STONEFIELD

October 26, 2021

City of Jersey City
Planning Board
1 Jackson Square, 2nd Floor
Jersey City, NJ 07305
Attn: Christopher Langston, Chairman

RE: Traffic & Parking Assessment Report
Proposed Apartment Building
399-401 Halladay Street
Block 15603, Lot 7
City of Jersey City, Hudson County, New Jersey
SE&D Job No. RUT-210023

Dear Chairman Langston and Board Members:

Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic and parking impacts of the proposed apartment building on the adjacent roadway network. The subject property is located along the northerly side of Halladay Street in the City of Jersey City, Hudson County, New Jersey. The subject property is designated as Block 15603, Lot 7 as depicted on the City of Jersey City Tax Map. The site has approximately 50 feet of frontage along Halladay Street. The existing site contains various one (1) and two (2) story buildings. The existing access is provided via one (1) right-in/right-out driveway along Halladay Street. Under the proposed development program, the existing buildings would be razed and a six (6)-story residential building consisting of 24 dwelling units would be constructed. Access is proposed to be maintained and improved via one (1) right-in/right-out driveway along Halladay Street.

Existing Conditions

The subject property is located along the northerly side of Halladay Street in the City of Jersey City, Hudson County, New Jersey. The subject property is designated as Block 15603, Lot 7 as depicted on the City of Jersey City Tax Map. The site has approximately 50 feet of frontage along Halladay Street. Land uses in the area are primarily residential and institutional.

Halladay Street is classified as a local roadway with a general northeast-southwest orientation and is under the jurisdiction of the City of Jersey City. Along the site frontage, the roadway provides one (1) lane in the southwest direction and does not have a posted speed limit. 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 along both sides of the roadway in accordance with the posted curbside regulations. Halladay Street provides connection between Ash Street to Caven Point Avenue for residential and industrial uses.

Johnston Avenue is classified as an urban minor arterial roadway with a general northwest-southeast orientation and is under the jurisdiction of the City of Jersey City. In the site vicinity, the roadway provides one (1) lane in each direction and does not have a posted speed limit. 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 along both sides of the roadway in accordance with the posted curbside regulations. Johnston Avenue provides connection between Cornelison Avenue and Audrey Zapp Drive for residential, institutional, commercial and industrial uses.

Halladay Street and Johnston Avenue intersect to form an unsignalized four (4) leg intersection with the southwestbound approach of Halladay Street operating under stop control. The southeastbound approach of Johnston Avenue provides one (1) shared through/right-turn lane. The northwestbound approach of Johnston Avenue provides one (1) shared left-turn/through lane. The southwestbound approach of Halladay Street provides one (1) shared left-turn/through/right-turn lane. Crosswalks are provided across the northeast and southwest legs of the intersection.

The subject site is located within 0.4 miles (eight (8)-minute walk) from the Liberty State Park Light Rail Station which serves NJ Transit's Hudson-Bergen Light Rail Line and provides direct service to Exchange Place and Hoboken stations as well as transfer service to other lines on the NJ Transit system. At Hoboken Terminal, transfers are available to the Port Authority Trans-Hudson (PATH) trains and NY Waterway ferries. Further, the proposed development is located within 0.2 miles (four (4)-minute walk) from bus stops that service four (4) NJ Transit bus routes, with the nearest stop located at the intersection of Pacific Avenue and Johnston Avenue. NJ Transit Bus Routes 1, 6, 81, and 86 provide service to Bayonne, Exchange Place, Hoboken, Journal Square, Newark, and Union City, and various points of interest throughout Hudson County. The non-vehicular transportation modes available in the general vicinity of the subject site are summarized on **Table 1**.

TABLE 1 – MULTI-MODAL TRANSPORTATION OPTIONS

Location/Intersection	Proximity to Site	Transit Routes	Major Destinations
Liberty State Park Light Rail Station	0.4 miles	Hudson-Bergen Light Rail Line	Bayonne Exchange Place Hoboken Lincoln Harbor Port Imperial
Pacific Avenue & Johnston Avenue	400 feet	NJ Transit Bus Routes 1 and 6	Exchange Place Journal Square Newark
Pacific Avenue & Ash Street	0.1 miles	NJ Transit Bus Route 86	Newport Union City Weehawken
Grand Street & Johnston Avenue	0.2 miles	NJ Transit Bus Route 81	Bayonne Exchange Place

Trip Generation

Trip generation projections for the proposed apartment building were prepared utilizing the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 221 "Multifamily Housing (Mid-Rise)" were cited for the six (6)-story apartment building with 24 dwelling units. Please note that ITE data for Land Use 221 "Multifamily Housing (Mid-Rise)" was cited for a site close to rail transit and in a "dense multi-use urban" setting, 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 of the site 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 and weekday evening peak hour trip generation volumes associated with the proposed development.

TABLE 2 – PROPOSED TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
24 DU Multifamily Housing (Mid-Rise) *ITE Land Use 221*	1	5	6	4	2	6

The proposed development is expected to generate six (6) new trips during both the weekday morning and weekday evening peak hours. 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. 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 apartment building using the Site Plan prepared by Weckenmann Architecture, LLC., dated October 5, 2021. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) right-in/right-out driveway along Halladay Street. The apartment building will be constructed using the majority of the site and consist of 24 dwelling units. Pedestrian access will be provided by two entry points along Halladay Street. On the first floor, the southern portion of the building will be occupied by the residential lobby and amenity space and the northern portion will be occupied by the off-street parking spaces. Site entry will be provided by a ten (10) foot wide garage entrance and a 12 foot wide drive aisle.

Regarding the parking requirements for the proposed development, the Lafayette Park Redevelopment Plan requires structures with more than four (4) dwelling units to provide a minimum of 0.5 off-street parking spaces per dwelling unit, exempting studio and one (1)-bedroom units in structures greater than three (3) stories. For the proposed six (6)-story residential building with 24 dwelling units consisting of eight (8) studio units, ten (10) one (1)-bedroom units, five (5) two (2)-bedroom units, and one (1) three (3)-bedroom units, this equates to three (3) required spaces. The site would provide five (5) total parking spaces, inclusive of one (1) ADA accessible parking space, which meets the parking requirement and would be sufficient to support this project's parking demand. The spaces would be nine (9) feet wide by 18 feet deep in accordance with the Jersey City Land Development Ordinance and industry standards.

Additionally, the City of Jersey City's Land Development Ordinances require all residential uses in buildings with five (5) or more units to provide 0.5 indoor bicycle parking spaces per unit. For the proposed 24-unit apartment building, this equates to 12 spaces. The site would include interior storage space for 20 bicycles, in compliance with the City's Ordinance.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed apartment building. 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 surrounding area of Jersey City and proximity to NJ Transit bus stops and the Liberty State Park Light Rail Station would contribute to a reduction in automobile use and reduce the need for automobile ownership by residents. The parking supply meets the City's requirement and would be sufficient to support this project.

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

Best regards,

Andrew Villari, PE
Stonefield Engineering and Design, LLC

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

cc: Will Weckenmann – Weckenmann Architecture, LLC

Z:\Rutherford\RUT\2021\RUT-210023 Weckenmann Architecture, LLC - 399-401 Halladay Street, Jersey City, NJ\Calculations & Reports\Traffic\Reports\2021-10 TAR\2021-10 TAR.docx