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March 13, 2025

Anthony Pisa
c/o 223 Broad St LLC
214 Walnut Street
Montclair, NJ 07042

VIA EMAIL: apisainc@yahoo.com

**Re: Traffic Engineering and Parking Evaluation
Proposed 32 Units of Multifamily Housing (Low-Rise) with 58 On-Site Parking Spaces
Block 516, Lots 1 & 5
219 – 227 Broad Street, Bloomfield, Essex County, NJ**

Dear Mr. Pisa:

INTRODUCTION

The purpose of this Traffic Engineering Evaluation is to assess the traffic impacts associated with the development of the subject property located at 219 – 227 Broad Street, at the northeast corner of the intersection of Broad Street with New Street in the Township of Bloomfield, Essex County. The site is currently vacant. However, the previous uses on the subject property included a vehicle towing and storage yard, a three-bay automobile service facility, an automobile parts store, a two-family home, and a hair salon.

It is proposed to construct three floors of multifamily housing, consisting of 15 one-bedroom units and 17 two-bedroom units, over ground floor parking for up to 58 vehicles. For trip generation calculations, the Institute of Transportation Engineers (ITE) would consider 3 floors of living over ground floor parking as “Low-Rise”, rather than “Mid-Rise”. Access to the site would be provided by one full-movement driveway on Broad Street and one full-movement driveway on New Street. Previously, there was an approval for 21 units with a total of 30 bedrooms with 36 parking spaces at 223 Broad Street.

EXISTING CONDITIONS

The surrounding properties generally consist of a mix of commercial and residential uses. At 202 Broad Street, there is a four-story, plus basement, apartment building with zero on-site parking spaces. At 206 Broad Street there is a 16-unit Multifamily Housing (Low-Rise) building with 24 garage parking spaces and at 218 Broad Street there is a 16-unit Multifamily Housing (Low-Rise) building with 24 garage parking spaces. At 57 Broad Street, 140 units with a total of 180 bedrooms with 140 parking spaces were approved. At 347 Belleville Avenue, there is a

five-story, plus basement, apartment building with zero on-site parking spaces. At 174 Broad Street/355 Belleville Avenue, there is a three-story, plus basement, apartment building with zero on-site parking spaces. The adjacent roadways serving the site are described as follows:

Broad Street, County Route 509 is an urban minor arterial, under the jurisdiction of the County of Essex. There are sidewalks on both sides of the street and parking is permitted on both sides of the street in the vicinity of the subject site. Broad Street provides one travel lane in each direction. The posted speed limit is 25 miles per hour (MPH).

New Street is a local street under the jurisdiction of the Township of Bloomfield. There are sidewalks on both sides of the street. Signs are posted "No Parking When Road is Snow Covered, "No Parking, 12 PM – 3 PM, Tuesdays, Except Holidays, Police Dept.", "Two Hour Parking, 8 AM to 6 PM, Except Sat & Sun", and "Permit Parking for Residents, All Others 2 Hr. Max., Police Dept.". The posted speed limit is 25 MPH.

Mass Transportation Options

The subject site is located 0.7 miles/14-minute walk from the Glen Ridge NJ Transit Train Station and 0.7 miles/15-minute walk from the Bloomfield NJ Transit Train Station of the Montclair-Boonton Line, which provide frequent service throughout the AM and PM commuter hours and provide access to and from Hackettstown, Newark Broad Street, New York Penn Station, and Hoboken. In addition to train service, the 34, 72, 709 bus routes run along Broad Street and stop at the corner of Belleville Avenue and provide service to Bloomfield Center, then a short walk to the Bloomfield NJ Transit Train Station. With frequent service during the AM and PM peak commuting hours, mass transportation service is an attractive alternative to commuting via automobile or owning a second automobile.

Traffic Observations

We visited the site on Thursday, February 27, 2025, between 7:00 AM and 8:30 AM, Tuesday, March 4, 2025, and Tuesday, March 11, 2025, between 2:00 PM and 3:30 PM to observe the traffic conditions and operations of Broad Street and New Street during school arrival and dismissal times. We observed pedestrians, mostly students, crossing New Street and Broad Street. We observed only a few students walking along New Street and even fewer students walking along the northerly sidewalk of New Street, across the proposed site driveway. We observed that the traffic signals at Belleville Avenue and at Pitt/James Street created gaps in the traffic flow of Broad Street, allowing traffic to turn out of New Street. We observed the flow of traffic into and out of the driveway of the parking lot for the funeral home and for 199 Broad Street. We also observed a single-unit truck maneuvering out of the funeral home and 199 Broad St driveway on New Street. In my professional opinion, the traffic activity of the funeral home/199 Broad Street driveway on New Street is greater than the anticipated traffic activities of the proposed project driveway on New Street.

DEVELOPMENT PROPOSAL

The proposed redevelopment consists of constructing 32 Multifamily Housing (Low-Rise), 15 one-bedroom units and 17 two-bedroom units on three floors over surface parking of up to 58 parking spaces including 3 ADA parking spaces. Two full-movement driveways are proposed to provide vehicular access, one on Broad Street and one on New Street.

TRIP GENERATION

According to the *Trip Generation Manual, 11th Edition* published by the Institute of Transportation Engineers (ITE), "Multifamily Housing (Low-Rise) "multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse." The proposed building will be three floors of living space over ground floor parking. Table 1 - Trip Generation Summary, summarizes the trip generation for the proposed 32 Multifamily Housing (Low-Rise) on three floors. As shown in Table 1, the proposed 32-unit Multifamily Housing (Low-Rise) would generate 13 vehicle trips during the AM peak hour, 16 vehicle trips during the PM peak hour, and 14 vehicle trips during the Saturday peak hour.

The residential trip generation values could be considered conservative, since there is bus service along Broad Street that serves Bloomfield Center and the Bloomfield NJ Transit Rail station. Some tenants who choose to live at 219 – 227 Broad Street might take advantage of the bus routes and the proximity of the NJ Transit Rail service and take a bus or walk to the train station rather than drive to work. However, these trip generation values assume no discount for mass transit/walking trips.

According to *Transportation Impact Analysis for Site Development*, 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 redevelopment of the subject property into 32 Multifamily Housing (Low-Rise) units is not expected to significantly impact the operations of Broad Street.

The previous uses on the subject property included a vehicle towing and storage yard, a 3-bay automobile service facility, an automobile parts store, a two-family home, and a hair salon. These previous uses generated traffic during the weekday AM and PM and Saturday peak hours. Table 1 summarizes the peak hour trips generated by the previous uses. During the weekday AM and PM peak hours the trips will be approximately the same as the previous uses. However, during Saturday peak hour trips will be less than the previous uses of the subject property.

SITE PLAN REVIEW

The 24-foot wide drive aisles are adequate to provide access into and out of each parking space. The driveways are designed to accommodate ease of maneuvering for appropriate vehicle types. Adequate pedestrian access is provided between the stairs and elevator and the parking spaces. To manage the parking supply, the parking spaces will be assigned to the residential units. The site is proposed with 9-foot wide by 18-foot long standard parking spaces. The site is proposed with 37 standard parking spaces, 9 pairs of tandem parking spaces, and 3 ADA parking spaces. The 3 ADA parking spaces are designed to be accessible and provide access to the elevator. The tandem pairs of parking spaces will be assigned to the same unit.

The project is proposed with 58 parking spaces, where the Residential Site Improvement Standards (RSIS) prescribes a maximum requirement of 1.8 parking spaces per one-bedroom unit or 27 parking spaces and 2.0 parking spaces per two-bedroom unit or 34 parking spaces, for a total of 61 required parking spaces. By providing 15 percent of the proposed parking spaces as Electric Vehicle Charging Stations (EVCS), a credit or reduction of up to 10 percent of the required parking, or 6 spaces, to reduce the parking requirement to 55 parking spaces.

However, due to the bus service along Broad Street and the proximity of Bloomfield NJ Transit Rail station, along with local shopping, dining, and entertainment options within the immediate area, it is anticipated that some of the potential residents of this proposed multifamily housing building may not own a second vehicle and take advantage of the commuting options.

Parking Generation, 6th Edition, published by ITE, provides data supporting a lower parking demand for Multifamily Housing (Low-Rise) in a General Urban/Suburban setting/location with no nearby rail transit service. Conservatively, the parking data based on no nearby rail transit service was chosen. The average peak parking demand is 0.68 parked vehicles per bedroom. With a total of 49 bedrooms, the average peak parking demand during the overnight hours would be 33 parked cars. The ITE average peak period parking demand data shows that the proposed parking supply of 1.18 parking spaces per bedroom would exceed the average peak parking demand for Multifamily Housing (Low-Rise). The 85th percentile peak parking demand is 0.86 parked cars per bedroom or 42 parked cars. The 95 percent confidence interval range of peak parking demand is 0.65 parked cars per bedroom or 32 parked vehicles to 0.71 parked cars per bedroom or 35 parked cars. With a proposed parking supply of 1.18 parking spaces per bedroom, the project would exceed the average, would exceed the 95 percent confidence interval peak parking demand of a Multifamily Housing (Low-Rise) with no nearby rail transit service in a General Urban/Suburban setting/location. The proposed parking supply will adequately serve the peak parking demand of the proposed 32-unit, 49-bedroom project and should not have any impact on the parking along New Street or Broad Street.

CONCLUSIONS

Based upon our trip generation evaluation, it is my professional opinion that the proposed 32 Multifamily Housing (Low-Rise) units would generate 12 to 13 vehicle trips during the weekday AM and PM peak hour, respectively. This project will have no significant impact on traffic conditions along Broad Street or New Street during the weekday AM and PM peak commuter traffic hours. During the Saturday peak hour, the project would generate 12 vehicle trips. It is projected that the proposed 32 Multifamily Housing (Low-Rise) units would generate less than a significant amount of traffic according to industry standards. The previous uses on the subject property generated similar traffic during the weekday AM and PM and more traffic during the Saturday peak hour than the proposed development of the subject property.

The design of the site will more than adequately serve the needs of the project's residents. With the 15 percent EVCS, the discounted parking requirement is 55 parking spaces, whereas 58 physical parking spaces are proposed. Based on the RSIS maximum standards, and based on the ITE Parking Generation, 6th Edition peak parking demand, the 58 parking spaces would adequately support the peak parking demand of the tenants of the proposed 32 units with 49 total bedrooms at 219 – 227 Broad Street and should not have any impact on the parking along New Street or Broad Street.

The development of this project will have a minimal impact on the traffic operations of area roadways and intersections and will not have an impact on the peak parking demand of the surrounding streets.

The foregoing is a true representation of my findings.

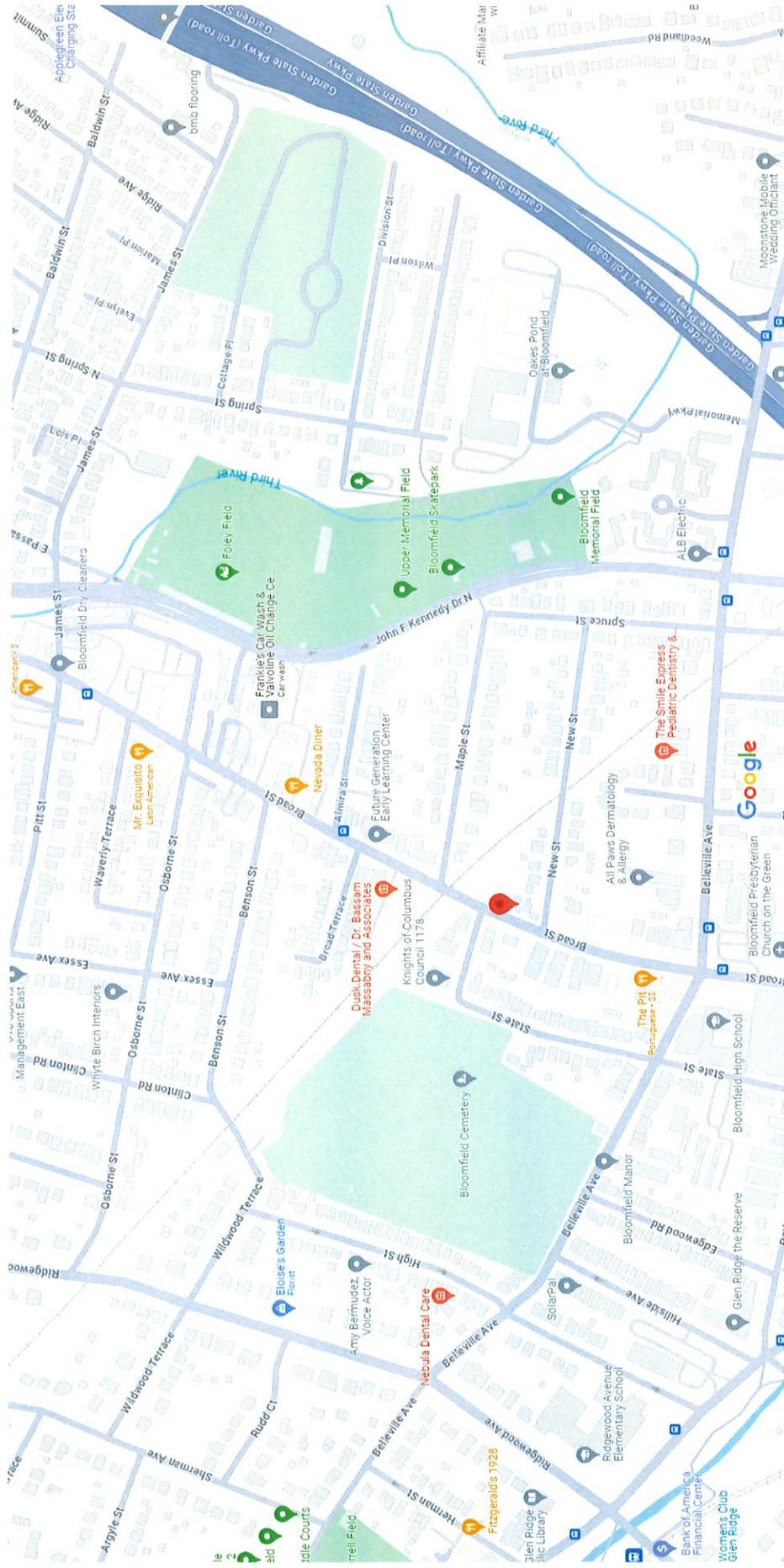
Very truly yours,



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https://d.docs.live.net/aea953f91575cccf/Documents/WORK/Bloomfield-223BroadSt/KleinTraffic_TEE_219-227BroadStBLMFLD_031325.docx

Google Maps
223 Broad St
PROJECT LOCATION MAP



**Table 1 - Trip Generation Summary
219 - 227 Broad Street, Bloomfield, Essex County, NJ**

CODE	LAND USE	AMOUNT	WEEKDAY				SATURDAY		TOTAL
			AM PEAK HOUR		PM PEAK HOUR		PEAK HOUR		
			IN	OUT	IN	OUT	IN	OUT	
PREVIOUS SITE-GENERATED TRIPS									
843	Automobile Parts Sales (Average Rate)	560 SF	1	1	1	1	3	3	6
942	Automobile Care Center	3 bays	3	2	4	3	6	8	14
210	Single-Family Detached (Avg Rate)	2 units	0	1	1	1	1	1	2
918	Hair Salon	800 SF	1	0	1	0	1	3	4
PREVIOUS SITE-GENERATED TRIPS									
			5	3	8	6	12	14	26
PROPOSED SITE-GENERATED TRIPS									
220	Multifamily Housing (Low-Rise)(Average Rate)	32 units	3	10	13	10	7	7	14
PROPOSED SITE-GENERATED TRIPS									
			3	10	13	10	7	7	14
TOTAL CHANGE IN SITE-GENERATED DRIVEWAY TRIPS									
			(2)	7	5	4	(0)	(7)	(12)

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

Note: (##) Indicates a Decrease in the Number of Trips

Indicates an Increase in the Number of Trips