

October 17, 2024

Bonnie N. Flynn, PP, AICP, CFM  
Director of Planning & Community Development  
Plainsboro Township  
641 Plainsboro Road  
Plainsboro, NJ 08536

RE: Traffic and Parking Study  
Use Conversion – ICON Riverwalk  
Plainsboro Township, Middlesex County, NJ

Dear Ms. Flynn:

## **INTRODUCTION**

DTS Provident Design Engineering, LLP (DTS Provident) has completed a traffic and parking study for the proposed use conversion at the ICON Riverwalk development located along Plainsboro Road in Plainsboro Township, Middlesex County, New Jersey. In 2017, the Township Planning Board granted major site plan approval of an adult community with 305 dwelling units, subdivided into two sections: 260 rental apartments in a four- to five-story building; and 45 for-sale units in eight townhouses on the adjacent parcel (Lot 3.02). In conjunction with construction of the rental apartments, a commercial kitchen was constructed to provide dining services to residents and a 1,702 square-foot café/bistro space was also constructed to only serve residents.

Due to the COVID-19 pandemic the commercial kitchen and café/bistro only serving residents was no longer a sustainable operation. The Applicant has recently been presented the opportunity to lease the commercial kitchen space to a third-party operator to prepare cost-friendly meals primarily intended for lower-income elderly and cost-conscious seniors. The Applicant has also been presented the opportunity to lease the café/bistro space to a third-party vendor. The contemplated hours of operation for the kitchen tenant would be early morning to late afternoon and the café/bistro would operate 7:00 a.m. to 3:00 p.m. with the potential for evening hours for dinner options until 9:00 p.m.

Although the leasing of the commercial kitchen space was not the originally intended use, the traffic and parking generation characteristics for this use would not significantly deviate from the originally approved use, since the traffic and parking generation would be driven by staff and deliveries, which would have occurred under the originally proposed use as well.

The café/bistro use is requesting to amend the prior approval to allow its operation to serve the public. Although the majority of customers are anticipated to be from the residential development on premises, the additional patronage from outside customers will allow for a more sustainable operation.

## **TRAFFIC ANALYSIS**

In order to determine any potential traffic impacts, DTS Provident referenced the Institute of Transportation Engineers (ITE) publication entitled "Trip Generation", 11<sup>th</sup> Edition to estimate potential trip generation for the café/bistro use. The most representative Land Use identified in the ITE publication is Land Use Code 932 – High-Turnover (Sit-Down) Restaurant. The following Table summarizes the Trip Generation Rates utilizing the ITE data:

<b>TABLE 1</b> <b>TRIP GENERATION SUMMARY TABLE</b> <b>ICON RIVERWALK – PLAINSBORO TOWNSHIP, NEW JERSEY</b>						
<b>Use</b>	<b>Peak AM Hour</b>			<b>Peak PM Hour</b>		
	<b>Enter</b>	<b>Exit</b>	<b>Total</b>	<b>Enter</b>	<b>Exit</b>	<b>Total</b>
1,702 sf Café/Bistro	9	7	16	9	6	15

Notes:

1. Trip Generation Rates are per ITE publication "Trip Generation", 11<sup>th</sup> Edition for Land Use Code 932.
2. Trip Generation Rates are given in Vehicles Per Hour.

As can be seen in the Table above, the proposed use conversion to allow public access to the café/bistro would result in a nominal amount of vehicle trips during either the Peak AM or Peak PM Hours. Furthermore, this estimate is extremely conservative since it does not take credit for the amount of pedestrian traffic that will be captured from the existing residential development, as well as the adjacent Hospital Campus and surrounding parcels. Based on the foregoing, it is the opinion of DTS Provident the nominal amount of traffic for allowing public use of the café/bistro would not result in any significant impacts to the surrounding roadway network, thus not warranting the need for any additional roadway improvements. Furthermore, this change would not warrant the installation of a traffic signal at the site driveway.

It should be noted, a prior Condition of Site Plan Approval, requires the Applicant to perform Traffic Signal Warrant Analyses (TSWA) at the site driveway at 25%, 50%, 75% and 100% occupancy. TSWA have been performed for the 25% and 50% occupancy, which both determined a traffic signal was not warranted. The 75% and 100% occupancy TSWA will still need to be performed and would serve as further confirmation on whether a traffic signal is warranted at the site driveway.

## **PARKING ANALYSIS**

In order to evaluate the potential parking demand associated with the café/bistro use being open to the public, DTS Provident referenced the ITE publication entitled “Parking Generation”, 6<sup>th</sup> Edition. Based upon information contained in this publication, Multifamily Residential uses may only require 50-80% of their parking between the hours of 7:00 a.m. to 9:00 p.m. Based on the foregoing, 84 to 214 parking spaces of the 418 constructed parking spaces would be available during the café/bistro hours operation. Based upon current parking demand at the site, the residential demand will likely be significantly less the 418 constructed parking spaces. Thus, there is more than adequate parking to support the use conversion. Additionally, the intent is to accommodate any customer parking within the 28 surface parking spaces on-site.

The following Table summarizes the ITE Parking Generation Rates for Land Use Code 932:

**TABLE 2**  
**PEAK PARKING GENERATION SUMMARY TABLE**  
**ICON RIVERWALK – PLAINSBORO TOWNSHIP, NEW JERSEY**

Weekday (Monday-Thursday)	Friday	Saturday
15	24	20

Notes:

1. Parking Generation Rates are per ITE publication “Parking Generation”, 6<sup>th</sup> Edition.

As can be seen in the Table above, the peak parking demand would not exceed a total of 24 parking spaces. This is a very conservative analysis since it does not take credit for the amount of pedestrian traffic that will be captured from the existing residential development, as well as the adjacent Hospital Campus and surrounding parcels. Additionally, it is noted that employees will park in designated parking spaces in the structured parking. Based on the foregoing, the 28 surface parking spaces will be more than adequate to support the café/bistro parking demand.

## **CONCLUSION**

Based upon the information contained herein, it is the considered professional opinion of DTS Provident that the traffic associated with the proposed Project will not have an adverse impact upon the adjacent roadway network. Additionally, the proposed Project would be adequately supported by the existing parking provided at the site.

Should you wish to discuss any aspect of this letter, please feel free to contact me at 914.559.6793 or via email at [cholt@dtsprovident.com](mailto:cholt@dtsprovident.com).

Very truly yours,

**DTS Provident Design Engineering, LLP**

Carlito Holt P.E., PTOE  
Partner