

April 15, 2022

Tanya Marione, PP, AICP, Director
Division of City Planning
1 Jackson Square, 2nd Floor
Jersey City, New Jersey 07305

Traffic Statement
143 Christopher Columbus Drive
Block 12901, Lot 1
City of Jersey City, Hudson County, New Jersey
Colliers Engineering & Design Project No. 21008002A

Dear Ms. Marione,

This letter has been prepared in support of the site plan application by 143 Columbus JC Group ("Applicant") for a proposed mixed-use development within the City of Jersey City, Hudson County, New Jersey. The site currently contains a vacant 4.5-story commercial building and a parking lot. The Applicant proposes to redevelop the existing commercial building and construct multifamily residential buildings on the remainder of the site, for a total of 62 multifamily residential units and 5,653 SF of ground-floor commercial space. The site is designated as Block 12901, Lot 1 on the City of Jersey City tax maps and is located within the Columbus Corner redevelopment area. The site is located at the southeast corner of the intersection of Christopher Columbus Drive & Barrow Street. The site is bounded by commercial land uses to the east and residential land uses to the south. It is proposed to eliminate the existing full-movement driveway along Christopher Columbus Drive and to construct one (1) full-movement driveway along Barrow Street. A site location map and the proposed Dimension Plan are included as **Figures 1 and 2**.

Christopher Columbus Drive is an east-west oriented urban minor arterial roadway under jurisdiction of the City of Jersey City. Within the vicinity of the project site, the roadway provides two (2) travel lanes in each direction with a posted speed limit of 25 mph.

Barrow Street is a north-south oriented local roadway under jurisdiction of the City of Jersey City. The roadway provides one (1) northbound travel lane with a posted speed limit of 25 mph.

Trip Generation

The impact of any development to the adjacent roadway network is typically dependent upon the number of site generated trips the development is anticipated to generate. Trip generation estimates for the proposed development were made utilizing data published under Land Use Codes 220 – Multifamily Housing (Low-Rise – Close to Rail Transit) and 231 – Mid-Rise Residential with Ground-Floor Commercial – GFA (1-25k) in the Institute of Transportation Engineers' (ITE) publication *Trip Generation Manual, 11th Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the county. A summary of the trip generation estimates for the proposed development is provided in **Table 1**.

Table 1 – Trip Generation Summary

Land Use	Size	AM Peak			PM Peak		
		Enter	Exit	Total	Enter	Exit	Total
LUC 220 – Multifamily Housing (Low-Rise) – Close to Rail Transit	9 units	0	3	3	3	0	3
LUC 231 – Mid-Rise Residential with Ground- Floor Commercial – GFA (1-25k)	53 units	5	8	13	7	7	14
Total		5	11	16	10	7	17

Both ITE and the New Jersey Department of Transportation (NJDOT) consider a significant increase in traffic to be 100 or more new peak hour trips added to the adjacent roadway network. As the project will generate a maximum of 17 peak hour trips, it is not considered a significant increase in traffic on the adjacent roadway network. It is noted trip generation was not estimated for the existing land uses to provide the most conservative analysis.

Parking Assessment

As previously noted, the Project is located within the Columbus Corner redevelopment area. Section VII.D of the Redevelopment Plan sets forth a maximum off-street parking provision of 45 spaces. It is proposed to provide 44 parking spaces, all of which will be allocated to the residential units. The proposed ground-floor commercial space is intended for use by residents, neighbors, workers, and passersby, and thus is not anticipated to generate vehicular traffic. Subject to review by the City, the proposed driveway reconfiguration will result in a net gain of two (2) on-street parking spaces.

Conclusion

The proposed development will generate a maximum of 17 peak hour trips; thus, it is not considered a significant increase in traffic. The proposed parking supply complies with the requirements set forth in the Columbus Corner Redevelopment Plan. If you have any questions, please do not hesitate to contact this office.

Sincerely,

Colliers Engineering & Design, Inc.



Michelle Briehof, P.E.
Department Manager

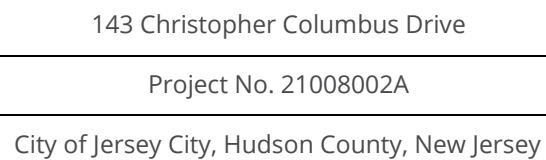
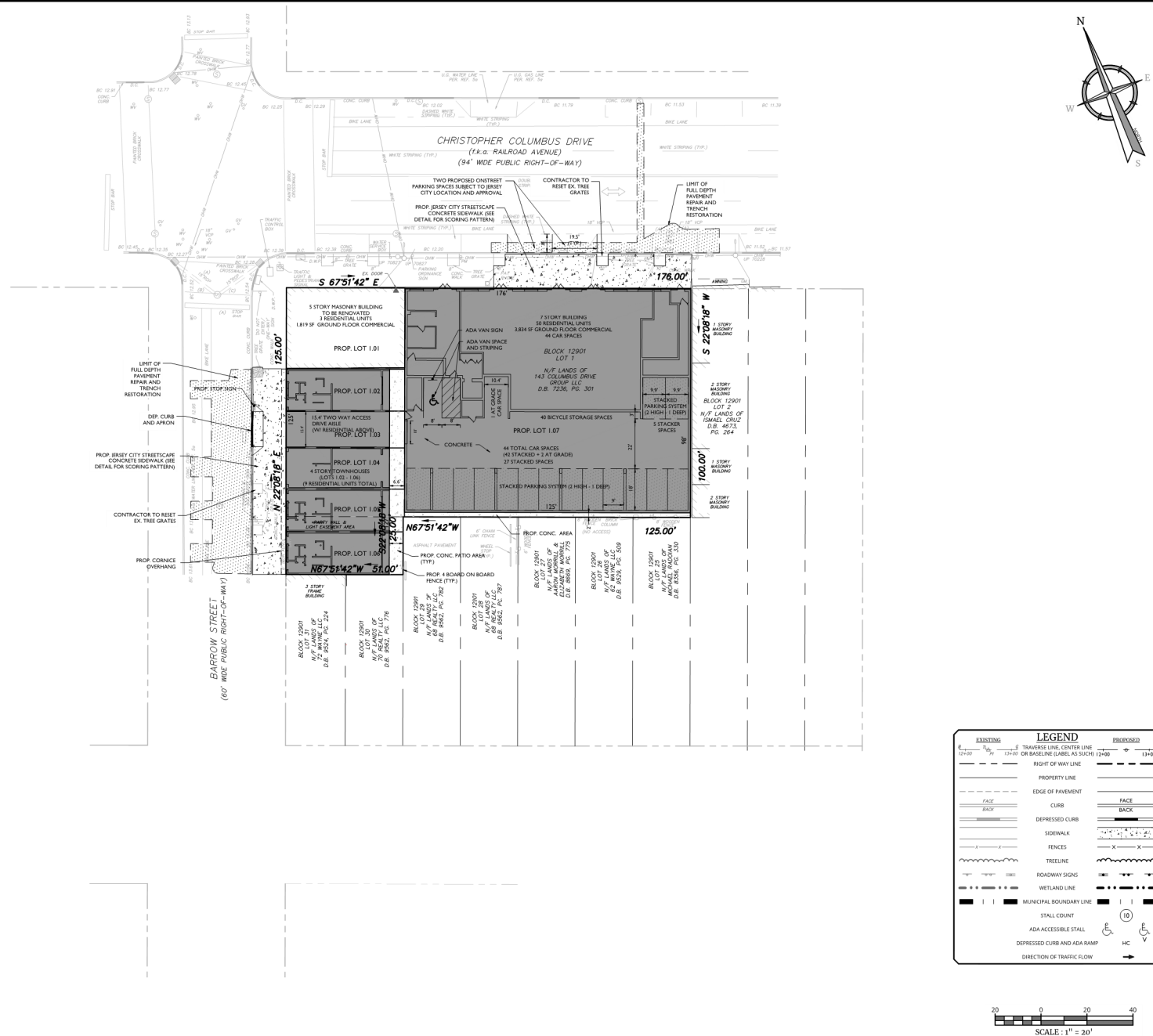


Figure 1

Site Location Map

FIGURE 2



NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.