



**Consulting & Municipal
ENGINEERS**

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December 18, 2025

Via E-Mail

Honorable Chairman Edward Michalski and Members of the Zoning Board
Township of Bloomfield
One Municipal Plaza
Bloomfield, NJ 07003

**Re: Traffic Review #2 for
Temple Ner Tamid
Application ZB #2025-30
936 Broad Street (County Route 509)
Block 931, Lot 50
Township of Bloomfield, Essex County, New Jersey
Our File No. 115.BFZ0931.P01**

Dear Chairman and Members of the Zoning Board,

This application is requesting a use variance in order to expand the existing house of worship by 5,195 square feet.

CME has performed our Traffic Review for the above-referenced site plan application. The following documents were received by our office:

- A. Traffic Statement for Temple Ner Tamid // Proposed Temple Expansion prepared by Paul B. Going, P.E., and David W. Fahim, P.E., of TPD Inc., dated July 28, 2025 **and last revised December 8, 2025;**
- B. Survey Plan entitled, "Boundary and Topographic Survey // Lot 50, Block 931 // 936 Broad Street // Township of Bloomfield, Essex County // State of New Jersey", (1 Sheet) prepared by James D. Sens, P.L.S., of Control Point Associates, Inc., Rev. 1, last revised June 18, 2025;
- C. Preliminary and Final Site Plan for Temple Ner Tamid (14 Sheets) signed by R. L. Streker, P.E., of Bohler Engineering LLC, dated July 28, 2025;
- D. Architectural Plan entitled "Temple Ner Tamid // 936 Broad Street, Bloomfield, NJ 07003", (3 sheets) prepared by Brawer Hauptman + Larkin Architects, dated August 5, 2025;



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- E. Application Package (56 pages) prepared by Alan G. Trembulak, Esq., dated September 3, 2025, consisting of Cover Letter, Standard Development Application, and Other Application Documents.

We have the following comments relative to traffic, circulation, parking, and loading pertaining to Application ZB #2025-30:

Traffic

1. We defer all other non-traffic, non-circulation, non-parking, and non-loading issues to the appropriate Zoning Board Professionals. **The Applicant's Engineer acknowledges this comment.**
2. The Applicant's Engineer indicated in the traffic statement that the current site experiences overcrowding. The Applicant's Engineer should clarify in testimony which part(s) of the site experience overcrowding and quantify this claim. **The Applicant's Engineer indicated that testimony will be provided.**
3. The Applicant's Engineer should provide testimony on their current and future operations of preschool, religious school, community space, common room, administrative offices, and ancillary facilities, inclusive of schedule and periods of overlap where two or more facilities are active simultaneously. **The Applicant's Engineer indicated that testimony will be provided.**
4. The Applicant's Engineer performed trip generation calculations for a synagogue and a church for comparative purposes, indicating that the synagogue only has one data point in the ITE data and the church has 16 data points. In accordance with the Institute of Transportation Engineers, the Applicant's Engineer should consider collecting local trip generation data for a synagogue for at least 3 and preferably 5 sites to establish a local trip generation rate. The Applicant's Engineer may include the current site as one of the trip generation data points necessary to establish a local trip generation rate.

The Applicant's Engineer updated the traffic study to include trip generation data and concurrent parking demand observations collected on Saturday, December 6, 2025 when two (2) Bat Mitzvahs took place. The Applicant's Engineer indicated that the collection of site trip generation data at multiple locations is not warranted as the use is not a high traffic generator and the proposed project represents a relatively small expansion of the use.

The Applicant's Engineer should provide additional dimensions and other calculations utilized to evaluate the parking data observed on the streets. The



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Applicant's Engineer should provide testimony on the trip generation data collected on Saturday December 6, 2025. The Applicant's Engineer should provide testimony on establishing a local trip generation rate.

5. The Applicant's Engineer indicated that the proposed temple expansion is expected to generate an increase of 20 peak hour trips during the Saturday peak hour when comparing to the one synagogue site data point on ITE and 41 peak hour trips when comparing to the church data points on ITE. The Applicant's Engineer should consider collecting local trip generation for the synagogue as the church traffic characteristics typically peak on a Sunday and not a Saturday.

The Applicant's Engineer clarified that the comparison is of Saturday Synagogue data versus Sunday church data and that the intent is to consider the busiest time of the week.

We take no exception to the clarification.

6. The Applicant's Engineer performed a parking study in the vicinity of the existing Temple and indicated that 68 of the 210 available on-street parking spaces in the vicinity of the Temple were occupied. The Applicant's Engineer should indicate how they arrived at 210 as the number of parking spaces available on street.

The Applicant's Engineer indicated that the on-street parking supply was identified based on the available lengths of curbside area between driveways, hydrants, and other features that could preclude on-street parking.

The Applicant's Engineer should provide more specific characteristics, such as, the length of parking space utilized, the total lengths of on-street parking considered, etc. in order to verify the 210 parking spaces on-street that is claimed to be within the vicinity of the Temple.

7. The Applicant's Engineer performed a parking study during the Saturday morning service period. The Applicant's Engineer should indicate if the other ancillary uses on the site experience peak parking demands higher than the Saturday service time period. The Applicant's Engineer should also indicate if there are any special events (e.g. weddings, coming of age milestones, etc.) are expected to take place at a greater frequency under the proposed conditions versus the existing conditions and what the parking demands are for those special events.

The Applicant's Engineer indicated that special events such as high holy days do occur and that testimony will be provided on this issue. The Applicant's Engineer also indicated



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that Bar Mitzvahs and Bat Mitzvahs are not expected to increase in frequency under proposed conditions as the project is proposed in order to better accommodate current congregants and that testimony will be provided on this issue.

We await the Applicant's Engineer's Testimony on this issue.

Site Plans

8. The design and placement of all traffic signs, striping, and markings shall follow the requirements specified in the latest edition of the "Manual on Uniform Traffic Control Devices for Streets and Highways," published by the U.S. Department of Transportation and adopted by the N.J. Department of Transportation. We reviewed Site Layout Note 3 on Sheet C-102 of the plans and take no exception to this note. **The Applicant's Engineer acknowledges this comment.**
9. Per Township Ordinance § 315-41.B., houses of worship require 1 parking space per 2 sanctuary seats. The Applicant's Engineer indicated in the Traffic Statement that seating in the Temple sanctuary is not fixed. The Applicant's Engineer indicated that the existing Temple sanctuary accommodates 149 occupants, and the proposed expanded Temple Sanctuary would accommodate 208 occupants. The Applicant's Engineer should provide an explanation inclusive of a table and /or figure of how the occupancy for both the existing the proposed temple sanctuary is calculated.

The Applicant's Engineer indicated they calculated occupancy per the International Building Code and that the Project Architect will provide testimony.

The Project Architect should indicate which section of the International Building Code in their testimony was utilized to calculate the occupancy.

10. Per the Applicant's representation of 149 occupants for the existing temple sanctuary and 208 occupants for the proposed temple sanctuary, the site would require 75 parking spaces in the existing condition and 104 parking spaces in the proposed condition. **The Applicant's Engineer acknowledges this comment.**
11. The Applicant's Engineer indicated on the plans that 71 parking spaces exist and proposes no changes to the number of parking spaces on site. The Applicant's Engineer should request a variance and provide testimony supporting the variance. **The Applicant's Engineer indicated that a variance is requested and testimony will be provided.**



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12. The Applicant's Engineer indicated that the peak hour of parking generation indicates 94 parking spaces occupied, with 26 parking spaces on site and 68 parking spaces on the street. The Applicant's Engineer should provide testimony on this issue. **The Applicant's Engineer indicated testimony will be provided.**

13. Per ADA Table 208.2, for a parking facility proposing 51 to 75 parking spaces, a minimum of 3 ADA parking spaces (1 van accessible) are required. The Applicant's Engineer shows 4 existing ADA parking spaces, but it is not clear if any are van accessible. The Applicant's Engineer should clarify in testimony and revise the parking spaces as necessary to comply.

The Applicant's Engineer indicated that one van accessible parking space is provided on the site plan and that testimony will be provided.

The Applicant's Engineer should revise the plan as necessary to demonstrate the presence of the one van accessible parking space.

14. The Applicant's Engineer has indicated proposed sidewalk would be added to the north side of the driveway and to the west side of the building. There is an area between the two proposed sidewalk areas that does not propose new sidewalk. The Applicant's Engineer should indicate in testimony if there is existing sidewalk between the two proposed sidewalk areas that is compliant with current ADA standards.

The Applicant's Engineer indicated that there is existing side walk between the two proposed sidewalk areas and that testimony will be provided.

We await the Applicant's Testimony. We defer compliance with ADA standards to the Construction Code Official.

15. The Applicant's Engineer proposes to replace yellow striping in the northeast corner of the existing parking lot. The Applicant's Engineer should provide clarification relative to the purpose of this yellow striping.

The Applicant's Engineer indicated that they will provide testimony on this issue.

We await the Applicant's Testimony.

16. The Applicant's Engineer should provide testimony on how the proposed site improvements may impact the existing circulation patterns for garbage, delivery, and fire trucks.



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The Applicant's Engineer indicated that no impact is anticipated as no change is proposed except widening of the existing driveway. The Applicant's Engineer indicated testimony will be provided.

We await the Applicant's Testimony.

17. The Applicant's Engineer should provide a site circulation plan showing the travel paths of the design vehicle to verify that the on-site circulation is adequate for service vehicles and the required emergency vehicle access (i.e. delivery trucks, garbage trucks, fire trucks, and other rescue squad/emergency vehicles)

The Applicant's Engineer indicated that no impact is anticipated as no change is proposed except widening of the existing driveway. The Applicant's Engineer indicated testimony and vehicle turn templates will be provided.

We await the Applicant's Testimony and vehicle turn templates.

18. Fire lanes and striping are subject to the approval of the Fire Subcode Official. **The Applicant's Engineer acknowledges this comment.**
19. It should be noted that Broad Street (Essex County Route 509) is a County road and approval from the Essex County Planning Board may be required.

The Applicant's Engineer indicated that Essex County requires applicants to obtain municipal site plan approval before County Planning Review begins.

The Applicant's Engineer should provide confirming testimony on this issue.



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Should you have any questions concerning this matter, please do not hesitate to contact our office.

Sincerely,
CME ASSOCIATES

A handwritten signature in blue ink that reads 'Kevin E. Chen'.

Kevin E. Chen, P.E., PTOE
Zoning Board of Adjustment
Traffic Engineer's Office

CC: Amanda Waters – Zoning Board Secretary
Anthony Marucci, P.E., P.L.S., P.P. – Zoning Board Engineer
George Wheatle Williams, P.P., AICP, Zoning Board Planner