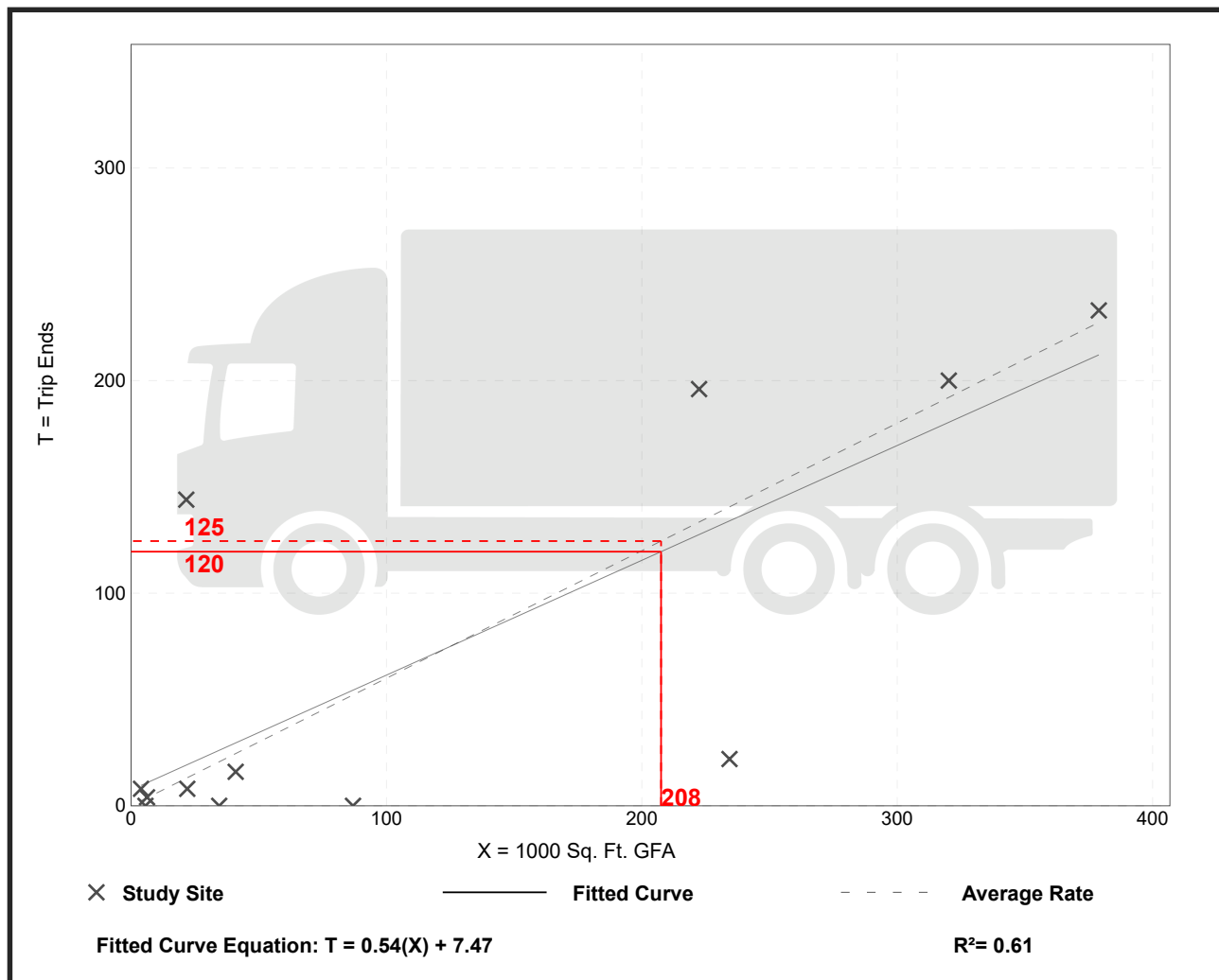
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 12  
Avg. 1000 Sq. Ft. GFA: 115  
Directional Distribution: 50% entering, 50% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.60	0.00 - 6.66	0.86

## Data Plot and Equation





# Warehousing (150)

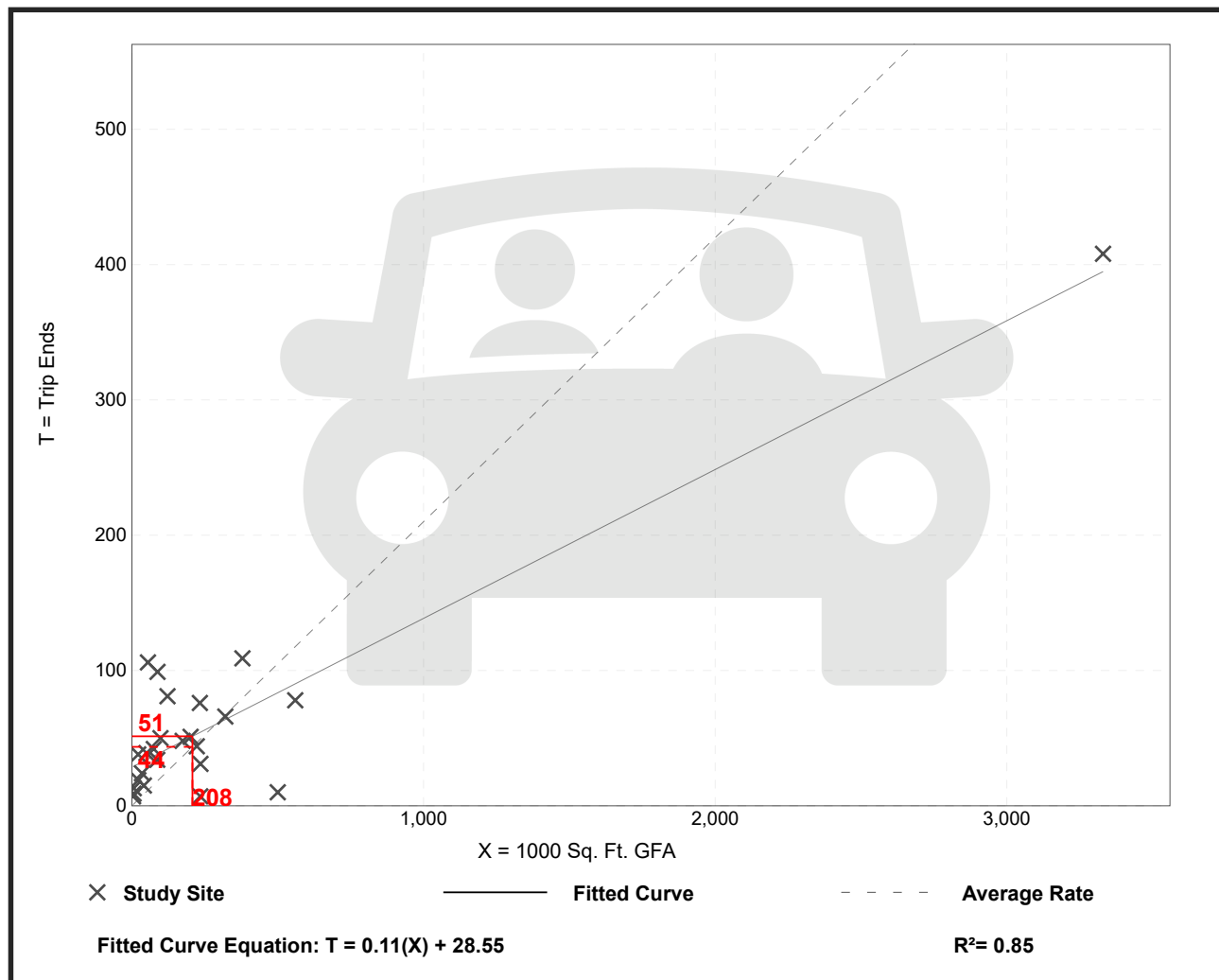
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 25  
 Avg. 1000 Sq. Ft. GFA: 284  
 Directional Distribution: 66% entering, 34% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.21	0.02 - 2.08	0.26

## Data Plot and Equation



# Warehousing (150)

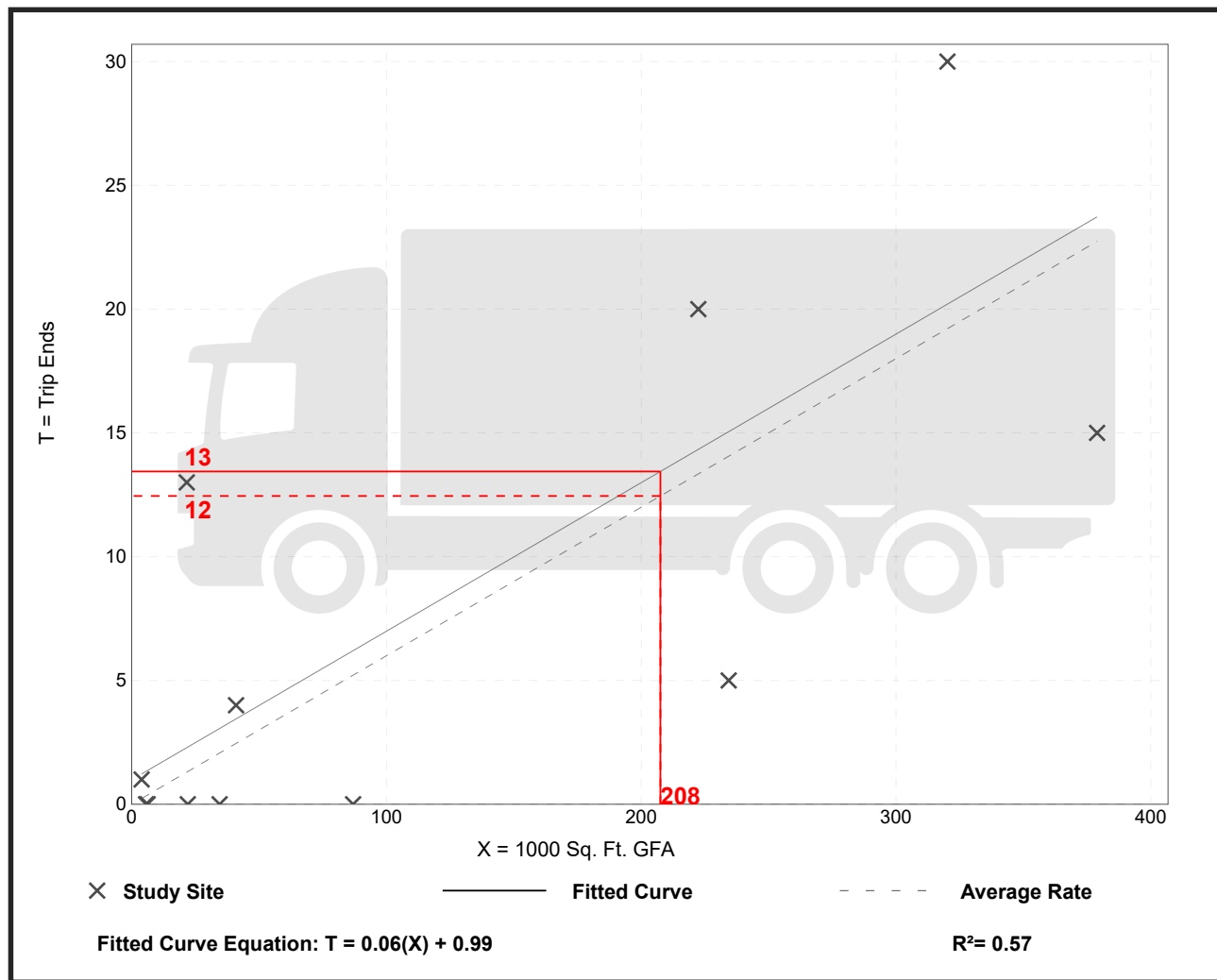
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 12  
 Avg. 1000 Sq. Ft. GFA: 115  
 Directional Distribution: 35% entering, 65% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.60	0.08

## Data Plot and Equation



# Warehousing (150)

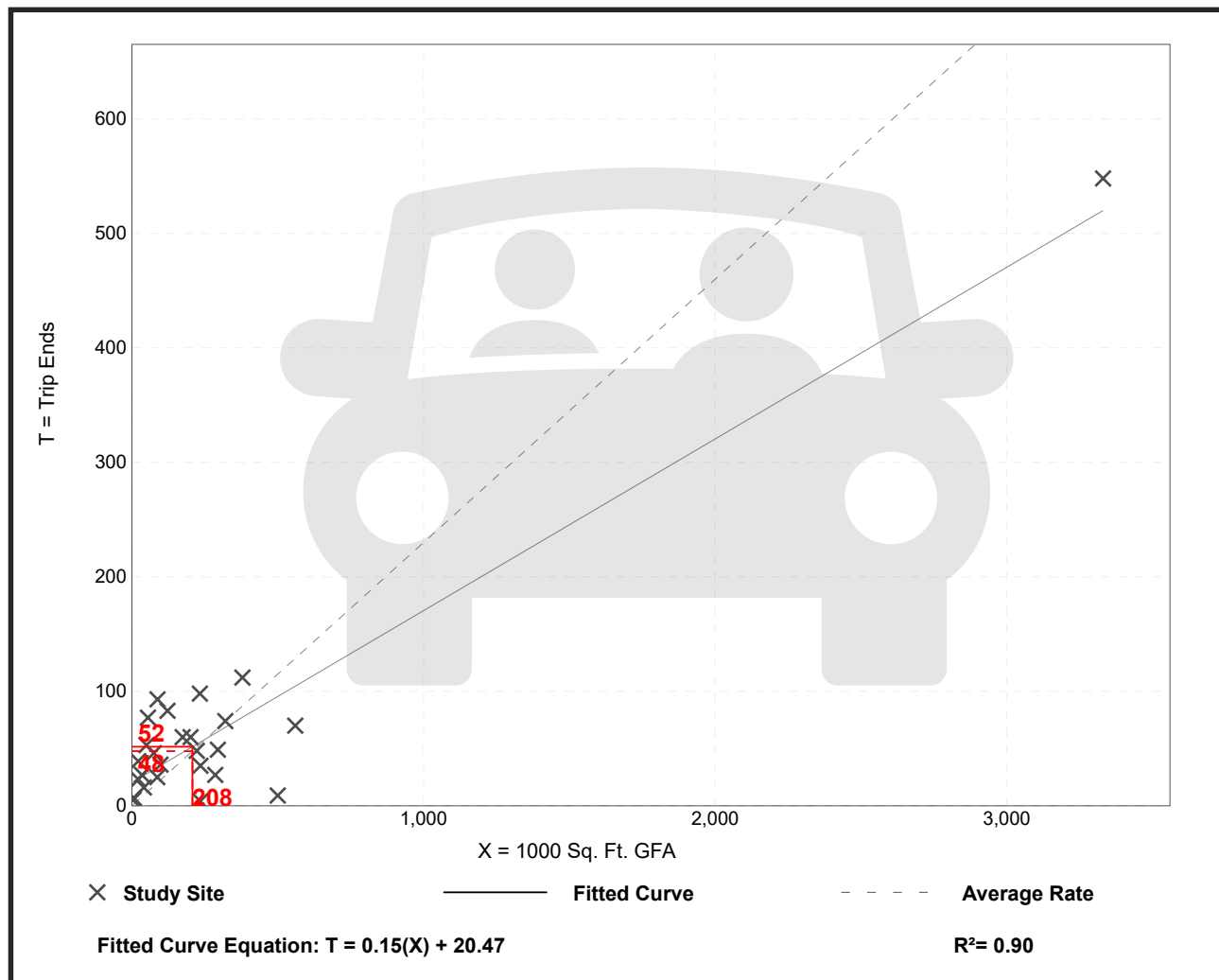
**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 27  
 Avg. 1000 Sq. Ft. GFA: 284  
 Directional Distribution: 24% entering, 76% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.23	0.02 - 1.80	0.23

## Data Plot and Equation



# Warehousing (150)

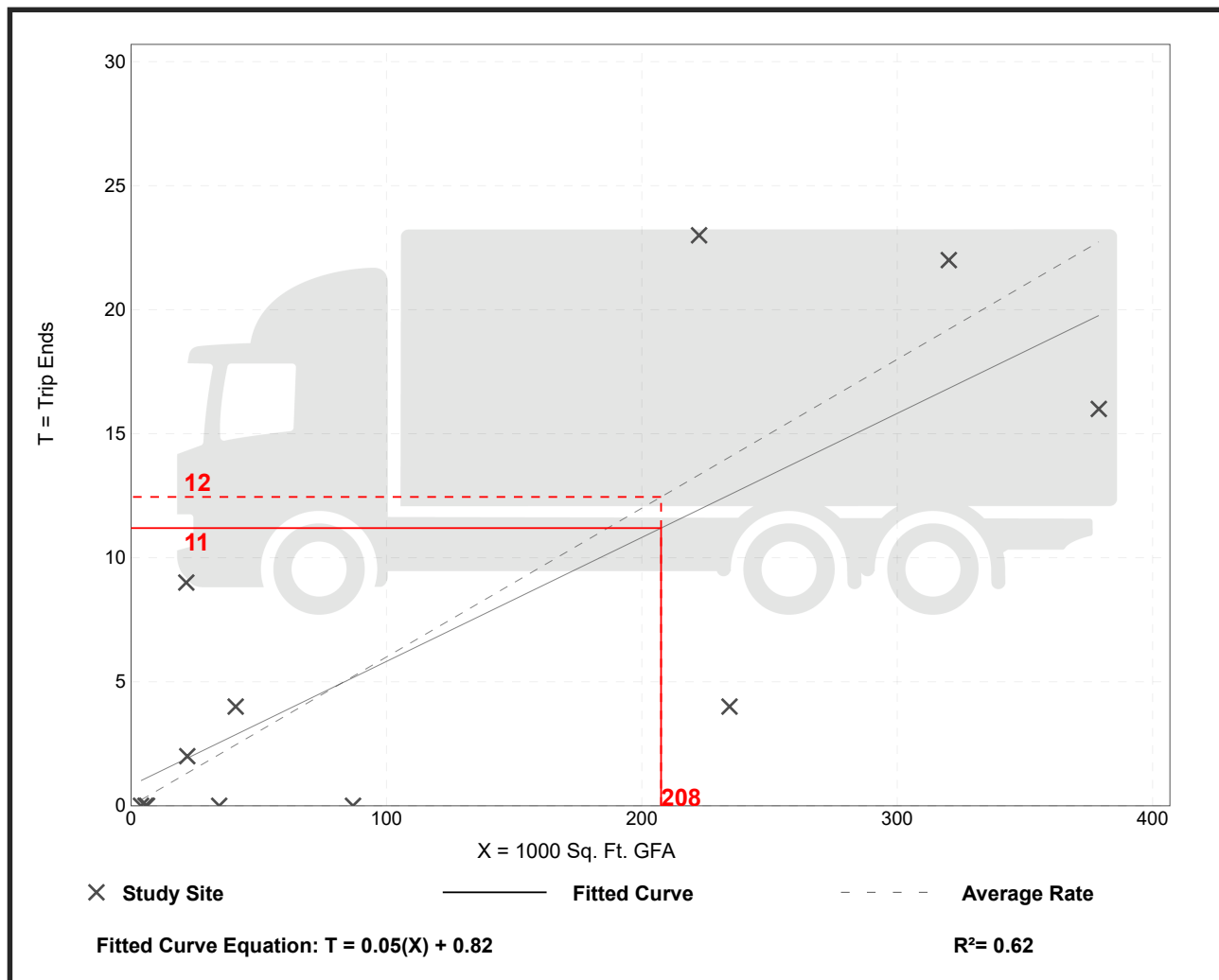
**Truck Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 12  
 Avg. 1000 Sq. Ft. GFA: 115  
 Directional Distribution: 53% entering, 47% exiting

## Truck Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.06	0.00 - 0.42	0.06

## Data Plot and Equation



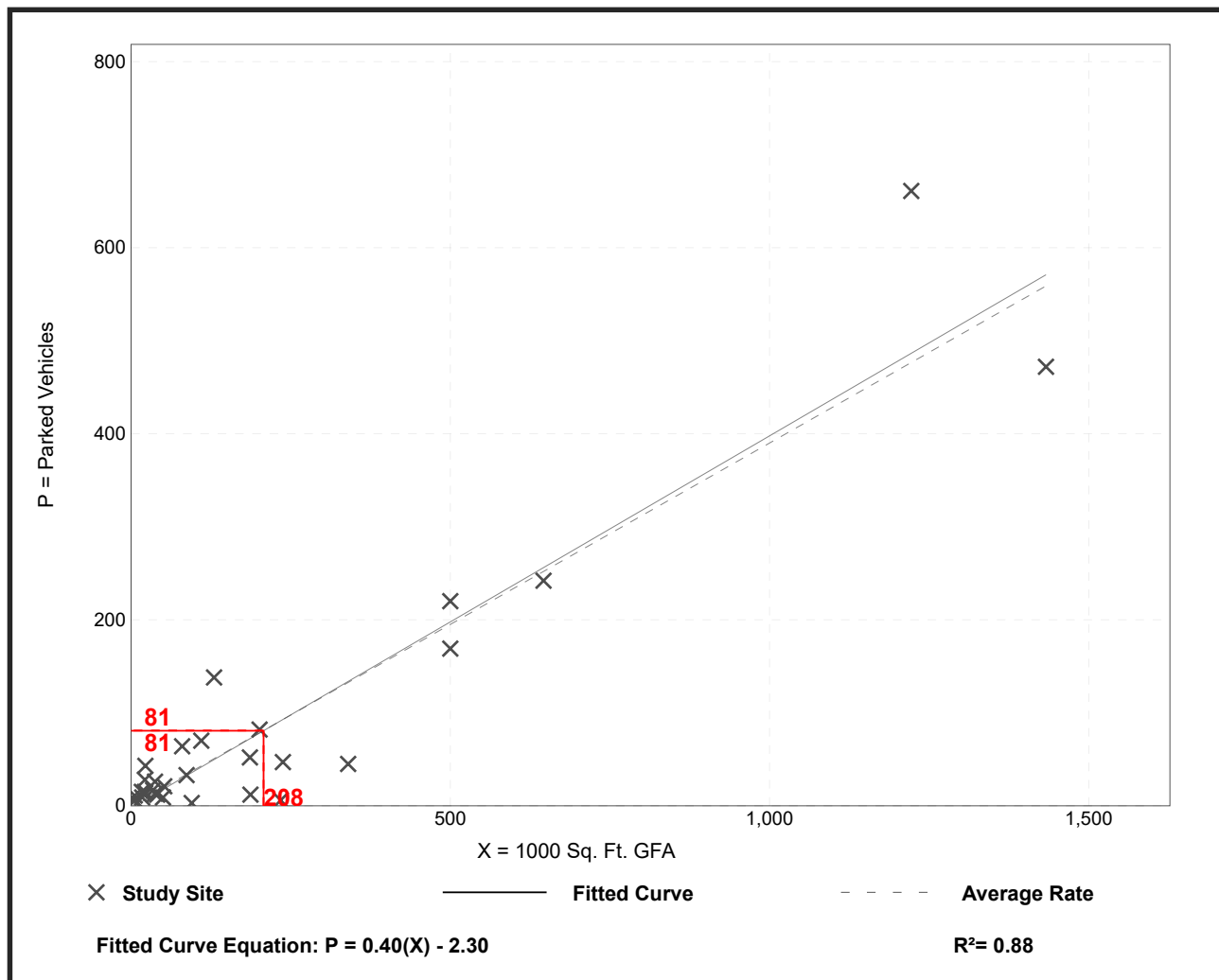
# Warehousing (150)

**Peak Period Parking Demand vs: 1000 Sq. Ft. GFA**  
**On a: Weekday (Monday - Friday)**  
**Setting/Location: General Urban/Suburban**  
**Peak Period of Parking Demand: 11:00 a.m. - 4:00 p.m.**  
 Number of Studies: 31  
 Avg. 1000 Sq. Ft. GFA: 212

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.39	0.03 - 1.96	0.34 / 1.11	0.31 - 0.47	0.22 (56%)

## Data Plot and Equation



*Parking Generation Manual, 5th Edition* • Institute of Transportation Engineers