

Dated: June 20, 2025
Via Fed-Ex

Township of North Brunswick Planning Board
710 Hermann Road
North Brunswick, NJ 08902

Attn: Janice Larkin, Secretary

**Re: Traffic Impact and Parking Assessment
North Brunswick Transit Village Phase 1H
Main Street NB
North Brunswick Twp., Middlesex Co., NJ
DT # 0925 24-03856**

Dear Planning Board Members:

Dynamic Traffic has prepared the following assessment to determine the traffic impact and adequacy of access, circulation, and parking associated with Phase 1H (The Project) of the Main Street North Brunswick amended development located in the northeast quadrant of Main Street and Grand Avenue in North Brunswick Township, Middlesex County, New Jersey (see Site Location Map). The site is designated as Block 141 – Lots 50.04, 51.01, and portion of 141.04 on the North Brunswick Township Tax Maps. It is proposed to construct 122 residential townhouse units (The Project). It is proposed to maintain the existing driveways along Grand Avenue and construct the additional access points to Phase 1H previously approved.

This assessment 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 New Jersey Department of Transportation and compared to the previously approved trip generation.
- The proposed site driveways were reviewed 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.

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Existing Conditions

Grand Avenue is a private roadway with a general north/south orientation. In the vicinity of the site the posted speed limit is 25 MPH and the roadway provides one travel lane in each direction. On-street parking is not permitted along either side of the roadway. Curb and sidewalk are provided along both sides of the roadway. Grand Avenue provides a curved horizontal alignment along the amended development program area frontage and a relatively flat vertical alignment.

Site Generated Traffic

Trip generation projections for The Project were made utilizing trip generation research data as published under Land Use Code (LUC) 220 – Multifamily Housing (Low-Rise), from the NJDOT published rates. The following table shows the anticipated trip generation for Phase 1H.

Table I
Proposed Trip Generation

Land Use	AM PSH			PM PSH			Sat PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
122 Townhouse Units	16	52	68	51	31	82	43	42	85

Table II details the trip generation associated with the previously approved Phase 1H and compares them to the trip generation of the proposed uses.

Table II
Trip Generation Comparison

Land Use	AM PSH			PM PSH			Sat PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
273 Residential Units (<i>Previously Approved</i>)	35	111	146	113	69	182	96	95	191
122 Townhouse Units (<i>Proposed</i>)	16	52	68	51	31	82	43	42	85
Net Change	-19	-59	-78	-62	-38	-100	-53	-53	-106

As can be seen in Table II, the trip generation of the current development proposed for Phase 1H is significantly less than previously approved. It should be noted that the number of new trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Additionally, NJDOT has determined that the same 100 vehicle threshold is considered a “significant increase in traffic,” hence, it is not anticipated that the change in use have any perceptible impact on the traffic operation of the adjacent roadway network.

Site Access, Parking and Circulation

As previously noted, access to the regional roadway network will remain unchanged with the Phase 1H changes proposed.

The site will be served by roadways of 25 feet wide, which allows for full site circulation for the anticipated vehicle mix on site and meets and exceeds the Residential Site Improvement Standards (RSIS) and generally accepted design standards.

It is proposed to provide 310 parking spaces, including 121 garage spaces, 122 driveway spaces, and 67 on-street spaces for Phase 1H. The Township of North Brunswick sets forth a parking requirement of 1.5 parking spaces per residential unit. The Table below summarizes the overlay zone parking requirement and proposed parking supply of the stacked townhouse portion of the site.

Table III
RSIS Parking Requirements

Source	Parking Demand	Units	Parking Requirement
Ordinance	1.5 spaces/Unit	8 1-bedroom units	12
Ordinance	1.5 spaces/Unit	57 2-bedroom units	85
Ordinance	1.5 spaces/Unit	57 3-bedroom units	85
Total Required Parking Supply			182
Proposed Parking Supply			310

As seen above, the project will exceed the overlay zone parking requirements and will be adequate to support the project.

Findings

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

- The proposed Phase 1H of the Main Street North Brunswick amended development will generate significantly less traffic as compared to the previous approval.
- Access to the site will be provided via the existing roadway network as well as previously approved internal roadway connections.
- As proposed, The Project's proposed intersections and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.
- The proposed parking supply and design is sufficient to support the projected demand and exceeds the overlay zone requirements.

Conclusion

Based upon our Traffic Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of the Township of North Brunswick and NJDOT will not experience any significant degradation in operating conditions with the changes as proposed. The proposed roadway network is located to provide safe and efficient access to the previously constructed roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs.

If you have any questions on the above, please do not hesitate to contact our office.

Sincerely,

Dynamic Traffic, LLC



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JDP;cjm

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