August 8, 2023

VIA UPS & EMAIL
City of Bayonne
Planning Board
630 Avenue C
Bayonne, NJ 07002
Attn: Alicia K. Losonczy, Land Use Administrator

RE: Preliminary & Final Major Site Plan Approval (the “Application”)
745-747 Broadway LLC (the “Applicant”)
Block 139, Lots 18 & 19 (collectively the “Property”)

Dear Ms. Losonczy,

This office represents Applicant with respect to the above-described Application. Please accept the following supplemental submission document on behalf of the Applicant:


Please advise whether the Application can now be deemed complete. Should your office have any questions regarding the enclosed or require any further information, please do not hesitate to contact me.

Very truly yours,

/s/ Michael Miceli

MICHAEL MICELI, ESQ.

MM/emt
Encls.
TRAFFIC ENGINEERING EVALUATION

745-747 BROADWAY
BLOCK 319, LOTS 18 & 19
CITY OF BAYONNE
HUDSON COUNTY, NEW JERSEY

Prepared for:

745-747 Broadway LLC
5 Cater Lane, #311
Monroe, NY 10950

Prepared by:

KLEIN TRAFFIC CONSULTING, LLC
156 Walker Road
West Orange, New Jersey 07052
www.kleintraffic.com

August 1, 2023
INTRODUCTION
The purpose of this Traffic Engineering Evaluation is to assess the traffic impacts associated with the redevelopment of the subject property known as Block 319, Lots 18 & 19 located at 745-747 Broadway in the City of Bayonne, Hudson County. The site is currently a vacant lot. The site is approximately 50 feet wide with frontage on the west side of Broadway.

The structure has been demolished and the proposal is to construct a six-story, multifamily housing (mid-rise) building with 27-dwelling units and approximately 1,514 square feet of commercial space on the ground floor. The location of the project site is illustrated in the Location Map.

EXISTING CONDITIONS
The site is on the east side of Broadway between 33rd Street and 34th Street. The site was most recently occupied by outdoor dining for the restaurant at 749 Broadway. The surrounding properties generally consist of a mix of commercial and residential uses. The adjacent roadways serving the site are described as follows:

Broadway is categorized as an urban principal arterial and is under the jurisdiction of the City of Bayonne. Broadway is oriented in a north-south direction, extending between W. 55th Street where Broadway changes names to Garfield Avenue in Jersey City in the north and 1st Street in the south end of Bayonne. Near the proposed site, Broadway provides a two-lane cartway with parking on both sides of the street and there are sidewalks on both sides of the street. There is metered parking for up to 27 cars on the block of Broadway between 33rd Street and 34th Street. There are several parking restrictions for ADA parking and van parking on this block of Broadway. The posted speed limit is 25 miles per hour (MPH).

E. and W. 33rd Street is a local street under the jurisdiction of the City of Bayonne. 33rd Street is oriented in an east-west direction. There are sidewalks on both sides of the street. Parking is restricted on both sides of the street by signed posed “Residential Permit Parking Red Zone, Monday to Friday, 8 AM to 9 PM, Tow Away Zone”. There is parking capacity for approximately 50 cars on both sides of W. 33rd Street between Avenue C and Broadway and approximately 50 parked cars on E. 33rd Street between Broadway and Avenue E. The posted speed limit is 25 MPH.

E. and W. 34th Street is a local street under the jurisdiction of the City of Bayonne. 34th Street is oriented in a one-way westbound direction. There are sidewalks on both sides of the street. Parking is restricted on both sides of the street by signed posed “Residential Permit Parking Red Zone, Monday to Friday, 8 AM to 9 PM, Tow Away Zone”. There is parking capacity for approximately 40 cars on both sides of W. 34th Street between Avenue C and Broadway and approximately 40 parked cars on E. 34th Street between Broadway and Avenue E. The posted speed limit is 25 MPH.
Mass Transportation Options
The Hudson-Bergen Light Rail Station at 34th Street is approximately a 0.2-mile/5-minute walk from the subject site. Within a 0.2-mile/4-minute walk of the subject there are bus stops on Avenue C at the intersections of 33rd Street and 34th Street for the 81 and the 120 bus routes with service to Exchange Place/Jersey City and the 8th Street Light Rail Station. With frequencies of four times per hour during the peak commuting hours, bus service is an attractive alternative to commuting by personal automobile as well as owning a car.

DEVELOPMENT PROPOSAL
The proposed development consists of the construction of a 27-unit multifamily housing (mid-rise) building and 1,514 square feet of commercial space. Driveways are not permitted on Broadway; therefore, zero on-site parking spaces are proposed.

TRIP GENERATION
According to the Trip Generation Manual, 11th Edition published by the Institute of Transportation Engineers (ITE), Multifamily Housing (Mid-Rise) includes apartments, townhouses, and condominium located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Trip generation for the proposed 27-unit, multifamily housing (mid-rise) building was calculated using the current Trip Generation, 11th Edition. The average trip generation rate for “Dense Multi-Use Urban” setting/location with rail transit within one-half mile was chosen to replicate the surrounding traffic conditions. According to the Trip Generation, 11th Edition, “a strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.”

Table 1 - Trip Generation Summary, tabulates the trip generation for the proposed 27-units of Multifamily Housing (Mid-Rise) and the 1,514 square foot commercial/retail spaces. As shown in Table 1, the proposed 27-units of Multifamily Housing (Mid-Rise) would generate 15 new trips during the AM peak hour and 19 new trips during the PM peak hour. The retail portion of the proposed development would generate 4 trips during the weekday AM peak hour and 29 trips during the weekday PM peak hour. However, since there is no on-site parking, these trips would be associated with pedestrian trips. Some of these peak hour trips maybe associated with ridesharing and/or delivery vehicles. The proposed development would generate 19 trips during the AM peak hour and 48 trips during the PM peak hour. This change in the number of vehicle trips and pedestrian trips would be negligible and would not be noticed by the public traveling along Broadway.

According to Transportation Impact Analysis for Site Development, published by the Institute of Transportation Engineers (ITE), an increase of less than 100 vehicle trips would not change the level of service of the local street network nor appreciably increase the volume-to-capacity
ratio of an intersection approach. Also, NJDOT Access Management Code considers a significant increase in trips greater than 100 peak hour trips AND greater than a 10 percent increase in previously anticipated daily trips. Therefore, the development of the subject property into 27 multifamily housing (mid-rise) units and 1,514 square feet of commercial/retail space is not anticipated to significantly impact the operations of Broadway.

Parking Requirement
The local Ordinance parking requirement is 1.0 parking spaces per studio or one-bedroom unit and 1.25 parking spaces per two-bedroom unit. With 21 studios and 6 two-bedroom units, the required parking is 29 parking spaces. Data from the *Parking Generation 5th Edition* published by the Institute of Transportation Engineers (ITE), supports a lower peak parking demand.

Parking Demand
*Parking Generation, 5th Edition*, published by the Institute of Transportation Engineers (ITE), provides parking demand data for Multifamily Housing (Mid-Rise) in a Dense Multi-Use Urban area, within half mile of a rail station, during weekdays (Monday – Friday) between 10 PM and 5 AM. The Average weekday peak parking demand would be 0.50 parked vehicles per bedroom or 17 parked cars. The 95 percent confidence interval is a range of 0.44 parked cars per bedroom to 0.56 parked cars per bedroom or 15 to 19 parked cars. The 85th percentile weekday peak parking demand would be 0.67 parked cars per bedroom or 23 parked cars.

Parking Data Collection
According to the temporal distribution of parking demand for Land Use 221: Multifamily Housing (Mid-Rise), published by the Institute of Transportation in the *Parking Generation, 5th Edition*, the peak parking demand is 90 percent to 100 percent between 10:00 PM and 12 midnight on a weekday. The peak parking demand is 82 percent to 100 percent on a Saturday between 10:00 PM to 12:00 midnight.

We studied two weekday evenings, Thursday, July 27 and Friday, July 28 between 10:00 PM and 12:00 midnight and Saturday, July 29 from 10:00 PM to 12:00 midnight. These times correspond with the peak parking demand described in the *Parking Generation, 5th Edition* for residential uses. We noted the number of available, unoccupied on-street parking spaces on Thursday, July 27 and Friday, July 28, from 10:00 PM to 12:00 midnight and on Saturday, July 20 from 10:00 PM to 12:00 midnight.

We studied the municipal parking lot on E. 33rd Street between Broadway and Avenue E. We noted the total number of parking spaces to be 36 spaces. During our studied times, we noted no less than 20 available, unoccupied parking spaces within the municipal parking lot. We also studied the availability of parking on Broadway between 33rd Street and 34th Street, where we counted 27 metered, on-street parking spaces. We never found less than 13 available, unoccupied on-street parking spaces during the two weekday late nights and the Saturday late night. On Thursday, July 27, we counted no less than 13 available on-street parking spaces.
between 10:00 PM and 12:00 midnight. On Friday, July 28 we counted no less than 14 available on-street parking spaces between 10:00 PM and 12 midnight. On Saturday, July 29, between 10:00 PM and 12:00 midnight, we found no less than 13 available on-street parking spaces.

With the available on-street parking on the block of Broadway between 33rd Street and 34th Street as well as the available parking within the municipal parking lot on 33rd Street, the available parking would be no less than 33 parking spaces, where 29 parking spaces are required by Ordinance. *Parking Generation, 5th Edition* data supports a lower peak parking demand of 15 to 23 parked cars for the proposed 33 total bedrooms. Therefore, the available on-street and municipal parking spaces would adequately support the peak parking demand as well as support the local Ordinance parking requirement.

**CONCLUSIONS**

Based upon our trip generation calculations and evaluation, it is our professional opinion that the traffic generated by the proposed development of 27-units of multifamily housing (mid-rise) and 1,514 square feet of commercial/retail space would have a negligible impact on traffic conditions during the peak commuter traffic hours.

The design of the site conforms to the requirements of the zone, with no driveways permitted along Broadway. However, there is adequate on-street parking and parking in the municipal parking lot on 33rd Street to support the local Ordinance parking requirement.

The pedestrian and vehicular trips generated by the development of the subject property will have no significant impact on the operations of the area roadways and intersections. The lack of on-site parking would not have an impact on the on-street parking supply within the area since there are robust mass transportation options for the future tenants of the project. The parking demand would be negligible and would not have a significant impact on the parking of the surrounding streets.

The foregoing is a true representation of my findings.

LEE D. KLEIN, P.E., PTOE
Professional Engineer License No. 37104
Professional Traffic Operations Engineer 1627
Table 1 - Trip Generation Summary
745-747 Broadway, Bayonne, Hudson County, NJ

<table>
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<th>CODE</th>
<th>LAND USE</th>
<th>AMOUNT</th>
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<th>PM PEAK HOUR</th>
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<td></td>
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<td>IN</td>
<td>OUT</td>
<td>TOTAL</td>
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<tr>
<td>221</td>
<td>Multifamily Housing (Mid-Rise) (Average) (Dense Urban)</td>
<td>27 units</td>
<td>3</td>
<td>13</td>
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<td>822</td>
<td>Strip Retail Plaza (&lt;40KSF)</td>
<td>1,514 SF</td>
<td>2</td>
<td>1</td>
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TOTAL SITE-GENERATED TRIPS

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Source:  *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE)
Walking Route between 745-747 Broadway and the 34th Street Light Rail Station

745 Broadway, Bayonne, NJ 07002 to 34th Street Station, Bayonne, NJ 07002

Walk 0.2 mile, 5 min