April 21, 2023

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

Re: Traffic Assessment for
192 Cambridge Avenue
Jersey City, Hudson County New Jersey
Langan Project No.: 130205101

Dear Board Members:

Langan Engineering & Environmental Services has prepared this traffic assessment in support of the Site Plan Application and Use Variance for a proposed multifamily residential building (3 Units) along Cambridge Avenue. Specifically, this traffic assessment reviews the transportation-related aspects of the proposed multi-family unit and includes the following discussion topics:

- Existing site conditions,
- Reviewed the development proposal,
- Calculated site trip generation,
- Qualitatively assessed traffic impact, and
- Reviewed the site plan.
- Reviewed the City Ordinances, Vision Plan, Bike Plan, and School Travel Plan.

We have concluded that the proposed multifamily family residential building will not have a significant traffic, pedestrian, transit impact. There is no impact by the project on the City bike network, School Travel Plan, City Vision Zero Plan and Pedestrian Enhancement Plan. The multi-family unit will generate nominal additional vehicular, bicycle and pedestrian demands on the city infrastructure. Moreover, the proposed site design will provide adequate access, circulation and parking supply accordance with City Ordinances.

EXISTING SITE CONDITIONS

The site is located along Cambridge Avenue and bound by residential uses to the east, north, and south. The City tax maps designate the site as Block 2203, Lot 2.01. The site is currently developed with a single-family residential building. Access to the existing property is provided by one driveway opening along Cambridge Avenue. The pedestrian sidewalk along the existing dwelling frontage is currently encroached on by the dwelling entry stoop and steps. Figure 1 on the following page shows the site location.

Cambridge Avenue is a local one-way street in the northbound direction with a 25mph posted speed limit near the site. The roadway provides one travel lane in the northbound direction within the site vicinity. As part of the Jersey City bike master plan a dedicated bike lane in the northbound direction was constructed. Additionally, the roadway provides 4-hour on-street parking along both sides of the roadway.

The north end of Cambridge Avenue intersects Congress Street to form a T-shaped intersection. A stop sign along the Cambridge Avenue approach controls the intersection. The south end of Cambridge Avenue intersects South Street to form a T-shaped intersection.

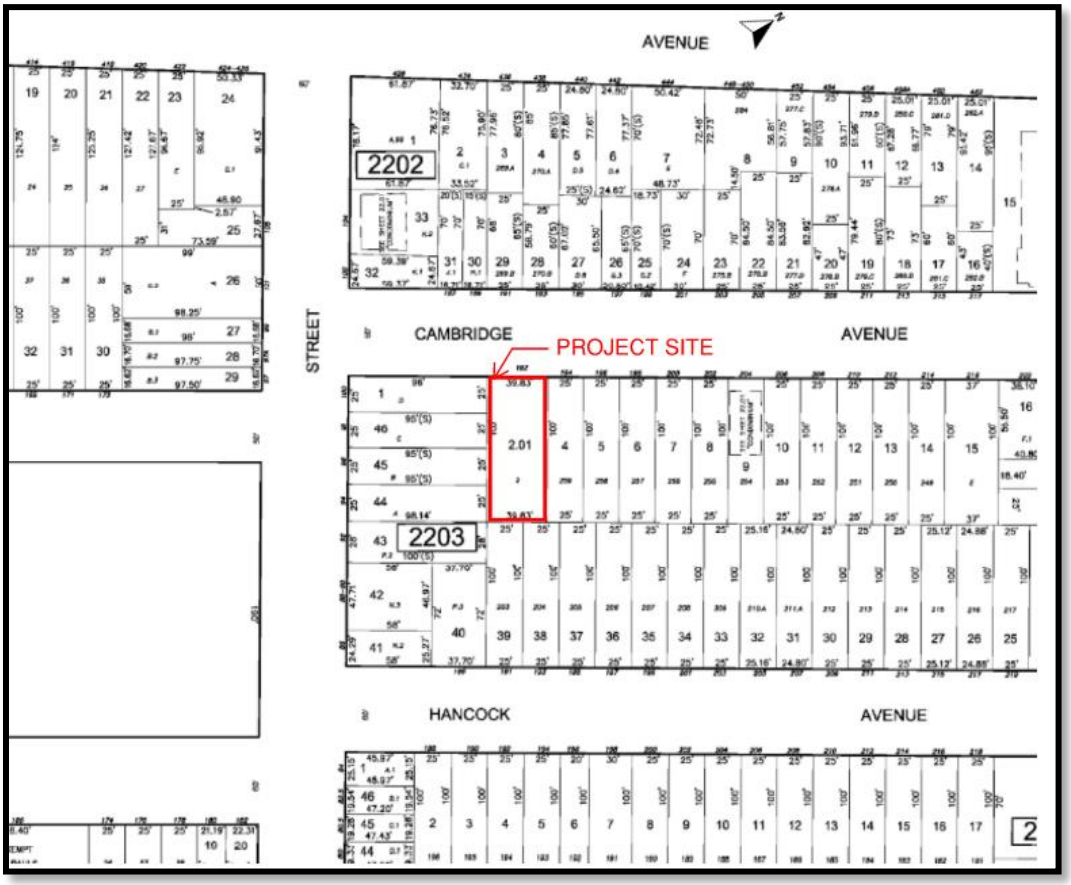

Figure 1 - Site Location

DEVELOPMENT PROPOSAL

The development proposal consists of removing the existing single-family home, along with the existing parking facilities. The redevelopment, upon completion, will consist of the construction of a multifamily residential building providing three units. The lot frontage will be improved with removal of the existing dwelling stoop and steps and full width sidewalk will be constructed improving pedestrian movement. Streetscape improvements will also be constructed. Access will continue to be provided via the existing driveway opening along Cambridge Avenue. There will be no loss in existing on-street parking spaces. The site will be supported by three passenger car parking spaces with additional on-street parking available. The parking supply will meet the city's ordinances.

In addition, the project will improve the pedestrian environment advancing the goals of the Jersey City School Travel Plan and Pedestrian Enhancement Plan and have no impact on the objectives of the Jersey City Bike Master Plan and the Vision Zero Action Report.

TRIP GENERATION

We prepared trip generation estimates for the proposed redevelopment using data compiled for Land Use Code 220 (Multifamily Housing (Low-Rise)) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th Edition.

The property is well situated to take advantage of public transit opportunities. Located within a ½ mile of the site is the Ninth Street/Congress Street Light Rail Station, which provides a commuting transit option for residents within the redevelopment. While the ITE data for multifamily apartments inherently reflects the urban nature of the project and exposure to transit options, the unique setting of this project adjacent to the Ninth Street/Congress Street Light Rail Station will result in significantly higher opportunity for transit accessibility than reflected in the ITE Data. It is noted that we conservatively did not take an additional transit reduction for the multifamily residential building.

Table 1 on the following page summarizes the trip generation estimates for the proposed redevelopment.

Table 1 –Trip Generation Estimates

Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Three Multifamily Residential Units	0	1	1	1	1	2
Total Trips	**0**	**1**	**1**	**1**	**1**	**2**

Trip Generation Comparison

The site is currently developed with a single-family residential building. We prepared trip generation estimates for the existing development using data compiled for Land Use Code 210 (Single-Family Detached Housing) by the Institute of Transportation Engineers (ITE) as contained in the publication Trip Generation, 11th Edition. We compared the peak-hour trip generation of the existing single-family home to the proposed multifamily residential building. Table 2 summarizes the trip generation comparison.

Table 2 – Trip Generation Comparison

Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
One Single-Family Home	0	1	1	1	0	1
Three Multifamily Residential Units	0	1	1	1	1	2
Difference	**0**	**0**	**0**	**0**	**+1**	**+1**

When compared to the existing single-family home, the proposed multifamily residential building will not generate a significant change in trips during the weekday morning peak hour and will generate one more trip during the weekday evening peak hour in the vicinity of the site. It is estimated that the three residential units may generate up to four bike/walk/transit trips per day.

Consequently, the proposed redevelopment will not have a significant impact along the adjacent roads, and any changes in the area traffic operations will be imperceptible.

SITE PLAN REVIEW

We have reviewed the site plan for the multifamily residential building. In particular, we focused on access, circulation and parking supply, which the following items address:

- The site plan shows access to the site via Cambridge Avenue, which will continue to provide convenient access and efficient circulation. No new curb cuts are proposed.
- Three passenger vehicle parking spaces are proposed to serve the multifamily residential building, which meets the required parking supply by City Ordinance.
- The project will improve the pedestrian environment with removal of the existing dwelling unit stoop and steps, reconstruction of the sidewalk and streetscape improvements.

Based on our review, we believe convenient access, efficient circulation and adequate parking will be provided for the site.

CONCLUSION

We have concluded that the proposed multifamily residential building will not have a significant traffic, pedestrian, transit or bicycle impact on the city infrastructure. The proposed multi-family residence will not have a significant impact along the adjacent roads, and any changes in the area traffic operations will be imperceptible. The project will improve the pedestrian environment advancing the goals of the Jersey City School Travel Plan and Pedestrian Enhancement Plan In addition; the site design will provide adequate access, circulation and parking.

Should you have any questions or comments concerning this traffic statement, please do not hesitate to contact our office.

Sincerely,
Langan Engineering and Environmental Services, Inc.

Karl A. Pehnke, P.E., PTOE
Vice President

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NJ Certificate of Authorization No. 24GA27996400
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