

December 2, 2024

Navid Moshtaghi
PVC Holdings, LLC
c/o M Capital Partners
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9854 National Boulevard, #147
Los Angeles, Ca 90034

**Re: Traffic and Parking Analyses
Princeton Forrestal Village, Proposed Residential, Amended
Preliminary and Final Site Plan
Township of Plainsboro, Middlesex County, New Jersey
Langan Project No.: 130091506**

Dear Navid:

Langan Engineering & Environmental Services has prepared this traffic and parking study for the site plan application for the proposed construction of 394 residential units within the Princeton Forrestal Village, located in the Township of Plainsboro, Middlesex County, New Jersey. Specifically, we performed the following tasks:

- Reviewed the development proposal;
- Reviewed the parking requirements of the PMUD Zone;
- Reviewed Resolution P14-09IVC PFV LLC, October, 2014;
- Estimated the site generated trips for the proposed development program and compared to the prior 2014 approved development program;
- Reviewed and evaluated parking supply needs for Forestall Village.

The project is located within the Princeton Forrestal Village (The Village) generally bounded by U.S. Route 1 to the east, College Road West to the west and north, and the U.S. Route 1 Connector Road to the south. The existing Princeton Forrestal Village is currently developed with a variety of land uses ranging from retail, general office, medical office, restaurants, and recreational uses. In 2014, a portion of the Village was approved for the construction of three residential buildings consisting of 394 residential units supported by underbuilding parking garages. As part of the previous approval Orth Rodger & Associates, Inc., conducted a Traffic Impact Study (TIS), dated 11 April 2014, which summarized the traffic impacts associated with the proposed development and a parking analyses which documented the parking needs for The Village.

DEVELOPMENT PROPOSAL

PVC Holdings LLC, is seeking Amended Preliminary and Final Site Plan approval to remove approximately 71,869 square feet (sf) of commercial space (commercial building "C") in The Village and expand The Village with construction of four residential buildings in a mixed-use environment consisting of 394 residential units supported by both underbuilding and shared surface parking lots with a total of 2,401 parking spaces for The Village. The new program is

designed to eliminate the residential building parking garages and “banked” parking structure levels over existing surface lots in The Village.

TRAFFIC IMPACT

Forrestal Village was previously approved for the construction of three residential buildings consisting of 394 residential units in addition to previously approved commercial office, retail and restaurant space. Associated with the previous approval, Orth Rodger & Associates, Inc., prepared a Traffic Impact Study (TIS), dated 11 April 2014. The traffic study documents peak hour trip generation estimates for the 394 residential homes utilizing trip generation rates for Land Use Code 220 (Apartments) as published by the Institute of Transportation Engineers (ITE) as contained in Trip Generation, 9th Edition and included a detailed analyses of access to The Village and the surrounding roadway network. Table 1 below summarizes the previously estimated weekday morning and evening peak hours traffic generation as prepared by Orth Rodgers.

Table 1 – Previously Approved Trip Generation Estimates

Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
394 Residential Units	40	160	200	160	80	240

The Amended Site Plan proposes the construction of 394 residential units in four buildings. Since preparation of the 2014 Traffic Study, the Institute of Transportation Engineers has updated its database for trip generation. Accordingly, we have updated the estimated peak hour trip generation for the new development program utilizing trip rates for Land Use Code 220 (Multifamily Housing (Low-Rise)) as published by the Institute of Transportation Engineers (ITE) as contained in Trip Generation, 11th Edition. We have also estimated the peak hour traffic reduction associated with the removal of the existing commercial building “C” currently occupied by a health Club and retail space. Table 2 summarizes the weekday morning and evening peak hour trip generation for the residential development and for the existing commercial building “C” to be removed.

Table 2 – Trip Generation Comparison

Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
394 Residential Units – Prev. Approved (ITE 9 th Edition)	40	160	200	160	80	240
394 Residential Units – (ITE 11 th Edition)	38	120	158	127	74	201
61,869 sf Health Club and 10,000 sf Retail	41	40	81	104	78	182
Difference	- 43	- 80	- 123	- 137	- 84	- 221

Based on the peak hour traffic projections as documented in the above table, the proposed development plan which includes removal of over 70,000 sf of commercial space, results in less peak hour traffic generation by The Village than previously projected and analyzed in 2014.

Accordingly, the prior analyses findings and conclusions regarding project access and area roadway traffic impacts remain valid and as determined by the 2014 traffic study, the area roadways and intersections will accommodate the change in traffic generation.

PARKING

Langan Engineering and Environmental Services has prepared an analysis of required parking and proposed parking supply associated with the proposed of 394 residential units within Princeton Forrestal Village in Plainsboro, NJ. The residential units will be contained in three buildings and will consist of the following bedroom unit mix.

- 249 one- bedroom/ Studio;
- 135 two-bedroom;
- 10 three-bedroom

The project is located within the Princeton Forrestal Village (The Village) generally bounded by U.S. Route 1 to the east, College Road West to the west and north, and the U.S. Route 1 Connector Road to the south. The existing Princeton Forrestal Village is currently developed with a variety of land uses ranging from retail, general office, medical office, restaurants, and recreational uses. In 2014, a portion of the Village was approved for the construction of three residential buildings consisting of 394 residential units supported by underbuilding parking garages. As part of the previous approval Orth Rodger & Associates, Inc., CME Associates, and Mike Mueller conducted parking analyses which determined the required parking supply for the existing commercial space to be 1,675 parking spaces.

A total of 1,653 parking spaces are presently available (constructed) at Princeton Forrestal Village (PFV) not including the parking field on the hotel lot (410 parking spaces). Historically, parking at The Village has been and continues to be underutilized. Based on the prior Orth Rodgers Parking analyses and additional independent analyses by the Township of Plainsboro, it has been determined that the current non-residential commercial space requires a parking supply of 1,675 parking spaces. Based on this determination and recommendations/ guidance provided in the June 6, 2023 review memorandum prepared by CME Associates, Langan has prepared this parking calculation associated with the current proposed site plan.

PVC Holdings LLC, is Amended Site Plan approval of a new development program, which proposes to remove approximately 71,869 square feet (sf) of commercial space (commercial building "C") in The Village and expand The Village with construction of three residential buildings in a mixed-use environment consisting of 394 residential units supported by both underbuilding and surface parking lots. The new program is designed to eliminate the residential building parking garages and "banked" parking structure levels over existing surface lots in The Village.

Associated with development of the residential buildings, the parking lots along College Road West will be reconfigured, and the parking for the Village will be improved to provide Electric Vehicle Charging Stations. Based on the prior determined parking supply requirement for the commercial space of 1,675, parking spaces, Residential Site Improvement Standards for the residential development, and ordinance allowance for installation of EV charging stations for up to 10 percent of the required parking supply with a parking space equivalency of each EV space

satisfying two required parking spaces, the following table summarize the required supply and proposed supply for the project:

**PARKING REQUIRED AND PROPOSED
 (Buildings A, B and C, Demo Can-Do)**

Existing Parking Spaces Prior To Construction	1,653 Spaces (Not including land banked spaces)
1,675 Parking Spaces Required for Non-Residential per Prior Analyses confirmed per CME Review June 6, 2023	1,675 Spaces required
Remove Existing Building C (- 184 spaces)	1,491 Spaces required For Commercial Space
Existing Parking Spaces To Be Removed (Residential Project Location) Building A and B footprint	- 184 Spaces removed
Existing Parking Spaces Remaining	1,469 Spaces
Up to 10% of Non-Residential Required Parking may be provided as EV spaces (1 EV space = 2 spaces) [Ord 22-12]	+ 149 for EV spaces
Proposed parking with EV for Non-Residential Space	1,618 spaces (1,469 physical spaces + 149 space for EV)
Land-banked Parking in Lot F (Salt Creek Grill)(36 spaces)	+36
Total spaces for Non-Residential with EV spaces (149) and Land-banked spaces (37)	1,655 (160 excess) (1,506 physical spaces + 149 space for EV)
Parking required for Building A [1.8/1bed; 2.0/2bed; 2.1/3bed]	299 spaces required
Proposed Surface Parking - Building A	+ 85 Spaces
Proposed Garage Parking - Building A	+ 173 Spaces
Total Building A with no EV	258 spaces provided
Building A EV at 10% of required (29 spaces)	+26
Total Building A with EV	284 spaces provided
Parking required for Building B [1.8/1bed; 2.0/2bed; 2.1/3bed]	299 spaces required
Proposed Surface Parking - Building B	+ 37 Spaces
Proposed Garage Parking - Building B	+ 173 Spaces
Total Building B with no EV	210 spaces provided
Building B EV at 10% of required (29 spaces)	+ 26
Total Building B with EV	+236 Spaces
Additional spaces available to Buildings B from Lot K based on 256 parking spaces reconfiguration	+135 spaces
Total spaces for Building B	371 spaces
Parking required for Building C [1.8/1bed; 2.0/2bed; 2.1/3bed]	141 spaces required
Proposed Garage Parking - Building C	+82
Total Building C with no EV	82
Building C EV at 10% of required (14 spaces)	+13
Total Building C with EV	95
Excess spaces available from commercial 160 spaces	160 spaces available for residential
PARKING SPACES REQUIRED 2,230	2,401 Spaces Provided including EV and Land banked (2,150 physical spaces + 214 EV + 36 land-banked)

PARKING REQUIRED SUMMARY

Use	Required Spaces
1,675 Parking Spaces Required for Existing Non-Residential per Prior Analyses confirmed per CME Review June 6, 2023	1,675
Remove Existing Building C (Can-Do) (- 184 spaces)	1,491
249 one-Bedroom Residential Units at 1.8 spaces/ Unit	449
135 Two-Bedroom Residential Units at 2.0 spaces/ Unit	270
10 Three-Bedroom Residential Units at 2.1 spaces/ Unit	21
PARKING SPACES REQUIRED	2,230

PROPOSED PARKING SUPPLY SUMMARY

Commercial Lots, including Lot K reconfiguration	1,604 Spaces
Up to 10% of Non-Residential Required Parking may be provided as EV spaces (1 EV space = 2 spaces) [Ord 22-12]	+ 149 for EV spaces (Construct 1/3 rd and landbank 2/3 rd)
Land-banked Parking in Lot F (36 spaces)	+36
Proposed Surface Parking - Building A	85 Spaces
Proposed Garage Parking - Building A	173 Spaces
Building A EV at 10% of required (29 spaces)	+25
Total Building A with EV	284 spaces provided
Proposed Surface Parking - Building B	37 Spaces
Proposed Garage Parking - Building B	173 Spaces
Building B EV at 10% of required (29 spaces)	+26
Total Building B with EV	237 spaces provided
Proposed Garage Parking - Building C	82
Building C EV at 10% of required (16 spaces)	+13
Total Building C with EV	95 spaces provided
PARKING SPACES REQUIRED 2,230	2,401 Spaces Provided including EV and Land banked (2,150 physical spaces + 115 constructed EV+ 99 future EV + 36 land banked)

Parking Summary

- The existing parking supply at the Village (1,643 spaces) historical is more than adequate to accommodate peak demands of the commercial buildings.
- The 2014 Resolution of Approval documents the conclusion by the Board and its professionals that a reduced parking requirement is appropriate. Based on the projected uses, the Board found that 1,675 parking spaces would be sufficient. Further, the Board

found that those spaces may not be needed and permitted “banking” of 332 parking spaces.

- Removal of commercial building “C” will reduce the parking supply requirement by approximately 184 spaces.
- The removal of commercial building “C” and construction of the residential buildings will result in a total parking supply of 2,401 spaces. The proposed spaces will more than adequately accommodate the required 2,230 parking spaces.
- It is no longer proposed to bank additional future spaces for the residential buildings in structured parking levels in The Village. Sufficient surface parking spaces and under residential parking spaces are proposed.

The current plan proposes sufficient constructed parking spaces to support the residential and commercial uses in The Village. Based upon prior parking surveys and the general parking experience at The Village since its initial development, it is expected that the proposed parking supply will be more than adequate to support peak parking demands of The Village with the addition of the residential buildings. The constructed parking supply is supplemented by the prior approvals to bank 36 surface parking spaces near Salt Creek Grill, and the cross-access easements to permit shared parking into the 410 parking spaces provided at the Westin Hotel. Overall, more than adequate parking supply is proposed to support the peak demands of The Village, including the proposed residential buildings.

Should you have any questions or comments concerning these analyses, please do not hesitate to contact our office.

Sincerely,
Langan Engineering and Environmental Services, Inc.



Karl Pehnke, P.E.
Vice President