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TRAFFIC IMPACT STATEMENT

FOR

TFJ JERSEY CITY, LLC

PROPOSED
SELF-STORAGE FACILITY

300 THOMAS MCGOVERN DRIVE
BLOCK 21506, LOTS 3 & 4
CITY OF JERSEY CITY
HUDSON COUNTY, NEW JERSEY

FEBRUARY 17, 2021

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INTRODUCTION

A site plan application is being filed with the Jersey City Planning Board to develop a new 6-story, self-storage facility with 265,558 square feet of gross floor area. Dolan & Dean Consulting Engineers, LLC (D&D) has been retained by the applicant to prepare this Traffic Impact Statement for the proposed self-storage facility.

The subject property is designated as Lots 3 & 4 in Block 2156 along westbound Thomas McGovern Drive in Jersey City, Hudson County. The site is occupied by "Keds Materials & Contracting" with multiple structures located on site. Existing site access is provided via several full-movement driveways located along the site frontage.

The existing on-site buildings will be razed, and a six-story self-storage facility is proposed. The site will be accessed via one full-movement driveway on the western portion of the property, and a second full-movement driveway on the eastern portion of the property. A total of 131 parking spaces are proposed on site where 33 spaces will be surface parking, and 98 spaces will be covered parking on the ground floor of the building. In addition, 74 bicycle parking/storage spaces are proposed in accordance with the redevelopment agreement.

PROJECTED TRIP GENERATION

The potential traffic generation from any use is directly related to the type, size, and characteristic of the use itself. The specific location of a particular use may also affect trip generation such as volumes of passing street traffic, and competing uses. Lacking specific site operational data, trip generation projections are customarily made using estimates as compiled by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 10th Edition, 2017 for uses that closely resemble the anticipated operation.

Within the most recent edition of the Trip Generation Manual are traffic generation rates specifically for "Mini Warehouse" which are defined as self-storage facilities. Daily and peak hour trip generation estimates were developed the proposed total building area. Shown on Table I is the projected trip generation for the proposed self-storage facility as developed using ITE rates.

TABLE I
ESTIMATED TRIP GENERATION
PROPOSED 265,558 SF SELF STORAGE FACILITY

Time Period	Enter	Exit	Total
Morning Peak Hour	16	11	27
Evening Peak Hour	21	24	45
24-Hour Weekday	201	201	402
Saturday Peak Hour	48	34	82
24-Hour Saturday	259	259	518

As shown, peak hour activity associated with the development will be low. The peak hour volumes are well below "significant" which is defined as 100 or more peak hour trips in the State Highway Access Management Code. It is also noted that the ITE Manual of

Transportation Engineering Studies recommends that traffic impact studies be performed for developments that will generate 100 or more peak hour trips.

The low trip generation associated with the new storage facility will have virtually no impact on the adjacent roadway network and will not create the need for any off-tract improvements or on-site impact mitigation. These findings take no credit for trips currently or historically generated by the site.

SITE ACCESS, CIRCULATION AND PARKING

A review has been made of the site plans prepared by Bohler Engineering NJ, LLC. The following comments address the site circulation scheme, sufficiency of the proposed parking supply, and overall access to the site:

- Site access will be provided via a full-movement driveway on the western portion of the property and a second full-movement driveway located on the eastern portion of the property. The driveways and on-site circulation will provide sufficient maneuvering area for larger vehicles that could be attracted to the self-storage facility that typically consist of van and/or smaller moving vehicles (i.e. U-Haul) or "box" trucks.

- The parking calculations were based on a requirement of 1 space for every 5,000 square feet of building area, which equates to a requirement of 54 spaces. According to the 5th Edition of the ITE Parking Generation Manual, a supply of 26 spaces would be appropriate. Therefore, the proposed parking supply of 131 spaces will be sufficient, and allow for vehicle storage on site.

- With the exception of four ADA-compliant spaces, the regular surface parking spaces are proposed at 8.5-foot wide by 18-foot long and the covered ground floor spaces are proposed at 9 foot wide by 21.5 foot long dimensions to be served by 24-foot aisles. These dimensions are consistent with current design practice, particularly for low turnover spaces.

CONCLUSIONS

In summary, it is evident from this analysis of projected traffic generation, that the proposed self-storage facility will not create a negative impact on the local roadway network, or hinder existing on-site conditions.

Given the nature of the site use as a "storage" or warehouse-type building, the proposed self-storage facility will operate with unique characteristics that would generate minimal traffic on both a daily and peak hour basis and will not create a negative impact on the local roadway network. Due to only modest traffic increases associated with the proposal, no changes in off-site operating conditions are anticipated. Traffic attracted to the site will not contribute to any off-tract congestion or unfavorable conditions.

The site has been designed to provide a sufficient number of dedicated parking spaces for the use. Ample on-site circulation is proposed. The driveways are designed to provide safe and efficient access and circulation with prudent and reasonable driver behavior.