

KLEIN

TRAFFIC CONSULTING, LLC

156 Walker Road
West Orange, NJ 07052
973-985-3464
leekleintraffic@gmail.com

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Amanda Waters
Board Secretary
Bloomfield Planning Board
1 Municipal Plaza
Bloomfield, NJ 07003

VIA EMAIL: awaters@bloomfieldtwpnj.com

**Re: First Traffic Engineering Review
Bloomfield Broad Associates Urban Renewal, LLC
Proposed 125 Multifamily Housing (Mid-Rise) and 6,500 SF Retail/Commercial
Block 241, Lots 5-7, 21, 23, 37, 39, & 41-46
11-13 Broad Street, Bloomfield, Essex County, NJ**

Dear Ms. Waters:

I reviewed the Preliminary and Final Site Plan & Subdivision for Bloomfield Broad Associates Urban Renewal, LLC, Proposed Mixed-Use Development, dated 01/05/2024, prepared by Dynamic Engineering and the architectural plans, dated 11/13/23, revised 1-5-24, revised 2-23-24, prepared by Michels & Waldron, and offer the following comments:

1. The Applicant shall provide a vehicle turning template for emergency vehicles, delivery vehicles, moving vans, garbage collection vehicles entering the site, circulating throughout the site, and exiting the site. We defer to the Fire Code Official for additional comments.
2. The Applicant shall provide passenger car turning templates of traffic entering from Washington Street, circulating to the entrance to Lot A, circulating to and maneuvering into the parking spaces in the corner adjacent to Franklin Street and the site driveway.
3. The Applicant shall provide passenger car turning templates of traffic entering from the Franklin Street driveway, circulating into the Lot A driveway, and parking in Lot A in the corner of the garage adjacent to Franklin Street and the site driveway.
4. These turning templates should include vehicles queued in the bank drive-thru lanes and while another vehicle is traveling in both directions adjacent to the drive-thru lanes and the church parking lot. The Applicant shall opine as to the ability of vehicles to circulate within the site while vehicles are queued in the bank drive-thru lanes.

5. The Applicant proposes an off-street loading space with a driveway on Franklin Street. The Applicant shall testify to the operation of this interior loading dock. The Applicant shall explain how often trucks will be accessing the loading dock, and if property management staff will direct the trucks into and out of the loading dock door. A vehicle turning template shall be provided for the largest truck entering the loading dock from Franklin Street, parked at the loading dock, then exiting onto Franklin Street.
6. The Applicant shall indicate where and how residents' move-in/move-out would occur.
7. The Applicant shall indicate where and how delivery trucks, such as UPS and FedEx, would park to make deliveries.
8. The Applicant shall provide vehicle turning templates of the largest vehicle that is expected to access the site, circulating through the site, and exiting the site.
9. There are 29 parking spaces proposed as Electric Vehicle Charging Station (EVCS) parking spaces, which is 15 percent of the required 193 parking spaces. With the 19-parking space credit for providing 29 EV parking spaces, the Application requires 174 parking spaces, whereas 227 physical parking spaces are proposed. With the EVCS credit, the parking supply of 227 exceeds the "equivalent" parking requirement of 174 "equivalent" parking spaces by 53 parking spaces. The Applicant shall provide testimony regarding the need and use of the parking surplus.
10. There are 47 parking spaces that are shown in the demolition plan that would be removed from the property. The Applicant shall provide testimony regarding the impact this project will have on the parking supply for the surrounding area.
11. With 1.4 spaces per unit for 125 units, which is 175 parking spaces plus 2.7 space per 1,000 SF for 6,500 square feet of retail space which is 18 parking spaces, the parking requirement is 193 parking spaces. With 227 physical parking spaces proposed, the parking requirement of 193 parking spaces as described in the Redevelopment Plan is exceeded by 34 physical parking spaces. The Applicant shall provide testimony regarding the need and use of the parking surplus.
12. The Applicant shall indicate the ADA compliant route between the ADA parking spaces and the ADA accessible portion(s) of the building(s).
13. The Applicant shall provide the available stopping sight distance in both directions along Franklin Street and Washinton Street from the site driveways.
14. The Applicant proposes 9-foot wide by 18-foot long parking spaces.
15. The Applicant proposes 12-foot wide lanes to enter and exit Lot A.
16. The Applicant proposes 24-foot-wide two-way driveway aisles. The Applicant proposes a 22-foot wide, internal drive aisle in the corner of Lot A adjacent to the driveway and Franklin Street. The Applicant shall provide passenger car turning templates for vehicles maneuvering at the parking space(s) that are in that 22-foot wide drive aisle.

17. The Applicant shall show a standard passenger vehicle parked in the single parking space on the second and basement parking levels to show that the vehicle does not encroach on the drive aisle. A passenger vehicle turning template shall be provided.
18. The “Bikes” storage room is proposed on the ground of the parking garage so that bicycles can be brought in and out conveniently.

We also reviewed the Applicant’s Traffic Impact Study report, dated January 5, 2024, revised February 23, 2024, prepared by Dynamic Traffic, and offer the following comments:

1. The Applicant was conservative in not taking any credit for the existing traffic associated with the existing 30,000 SF of commercial/retail space that will be demolished in the proposed condition.
2. The Applicant has calculated the Trip Generation based on the Trip Generation, 11th Edition, published by the Institute of Transportation Engineers (ITE), for the Land Use Code (LUC): 231 – Mid-Rise Residential with Ground-Floor Commercial, with the gross floor area (GFA) of the commercial space between 1,000 SF and 25,000 SF and 125 dwelling units in a Dense Multi-Use Urban setting/location. As a comparison, the Applicant should provide a summary of the Trip Generation calculations using LUC: 221 for the 125 Multifamily Housing (Mid-Rise), Close to Rail Transit, in a General Urban/Suburban setting/location and LUC: 822 Strip Plaza less than 40,000 SF, in a General Urban/Suburban setting/location for the proposed 6,500 SF of commercial space.
3. The Applicant calculated the Levels of Service (LOS) for the studied intersections; Liberty St with Broad St/Franklin St, Broad St with Franklin St, Franklin St & Egress Site driveway/Fremont St, and Washington St with Egress Site Driveway; for the weekday AM and PM peak hours, resulting in acceptable LOS C or better.
4. The Applicant shall research the hours and days of week of the operations of the Radiant Light Temple and how the movement of traffic of the proposed redevelopment would impact the traffic flow as well as the parking demand of the Temple.

If you have any questions, please contact me at 973-985-3464.

Very truly yours,



Lee D. Klein, P.E., PTOE
NJPE 24GE03710400
PTOE Certification 1627