

TRAFFIC ENGINEERING EVALUATION

PROPOSED MIXED-USE REDEVELOPMENT

819 West Side Avenue
BLOCK 14705, LOT 1
CITY OF JERSEY CITY
HUDSON COUNTY, NEW JERSEY

Prepared for:

819 West Side LLC
253 Main Street
Matawan, NJ 07747

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 Lot 1 in Block 14705 located at 819 West Side Avenue in the City of Jersey City, Hudson County. The site has approximately 58 feet of frontage along the west side of West Side Avenue. The site is in the Neighborhood Commercial (NC) district and is occupied by a vacant restaurant. The proposal is to construct a mixed-use building to include a total of 28 dwelling units of multifamily housing (mid-rise) in four stories over 5,213 square feet of ground floor retail space, with no proposed on-site parking spaces.

EXISTING CONDITIONS

The site is located on West Side Avenue between Fairmount Avenue and Montgomery Street. The site is currently occupied by a vacant restaurant. The surrounding properties generally consist of a mix of commercial and residential uses. The adjacent roadways of West Side Avenue, Montgomery Street, and Fairmount Avenue serving the subject site are described as follows:

West Side Avenue is a local street under the jurisdiction of the City of Jersey City, oriented in a North-south direction, between the Fayette Avenue in the north and Danforth Avenue in the south. There are sidewalks on both sides of the street. Parking is permitted on the west side of the street. West Side Avenue is a Snow Emergency Route with parking restricted when road is snow covered. There are no signs posted indicating Zone Permit Parking. There are no metered parking spaces. There are no designated loading zones near the subject site. There are other multifamily housing units above the commercial spaces within the area that do not have on-site parking. There are approximately 5 parking spaces on the west side of the block of West Side Avenue between Montgomery Street and Fairmount Avenue. The statutory speed limit is 25 miles per hour (MPH).

Fairmount Avenue is categorized as a local street under the jurisdiction of the City of Jersey City. Fairmount Avenue is oriented in a one-way, eastbound direction, extending between West Side Avenue, and meandering to Grand Street. Near the proposed site, Fairmount Avenue provides a one-lane cartway with a bicycle lane on the north side of the street. Fairmount Avenue has Resident Parking Zone 11 restrictions for residents only, Monday through Friday, 3 PM to 9 PM. Parking is prohibited 3 PM to 5 PM, Tuesday and Friday for street cleaning. There are sidewalks on both sides of the street. The statutory speed limit is 25 miles per hour (MPH).

Montgomery Street is a local street under the jurisdiction of the City of Jersey City, oriented in an east-west direction, between Exchange Place in the east and West Side Avenue in the west. Montgomery Street is a Snow Emergency Route with parking restricted when road is snow covered. There are sidewalks on both sides of the street and parking is permitted on both sides of the street. Near the subject site, there are metered parking spaces along the north side and standard parallel parking spaces on the south side. There is a parking restriction for street cleaning posted “No Parking, 3 PM – 5 PM, Tuesday & Friday”. The statutory speed limit is 25 miles per hour (MPH).

Bicycle Master Plan 2019

Near the subject site, as of 9/30/2019, the *Let's Ride JC Bicycle Master Plan* shows protected two-way, bicycle lane for West Side Avenue and a bike lane on Fairmount Avenue.

Pedestrian Enhancement Plan 2018

Near the subject site, West Side Avenue, Montgomery Street, and Fairmount Avenue were not identified as key streets that need improvement for walkability.

School Travel Plan 2019

Near the subject site, as of July 2019, the Jersey City School Travel Plan did not mention the intersections of West Side Avenue with Fairmount Avenue or with Montgomery Street.

Crashes (2012 to 2016)

Between the years 2012 and 2016, the *School Travel Plan* did not identify crashes involving pedestrians nor crashes involving bicycles at West Side Avenue with Fairmount Avenue or with Montgomery Street.

Vision Zero Action Plan

The *Vision Zero Action Plan*, February 2019 shows West Side Avenue and Montgomery Street as being in the High Injury Network.

Mass Transportation Options

The Journal Square Transportation Center is a 19-minute/0.9-mile walk from the subject site. The number 80 bus line, with service between Gates Avenue and Journal Square, has stops on West Side Avenue at Fairmount Avenue. With the variety and frequency of mass transportation service during the peak commuting hours, as well as the variety of local commercial, retail, and entertainment options, this location is an attractive alternative to owning a car.

DEVELOPMENT PROPOSAL

The proposed development consists of the construction of 28 units of multifamily housing (mid-rise) in four stories over 5,213 square feet of commercial space with no on-site parking. There are no required parking spaces. Tenants of the proposed residential units would access the site via the front doors proposed on West Side Avenue.

TRIP GENERATION

According to the *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers, “Multifamily Housing (High-Rise)” are located in rental buildings that have between three and ten levels (floors). Therefore, trip generation for the proposed 16 units of multifamily housing (mid-rise) was calculated using the current Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* for the land use “Multifamily Housing (Mid-Rise)” in a dense multi-use urban setting/location within one-half mile of rail transit was used to account for the proximity of the Light Rail station. Table 1, Trip Generation Summary, tabulates the trip generation for the proposed 28 units of multifamily housing (mid-rise) and the proposed 5,213 square feet of retail space.

Based on the size of the retail space, the percentage of trips associated with the retail space would be primarily pass-by trips, which is reflected in the PM peak hour pass-by rate of 92 percent, which was calculated based on ITE standards and is also shown in Table 1. Pass-by trips are trips that are already on the roadway network and are not new trips to the area. The 5,213 square feet of retail space would generate 5 new trips during the weekday AM peak hour and would generate 2 new trips during the PM peak hour. Since no on-site parking is being proposed and there is already high pedestrian activity in this area, most of the new trips to and from this project would be predominantly pedestrian trips.

The route that pedestrians could take between the subject site and the Journal Square Transportation Center would be via West Side Avenue to Sip Avenue to Kennedy Boulevard. The proposed redevelopment is expected to generate 10 or less new pedestrian trips during the AM or PM peak hours. Because there is no on-site parking, the proposed development is not expected to generate any vehicular trips. Therefore, in my professional opinion, the increase in pedestrian trips along the existing sidewalks and crossing the existing intersections would not have a significant impact.

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 proposed development is not anticipated to significantly impact the operations of the local streets.

SITE PLAN REVIEW

The parking requirement is zero parking spaces per unit, where the site is proposed with zero parking spaces. Since zero on-site parking spaces are proposed none of the potential residents of this proposed multifamily housing (mid-rise) building would own a vehicle. There is access to robust mass transportation services, as well as local shopping, dining, and entertainment options; therefore, those residents would not need to own a vehicle.

Rideshare vehicles, such as Uber or Lyft, would park in an available parking space to pick-up or drop-off a passenger associated with the proposed multifamily housing at 819 West Side Avenue.

The bicycle parking requirement is 0.5 bicycle spaces per unit or 14 bicycle parking spaces. Bicycle parking could be accommodated within the storage room on the ground floor.

CONCLUSIONS

Based upon our trip generation evaluation, it is our professional opinion that the proposed mixed-use, 28-unit, Multifamily Housing (Mid-Rise) and 5,213 square feet of retail space with no on-site parking would generate no vehicle trips and would not have a significant impact on traffic conditions during the weekday AM and PM peak commuter traffic hours.

The proposed development is expected to generate 10 or less new pedestrian trips. Since there is no on-site parking proposed, the project is expected to generate no vehicular trips. Any ride share trips would be accommodated by on-street parking in the area. Therefore, in my professional opinion, the increase in pedestrian trips along the existing sidewalks and crossing the existing intersections would not have a significant impact.

In conclusion, the development of this project would have no significant impact on the traffic operations of area roadways and intersections and would not have a significant impact on local parking conditions.

The foregoing is a true representation of my findings.



LEE D. KLEIN, P.E., PTOE
Professional Engineer License No. 37104
Professional Traffic Operations Engineer 1627

819 West Side Avenue, Mixed-Use Development
Table 1 Trip Generation Summary

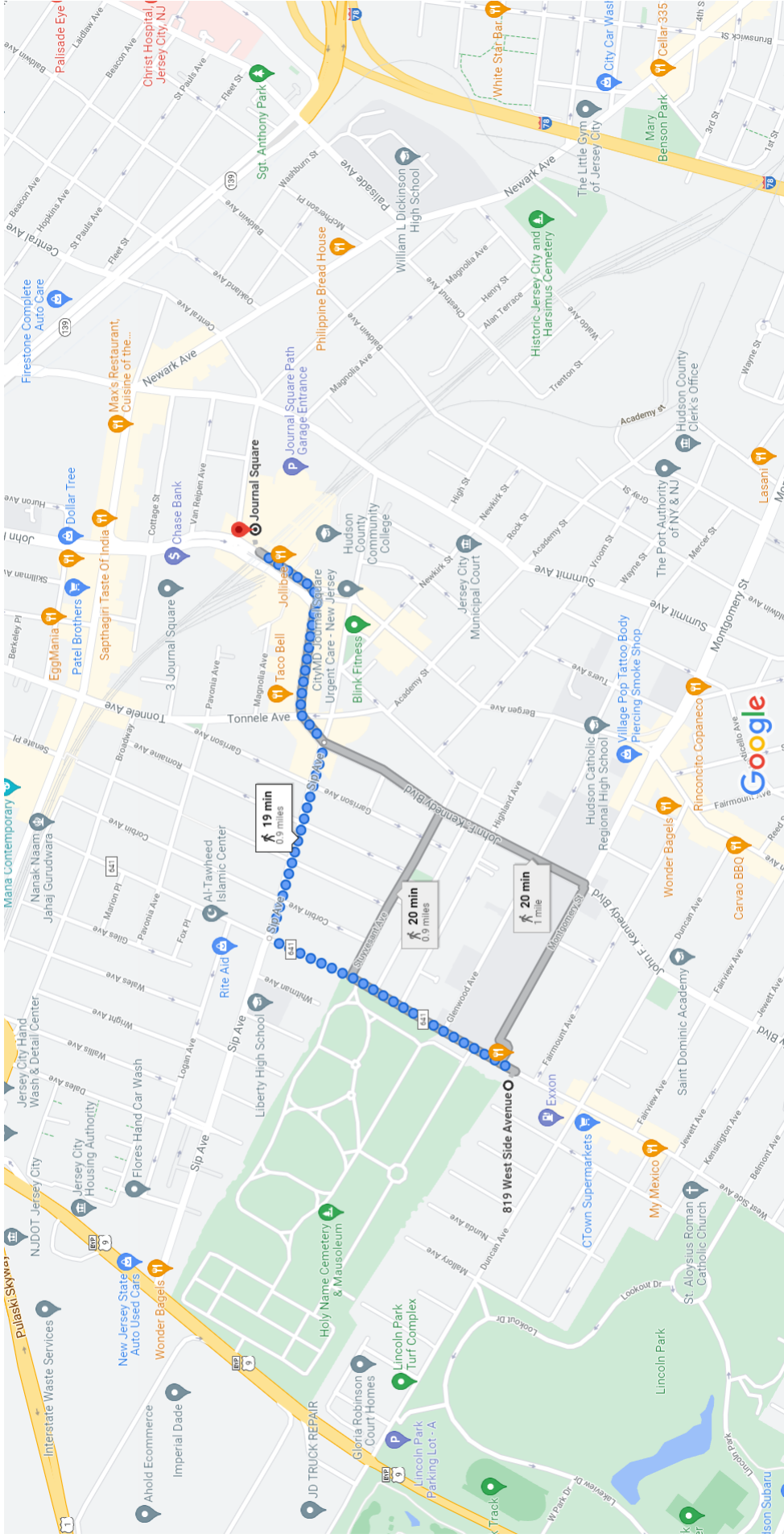
CODE	LAND USE	AMOUNT	AM PEAK HOUR				WEEKDAY				PM PEAK HOUR			
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
VEHICLE TRIPS														
221	Multifamily Housing (Mid-Rise)(Average)(Dense Multi-Use Urban-Vehicle Trips)	28 units	1	6	6	4								
820	Shopping Center (Avg Rates)	5,213 SF	3	2	5	10								
	Pass By Percentage (PM)	-92%				(9)								
	<i>NEW SHOPPING CENTER TRIPS (Subtotals)</i>		3	2	5	1								
	TOTAL PEAK HOUR NEW VEHICLE TRIPS		4	8	11	4								7
WALK+BIKE+TRANSIT														
221	Multifamily Housing (Mid-Rise)(Average Rate-Dense Multi-Use Urban-Walk+Bike+Transit)	28 units	0	4	5	4								
820	Shopping Center (Avg Rates-Walk+Bike+Transit)	5,213 SF	3	2	5	10								
	Pass By Percentage (PM)	-92%				(9)								
	<i>NEW SHOPPING CENTER TRIPS (Subtotals)</i>		3	2	5	1								
	TOTAL PEAK HOUR NEW WALK+BIKE+TRANSIT TRIPS		3	7	10	4								7

SOURCES: *Trip Generation, 10th Edition*, published by the Institute of Transportation Engineers (ITE)

NOTE: Project is within a 19-minute/0.9-mile walk of the Journal Square Transportation Center, and one block of the 80 bus stop to Journal Square Transportation Center

Google Maps 819 West Side Avenue, Jersey City, NJ to Journal Square

Walk 0.9 mile, 19 min



Map data ©2021 500 ft