



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

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MEMORANDUM

To: Bloomfield Township Planning Board

From: Jay S. Troutman, Jr., PE

Date: February 4, 2025

Re: CBD Bloomfield Developer, LLC
675-699 Bloomfield Avenue
Block 244, Lots 10, 15, 41, 42 & 46
Bloomfield Township, Essex County, NJ
MRA File No. 24-241

On behalf of the Bloomfield Township Planning Board, McDonough & Rea Associates (MRA) has conducted a review of the following items in connection with the noted application:

- ◆ Plan set entitled "Preliminary & Final Major Site Plan for CBD Bloomfield Developer Urban Renewal, LLC" prepared by Bohler Engineering NJ, LLC, dated June 12, 2024
- ◆ Architectural plans prepared by Lessard Design, dated June 12, 2024 including revised sheet A.101 dated November 19, 2024
- ◆ Traffic Impact Analysis for CBD Bloomfield Developer Urban Renewal, LLC, prepared by Atlantic Traffic & Design, dated June 12, 2024, revised November 18, 2024
- ◆ Application documents

In addition, we have conducted a site visit to observe existing traffic, roadway and parking conditions in the vicinity of the site. Based on our review of this application, we have prepared the following comments for the Board's consideration:

Introduction

The subject properties are the site of the former Sacred Heart School and Nardiello Hall owned by the Church of the Sacred Heart. This site is currently occupied by buildings and parking with midblock frontages along both Bloomfield Avenue and State Street. The applicant is proposing a 6-story building with two levels of parking and four levels of residential apartments with 200 dwelling units. The ground level of the proposed building will also have 4,289 SF of community space for use by the



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Sacred Heart Church. There are 111 parking spaces proposed on the ground level (plans say 112) and 148 parking spaces proposed on the second level in the proposed building along with 20 surface parking spaces along State Street to the east of the building for a total of 279 residential parking spaces. There are also 44 surface parking spaces along State Street to the south to accommodate parking demand generated by the church community space. The parking garage spaces will be accessed from a single driveway along Bloomfield Avenue and the two surface parking lots will each have an access driveway along State Street. The properties are zoned and governed by the "Redevelopment Plan for Block 244 Lots 10, 15, 41, 42, and 46".

Traffic Impact Analysis Comments

1. The traffic study was conducted during the weekday AM, weekday PM and Saturday midday peak traffic periods, which are the appropriate time periods for the traffic analysis.
2. The existing traffic volume data was collected in May 2024 while local schools were in session. The data was reviewed and found to be representative of existing traffic volume conditions in the area.
3. Traffic generation data published by the Institute of Transportation Engineers (ITE) in the "Trip Generation" manual, 11th Edition under Land Use 221, "Multifamily Housing (Mid-Rise) Close to Rail Transit" was utilized to project the amount of site generated traffic from the proposed residential units. This is an appropriate method for forecasting the traffic impact of the residential units.
4. Traffic generation data published by ITE in the "Trip Generation" manual, 11th Edition under Land Use 560, "Church" was utilized to project the amount of site generated traffic from the proposed community space. This results in a projection of 3 trips during the weekday AM peak hour, 6 trips during the weekday PM peak hour and 12 trips during the Saturday midday peak hour. Operational testimony should be provided on the usage of the proposed community space to establish the days and hours that gatherings will occur. This space has potential to generate higher weekday and Saturday peak hour trips than those presented in the traffic study since it is not a church.
5. The directional distribution of site generated trips to the Bloomfield Avenue and State Street site driveways is acceptable.
6. The traffic study methodology for projecting future no-build and build traffic volumes is generally acceptable although we question the use of a 2-year full build and occupancy horizon, given the size of this project.
7. The intersection capacity analysis calculations are acceptable.



8. The gap study methodology and results are acceptable and demonstrate that left-turn ingress movements from Bloomfield Avenue to the proposed parking garage should be permitted.

Site Plan and Parking Comments

9. Revised sheet A.101 depicts 70 standard parking spaces for the ground level parking in the garage while the summary table shows 71. This results in 259 total garage spaces (not 260).
10. The New Jersey Residential Site Improvement Standards (RSIS) require that 0.5 spaces per residential unit (100 spaces) be accessible to visitors. The proposed residential surface parking lot provides 20 spaces that are accessible to visitors. Testimony should be provided to determine if visitors will be able to access the garage parking.
11. The curb radii at the proposed garage access driveway on Bloomfield Avenue and at the two surface parking lot driveways along State Street should be increased to 20 feet to facilitate smoother and more efficient turning movements, in accordance with RSIS standards.
12. Testimony should be provided about the operation and management of the parking garage and whether separate fees will be charged. Some residents may choose to use the church parking spaces or adjacent on-street parking to avoid an extra parking charge.
13. Testimony should be provided on the process for trash removal including the location where trash vehicles will stage during this process.
14. Testimony should be provided on the process for moving in and out of the proposed building as it appears that the loading area is not adjacent to a doorway.
15. A vehicle turning template should be submitted to depict the largest truck that can be accommodated by the proposed loading area.

This represents our analysis of the materials that were reviewed. We will be available at a public hearing to provide further commentary on these and other matters, as may be necessary during the testimony.