# TRAFFIC ENGINEERING EVALUATION

# PROPOSED REDEVELOPMENT 131-133 CLIFTON PLACE BLOCK 15302, LOTS 21 & 22 CITY OF JERSEY CITY HUDSON COUNTY, NEW JERSEY

Prepared for:

GN Management Inc. 101 Hudson Street, Suite 1702 Jersey City, NJ 07302

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# INTRODUCTION

The purpose of this Traffic Engineering Evaluation is to assess the traffic impacts associated with the development of the subject property known as Lot 22 in Block 15302 located at 131 Clifton Place and the rehabilitation of the existing three-family dwelling on Lot 21 in Block 15302 located at 133 Clifton Place in the City of Jersey City, Hudson County. Lot 22 has approximately 25 feet of frontage along the south side of Clifton Place. Lot 21 has 50 feet of frontage along the south side of Clifton Place.

The subject properties are in the <u>*R-1 One- and Two-Family Housing District.*</u> Lot 21 is currently occupied by a three-family house with parking for 6 cars and Lot 22 is a vacant lot. The proposal is to rehabilitate the three-family dwelling and construct a new 5-dwelling unit residential building (mid-rise) in three floors with 7 total parking spaces, garage parking for 2 cars plus 5 surface parking spaces (3 compact, 1 standard, and 1 ADA).

### **EXISTING CONDITIONS**

The site is located on the block of Clifton Place between Summit Avenue and Fairmount Avenue. The surrounding properties generally consist of a mix of residential land uses, with commercial establishments such as grocery stores, a day care center, and other personal services on Summit Avenue and Montgomery Street. The adjacent roadways of Clifton Place and Summit Avenue serving the subject site are described as follows:

**Clifton Place** is a local street under the jurisdiction of the City of Jersey City, one-way street, in a northbound and westbound direction from Fairmount Avenue to Baldwin Avenue/Summit Avenue. There are sidewalks on both sides of the street. Parking is permitted on both side of the street. Signs are posted for "2 Hour Parking, 8 AM – 5 PM, Monday to Friday", "Tow-Away Zone, Any Vehicle Without Zone 2 Permit Parked over 2 Hours", and "No Parking, 10 AM – Noon, Monday and Thursday" on the south and west side of the street. There is capacity for approximately 42 parking spaces on the north and east side and approximately 32 parking spaces on the south and west side of Lifton Place. The statutory speed limit is 25 MPH.

**Summit Avenue** is an urban principal arterial and is under the jurisdiction of the City of Jersey City. There are sidewalks on both sides of the street and parking is prohibited on the east side of the street. Parking restrictions are posted on the west side of the street for "4-Hour Parking", "Tow-Away Zone" permit parking, and "No Parking 8 AM – 10 AM, Tuesday & Friday". There are approximately 19 on-street parking spaces on the east side of the block of Summit Avenue between Baldwin Avenue and Fairmount Avenue. Zone Parking Permit is required to park on Summit Avenue to park longer than 4 hours, Monday through Saturday. Summit Avenue is oriented in a north-south direction, extending between 32<sup>nd</sup> Street in Union City in the north and Baldwin Avenue in Jersey City in the south. The posted or statutory speed limit is 25 MPH. Summit Avenue is controlled by traffic signal at its intersections with Clifton Place. **Fairmount Avenue** is a local street under the jurisdiction of the City of Jersey City. There are sidewalks on both sides of the street and parking is permitted on both sides of the street. Near the subject site, Fairmount Avenue is a two-way, between Grand Street and Summit Avenue. The posted speed limit is 25 MPH.

## Mass Transportation Options

Within 200 feet of the subject site, there is a bus stop on Baldwin Avenue for the 6-bus route with service between Journal Square, Liberty Science Center Light Rail, Garfield Light Rail and Merritt Street via Ocean Avenue. With frequent and convenient 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. The route that pedestrians would take between the subject site and the bus stops on Baldwin Avenue would be via Clifton Place.

### Bicycle Master Plan 2019

Near the subject site, as of 9/30/2019, the <u>Let's Ride JC Bicycle Master Plan</u> shows protected bicycle lanes or shared bicycle lanes on Fairmount Avenue, Montgomery Street, Summit Avenue, and Baldwin Avenue. There is a Citi Bike coral approximately 800 feet from the subject site at the intersection of Baldwin Avenue with Montgomery Street.

### Pedestrian Enhancement Plan 2018

Near the subject site, Summit Avenue, Baldwin Avenue, and Cornelison Avenue were identified by the public as key streets that need improvement for walkability. There was a reported pedestrian crash at Baldwin Avenue/Summit Avenue with Clifton Place and a bicycle crash at Summit Avenue with Howard Place near the subject site.

#### School Travel Plan 2019

Near the subject site, as of July 2019, the Jersey City School Travel Plan shows there are no crossing guards at the intersections along Summit Avenue, Baldwin Avenue, and Fairmount Avenue. The area near the subject site was not identified in the Jersey City Priority Area Map.

#### Crashes (2012 to 2016)

Between the years 2012 and 2016, the <u>School Travel Plan</u> identified 1 crash involving a pedestrian at Summit Avenue with Howard Place and Summit Avenue with Baldwin Avenue.

#### Vision Zero Action Plan

The <u>Vision Zero Action Plan</u>, February 2019 shows Montgomery Street, Baldwin Avenue and Summit Avenue as being in the High Injury Network but does not show Fairmount Avenue or Clifton Place in the High Injury Network.

# DEVELOPMENT PROPOSAL

The proposed development consists of the construction of a 5-unit, multifamily housing (midrise) in three floors with garage parking for 2 cars. Access to the two-car garage is via a driveway shared with 133 Clifton Place. The three-family home at 133 Clifton Place is being rehabilitated and the property will provide parking for 5 cars. These 7 parking spaces will be used by the residents of 131 Clifton Place and 133 Clifton Place. Residents of the proposed residential units would access the property via the shared access driveway on Clifton Place.

# TRIP GENERATION

According to the <u>Trip Generation Manual, 11<sup>th</sup> Edition</u> published by the Institute of Transportation Engineers, "Multifamily Housing (Mid-Rise)" are located in rental buildings that have between three and ten levels (floors). Therefore, trip generation for the proposed 5-unit, mid-rise, residential building was calculated using the current Institute of Transportation Engineers (ITE) <u>Trip Generation Manual, 11<sup>th</sup> Edition</u> for the land use "Multifamily Housing (Mid-Rise)". A dense multi-use urban setting/location was used to account for the proximity of the Journal Square Transportation Center. Table 1, Trip Generation Summary, tabulates the trip generation for the proposed 5 mid-rise multifamily housing dwelling units. During the weekday AM peak hour the 5 units would generate 2 vehicle trips and 2 vehicle trips during the weekday PM peak hour. The proposed development would generate 2 person trips during the AM peak hour and 4 person trips during the PM peak hour.

According to <u>Transportation Impact Analysis for Site Development</u>, 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 City's parking requirement is 0 parking spaces for lots 50 feet or less in width. However, 131 Clifton Place is proposed with parking for 2 cars in the garage and 133 Clifton Place is being proposed with 5 parking spaces in the rear yard, 3 compact, 1 standard, and 1 ADA space. Since on-site parking for 7 cars is proposed, the potential residents of this proposed multifamily housing (mid-rise) building would not likely each own a vehicle. There is access to robust mass transportation services, as well as local shopping, dining, and entertainment options; therefore, residents would not likely each own a vehicle. The existing driveway for 133 Clifton Place is proposed to be removed, potentially adding another on-street parking space.

The bicycle parking requirement is 0.5 bicycle spaces per unit or 4 bicycle parking spaces, where parking for bicycles can be accommodated within the garage on the ground floor with direct access to the street.

# CONCLUSIONS

Based upon our trip generation evaluation, it is our professional opinion that the proposed 5unit, Multifamily Housing (Mid-Rise) building would not generate a significant increase in traffic during the weekday AM and PM peak hours. The rehabilitated three-family home would continue to generate the same number of vehicle trips as the existing three-family house during the weekday AM and PM peak hour. The combination of the existing three-family home and new 5-dwelling unit multifamily housing (mid-rise) development would not have any impact on traffic conditions during the weekday AM and PM peak commuter traffic hours.

The route that pedestrians would take between the subject site and the bus stops on Baldwin Avenue at Clifton Place is approximately 200 feet. The proposed renovation and development are expected to generate 1 or 2 additional pedestrian trips during the weekday AM or PM peak hours. Therefore, in my professional opinion, the insignificant increase in pedestrian trips along the existing sidewalks and crossing the existing intersections would not have a significant impact on the operations of the adjacent intersections.

The proposed 7 parking spaces for 8 dwelling units exceeds the parking requirement for the development of 131 Clifton Place and 133 Clifton Place. The project will provide adequate parking for its residents.

In conclusion, this project would have no significant impact on the traffic operations of area roadways and intersections and would not have a negative impact on on-street parking conditions in the immediate area.

The foregoing is a true representation of my findings.

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

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CODE	LAND USE	AMOUNT	Z	OUT	TOTAL	Z	OUT	TOTAL	
EXISTING									
VEHICLE	TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	3 units	0	7	Ч	1	Ч	1	
PERSON	TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	3 units	0	1	1	1	7	2	
PROPOSI	ED ADDITION								
VEHICLE	TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	5 units	0	2	2	1	1	2	
PERSON	TRIPS								
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	5 units	0	2	2	ς	Ļ	4	
VEHICLE	TRIPS								
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221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	8 units	0	3	3	2	1	3
PERSON .	TRIPS							
221	Multifamily Housing (Mid-Rise)(Average)(Dense Urban)	8 units	1	£	4	4	2	9

Source: *Trip Generation, 11th Edition*, published by the Institute of Transportation Engineers (ITE)

LOCATION MAP



Map data ©2022 Google 200 ft I