

21 October 2022

City of Bayonne
Planning Board
630 Avenue C
Bayonne, NJ 07002

**Re: Traffic Statement for
Sixth Wave Logistics – Phase II
City of Bayonne, Hudson County, New Jersey
Langan Project No.: 100712102**

Dear Board Members:

Langan Engineering & Environmental Services has prepared this traffic statement for the Sixth Wave Logistics Phase II redevelopment project, including a new self-storage facility and warehouse. Specifically, we performed the following tasks:

- Reviewed the development proposal,
- Estimated site trip generation, and
- Reviewed the site plan.

We have concluded that the proposed redevelopment project will not create significant traffic impacts on the surrounding road network. Moreover, the proposed site design is consistent with current standards and will provide adequate and efficient access, circulation, and parking.

DEVELOPMENT PROPOSAL

The overall project site is identified on the City of Bayonne tax map as Block 416, Lots 1.01 and 2.01. The site is located at the existing Delta Storage property (69-71 New Hook Road) between New Hook Road and Lefante Way, to the east of State Route 440. The overall site is bounded by New Hook Road to the southwest, Lefante Way to the northeast, an existing warehouse to the northwest and the Marine Transport Logistics facility to the southeast.

The site currently contains a 135,430 square foot (sf) self-storage facility on Lot 1.01, one driveway on New Hook Road and one driveway on Lefante Way. There is an approved warehouse on Lot 2.01, which has two driveways along New Hook Road and two driveways along Lefante Way.

As part of the redevelopment of Lot 1.01 (Phase II), the existing self-storage facility will be replaced with a new 157,150 sf self-storage facility and a 68,300 sf warehouse. The proposed self-storage facility will have one driveway on New Hook Road. The proposed warehouse will have one driveway on Lefante Way. There will be an interior connection between the two facilities for emergency access only. This traffic assessment focuses only on the impact of Phase II of the redevelopment.

The proposed self-storage facility will provide a total of 15 passenger vehicle spaces, with circulation for large vehicles provided via overhead doors on the south side of the building. The

proposed warehouse will provide a total of 60 passenger car parking spaces, 8 loading docks, and 13 trailer parking spaces.

TRIP GENERATION

We prepared trip generation estimates for the existing self-storage facility using data compiled the commuter peak hours for Land Use Code 151 (Mini-Warehouse) by the Institute of Transportation Engineers (ITE), as contained in the publication Trip Generation, 11th Edition. Table 1 summarizes the existing trip generation estimates for the weekday morning and evening peak hours.

**Table 1 – Existing Trip Generation Estimates
 Self-Storage - 135,430 square feet**

Time Period	Total Trips
Weekday Morning Peak Hour	
Enter	7
<u>Exit</u>	5
Total	12
Weekday Evening Peak Hour	
Enter	9
<u>Exit</u>	11
Total	20

We prepared trip generation estimates for the proposed redevelopment using data compiled for the commuter peak hours for Land Use Code 150 (Warehousing) and Land Use Code 151 (Mini-Warehouse) by the ITE. The peak hour trip generation for the proposed uses shown in Table 2 are a conservative representation of anticipated peak hour traffic volumes. Table 2 summarizes the trip generation as a result of the proposed redevelopment of the site for the weekday morning and evening peak hours.

Table 2 – Proposed Trip Generation Estimates

Time Period	Self-Storage 157,150 sf	Warehouse 68,300 sf	Total
Weekday Morning Peak Hour			
Enter	8	24	32
<u>Exit</u>	<u>6</u>	<u>8</u>	14
Total	14	32	46
Weekday Evening Peak Hour			
Enter	11	10	21
<u>Exit</u>	<u>13</u>	<u>25</u>	38
Total	24	35	59

The trip generation numbers shown in Table 1 represent an estimate of the single highest peak hours anticipated for a typical weekday during typical commuting periods. Trucks will comprise

approximately 1 trip during the weekday morning peak hour and 2 trips during the weekday evening peak hour based on data provided by ITE.

Table 3 summarizes the difference in trips between the existing and proposed conditions.

Table 3 –Trip Generation Comparison

Time Period	Existing	Proposed	Difference
Weekday Morning Peak Hour			
Enter	7	32	+25
<u>Exit</u>	<u>5</u>	<u>14</u>	+9
Total	12	46	+34
Weekday Evening Peak Hour			
Enter	9	21	+12
<u>Exit</u>	<u>11</u>	<u>38</u>	+27
Total	20	59	+39

The proposed warehouse development will generate less than one trip every two minutes entering or exiting, on average, during the weekday morning and evening peak hours. That level of trip generation will be imperceptible on the surrounding road network. The redevelopment will result in less than 100 new trips, and therefore does not result in a “significant impact” as defined by ITE and the New Jersey Department of Transportation.

As a result, we do not expect a significant impact to area traffic operations.

SITE PLAN REVIEW

We have reviewed the site plan for the proposed redevelopment project. In particular, we focused on access, circulation and parking supply, which the following items address:

- The site plan shows one driveway on New Hook Road for the proposed self-storage facility and one driveway on Lefante Way for the proposed warehouse. Both driveway intersections will be stop controlled. The driveways will facilitate access and traffic operations at each of the driveways for the proposed development for all design vehicles, including passenger cars, trucks, refuse trucks and emergency vehicles. There will be an interior connection between the two facilities for emergency access only.
- The passenger car parking provides 9 feet wide and 18 feet long perpendicular parking spaces served by a minimum of 24 feet wide aisles. These parking space dimensions are consistent with current parking design standards.
- The truck court provides loading docks that are 12.5 feet wide and 60 feet long and trailer parking spaces that are 12 feet wide and 55 feet long. The loading docks and the trailer parking are served by a circulation aisle that is 70 feet wide. The truck court dimensions are consistent with current design standards.
- The car parking supply of 75 spaces for the self-storage and warehouse exceeds the ordinance requirement. Accordingly, we anticipate the car parking supply will adequately accommodate the site parking demands.

Based on our review, we believe convenient access, efficient circulation and adequate parking will be provided for the site.

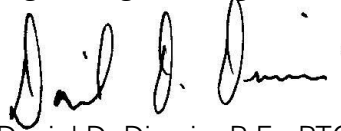
CONCLUSION

We have concluded that the proposed redevelopment of the site from self-storage to self-storage and a warehouse will not create any significant traffic impacts on the surrounding road network. In addition, the site design is in accordance with current standards and will provide adequate and efficient access, circulation and parking.

Should you have any questions or comments concerning this traffic statement, please do not hesitate to contact our office.

Sincerely,

Langan Engineering and Environmental Services, Inc.



Daniel D. Disario, P.E., PTOE
Principal



Alan W. Lothian, P.E.
Associate