

# STONEFIELD

August 5, 2022

Planning Board  
Township of Manchester  
1 Colonial Drive  
Manchester, NJ, 08759

**RE: Traffic & Parking Assessment Report  
Proposed Self-Storage Facility  
NJSH Route 37 & Commonwealth Boulevard  
Block 44, Lot 15.04  
Township of Manchester, Ocean County, New Jersey  
SE&D Job No. PRI-220150**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed self-storage facility on the adjacent roadway network. The subject property is located along the eastbound side of NJSH Route 37 directly across from Commonwealth Boulevard in the Township of Manchester, Ocean County, New Jersey. The subject property is designated as Block 44, Lot 15.01 as depicted on the Township of Manchester Tax Map. As part of the proposed development program the Lot would be subdivided with the site being located on Lot 15.04. The site has approximately 600 feet of frontage along NJSH Route 37. The existing site is predominantly undeveloped with two (2) vacant buildings located on-site. The existing access is provided via one (1) right-in/right-out driveway along NJSH Route 37 located approximately 75 feet west of the NJSH Route 37 eastbound jughandle at Commonwealth Boulevard. A previously approved development plan for the larger site included razing the existing structures and constructing an 18,000-square-foot retail pad on this portion of the site. Under the proposed development program, the previously approved retail pad would be replaced with an 88,908-square-foot self-storage facility. Access is proposed to remain as previously approved; via one (1) full-movement driveway along the central access roadway for the larger development which connects to the existing NJSH Route 37 eastbound jughandle and adjacent signalized intersection.

## **Existing Conditions**

The subject property is located along the eastbound side of NJSH Route 37 directly across from Commonwealth Boulevard in the Township of Manchester, Ocean County, New Jersey. The subject property is designated as Block 44, Lot 15.01 as depicted on the Township of Manchester Tax Map. As part of the proposed development program the Lot would be subdivided with the site being located on Lot 15.04. The site has approximately 600 feet of frontage along NJSH Route 37. Land uses in the area are a mix of residential and commercial uses.

NJSH Route 37 is classified as an Urban Principal Arterial roadway with a general east-west orientation and is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). Along the site frontage, the roadway provides two (2) lanes of travel in each direction with jughandles at key intersections to facilitate turning movements, and has a posted speed limit of 50 mph. Curb and shoulders are provided along both sides of the roadway, sidewalk is not provided, and on-street parking is not permitted. NJSH Route 37 provides east-west mobility within Ocean County and provides access to NJSH Route 70 to the west and the Garden State Parkway and NJSH Route 35 to the east for predominantly commercial uses along its length.

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Commonwealth Boulevard (County Route 8) is classified as an Urban Major Collector roadway with a general east-west orientation and is under the jurisdiction of Ocean County. In the immediate site vicinity, the alignment runs in a north-south orientation. Near the site, the roadway provides one (1) lane of travel in each direction, with additional lanes provided at key intersections to facilitate turning movements and provide additional capacity. Commonwealth Boulevard has a posted speed limit of 35 mph. Curb, sidewalk, and shoulders are not provided, and on-street parking is not permitted. Commonwealth Boulevard provides access to NJSH Route 37 at its westerly terminus and Ridgeway Road (County Road 571) at its easterly terminus for access to predominately residential uses along its length.

NJSH Route 37, Commonwealth Boulevard, and the NJSH Route 37 eastbound jughandle intersect to form a four (4)-leg intersection controlled by a three (3)-phase traffic signal operating on a background cycle length. The eastbound and westbound approaches of NJSH Route 37 provide two (2) exclusive through lanes. The northbound approach of the NJSH Route 37 eastbound jughandle provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane and the southbound approach of Commonwealth Boulevard provides one (1) exclusive left-turn lane and one (1) exclusive right-turn lane. A crosswalk is provided across the easterly leg of the intersection.

### Trip Generation

Trip generation projections for the previously approved retail pad and proposed self-storage facility were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11<sup>th</sup> Edition. Trip generation rates associated with Land Use 822 "Strip Retail Plaza (<40k)" and Land Use 151 "Mini-Warehouse" were cited for the previously approved 18,000-square-foot retail plaza and proposed 88,908-square-foot self-storage facility, respectively. The ITE Trip Generation Manual, 11<sup>th</sup> Edition defines Land Use 151 "Mini-Warehouse" as "a building in which storage units or vaults are rented for the storage of goods," and as such, would be applicable to the proposed development. **Table I** provides the weekday morning, weekday evening, and Saturday midday peak-hour trip generation volumes associated with the previously approved and proposed developments.

**TABLE I – PROPOSED TRIP GENERATION**

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
18,000 SF Strip Retail Plaza (<40k) <i>ITE Land Use 822</i>	25	17	42	59	60	119	60	58	118
88,908 SF Mini-Warehouse <i>ITE Land Use 151</i>	5	3	8	6	7	13	9	6	15
<b>Trip Difference</b>	<b>-20</b>	<b>-14</b>	<b>-34</b>	<b>-53</b>	<b>-53</b>	<b>-106</b>	<b>-51</b>	<b>-52</b>	<b>-103</b>

As shown in Table I, the proposed development is expected to generate 103 fewer trips than the previously approved development during the critical Saturday midday peak hour. It is noted the proposed development is expected to generate eight (8) new trips during the weekday morning peak hour, 13 new trips during the weekday evening peak hour, and 15 new trips during the Saturday midday peak hour without applying a trip reduction for the previously approved use. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

## Site Circulation/Parking Supply

A review was conducted of the proposed self-storage facility using the Site Plan prepared by FWH Associates, dated July 31, 2022. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) full-movement driveway along the central access roadway for the larger development which connects to the existing NJSH Route 37 eastbound jughandle and adjacent signalized intersection. A secondary emergency access roadway is proposed at the southwesterly corner of the site. The proposed building would be located on the easterly portion of the site with parking areas along the easterly and westerly sides of the building. One-way vehicular circulation would be facilitated via a minimum 25-foot-wide drive aisle.

Regarding the parking requirements for the proposed development, the 2065 Route 37 Redevelopment Plan ("Redevelopment Plan") requires one (1) parking space per 5,000 square feet of rentable self-storage space. For the proposed 88,908-square-foot self-storage facility which consists of 70,438 square feet of rentable self-storage space, this equates to 15 required spaces. The site would provide 20 total parking spaces, inclusive of two (2) EV spaces (one of which is ADA accessible) and two (2) ADA accessible parking spaces, which meets the parking requirement and would be sufficient to support this project's parking demand. The spaces would be 10 feet wide by 20 feet deep in accordance with the Township of Manchester Ordinance and industry standards.

## Conclusions

This report was prepared to examine the potential traffic impact of the proposed self-storage facility. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The proposed development is expected to generate fewer trips than the previously approved development during each of the peak hours studied. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on the Redevelopment Plan parking requirements, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



Matthew J. Seckler, PE, PTOE, PP  
**Stonefield Engineering and Design, LLC**



John Corak, PE  
**Stonefield Engineering and Design, LLC**