April 8, 2021

Angela Miller
Planning Board Secretary
Borough of Lawnside
4 East Douglas Avenue
Lawnside, NJ 08045

Re: Building C
Woodcrest Station Business Park
Walter A. Gaines Way
Borough of Lawnside, Camden County, NJ
Langan Project No.: 130052602

Dear Ms. Miller:

VCC Lawnside Business Park I Urban Renewal LLC has filed an application for Site Plan Approval for the development of Building "C" within Woodcrest Station Business Park. VCC Lawnside Business Park I Urban Renewal, LLC previously received approval to develop two Buildings totaling 211,250 s.f. of flex warehouse/industrial space in the Business Park. Flex Building "A" is approved as a 61,250 s.f building supported by 89 parking spaces. Flex Building "B" is approved to provide 150,000 s.f of space supported by 100 parking spaces. Building "C" is proposed to provide 21,600 s.f. of building area apportioned as 2,400 s.f. of office area and 19,200 s.f. of industrial space supported by 64 parking spaces. Access to Building "C" will be provided via a driveway from Walter A. Gaines Way with an interconnecting driveway to Buildings "A" and "B".

Langan Engineering and Environmental Services has previously prepared a detailed traffic impact study for the Lawnside Transit Village (Oak Avenue Redevelopment) dated most recent revision of January 30, 2019. The traffic study evaluated the impact of the development of 58,421 square foot (sf) New Jersey American Water operation center, 141,250 sf of Office Business Park space, 144 apartment units, and 19,600 sf of retail space to be developed on several different parcels in the Oak Avenue corridor.

In preparing, the traffic projections for the Business Park as documented in the 2019 Traffic Impact Study, Langan chose to conservatively project the peak hour traffic generation for the Flex buildings utilizing data published by the Institute of Transportation Engineers in the document Trip Generation, 10th Edition under Land Use Code 770, Office (Business Park). The data utilized reflected potential tenant uses that have a high percentage of office space (Average 30 percent +/-) and provided a conservative high estimate for the design of the access driveways and new roadway link (proposed Walter A. Gaines Way). The current design of Approved Buildings Flex "A" and Flex "B" and proposed Building Flex "C" are including office areas of less than 15 percent of the building area, with Flex Building "B" containing approximately 4 percent office space, Flex Building "C" approximately 11 percent office space and all three buildings apportioning approximately 10 percent overall to office space. Accordingly, the proposed buildings traffic generation is now more appropriately modeled by ITE data documented

under Land Use Codes 110 (Light Industrial), 130 (Industrial Park), 140 (Manufacturing), and 150 (Warehousing). The data documented in these Land Use Codes is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. The data includes highly diversified facilities, some with a large number of small businesses and others with one or two dominant industries. We note that for this evaluation, we reviewed the range of traffic generation that may be experienced as evidenced by the documented trip generation data.

Accordingly, we prepared updated trip generation estimates for the approved and proposed buildings using data compiled by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 10th edition and have prepared a comparison to the prior projections documented in the comprehensive traffic impact study. Table 1 summarizes the trip generation estimates for the project for the weekday morning and evening peak hours.

Table 1 – Trip Generation Estimate (Roadway Peak Hour)

Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Office Business Park from Jan 30, 2019 Traffic Study	169	30	199	52	149	201
Total "A","B", "C" 232,850 Industrial Park	75	18	93	19	74	93
Total "A","B", "C" 232,850 Light Industrial	143	20	163	19	128	147
Total "A","B", "C" 232,850 Manufacturing	111	33	144	48	108	156
Total "A","B", "C" 232,850 Warehousing	41	12	53	15	41	56
Difference	**-128 to -26**	**-18 to +3**	**-146 to -36**	**-37 to -4**	**-108 to -21**	**-145 to -45**

As can be seen by a review of Table 1, the proposed Site Plan to provide 232,850 s.f (23,434 s.f office area) of Flex Industrial Space supported by 253 parking spaces will generate a level of traffic that falls below the traffic projections documented in the prior traffic impact study dated January 30, 2019. In general, we estimate depending on the actual tenant(s) use that during the Weekday Peak AM Hour the three buildings will generate between 53 trips an hour on the low end to 163 trips per hour on the high end. During the Weekday Peak PM Hour we estimate that the three buildings will generate between 56 trips per hour on the low end to 156 trips per hour on the high end. As previously discussed, the 2019 traffic impact study utilized higher peak hour projections in order to design the lane geometry, access, and traffic control for Walter A. Gaines Way. Accordingly, Langan finds that the proposed addition of Building "C" to the Woodcrest Business Park will not significantly alter area traffic operations during peak hours as compared to prior planning for the project.

The construction of Walter A. Gaines Way is consistent with the Borough Master Plan and Redevelopment Plan and will enhance area roadway connectivity. The construction of proposed Walter A. Gaines Way and the additional travel path options provided for the existing neighborhood will reduce the traffic delays currently experienced at East Charleston Avenue with Warwick Avenue. The proposed driveways are designed to operate safely and efficiently. Based on our analyses, we determined the adjacent roadway network has capacity to accommodate the site-generated trips associated with approved Buildings "A" and "B" and proposed Building "C".

Flex Building "C" when fully constructed is programmed to contain 21,600 s.f. of building area apportioned as 2,400 s.f. of office area and 19,200 s.f. of industrial space supported by 64 parking spaces (inclusive of 6 10' by 30' truck spaces). Per the ordinance, 56 parking spaces are required; accordingly, the proposed parking supply meets the required parking supply.

Langan trusts that the above information will be useful in the consideration of the application. If you have any comments or questions on the material herein, or enclosed, please do not hesitate to contact our Lawrenceville office.

Sincerely,
Langan Engineering and Environmental Services, Inc.

Karl A. Pehnke, P.E., PTOE
Vice President

KAP:kap

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