

October 15, 2020

**Reference: Traffic & Parking Assessment  
Multi-Family Residential Development  
145 W Main Street  
Bergenfield, NJ  
Block 106, Lots 6.01, 6.02, 6.03**

Dear Members of the Board:

We are pleased to provide this Traffic + Parking Assessment report for the above referenced project. This Assessment identifies existing traffic operations, forecasts future traffic volumes to and from the proposed site (Trip Generation), and identifies traffic impacts, if any. In addition, the required number of parking spaces is evaluated and described.

**FIGURE 1** shows the existing site contains a single-family residential home with a driveway along N Franklin Ave. The site is located at the northeast corner of the unsignalized intersection of N Franklin Avenue and W Main Street. N Franklin Avenue is a local municipal roadway providing two-way traffic with one-lane in each direction and with a 25-mph posted speed limit. W Main Street is a local municipal roadway providing two-way traffic with one-lane in each direction and with a posted speed limit of 25-mph.

The proposed Multi-Family residential development includes 16 residential units (12 one-bedroom, and 4 two-bedroom).

#### TRIP GENERATION

The test from a traffic operations perspective for the proposed site is to determine if the anticipated additional vehicle trips associated with the proposed Multi-Family Residential development would create a traffic impact. Utilizing the latest trip generation rates developed by the *Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition)* and the New Jersey Department of Transportation (NJDOT), we determined the increase in anticipated peak hour site-generated traffic associated with the proposed development.

The proposed Multi-Family Residential development would likely include up to 8, 12, and 11 additional vehicles per hour (vph) during the AM, PM, and Saturday Peak Hours, respectively. Although there would be an increase in traffic volumes during the Peak Hours, the net increase and the overall traffic generated would be very minor.



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ACCESS / SITE CIRCULATION & PARKING

As depicted on **FIGURE 2**, the proposed site would have vehicular access along W Main Street approximately 110' from the intersection. On-site parking provides for 20 parking spaces (including 2 ADA accessible space). The RSIS requires 30 parking spaces (1.8 space for a 1-bedroom unit and 2.0 spaces for a 2-bedroom unit). Therefore, a 10-parking space variance is required.

Based on the small square footage of the proposed residential units, and the current Bergenfield vehicle ownership, the proposed 20 parking spaces proposed would be sufficient for the proposed Multi-Family Residential development site.

RSIS requires 1.8 spaces per unit, for a 1-bedroom unit, which is excessive for this site based on the US Census Vehicle ownership data for this tract of Bergenfield (8% do not own a vehicle), and 15% utilize public transportation or other means to get to work.

The 12 proposed 1-Bedroom units would be assigned 1 parking each (12 spaces) and 4 proposed 2-bedroom units would be assigned 2 parking spaces each (8 spaces) for a total of 20 parking spaces.

CONCLUSION

In summary, the proposed project would not result in a significant increase in traffic, and can operate efficiently with 20 parking spaces (30 required) based on the size of the units, percentage of public transportation utilization, and vehicle ownership in this section of Bergenfield.

The site would be safe and efficient from a traffic operation standpoint and would not create any significant traffic impact at the proposed driveways, nor create significant queuing on-site.

Sincerely,

A handwritten signature in blue ink, appearing to read "Louis J. Luglio".

Louis J. Luglio, P.E.  
Vice President

Attachments: FIGURE 1 – Existing Conditions  
FIGURE 2 – Proposed Site





**FIGURE 1 – Existing Conditions**  
**145 West Main Street**

10/14/20 101 to 103  
Aerial Image 3/24/20 Heat/Map  
Louis Lugo, P.E.





