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Colliers
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April 22, 2021

Samuel Surtees, Land Use Manager
Township of West Windsor
271 Clarksville Road
West Windsor, NJ 08550

Supplemental Trip Generation Analysis
Transit Village at Princeton Junction
Block 6, Lots 8, 54, 55.01, & 76
Township of West Windsor, Mercer County, New Jersey
Colliers Engineering & Design Project No. 16000081A

Dear Mr. Surtees:

Colliers Engineering & Design, Inc. has prepared this supplemental letter in support of the Traffic Impact Study prepared by our office, dated November 1, 2020, for the Transit Village at Princeton Junction project ("Project"). The project will consist of 868 residential units (150 low-rise units, 583 mid-rise units, and 135 senior attached units) and 21,130 SF of non-residential space. The Traffic Impact Study was previously submitted to the New Jersey Department of Transportation (NJDOT). At the time, the development was proposed to provide 800 residential units (142 low-rise units, 523 mid-rise units, and 135 senior attached units), 17,500 SF of retail space, and a 120-room hotel. Comparatively, the currently proposed development represents an increase of 68 residential units, an increase of 3,630 SF of retail space, and the removal of the hotel. The detailed trip generation estimates of the proposed development are detailed in **Table 1**. **Table 2** illustrates the comparison between the trip generation of the previously proposed and the proposed developments.

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Table 1 – ITE Site Generated Trips – Proposed

Description	Size	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
ITE LUC 220 – Multifamily Housing (Low-Rise)	150 units	16	54	70	54	31	85	70	59	129
ITE LUC 221 – Multifamily Housing (Mid-Rise)	583 units	54	156	210	157	100	257	126	131	257
ITE LUC 252 – Senior Adult Housing – Attached	135 units	9	18	27	19	16	35	29	17	46
Residential Subtotal	868 units	79	228	307	230	147	377	224	208	432
Transit Credit (30% AM, 30% PM, 18% SAT)		*24*	*68*	*92*	*69*	*44*	*113*	*40*	*37*	*77*
Internal Trip Capture		*0*	*0*	*0*	*11*	*7*	*18*	*6*	*5*	*11*
Primary Residential Trips		**55**	**160**	**215**	**150**	**96**	**246**	**178**	**166**	**344**
ITE LUC 820 – Shopping Center	21,130 SF	100	62	162	83	89	172	94	87	181
Transit Credit (15% AM, 15% PM, 9% SAT)		*15*	*9*	*24*	*12*	*13*	*25*	*8*	*8*	*16*
Internal Trip Capture		*0*	*0*	*0*	*7*	*11*	*18*	*5*	*6*	*11*
Pass-By Trips (34% PM, 26% SAT)		*0*	*0*	*0*	*22*	*22*	*44*	*20*	*19*	*39*
Primary Retail Trips		**85**	**53**	**138**	**42**	**43**	**85**	**61**	**54**	**115**
Net Total Trips (w/o credits)		179	290	469	313	236	549	318	295	613
Total Transit Credit		*39*	*77*	*116*	*81*	*57*	*138*	*48*	*45*	*93*
Total Internal Capture		*0*	*0*	*0*	*18*	*18*	*36*	*11*	*11*	*22*
Total Pass-By Trips		*0*	*0*	*0*	*22*	*22*	*44*	*20*	*19*	*39*
Total Primary Trips		**140**	**213**	**353**	**192**	**139**	**331**	**239**	**220**	**459**

Table 2 – ITE Site Generated Trip Comparison

Description	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Total Primary Trips (Previously Proposed)	164	218	382	192	145	337	250	229	479
Total Primary Trips (Proposed)	140	213	353	192	139	331	239	220	459
Difference	**-24**	**-5**	**-29 (-8%)**	**0**	**-6**	**-6 (-2%)**	**-11**	**-9**	**-20 (-4%)**

As shown in **Table 2**, the trip generation estimates for the proposed development are lower than those utilized in the Traffic Impact Study by 2% to 8% during the peak periods analyzed. Accordingly, the analysis within the November 1, 2020 Traffic Impact Study provides conservative results. The reduction in site generated traffic would result in a decrease in delay. Therefore, the findings and conclusions within the Traffic Impact Study, dated November 1, 2020, remain valid. If you have any questions, please do not hesitate to contact this office.

Sincerely,

Colliers Engineering & Design

Jeffrey M. Fiore, P.E.
Transportation Planning Discipline Leader

cc: Lena Balorda-Barone, Colliers Engineering & Design
Scott Fishbone, AvalonBay
Ludivine O'Toole, AvalonBay

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