

STONEFIELD

February 24, 2023

City of Clifton
Board of Adjustment
900 Clifton Avenue
Clifton, NJ 07013

**RE: Traffic & Parking Assessment Report
Proposed Residential Townhouse Development
522 Valley Road
Block 32.01, Lot 12
City of Clifton, Passaic County, New Jersey
SE&D Job No. RUT-220013**

Dear Board Members:

Stonefield Engineering and Design, LLC (“Stonefield”) has prepared this analysis to examine the potential traffic and parking impacts of the proposed townhouse development on the adjacent roadway network. The subject property is located at the westerly terminus of Mt. Washington Drive at its intersection with Valley Road in the City of Clifton, Passaic County, New Jersey. The subject property is designated as Block 32.01, Lot 12 as depicted on the City of Clifton Tax Map. The site has approximately 119 feet of frontage along Valley Road. The existing site contains one (1) vacant single-family detached house. The existing access is provided via one (1) private driveway along Valley Road. Under the proposed development program, the existing structure would be razed, and a residential townhouse development consisting of 20 three (3)-story units would be constructed. Access is proposed via one (1) full-movement driveway along Valley Road.

Existing Conditions

The subject property is located at the westerly terminus of Mt. Washington Drive at its intersection with Valley Road in the City of Clifton, Passaic County, New Jersey. The subject property is designated as Block 32.01, Lot 12 as depicted on the City of Clifton Tax Map. The site has approximately 119 feet of frontage along Valley Road. Land uses in the area are a mix residential and commercial uses.

Valley Road (County Route 621) is classified as an Urban Principal Arterial roadway with a general north-south orientation and is under the jurisdiction of Passaic County. Along the site frontage, the roadway provides one (1) lane of travel in each direction and has a posted speed limit of 35 mph. Curb is provided along both sides of the roadway, sidewalk is provided along the easterly side of the roadway, shoulders are not provided, and on-street parking is not permitted. Valley Road provides general north-south mobility within Clifton and the surrounding municipalities, as well as access to NJSH Route 19 to the north and U.S. Route 46 and NJSH Route 3 to the south, for a mix of residential and commercial uses along its length.

Mt. Washington Drive is a local roadway with a general east-west orientation and is under the jurisdiction of the City of Clifton. Along the site frontage, the roadway provides one (1) lane of travel in each direction. Curb is provided along both sides of the roadway, sidewalk and shoulders are not provided, and on-street parking is permitted along the southerly side of the roadway. Mt. Washington Drive provides general east-west mobility within the City of Clifton for predominantly residential uses along its length.

Valley Road and Mt. Washington Drive intersect to form an unsignalized T-intersection with the westbound approach of Mt. Washington Drive operating under stop control. The northbound approach of Valley

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Road provides one (1) shared through/right-turn lane and the southbound approach of Valley Road provides one (1) shared left-turn/through lane. The westbound approach of Mt. Washington Drive provides one (1) shared left-turn/right-turn lane. Crosswalks are not provided, and pedestrian ramps are provided along the easterly leg of the intersection.

The subject site is located within 300 feet (one (1)-minute walk) from bus stops that service three (3) NJ Transit bus routes, with the nearest stop located at the intersection of Valley Road and Mt. Washington Drive. NJ Transit Bus Routes 192, 199, and 702 provide service to New York Port Authority Bus Terminal, Elmwood Park, and various points of interest throughout Passaic and Bergen Counties. The non-vehicular transportation modes available in the general vicinity of the subject site are summarized on **Table 1**.

TABLE 1: MULTI-MODAL TRANSPORTATION OPTIONS

Travel Mode	Proximity to Site	Peak Commuter Period Headways	Destination(s)	Time Travel to Major Destination
NJ Transit Bus Route 192	300 feet	Inbound: 10 minutes Outbound: 15 minutes	New York City, Union City, Lyndhurst, Rutherford, Nutley	New York City: 41 minutes
NJ Transit Bus Route 199	300 feet	Inbound: 15 minutes Outbound: 15 minutes	New York City, Union City, Lyndhurst, Rutherford, Nutley	New York City: 60 minutes
NJ Transit Bus Route 702	300 feet	Inbound: 45 minutes Outbound: 30 minutes	Patterson, Passaic, Garfield, Elmwood Park	Elmwood Park: 35 minutes

Trip Generation

Trip generation projections for the proposed townhouse development were prepared utilizing the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 220 “Multifamily Housing (Low-Rise)” were cited for the three (3)-story townhouses consisting of 20 units. To provide a conservative analysis, no trip reduction for transit use was applied. **Table 2** provides the weekday morning, weekday evening, and Saturday midday peak hour trip generation volumes associated with the proposed development.

TABLE 2 – PROPOSED TRIP GENERATION

Land Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
20 Units Multifamily Housing (Low-Rise) <i>ITE Land Use 220</i>	2	6	8	6	4	10	4	4	8

The proposed development is expected to generate eight (8) new trips during the weekday morning peak hour, 10 new trips during the weekday evening peak hour, and eight (8) new trips during the Saturday midday peak hour. Based on Transportation Impact Analysis for Site Development published by ITE, a trip increase of less than 100 vehicle trips would likely not change the level of service of the adjacent roadway system or appreciably increase the volume-to-capacity ratio of an intersection approach. As such, the proposed development is not anticipated to significantly impact the operations of the adjacent roadway network.

Site Circulation/Parking Supply

A review was conducted of the proposed residential townhouse development using the Site Plan prepared by our office, dated February 24, 2023. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

Access is proposed via one (1) 24-foot-wide full-movement driveway along Valley Road. Building A would be located at the southeasterly portion of the site, Building B would be located at the northwesterly portion of the site, and Building C would be located at the southwesterly portion of the site. The site would provide a private driveway for each of the townhouse units, each of which provide access to the common 24-foot-wide minimum drive aisle. The site would provide 10 visitor parking spaces located at the southerly portion of the site along the common driveway.

Regarding the parking requirements for the proposed development, the New Jersey Administrative Code Residential Site Improvements Standards (RSIS) (NJAC 5:21) requires 2.4 parking spaces per three (3) bedroom townhouse unit, and the City of Clifton Ordinance requires two (2) parking spaces per townhouse unit and 0.5 guest parking spaces per townhouse unit. For the proposed residential townhouse development consisting of 20 three (3)-bedroom units, this equates to 48 parking spaces per RSIS and 50 parking spaces per the Ordinance, 10 of which would be guest parking spaces. The site would provide 40 garage parking spaces, and 10 visitor parking spaces for a total of 50 parking spaces, which meets both RSIS and the Ordinance parking requirements and would be sufficient to support this project's parking demand. The visitor spaces would be nine (9) feet wide by 19 feet deep in accordance with RSIS and industry standards.

As per P.L. 2021, c.171 (C.40:55D-66.18 et al.), all projects involving multifamily dwellings with more than five (5) units must have 15% of the parking supply be pre-wired for electric vehicle charging stations ("make-ready"). Of the make-ready spaces, 5% must be ADA compliant. For the proposed parking supply of 50 parking spaces, this equates to eight (8) make-ready spaces with one (1) being ADA accessible. The site would provide eight (8) make-ready spaces, inclusive of one (1) ADA-accessible make-ready space. The electric vehicle requirements consider electric vehicle spaces as a minimum of two (2) parking spaces for the purpose of satisfying parking requirements, up to a 10% reduction of total requirement. As such, the development plan would be considered to provide 55 (50 + 5) total parking spaces, whereas 50 are required.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 5th Edition, for Land Use 220 "Multifamily Housing (Low-Rise)." Specifically, parking generation rates for "General Urban/Suburban (no nearby rail transit)" locations were utilized. The 85th percentile parking demand rate during the peak Saturday period for Land Use 220 "Multifamily Housing (Mid-Rise)" is 1.61 vehicles per dwelling unit. For the 20-unit residential townhouse development, this equates to 32 parking spaces. As such, the proposed parking supply of 50 spaces would be sufficient to support the parking demand of the site.

Based on RSIS, the City of Clifton Ordinance, and published ITE parking demand rates, the proposed parking supply of 50 spaces would be sufficient to support the expected parking demand of the proposed development.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed residential townhouse development. The analysis findings, which have been based on industry standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site's proximity to NJ Transit bus stops would contribute to a reduction in automobile use and reduce the need for automobile ownership by residents. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on RSIS and the City of Clifton Ordinance parking requirements, and ITE demand rates, the parking supply would be sufficient to support this project.

Please do not hesitate to contact our office if there are any questions.

Best regards,



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