

TRAFFIC ENGINEERING EVALUATION

MIXED-USE REDEVELOPMENT

937 BROADWAY

BLOCK 85, LOT 23

CITY OF BAYONNE

HUDSON COUNTY, NEW JERSEY

Prepared for:

Golden Apple Capital
93 Central Avenue, Suite A
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Prepared by:

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INTRODUCTION

The purpose of this Traffic Engineering Evaluation is to assess the potential traffic impacts associated with the redevelopment of the subject property known as Block 85, Lot 23 located at 937 Broadway in the City of Bayonne, Hudson County. The site is currently a vacant lot. The site is approximately 100 feet wide with frontage on the west side of Broadway and 137 feet, 6 inches of frontage along the south side of W. 45th Street.

The proposal is to construct a six-story, multifamily housing (mid-rise) building with 51-dwelling units and approximately 1,729 square feet of commercial space on the ground floor. Parking for up to 52 cars will be provided on three levels with a driveway on W. 45th Street. The location of the project site is illustrated in the Location Map.

EXISTING CONDITIONS

The site is on the southwest corner of Broadway with W. 45th Street. The site was most recently occupied by a bank with two drive-up windows. 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 at the south end of Bayonne. Near the proposed site, Broadway provides a two-lane cartway, one lane in each direction, with parking on both sides of the street. There are sidewalks on both sides of the street. There is metered parking for 13 cars on the block of Broadway between 44th Street and 45th Street. There is a parking restriction for one ADA parking space on the west side of this block of Broadway. The posted speed limit is 25 miles per hour (MPH).

E. and W. 45th Street is a local street under the jurisdiction of the City of Bayonne. 45th Street is oriented in an eastbound 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 Yellow 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. 45th Street between Avenue C and Broadway and approximately 45 parked cars on E. 45th Street between Broadway and Avenue E. The posted speed limit is 25 MPH.

Mass Transportation Options

The Hudson-Bergen Light Rail Station at 45th Street is approximately a 0.2-mile/4-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 45th Street and 44th Street for the 81 and the 120 bus routes, and the 12 bus route at the intersections of Broadway with 45th Street and 44th Street, 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 51-unit multifamily housing (mid-rise) building and 1,729 square feet of commercial space. Driveways are not permitted on Broadway. Therefore, access to the on-site parking spaces is proposed on W. 45th Street.

TRIP GENERATION

According to the *Trip Generation Manual, 12th 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 51-unit, multifamily housing (mid-rise) building was calculated using the current *Trip Generation, 12th 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, 12th 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 51-units of Multifamily Housing (Mid-Rise) and the 1,729 square foot commercial/retail spaces. As shown in Table 1, the proposed 51-units of Multifamily Housing (Mid-Rise) would generate less trips during the weekday AM and PM peak hours than the previous bank with drive-in windows. The retail portion of the proposed development would generate primarily pedestrian trips during the weekday AM peak hour and the weekday PM peak hour. Some of the peak hour trips generated by the project may be associated with ridesharing and/or delivery vehicles, and some of the site-generated trips may be associated with pedestrians.

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 51 multifamily housing (mid-rise) units and 1,729 square feet of commercial/retail space will not have a significant impact on the operations of Broadway or W. 45th Street.

Parking Requirement

The local Ordinance parking requirement is 1.0 parking spaces per unit. With 22 studios, 28 one-bedroom units, and 1 two-bedroom unit, totaling 51 units, the parking requirement is 51 parking spaces. Peak parking demand data from the Parking Generation 6th Edition published by the Institute of Transportation Engineers (ITE), supports a lower peak parking demand.

Parking Demand

Parking Generation, 6th Edition, provides peak parking demand data for Land Use Code 218, Multifamily Housing – 1 BR (Mid-Rise) in a Dense Multi-Use Urban area, Close to Rail Transit, during weekdays (Monday – Friday) between 10 PM and 5 AM. The Average weekday peak parking demand would be 0.35 parked vehicles per dwelling unit or 18 parked cars. The range of rates is 0.24 parked cars per dwelling unit to 0.38 parked cars per bedroom or 13 to 20 parked cars. The proposed parking supply exceeds the local Ordinance requirement, as well as the expected peak parking demand data from the Parking Generation, 6th Edition.

CONCLUSIONS

Based upon our trip generation calculations and evaluation, it is our professional opinion that the traffic generated by the proposed development of 51-units of multifamily housing (mid-rise) and 1,729 square feet of commercial/retail space would have a negligible impact on traffic conditions during the peak commuter traffic hours.

The site plan shows that there is adequate on-site parking to meet the local Ordinance parking requirement, as well as the anticipated peak parking demand based on data from the Parking Generation, 6th Edition.

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.



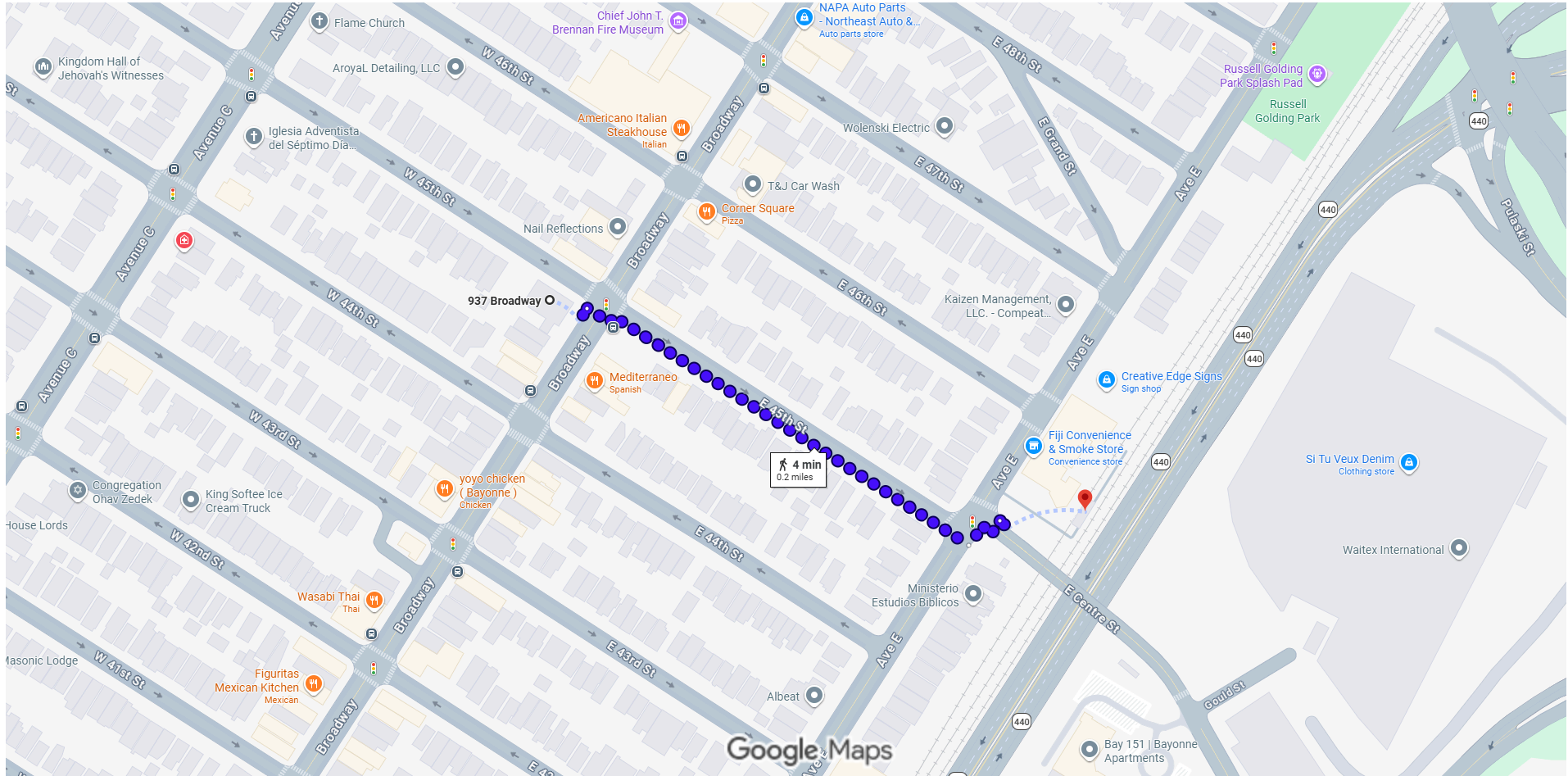
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937 Broadway, Bayonne, NJ 07002 to 45th Street, Bayonne, NJ 07002

Walk 0.2 mile, 4 min



PROJECT LOCATION MAP



Map data ©2026 Google 100 ft

Table 1 - Trip Generation Summary
937 Broadway, Bayonne, Hudson County, NJ

CODE	LAND USE	AMOUNT	WEEKDAY					
			AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
EXISTING/PREVIOUS								
912	Drive-In Bank	3,615 SF	21	15	36	38	38	76

PROPOSED								
VEHICLE TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	51 units	6	10	16	10	4	13
PERSON TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	51 units	12	18	30	17	11	28
822	Strip Shopping Plaza (Average Rates)	1,729 SF	4	3	7	5	6	11
	Pass By Percentage (PM)	100.0%				(5)	(6)	(11)
	Total New Strip Shopping Plaza Trips		4	3	7	0	0	0
TOTAL SITE GENERATED VEHICLE TRIPS			6	10	16	10	4	13
TOTAL CHANGE (REDUCTION) IN SITE GENERATED VEHICLE TRIPS			(14)	(5)	(20)	(28)	(34)	(63)

Source: *Trip Generation, 12th Edition*, published by the Institute of Transportation Engineers (ITE)

NOTE: (##) - Indicates a DECREASE in site generated trips