TRAFFIC ENGINEERING EVALUATION

361-373 JOHN F. KENNEDY BLVD
BLOCK 262, LOTS 7, 8, & 9
CITY OF BAYONNE
HUDSON COUNTY, NEW JERSEY

Prepared for:

Montgomery & Washington Inc.
c/o 361-373 John F. Kennedy Blvd
Bayonne, NJ 07002

Prepared by:

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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 262, Lots 7, 8, & 9 located at 361-373 John F. Kennedy Boulevard in the City of Bayonne, Hudson County. The property has approximately 175 feet of frontage along the west side of John F. Kennedy Boulevard and approximately 92 feet along the north side of W. 12th Street. The property is situated on the northwest corner of the intersection of W. 12th Street with John F. Kennedy Boulevard.

The structures will be demolished, and the proposal is to construct a six-story, multifamily housing (mid-rise) building with 66 dwelling units. The ground floor is proposed with 71 parking spaces in 34 mechanical stacker pairs plus 3 ADA parking spaces. The location of the project site is illustrated in the Project Location Map.

EXISTING CONDITIONS

The site is on the northwest corner of the intersection of W. 12th Street with John F. Kennedy Boulevard. There are two existing curb cuts on John F. Kennedy Boulevard and two curb cuts on W. 12th Street. The surrounding properties generally consist of a mix of commercial and residential uses. The adjacent roadways serving the site are described as follows:

Kennedy Boulevard (CR 501) is categorized as an urban principal arterial and is under the jurisdiction of the County of Hudson. Kennedy Boulevard is oriented in a north-south direction, extending between Route 63 in Fairview, Bergen County in the north and the south end of Bayonne. Near the proposed site, Kennedy Boulevard provides a four-lane cartway with parking on both sides of the street. There are sidewalks on both sides of the street. The intersection of W. 12th Street with John F. Kennedy Boulevard is signalized with marked crosswalks, pedestrian countdown indications, and pedestrian push buttons. The posted speed limit is 25 miles per hour (MPH).

W. 12th Street is a local street under the jurisdiction of the City of Bayonne. W. 12th Street is oriented in a one-way westbound direction. There are sidewalks on both sides of the street. Parking is permitted on both sides of the street. There is parking capacity for approximately 20 cars on both sides of the street between John F. Kennedy Boulevard and Avenue C. The posted speed limit is 25 MPH.

Mass Transportation Options

The Hudson-Bergen Light Rail Station at 8th Street is approximately a 0.4-mile/9-minute walk from the subject site. On John F. Kennedy Boulevard at W. 12th Street, the 10 and 119 buses stop. Within a 0.3-mile/5-minute walk of the subject there are bus stops on Avenue C at the intersections of W. 12th Street and W. 14th Street for the 81 and the 120 bus routes with service to Exchange Place and Grove Street in Jersey City and the 8th Street Light Rail Station. With frequent bus and light rail transit services during peak commuting hours, this location 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 66 units of multifamily housing (mid-rise) on five floors over ground floor parking for up to 71 vehicles in 34 mechanical stacker pairs and 3 ADA parking spaces. One driveway is being proposed on W. 12th Street to replace the two cub cuts. The two existing driveways on John F. Kennedy Boulevard will be closed.

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 66-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 *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 66 multifamily housing (mid-rise) units is not anticipated to significantly impact the operations of the adjacent intersection of W. 12th Street at John F. Kennedy Boulevard.

SITE PLAN REVIEW

The site is proposed with ground floor parking for up to 71 vehicles in 34 pairs of mechanical stackers and 3 ADA parking spaces. The parking requirement is 1 parking space per studio and one-bedroom units or 46 parking spaces, and 1.25 parking spaces per two-bedroom unit or 25 parking spaces for a total of 71 required parking spaces. Therefore, the proposed parking supply of 71 parking spaces meets the parking requirement of 71 parking spaces. The two-way drive aisles are minimum of 23 feet in width, which would be adequate for standard passenger cars to access the parking spaces.

Electric Vehicle Charging Stations (EVCS)

NJ legislation C.40:55D-4 states that "e. A parking space prepared with electric vehicle supply equipment or Make-Ready equipment pursuant to this section shall count as at least two parking spaces for the purposes of complying with the minimum parking spaces requirement. This subsection shall result in a reduction of no more than 10 percent of the total required parking." The legislation continues: "f. All parking space calculations for electric vehicle supply equipment and Make-Ready equipment pursuant to this section shall be rounded up to the next full parking space." Since the site proposes 15 percent (10.65, round up to 11 EVCS/make-ready parking spaces) of the proposed 71 parking spaces as EVCS per the legislation, then a 10 percent reduction in the required parking spaces can be permitted, which would result in a reduction in the required parking by 7 parking spaces from 71 to 64 required parking spaces. Therefore, 11 parking spaces would be designed and equipped as EVCS/Make-Ready equipment. The proposed 71 physical parking spaces exceed the adjusted requirement of 64 parking spaces.

Parking Demand

The *Parking Generation, 6th Edition*, published by the Institute of Transportation Engineers (ITE) At 71 proposed parking spaces for 86 total bedrooms the proposed site provides 0.82 parking spaces per bedroom. *Parking Generation, 6th 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 0.66 parked vehicles per bedroom or 57 parked cars and the 85th percentile weekday peak parking demand would be 0.69 parked cars per bedroom or 59 parked cars. The proposed 71 physical parking spaces satisfies the weekday average peak parking demand as well as the 85th percentile peak parking demand for 86 bedrooms in a Multifamily Housing (Mid-Rise), in a Dense Multi-Use Urban area, within half mile of a rail transit station.

CONCLUSIONS

Based upon the industry standard ITE trip generation calculations, it is my professional opinion that the traffic generated by the proposed development of 66-units of multifamily housing (mid-rise) would have a negligible impact on traffic conditions during the peak commuter traffic hours. 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 design of the site conforms to the requirements of the zone with 71 parking spaces proposed, whereas 71 parking spaces are required. The 71 physical parking spaces will meet the local Ordinance requirement of 71 parking spaces. With the 10 percent credit for providing 15 percent EVCS, the 71 physical parking spaces exceed the adjusted requirement of 64 parking spaces. The *Parking Generation, 6th Edition* 85th percentile peak parking demand for 86 bedrooms in a Multifamily Housing (Mid-Rise), in a Dense Multi-Use Urban area, within half mile of a rail transit station is 59 parked cars. The parking demand would be satisfied and would not have a significant impact on the on-street parking of the surrounding streets.

The foregoing is a true representation of my findings.

Lee D Klein

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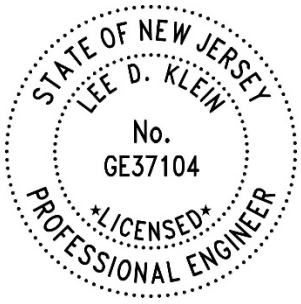

Google Maps

361 John F. Kennedy Blvd, Bayonne, NJ 07002 to 8th Street, Bayonne, NJ 07002

Walk 0.4 mile, 9 min

PROJECT LOCATION MAP

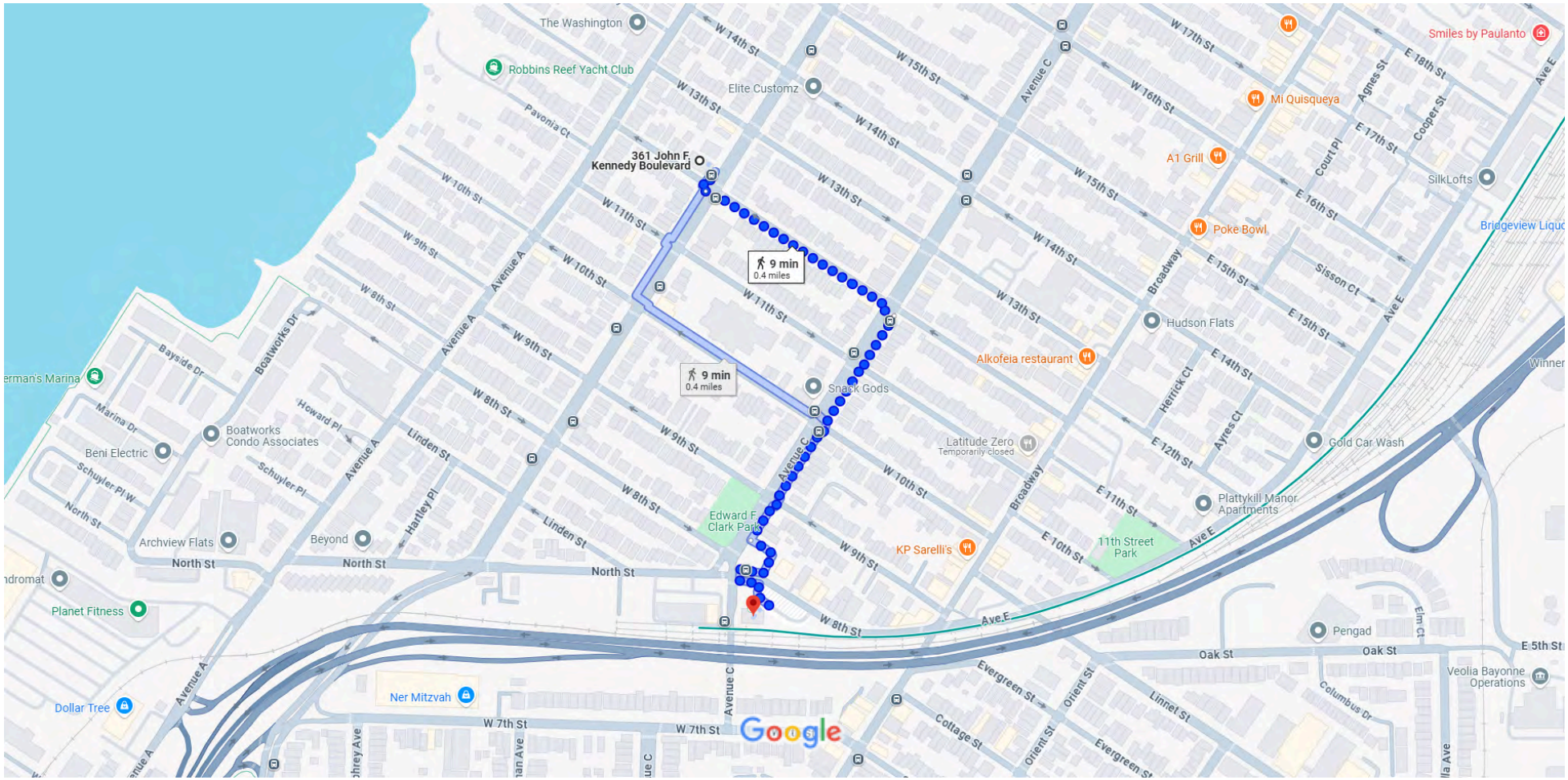

Table 1 - Trip Generation Summary
361-373 John F. Kennedy Boulevard, Bayonne, Hudson County, NJ

			WEEKDAY					
			AM PEAK HOUR			PM PEAK HOUR		
CODE	LAND USE	AMOUNT	IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED								
VEHICLE TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	66 units	3	18	21	13	5	17
PERSON TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	66 units	6	31	38	32	14	47

Source: *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE)