STONEFIELD

November 30, 2020

City of Jersey City
Zoning Board of Adjustments
280 Grove Street
Jersey City, NJ 07302

RE: Traffic & Parking Assessment Report
Proposed Multi-Family Residential Development
130 Summit Avenue
Block 15305, Lot 11.01
City of Jersey City, Hudson County, New Jersey
SE&D Job No.RUT-200337

Dear Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed multi-family residential development on the adjacent roadway network. The subject property is located along the easterly side of Summit Avenue in the City of Jersey City, Hudson County, New Jersey. The subject property is designated as Block 15305, Lot 11.01 as depicted on the City of Jersey City Tax Map. The subject property is a flag lot with approximately 175 feet of frontage along Summit Avenue and approximately 75 feet of frontage along Clifton Place. The existing site contains a two (2)-story brick building, which formerly operated as a church, and an accessory unpaved parking area. The existing access is provided via one (1) driveway along Summit Avenue.

Under the proposed development program, the existing church building would be renovated, and two (2) additional five (5)-story structures would be constructed on the northerly and easterly portions of the property to operate as a residential development comprised of 82 residential units. Vehicular access is proposed via one full-movement (1) driveway along Summit Avenue and one (1) left-in/left-out driveway along Clifton Place.

Existing Conditions

The subject property is located along the easterly side of Summit Avenue in the City of Jersey City, Hudson County, New Jersey. The subject property is designated as Block 15305, Lot 11.01 as depicted on the City of Jersey City Tax Map. The subject property is a flag lot with approximately 175 feet of frontage along Summit Avenue and approximately 75 feet of frontage along Clifton Place. Land uses in the area are predominantly commercial and residential.

Summit Avenue is classified as an Urban Minor Arterial roadway with a general north-south orientation and is under the jurisdiction of the City of Jersey City. Along the site frontage, the roadway provides one (1) lane of travel in each direction and does not have a posted speed limit in the site vicinity. Along the site frontage, curb and sidewalk are provided along both sides of the roadway and shoulders are not provided along either side of the roadway. On-street parking is not regulated along the easterly side of the roadway and is intermittently permitted in accordance with posted regulations along the westerly side of the roadway along the site frontage. Summit Avenue provides north-south mobility throughout Jersey City for a mix of uses along its length.

Clifton Place is a local roadway under the jurisdiction of the City of Jersey City, which intersects at east-west orientation with Summit Avenue and continues in a general north-south orientation, running parallel of Summit Avenue to the east. The roadway is a one (1)-way northbound roadway which provides one (1) lane of

travel and does not have a posted speed limit along the site frontage. Along the site frontage, curb and sidewalk are provided along both sides of the roadway, shoulders are not provided along either side of the roadway, and on-street parking is permitted in accordance with posted regulations along both sides of the roadway. Clifton Place connects Summit Avenue at its southerly terminus to Fairmount Avenue at its northerly terminus for predominantly residential uses along its length.

Summit Avenue and Clifton Place intersect to form an unsignalized T-intersection at which the northbound and southbound approaches must yield to pedestrians at the intersection. Please note that the Clifton Place approach operates as a one (1)-way receiving lane in the eastbound direction within the intersection. The northbound approach of Summit Avenue provides one (1) shared through/right-turn lane and the southbound approach of Summit Avenue provides one (1) shared left-turn/through lane. Crosswalks are provided across the southerly and easterly legs of the intersection.

The proposed development is located approximately 0.7 miles (14-minute walk) from the Garfield Avenue Station which serves NJ Transit's Hudson-Bergen Light Rail Line and provides direct service to Bayonne, Hoboken, Weehawken, Union City, and North Bergen, with transfer service to other lines on the NJ Transit system available at Hoboken Terminal. At Hoboken Terminal, transfers are available to the Port Authority Trans-Hudson (PATH) trains and NY Waterway ferries. The subject site is also located within 0.6 miles (12-minute walk) from bus stops that service eight (8) NJ Transit bus routes, with the nearest stop located within 300 feet of the site. The NJ Transit Bus Routes in the site vicinity provide service to New York City, Newark, Kearny, Bayonne, Union City, Weehawken, Hoboken, and various points of interest within Jersey City. Additionally, New York City's "Citi Bike" bike share program extends to Jersey City with 50 bike stations, the nearest of which is located approximately 0.3 miles (7-minute walk) from the subject site. It is also important to note that the City of Jersey City, in connection with Via, recently launched a new on-demand public bus service which allows commuters to hail a shared vehicle directly from their smartphone, thereby functioning as a new transit service available in addition to the City's already extensive public transit options. The non-vehicular transportation modes available in the general vicinity of the subject site are summarized in **Table 1**.

TABLE 1 – MULTI-MODAL TRANSPORTATION OPTIONS

Travel Mode	Proximity to Site	Destinations
Hudson-Bergen Light Rail - Garfield Avenue Station	0.7 miles	Bayonne Hoboken Union City North Bergen
NJ Transit Bus Route 1	0.3 miles	Newark Kearny
NJ Transit Bus Route 6	200 feet	Jersey City
NJ Transit Bus Route 80	0.5 miles	Jersey City
NJ Transit Bus Route 81	0.3 miles	Bayonne
NJ Transit Bus Route 86	0.5 miles	Union City Weehawken
NJ Transit Bus Route 87	1,200 feet	Jersey City Hoboken
NJ Transit Bus Route 10	0.6 miles	Bayonne
NJ Transit Bus Route 119	0.6 miles	New York City Hoboken Bayonne
Citi Bike Share – Baldwin Avenue and Montgomery Street	0.3 miles	New York City Jersey City
Via Public Bus Service	User-Defined	Jersey City

Trip Generation

Trip generation projections for the proposed development were prepared utilizing the ITE Trip Generation Manual, 10th Edition. Trip generation rates associated with Land Use 221 "Multifamily Housing (Mid-Rise)" were cited for the multi-family residential development with 82 units. Please note that ITE data for Land Use 221 "Multifamily Housing (Mid-Rise)" were cited for a "dense multi-use urban" setting where available, which is defined by ITE as "a fully developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit." Jersey City offers extensive public transit services in the immediate vicinity and is comprised of a mix of residential and commercial uses. Therefore, "dense multi-use urban" is an appropriate definition for the study location.

Table 2 provides the weekday morning, weekday evening, and Saturday midday trip generation volumes associated with the proposed development.

TABLE 2 – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
82-Unit Multifamily Housing (Mid-Rise) *ITE Land Use 221*	7	18	25	12	7	19	16	14	30

As shown in **Table 2,** the proposed development is anticipated to generate 30 total trips during the critical Saturday midday peak hour. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. Based on as-counted traffic volumes collected on May 29, 2019, the site-generated traffic during peak hours represents an increase of less than 2% of the existing peak-hour traffic volumes along the adjacent roadway network. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Site Circulation/Parking Supply

A review was conducted of the proposed mixed-use development using the Site Plan prepared by Inglese Architecture and Engineering, dated August 11, 2020. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

The existing two (2)-story building which formerly operated as a church will be renovated, and an additional two (2) five (5)-story buildings will be constructed on the northerly and easterly portions of the property, to operate as an 82-unit multi-family residential development. Vehicular access is proposed via one (1) full-movement driveway along Summit Avenue and one (1) left-ingress/left-egress driveway along Clifton Place. The driveway entrances will each provide access to a respective parking garage located on the lower level of the building of the two (2) buildings to be constructed. Each parking garage will be supported by 22-foot minimum two (2)-way drive aisles. Bicycle storage will also be provided within the parking garage accessible along Summit Avenue.

Regarding the parking requirements for the proposed development, the City of Jersey City Ordinance requires one (1) parking stall per dwelling unit. For the proposed 82-unit mixed-use development, this equates to 82 required spaces. The site would provide 30 total parking spaces, inclusive of three (3) ADA accessible parking spaces, for a parking rate of 0.37 vehicles per dwelling unit. The spaces would be 9 feet wide by 18 feet deep in accordance with industry standards.

It is important to consider the urban/suburban setting of the proposed development, the availability of nearby transit options, and the characteristics of the proposed use when assessing the adequacy of parking supply. Based on the ITE Journal article, "Do Land Use, Transit, and Walk Access Affect Residential Parking Demand," there is a direct correlation between land use (i.e. rural/suburban/urban) and parking utilization, which "suggests that low auto ownership households often self-select locations than can support their transportation needs without a private vehicle."

Based on American Community Survey data provided by the U.S. Census Bureau, approximately 66% of Jersey City residents living in Census Tract 31, where the site is located, use public transportation, walk, or use means other than single-passenger vehicles to commute to work. The location of the proposed development is particularly suited to foster reduced vehicle utilization by its occupants as it is located in a high transit area. The variety of available transit options within walking distance of the proposed development would allow for less reliance on vehicular travel by residents to and from the subject property, thus reducing the parking demand of the proposed development.

It is important to note that the City of Jersey Ordinance of one (1) space per dwelling unit for the R-1 District (in which the proposed development is located) typically pertains to one (1) and two (2)-family housing developments. However, the R-3 zoning district, where multi-family mid-rise apartment buildings similar to the one proposed are permitted, requires 0.5 space per one (1)-bedroom unit and one (1) space per two (2)-bedroom unit. For the proposed multi-family residential development consisting of 42 one (1)-bedroom units and eight (8) two (2)-bedroom units, this equates to 29 required spaces. Therefore, the proposed parking supply of 30 spaces would meet the City's appropriate parking requirement for similar land uses and would be sufficient to support the expected parking demand of the proposed development.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 221 "Multifamily Housing (Mid-Rise)." Specifically, parking generation rates for dense multi-urban locations were utilized. The average parking demand rate during the peak weekday period for Land Use 221 "Multifamily Housing (Mid-Rise)" is 0.48 vehicles per bedroom. For the proposed development consisting of 58 total bedrooms, this equates to 28 parking spaces. As such, the proposed parking supply of 30 spaces would be sufficient to support the parking demand of the site.

Based on nearby transit options for the site's residents, ITE Journal article research, and characteristics of the site and surrounding area, the proposed parking supply of 30 spaces would be sufficient to support the expected parking demand of the proposed development. Additionally, the proposed development has been designed in conjunction with the goals of the Let's Ride JC Bicycle Master Plan and aims to continue to encourage alternative means of transportation and to advance the principles established by the Jersey City Vision Zero initiative.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed multi-family residential development. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. The site's proximity to NJ Transit bus stops and the Hudson-Bergen Light Rail Line would contribute to a reduction in automobile use and reduce the need for automobile ownership by residents. Based on industry data and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,

John R. Corak, PE
Stonefield Engineering and Design, LLC

Matthew J. Seckler, PE, PP, PTOE
Stonefield Engineering and Design, LLC

cc: Kevin Kansagra – BLDGup

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