

**TRAFFIC STATEMENT**  
**for**  
**BEECHLAWN PROPERTY MANAGEMENT LLC**

**Proposed Warehouse**  
**40 Enterprise Avenue**  
**Block 601, Lots 1-8; Township of Lawrence**  
**Block 23201, Lot 1; City of Trenton**  
**Mercer County, New Jersey**



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## INTRODUCTION

Atlantic Traffic & Design Engineering, LLC (ATDE) has prepared this Traffic Statement to examine the redevelopment of a warehouse located near the northwest corner of Enterprise Avenue and Assupink Boulevard in Mercer County, New Jersey, as shown on **Figure 1** in the **Appendix**.

### CURRENT CONDITION

The site extends across 2 municipalities and consists of several buildings which form 264,933 square feet warehouse. All of the buildings besides the southern tip of the largest one are located on Block 601, Lots 1-8 in the Township of Lawrence. Lots 4, 5, 6 and 8 have frontage along Enterprise Avenue, a local road that has a general east/west orientation in the site vicinity. Lots 6 and 7 have frontage along Trenton Freeway (US Route 1).

The southern tip of the largest building extends into Block 23201, Lot 1 in the City of Trenton.

The site's largest building has railroad tracks on either side. These tracks once connected to the United New Jersey Railroad & Canal Company (UNJRR & C Co) line that ran along Enterprise Avenue. The UNJRR & C Co tracks adjacent to the site are no longer there.

The property is accessed via 2 full-movement driveways located along westbound Enterprise Avenue. The western driveway provides access to the rear of the 2 largest buildings and the eastern driveway provides access to the front of the property.

### PROPOSED CONDITION

Under proposed conditions, the existing buildings and railroad tracks will be demolished and replaced by a single 275,656 square foot warehouse. The proposed building will be located in Lawrence Township.

In addition to modernizing the site, parking will be formalized with dedicated tractor trailer and passenger car parking provided.

The western full-movement driveway will be relocated approximately 145 feet to the west, and the central full-movement driveway will be relocated approximately 50 feet to the east.

#### **SCOPE OF STUDY**

This study has been performed to analyze the traffic impacts associated with the proposed warehouse development. Accordingly, this Traffic Statement includes the following:

- A review of existing roadway and traffic conditions in the vicinity of the site, including roadway geometrics,
- Projection of the expected traffic volume to be generated by the proposed warehouse and;
- An evaluation of the Site Plan design, on-site circulation and parking supply.

## EXISTING TRAFFIC CONDITIONS

### SUBJECT PROPERTY

The subject property located near the northwest corner of Enterprise Avenue and Assunpink Boulevard in Mercer County and has the following characteristics:

- › A portion of the property is located in the City of Trenton's Industrial B District where warehouse facilities are considered a permitted use.
- › The portion of the property located in Lawrence Township is under the Enterprise Avenue Redevelopment Area.
- › In the City of Trenton along the Enterprise Avenue corridor, land use in the site vicinity is predominately industrial in nature.

### ROADWAY NETWORK

The subject property is accessed via westbound Enterprise Avenue. The following is a description of the adjacent roadway network:

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#### Enterprise Avenue

- › Classified as a local road with a general east/west orientation
- › Provides 1 travel lane to accommodate each direction of travel along the site frontage.
- › The posted speed limit is 25 miles per hour in the vicinity of the subject property.
- › Sidewalks are provided on both sides of the roadway.

## PROPOSED DEVELOPMENT TRAFFIC CHARACTERISTICS

### TRIP GENERATION

The next step in the analysis procedure is to project the volume of traffic that the proposed facility would generate. Traffic projections for the proposed development were prepared using rates published by the Institute of Transportation Engineers (ITE) in the 11th Edition of *Trip Generation*, September 2021.

**Table 1** compares the trip generation projections for the existing and proposed warehouse. Specifically, traffic volumes were calculated with ITE Land Use Code 150: "Warehousing". The ITE trip generation summary printouts are contained in the **Appendix**.

**Table 1**  
**ITE Trip Generation**  
**Existing 264,933 SF Warehouse vs. Proposed 275,656 SF Warehouse**

	Weekday Morning			Weekday Evening		
	Enter	Exit	Total	Enter	Exit	Total
Existing	42	13	55	16	42	58
Proposed	44	13	57	17	43	60
Difference	+ 2	0	+ 2	+ 1	+ 1	+ 2

The site's trip generation is expected to experience a minimal increase of 2 vehicles when going from existing to proposed conditions. This means the proposed redevelopment would not create a significant increase in traffic along the adjacent roadway network during any of the critical peak hours. Note, ITE defines a "significant" increase in traffic as 100 or more peak hour vehicular trips.

## SITE ACCESS, CIRCULATION, & PARKING

The Overall Site Layout Plan for the proposed warehouse prepared by Bohler, dated February 1, 2022 was evaluated. In particular, the evaluation focuses on site access, on-site circulation and parking supply. The following items address these design characteristics:

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### Site Access & Circulation

- › Access to the site is currently provided via 2 full-movement driveways along westbound Enterprise Avenue.
- › The existing driveways will be removed and replaced by 2 full-movement driveways.
- › The western driveway will provide access to the passenger car parking area.
- › The eastern driveway will provide access to the loading docks and the tractor trailer parking.
- › There is no connection between the 2 parking areas, besides an emergency access path.
- › The proposed passenger car parking area is served by a minimum of 24-foot-wide two-way circulation aisles, which is in compliance with Lawrence Township requirements and accepted engineering standards.

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### Parking

- › No parking is proposed on Block 23201, Lot 1 in the City of Trenton.
- › The Township of Lawrence requires 1 parking stall per 5,000 square feet of warehouse and 1 parking stall per 1,000 square feet of office space, or 77 parking stalls for the proposed development.
- › The project proposes a total of 141 parking stalls , including 6 ADA stalls, 4 electric vehicle stalls, and 4 make-ready stalls, exceeding township requirements.
- › In addition to the 141 proposed parking stalls, the site plan includes 56 banked parking stalls.

- › The Township of Lawrence requires 1 loading stall per 200,000 square feet of warehouse, or 2 loading stalls.
- › The project proposes 42 loading stalls, exceeding township requirements.
- › Additionally, 34 trailer storage spaces are proposed.
- › The Overall Site Layout Plan proposes passenger car stalls that are a minimum of 9 feet in width and 18 feet deep and tractor trailer stalls that are a minimum of 12 feet in width and 60 feet deep, which is in compliance with township requirements.

In summary, it has been determined from a review of future site-generated traffic volumes that the proposed warehouse would not significantly impact traffic conditions in the vicinity of the site. When compared with the existing development the proposed facility is projected to add only 2 additional trips to the roadway network during its peak hours, which falls well below the ITE threshold for a “significant” increase in traffic.

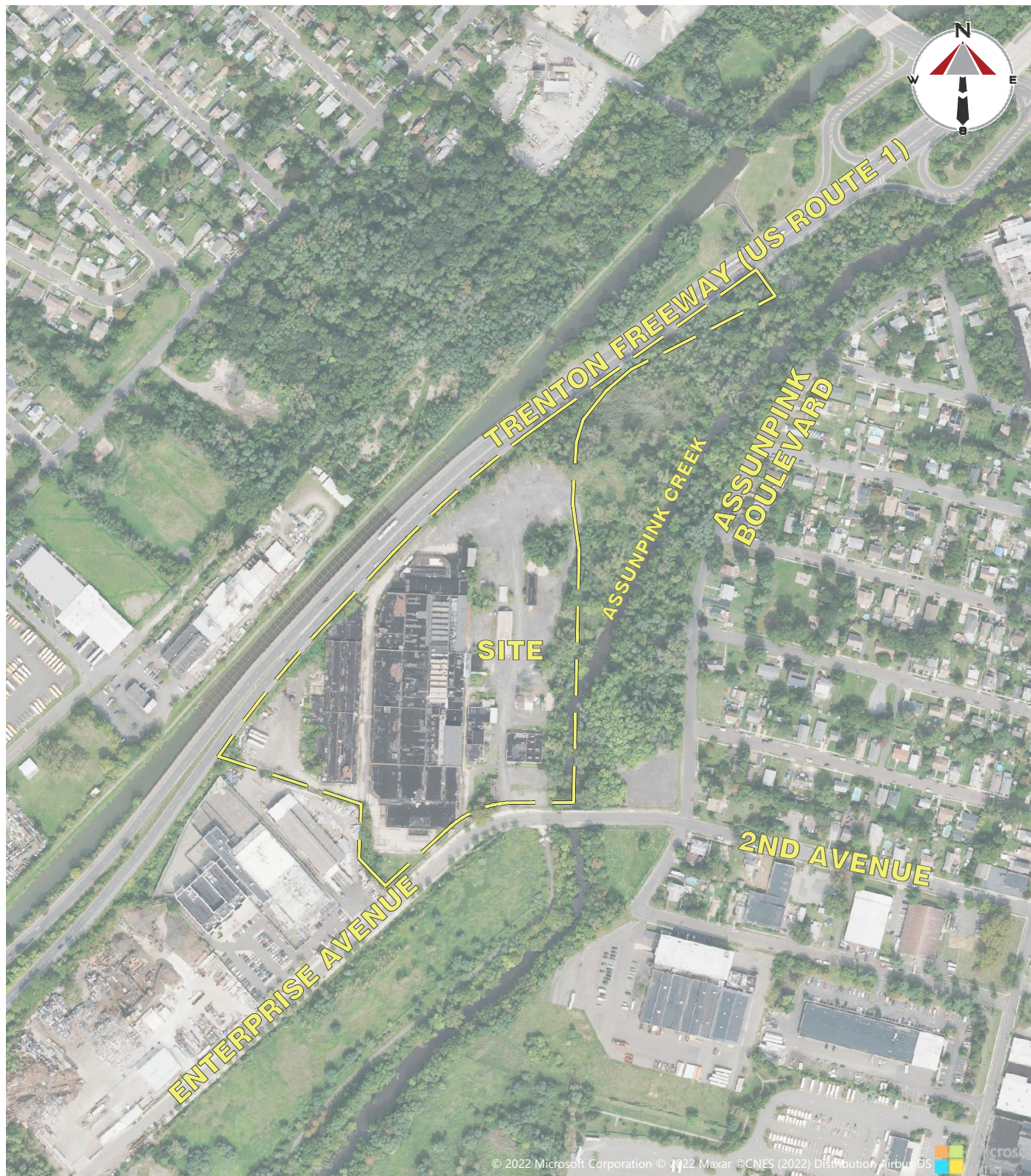
Site access is proposed via 2 full-movement driveways. The western driveway provides access to 141 passenger car parking stalls and the eastern driveway provides access to 44 loading docks and 34 trailer storage stalls. All parking stalls are located in the Township of Lawrence and the proposed stalls quantity and parking lot dimensions meet Township requirements.





Proposed Warehouse  
Lawrence Township  
Mercer County, New Jersey

Site Location Map







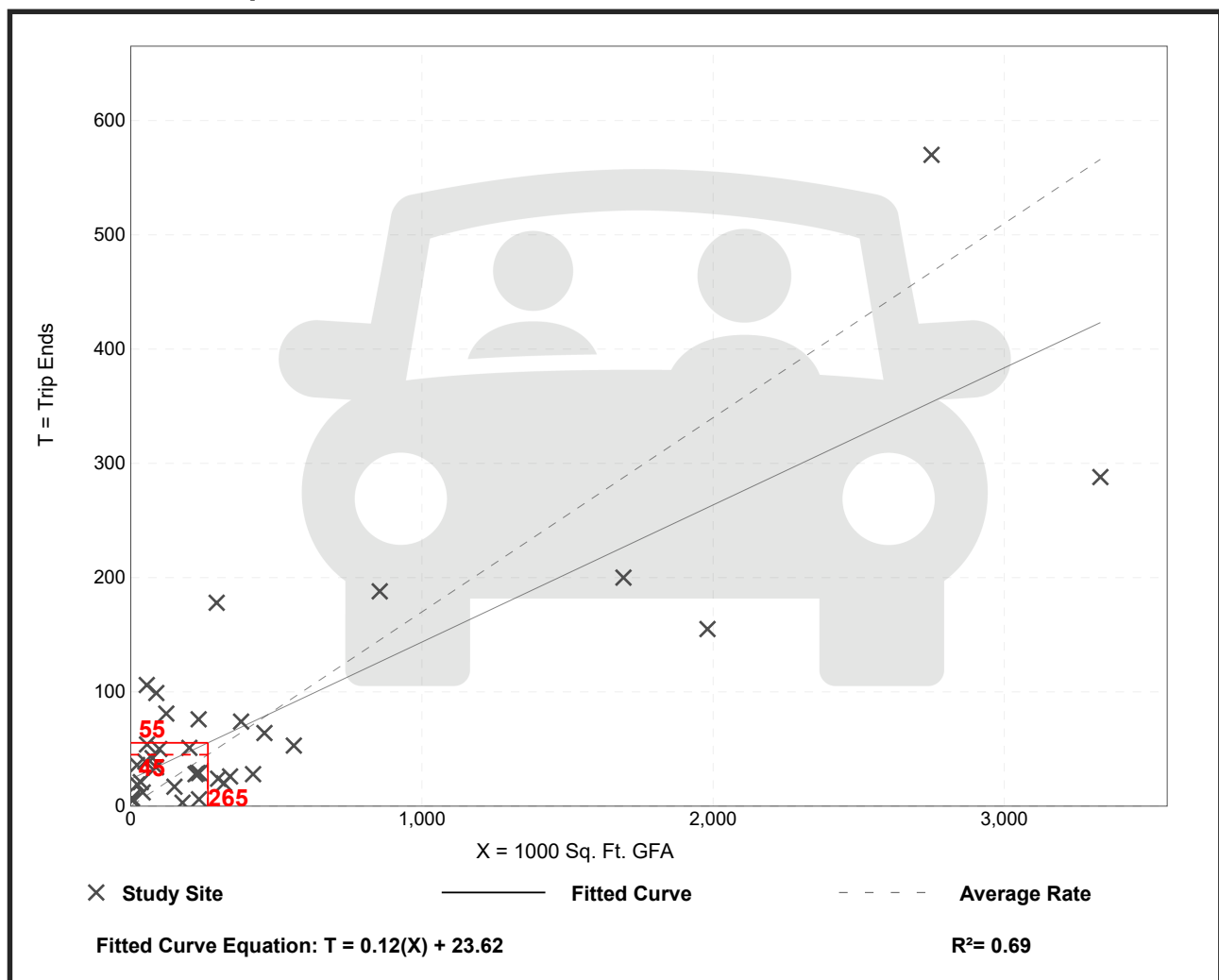
# Warehousing (150)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GFA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 36  
 Avg. 1000 Sq. Ft. GFA: 448  
 Directional Distribution: 77% entering, 23% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.17	0.02 - 1.93	0.19

## Data Plot and Equation



# Warehousing

## (150)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,  
Peak Hour of Adjacent Street Traffic,  
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 49

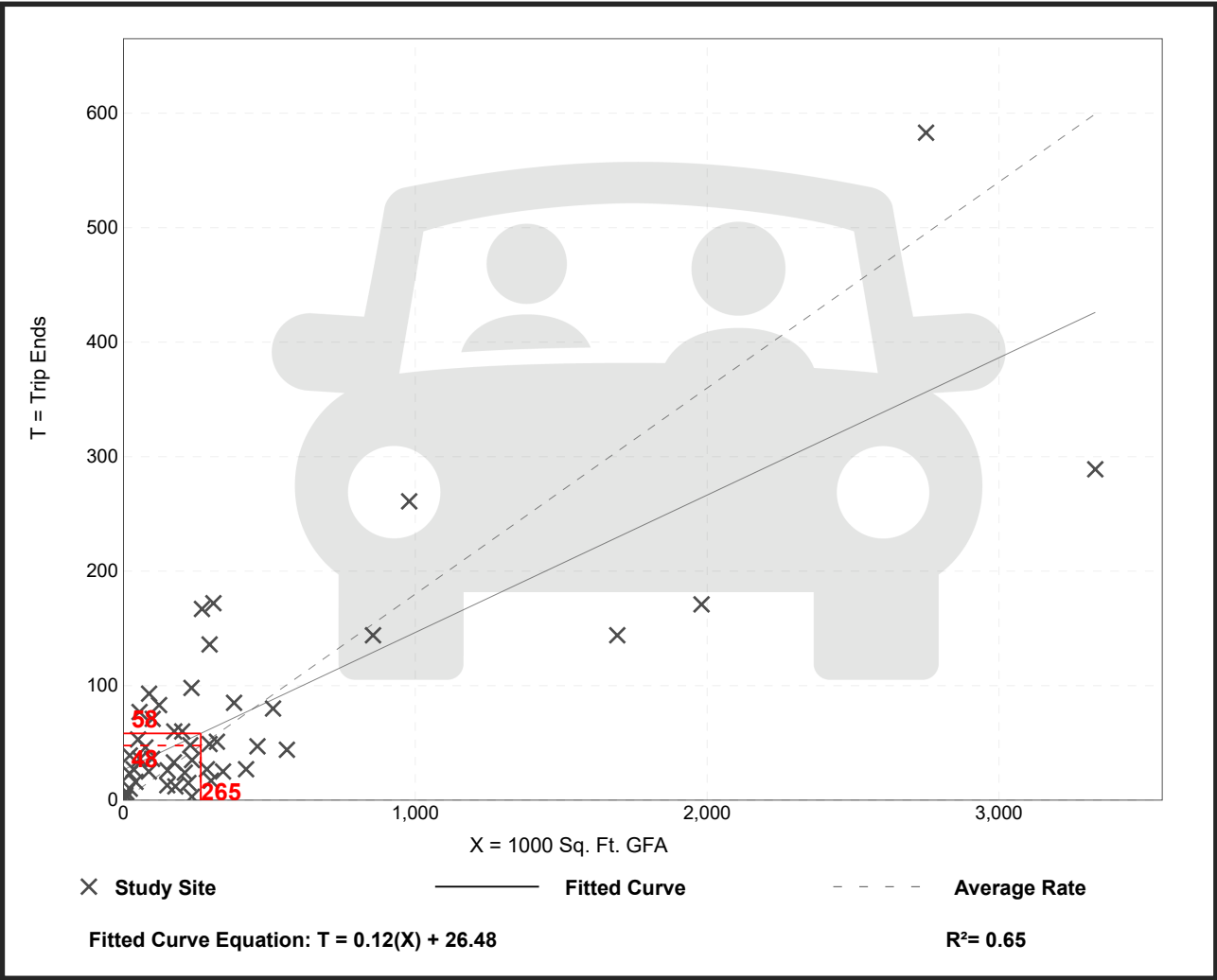
Avg. 1000 Sq. Ft. GFA: 400

Directional Distribution: 28% entering, 72% exiting

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

Average Rate	Range of Rates	Standard Deviation
0.18	0.01 - 1.80	0.18

### Data Plot and Equation



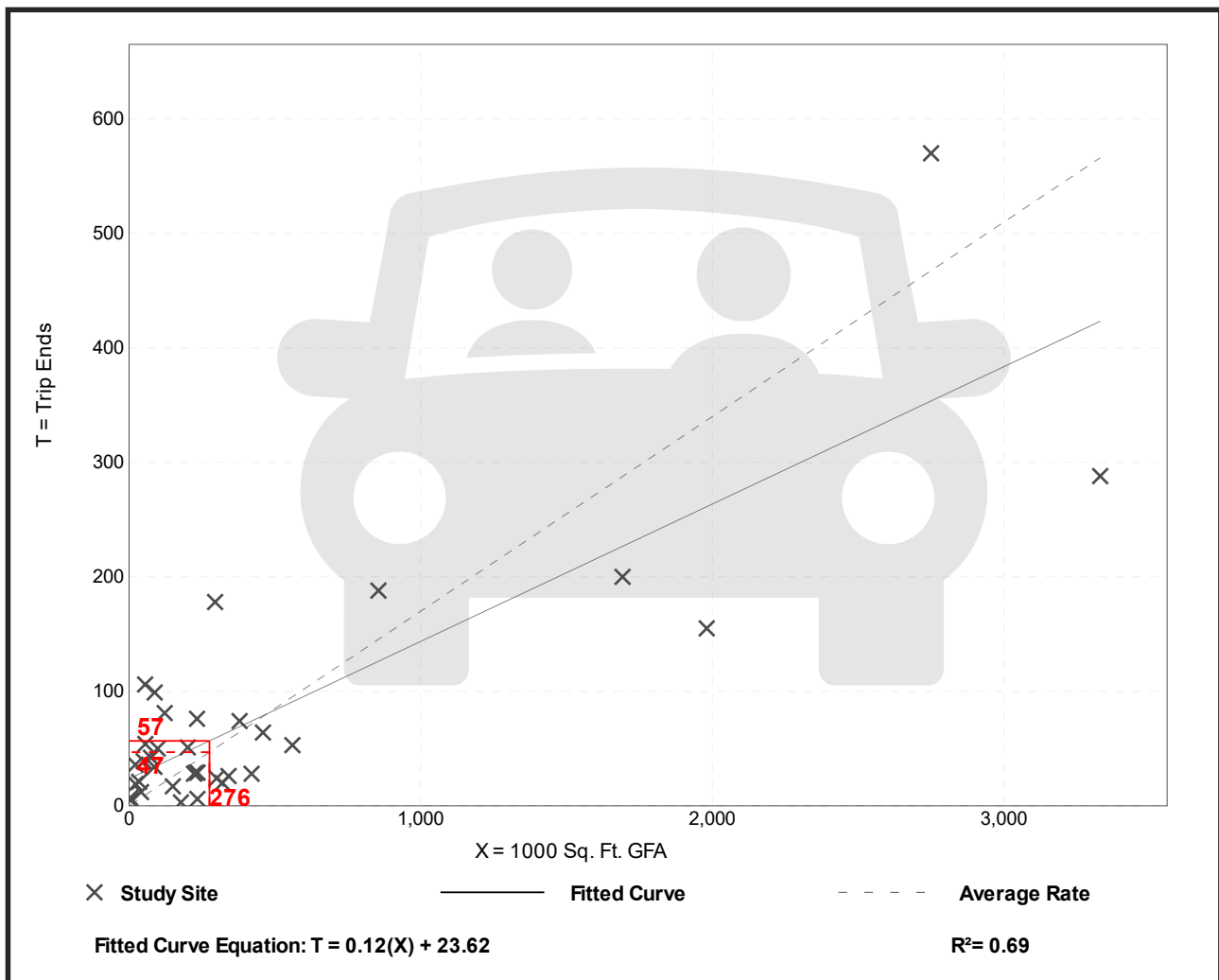
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