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SOMERVILLE, NJ 08876

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July 21, 2021

West Orange Zoning Board of Adjustment
66 Main Street
West Orange, NJ 07052

Re: Use Variance Request
Public Storage - Proposed Self-Storage Facility
424 Eagle Rock Avenue
Block 111, Lot 1.08

Dear Zoning Board Members:

At the request of the applicant, our office has prepared this Traffic Generation Report in support of a use variance request for a 2.628-acre site designated as Lot 1.08, Block 111 located along Eagle Rock Road in the B-2 General Business Zone. The zone permits a variety of residential, commercial, office, and institutional uses, some of which can generate considerable traffic activity as will be described in further detail below. However, a self-storage use is not among the permitted or conditionally permitted uses in the B-2 Zone, thus a use variance is necessary. The proposed self-storage use would replace the existing structure developed on the site that was most recently used as the Eagle Rock Lanes bowling center.

The purpose of this evaluation is to outline the compelling traffic-engineering justification in support of the use variance request for the self-storage use. As will be identified within this letter, there are both permitted and conditional uses all of which would generate similar or substantially more traffic than the proposed self-storage use. This initial traffic study is not intended to serve as a detailed traffic impact analysis per se, recognizing that with the substantial traffic reduction associated with the self-storage use, unquestionably the resultant traffic impacts will be far less than generated by other permitted uses, if developed as of right in the B-2 Zone or with the continued use as a bowling center.

If the use variance application is favorably considered by the Board, then as part of a subsequent site plan application, the projected traffic impacts would be more thoroughly studied, particularly as related to any off-tract traffic impacts. Recognizing that virtually any re-occupancy of the building or redevelopment of the subject site would generate additional traffic, this letter outlines the compelling reasons in terms of substantial traffic reduction that would otherwise be expected with a conforming use, if developed on the property.

For this analysis, the overall "developable" tract size was identified based on the "Use Variance Site Plan" prepared by Dresdner Robin, Inc. and as further refined from a review of the bulk standards within the B-2 Zone. The developable area is 2.628 acres which yields a total lot area of 114,469 square feet. Further consideration was given to the maximum allowable building area combined with the remaining area to be used by impervious coverage principally for access drives and off-street parking.

USE VARIANCE REQUEST
PROPOSED PUBLIC STORAGE SELF-STORAGE FACILITY
424 EAGLE ROCK AVENUE
BLOCK 111, LOT 1.08
B-2 GENERAL BUSINESS ZONE

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The B-2 Zone permits up to a 40% maximum building coverage and a 60% maximum lot coverage limitation. Anticipating that certain office, school, and related uses as permitted in the zone would be multi-story, we have reasonably concluded that the maximum building size that could be developed on the property is 91,575 square feet. Parenthetically, the applicant proposes a total building area of 122,490 square feet, which is more than the maximum building size as the applicant is also seeking a variance for maximum building height.

From a review of the permitted and conditional uses in the B-2 Zone, retail uses are permitted as well as restaurants, fitness centers, business or vocational schools, and office buildings. Conditionally permitted uses include senior housing, fueling stations, theaters, hotels, fast food restaurants, along with utility uses. For general comparison purposes, obviously one would not develop a 100,000+ square foot full-service restaurant, so reasonable assumptions were made as to a typical size for these uses and associated traffic generation.

With the general parameters of typical development yield established, published traffic data from the Institute of Transportation Engineers (ITE) within the Trip Generation Manual, 10th Edition were reviewed to identify the typical weekday morning and evening peak hour traffic associated with each use, as well as the total daily traffic. The ITE data summaries are appended to this letter for reference. Also appended to this letter is a Trip Generation Comparison summary for each of the land uses, which were then compared with the proposed self-storage use.

Summarizing the trip generation calculations, without question, a proposed self-storage use on the property generates the lowest traffic generation in terms of daily trips when contrasted with all the other uses that are currently permitted (either by-right or as conditional uses) that could be developed on the subject property. The self-storage use would generate substantially less traffic than the permitted uses in the zone and in some cases would be hundreds fewer peak hour trips and literally thousands of fewer vehicle movements per day.

Because the nature of the self-storage use is passive, traffic activity at self-storage facilities is generally limited, particularly during peak hours, and with an average frequency of 1 traffic movement every 3 to 5 minutes. As such, the resultant traffic impacts would be virtually immeasurable from a traffic engineering perspective and would have no material effect on operating conditions on the adjacent roadway system.

Therefore, from a traffic engineering perspective, there is a significant benefit in terms of an opportunity to substantially reduce traffic than what would otherwise be expected from the development of a permitted use on the subject property. While the project planner will provide greater detail as to the other compelling planning reasons for the use variance, from a traffic engineering perspective, we believe there is sufficient justification to grant the requested variance with no detrimental impact on traffic conditions, circulation, or other access-related concerns.

Given the commercial nature of the zone, we believe that the subject application advances one of the stated purposes of the zoning through the development of lands and associated transportation routes that do not result in undue traffic congestion or blight. As a primarily passive use related to the

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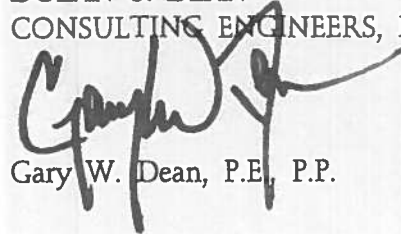
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storage of materials, personal affects, business archives, etc., the overall application for self-storage use represents a positive traffic impact by allowing the use in the B-2 Zone.

We look forward to the presentation of these findings at the appropriate public hearing and answering any questions from the Board and the public at that time.

Very truly yours,

DOLAN & DEAN
CONSULTING ENGINEERS, LLC



Gary W. Dean, P.E., P.P.



Rianna Kirchhof, P.E.

RK/lrc

Essex Wire Orange Director: Robert Documents 2011 47 21 Wire Orange 2MA Letter

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Trip Generation Comparison

Proposed Self-Storage Facility
Block 111, Lot 1.08

B-2 General Business Zone
2.628 Acres (114,469 SF) Developable Lot Area
40% Max. Building Coverage, 60% Max. Lot Coverage

Zoning	Land Use	Size	Morning Peak Hour	Evening Peak Hour	Total Daily Traffic
Permitted	Retail Store	91,575 SF	86	509	5,664
Permitted	Office Building	91,575 SF	113	105	974
Permitted	Vocational School	91,575 SF	282	170	1,854
Permitted	Restaurant, Family Style	6,000 SF	60	59	674
Permitted	Restaurant, Full Service	10,000 SF	7	78	838
Permitted	Fitness Center	44,000 SF	58	152	950
Conditional	Motor Vehicle Fueling Station	1,000 SF	85	109	1,204
Conditional	Theater	45,700 SF	10	282	3,570
Conditional	Public Utility Building	14,000 SF	32	32	186
Conditional	Senior Housing	150 units	30	39	578
Conditional	Hotel	120 rooms	56	72	1,004
Conditional	Fast-Food Restaurant	3,000 SF	110	85	1,040
Existing	Bowling Alley	25,343 SF	21	31	300
Proposed	Self-Storage	122,490 SF	12	21	186