

TRAFFIC IMPACT ASSESSMENT

For

**TMW 660 Tonnele, LLC
Proposed Cannabis Facility**


Property Located at:


**660-684 Tonnele Avenue (NJ Route 1&9)
Block 2001 – Lots 4-7
City of Jersey City, Hudson County, NJ**

Prepared by:



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3910-99-001TE

INTRODUCTION

It is proposed to renovate an existing building to a cannabis facility with associated manufacturing/storage/distribution and office space (The Project) on a parcel of land located along the northbound side of Tonnele Avenue (NJ Route 1&9) between Thorne Street and Bleeker Street in the City of Jersey City, Hudson County, New Jersey, as shown on Figure 1 in the Technical Appendix. The property is currently developed with two (2) buildings of approximately 9,680 square feet and 1,790 square feet that house the “Chen Depot” building and home supply store. The proposed dispensary will occupy the 9,860 square foot building and the 1,790 square foot building will be removed.

The site is designated as Block 2001 – Lots 4-7 on the City Tax Maps. Access to the site is currently provided via separate right-turn ingress and right-turn egress driveways along Tonnele Avenue. It is proposed to maintain the existing access points on Tonnele Avenue to serve the proposed development.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Projections of traffic to be generated by The Project were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.
- The existing and proposed site driveways were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The parking layout and supply was assessed based on accepted design standards and demand experienced at similar developments.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Tonnele Avenue (NJ Route 1&9) is an Urban Principal Arterial roadway under the jurisdiction of the New Jersey Department of Transportation (NJDOT). In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides two travel lanes in each direction, separated by a concrete median, with a general north/south orientation. On-street parking is not permitted. Tonnele Avenue provides a straight horizontal alignment and a relatively flat vertical alignment in the site vicinity. The land uses along Tonnele Avenue in the vicinity of The Project are primarily commercial.

FUTURE CONDITIONS

Future Traffic Generation

Projections of existing and future traffic volumes associated with the site development were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 11th Edition* for Land Use Code (LUC) 812 – Building Materials and Lumber Store for the existing use. For the proposed use, LUC 822 – Marijuana Dispensary, LUC 140 – Manufacturing and LUC 712 – Small Office Building were utilized for the various operations within the proposed development.

Table I below details a comparison of the traffic volumes associated with the proposed site redevelopment for the critical weekday morning, weekday evening and Saturday midday peaks street hours (PSH).

**Table I
Existing vs. Proposed Trip Generation Comparison**

Land Use	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Chen Depot	12	7	19	12	14	26	55	53	108
Proposed Cannabis Facility, Storage/Distribution & Office	22	14	36	28	31	59	38	36	74
Difference	+10	+7	+17	+26	+17	+33	-17	-17	-34

As shown above, the maximum anticipated hourly trip generation increase is only 33 trips. It should be noted that the number of trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Additionally, NJDOT has determined that the same 100 vehicle threshold is considered a “significant increase in traffic,” hence, it is not anticipated that the change in use will result in a significant degradation of operating conditions as the projected maximum hourly trip generation is approximately 1/3 of this threshold. The result will be an imperceptible, if any, change to traffic operations along the surrounding roadway network.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to the site is currently provided via separate ingress and egress driveways along Tonnele Avenue which are proposed to remain to serve the redeveloped site. This right-in/right-out configuration is necessary due to the divided nature of Tonnele Avenue and allows for the creation of a one-way parking aisle of 18 feet in width serving 60-degree angled parking. This aisle width will adequately serve parking maneuvers on the site and the simplified arrangement of site circulation will be an improvement to the existing site circulation which is generally undefined.

Parking

The City of Jersey City Ordinance sets forth a parking requirement of 1 parking spaces per 500 square feet of floor area in the HC – (Highway Commercial) Zone. This equates to a calculated parking requirement of 20 spaces. The site as proposed provides 18 parking spaces.

However, it should be noted that as per the current Municipal Land Use Law (“M.L.U.L.”) (N.J.A.C. 40:55-D), at least one (1) electric vehicle charging or “make-ready” space is required for a commercial parking lot containing 50 or fewer parking spaces. The site as proposed provides two (2) electric vehicle spaces, and as such the requirement is satisfied. Additionally, electric vehicle charging stations count as two spaces for the purposes of complying with parking supply requirements, up to a maximum of 10% of the requirement. As such, the effective proposed parking supply is calculated to be 20 spaces which meets the Ordinance requirement of 20 spaces and thus no variance is required.

It should also be noted that the existing loading zone will remain and serve the proposed use.

FINDINGS & CONCLUSIONS

Findings

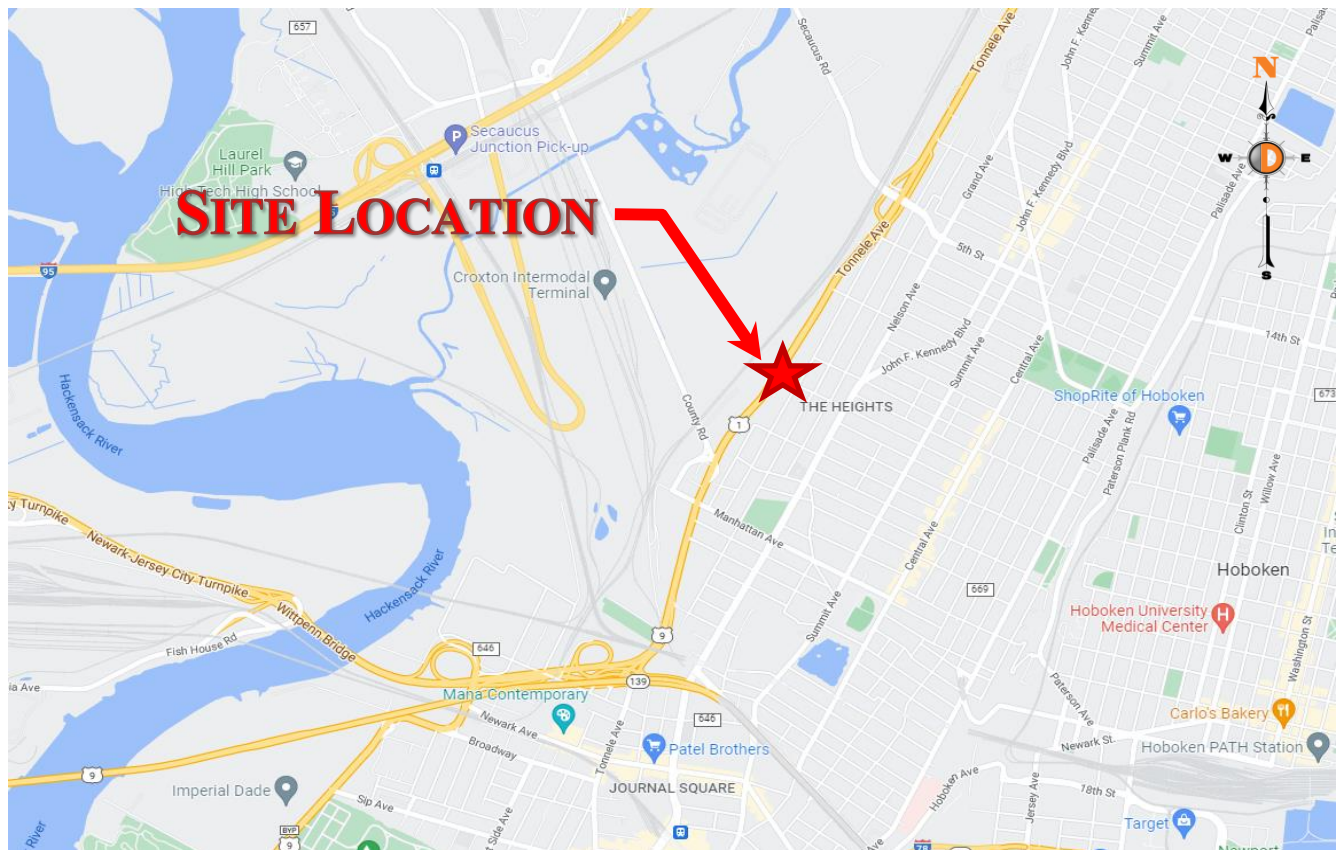
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed redevelopment of the site will generate a maximum hourly increase of 33 trips. The magnitude of increase in trip generation falls well below the ITE and NJDOT definition of a “significant” increase and traffic and the proposed redevelopment will result in negligible, if any, impacts to the operation of the surrounding roadway network.
- Access to the site will be maintained in its existing condition permitting only right-turn ingress and right-turn egress.
- The on-site circulation and parking arrangement will be improved from the existing condition by providing angled parking and a defined one-way circulation aisle.
- As proposed, The Project’s site driveways and internal circulation have been designed to provide for safe and efficient movement of vehicles on-site.
- The proposed parking supply and design is sufficient to support the projected demand.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the City of Jersey City and NJDOT will not experience any significant degradation in operating conditions with the construction of The Project. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project’s needs.

Technical Appendix



Proposed Cannabis Facility
Traffic Impact Study
3910-99-001T

Figure 1

Site Location Map