

August 28, 2020

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

**Re: Amended Site Plan
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 Amended Site Plan for the development of Woodcrest Station Business Park. The project previously received approval to develop two Buildings totaling 141,250 s.f. of flex warehouse space. It is proposed to amend the design of Flex Building "B" to increase the size of the building to provide 150,000 s.f. of space inclusive of a future expansion area of 37,500 s.f. of warehouse/office space. Flex Building "B" will be supported by 100 parking spaces, of which 80 spaces will be constructed initially and 20 spaces will be "banked" to support the future expansion area if needed. Flex Building "A" will continue to be supported by 89 parking spaces, of which 58 that will be constructed, and 31 spaces will be "banked" for future use if needed. When completed, Flex Buildings "A" and "B" will provide a total of 211,250 s.f. of warehouse/ office space supported by 189 parking spaces. Access to both buildings will be provided from Walter A. Gaines Way, a future public street.

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 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 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 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 Buildings Flex "A" and Flex "B" are anticipating office areas of less than 20 percent of the building area, with Flex Building "B" containing approximately 8 percent office space. The proposed parking supply of 189 parking spaces, 51 of which will be land banked (138 constructed) reflects the projected lower

percentage of office areas in the buildings. Accordingly, the proposed Business Park traffic generation is now more appropriately modeled by ITE data documented under Land Use Code 130 (Industrial Park). The data documented in LUC 130 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.

Accordingly, we prepared updated trip generation estimates for the proposed Business Park using data compiled for Land Use 130, 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 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
Flex Building “A” and “B” from Jan 30, 2019 Traffic Study	169	30	199	52	149	201
Flex Building “A” and “B” 211,250 s.f Land	68	17	85	18	67	85
Difference	-101	-13	-114	-34	-82	-116

As can be seen by a review of Table 1, the proposed Amended Site Plan to provide 211,250 s.f. of Flex Industrial Space supported by 138 constructed parking spaces will generate a level of traffic that falls below the traffic projections documented in the prior traffic impact study dated January 30th, 2019 utilized to design the lane geometry, access, and traffic control for Walter A. Gaines Way. Accordingly, Langan finds that the proposed amendment to the Business Park site plan will not significantly alter area traffic operations during peak hours. 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.

Flex Building “B” when fully constructed is programmed to contain 138,000 s.f. of warehouse space supported by 12,000 s.f. of office space. Per the ordinance, the 12,000 s.f. of office space is required to be provided 40 parking spaces, which will be provided. The ordinance further requires that the industrial space be parked at 1 space per 400 s.f. which would require 345 parking spaces. The requirement of 1 space per 400 s.f. covers a broad category of manufacturing and industrial uses that would reflect higher levels of employment demand and parking than the warehouse space proposed in this application. Accordingly, the applicant is requesting a variance from the required parking as the ordinance requires excessive parking for warehouse space. The applicant is proposing 1 parking space per 5,000 s.f. resulting in 28 required parking spaces which is a more typical requirement for warehouses and is based on similar requirements in municipalities in the state. Examples of municipal ordinances that require 1 space per 5,000 s.f. of warehouse space that include significant successful warehouse development in their municipalities include Cranbury, South Brunswick, Cherry Hill, NJ. Accordingly, granting of the

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requested variance will result in a parking supply that is appropriate for the proposed development and will properly balance the need for parking without providing excessive underutilized pavement coverage.

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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