

No. _____

Application
No. 21-01

CERTIFICATE AS TO LIABILITY FOR ASSESSMENT FOR MUNICIPAL IMPROVEMENTS.
(Chap. 269, P. L. 1946, Article 3A)

To Brington N. J. June 4 2020
Wesha Moore, Esq. Address Post P.O. 425 Eagle Rock Ave
Site 200, Download NJ 0706-8

This is to CERTIFY that the undersigned, having been duly appointed to issue Certificates as to Liability for Assessment for Municipal Improvements in the municipality of the Township of Brington in the County of Essex and State of New Jersey, in accordance with the provisions of Chapter 269, P. L. 1946, Title 3A, has examined the minutes and records of the said municipality as regards the premises situate within the said municipality, and more particularly described as follows:

Assessed to 215 Brookside LLC, 223-225 Brookside Ave,
Brington NJ



Being Lot No. 38 in Block No. 95 Street Brookside Ave No. 223-225
On Tax Map of the Township of Brington, Sheet No. 18

I further certify that I do not find of record any ordinance adopted by the governing body of the municipality authorizing any improvement for which a future assessment will be made upon the parcel or tract of land covered by this certificate, except as follows:

Ordinance No.	Date of Adoption	Type of Improvements Authorized
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<u>No Confirmed or Unconfirmed Assessments</u>		
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Fee for this certificate \$ 10.00

[Signature]
(Authorized Official)
CERTIFICATE OF CONTINUATION
Robert A. Weigman PE
Municipal Engineer

This Certificate continued to _____, 20_____, with same result as above, except as follows:

Fee for Continuation Certificate \$ _____

(Authorized Official)

No 28516

TRAFFIC AND PARKING STUDY

For

Brookside Flats

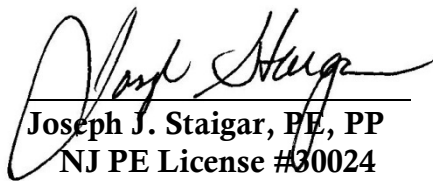
Property Located at:


**223-225 Brookside Avenue
Block 38 – Lot 10
Township of Irvington, Essex County, NJ**

Prepared by:



**1904 Main Street | 245 Main Street, Suite #110
Lake Como, NJ 07719 | Chester, NJ 07930
(732) 681-0760**


**Joseph J. Staigar, PE, PP
NJ PE License #30024**


**Craig W. Peregoy, PE
NJ PE License #45880**

June 3, 2021

2655-99-002TE

JJS

INTRODUCTION

It is proposed to construct a 3-story, multi-family residential building consisting of twelve (12) 1-bedroom apartment units and four (4) 2-bedroom apartment units for a total of sixteen (16) apartment units (The Project) on a parcel of land located at the terminus of the dead end street of Brookside Avenue in the Township of Irvington, Essex County, New Jersey. The site is designated as Block 38 – Lot 10 on the Township Tax Maps. The site is currently developed as a gated parking lot. As will be established in this report, there is sufficient available on-site parking to meet the parking demand of the proposed sixteen (16) unit residential building. Sixteen (16) parking spaces will be provided for the sixteen (16) residential units providing a parking ratio of one (1) space per unit.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic and parking impact associated with the implementation of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers, and compared to the existing development of the site, and any impacts were assessed.
- Sufficiency of parking is provided as it relates to the Residential Site Improvement Standards (RSIS) and the Zoning Ordinance of the Township of Irvington.

EXISTING CONDITIONS

A review of the existing roadway conditions near the subject site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections and collection of traffic volume data.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Brookside Avenue is a local roadway under the jurisdiction of the Township of Irvington. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction with a general north/south orientation, north of Woodlawn Place. To the south of Woodlawn Place, Brookside Avenue is one-way northbound. On-street parking is permitted along both sides of the roadway with curb and sidewalk provided along both sides, with alternate side of the street parking restrictions on the east side on Mondays, 12N-2PM and the west side on Thursdays, 12N-2PM. Brookside Avenue provides a straight horizontal alignment and a relatively flat vertical alignment. The primary land uses along Brookside Avenue in the vicinity of The Project are residential and commercial office.

Existing Traffic Volumes Flow Conditions

Observations were made of Brookside Avenue at the site, and the surrounding roadways and intersections during the typical weekday AM and PM peak hours.

The influences of the COVID-19 pandemic on traffic volumes were in effect as of the time of preparation of this report. As a result, current traffic volumes on the surrounding roadways are atypically low at this time and would not be representative of normal “existing” traffic conditions. However, even with traffic activity double in magnitude, it is obvious that nor undue congestion or delays are experienced along the surrounding roadway network.

FUTURE CONDITIONS

Traffic Generation

Projections of future traffic volumes were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition* for Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise). Table I summarizes the projected trips generated by the proposed development utilizing the ITE data.

Table I
Trip Generation

Land Use	AM PSH			PM PSH		
	In	Out	Total	In	Out	Total
16 Multi-Family Mid-Rise Residential Units	2	4	6	4	3	7

It should also be noted that within close proximity of the site there is access to New Jersey Transit bus lines 1, 25, GO25, 37, 70, 90, 107, 361 and 375 are less than ½ mi walking distance away., no adjustments are made to the ITE trip rate data to account for the likely high utilization of mass transit for daily commutation purposes for the future tenants of the proposed building. This allows for a conservative projection of a “worst case” scenario.

The operational conditions of the surrounding roadway network are not anticipated to change. The minimal delays and queues in the area will remain as existing and it is likely that there will be no perceptible change in the traffic conditions with the construction of the proposed project. In fact, both ITE and NJDOT define a “significant” increase in traffic as 100 or more peak hour trips. As shown in Table I, the subject property will generate 7% of this threshold.

SITE PLAN

Parking

The Township of Irvington sets forth a parking requirement in their Ordinance of 1 parking space per unit. With sixteen (16) units proposed, this equates to a parking requirement of sixteen (16) spaces. The site as proposed provides sixteen (16) parking spaces. While the Residential Site Improvement Standards (RSIS) supersedes the Township Ordinance, the Ordinance is a clear indication of the local characteristics of parking applicable to the Township of Irvington. Based on Table 4.4 of RSIS, the calculated maximum requirement of parking that can be imposed on a development of twelve (12) 1-bedroom apartments and four (4) 2-bedroom apartments is as follows:

- 12 1-bedroom units x 1.8 spaces per unit = 21.6 spaces
 - 4 2-bedroom units x 2.0 spaces per unit = 8.0 spaces
- TOTAL = 29.6 spaces or 30 spaces (rounding-up)

However, section N.J.A.C. 5:21-4.14(c) of the RSIS states:

“Alternative parking standards to those shown in Table 4.4 shall be accepted if the applicant demonstrates these standards better reflect local conditions. Factors affecting minimum number of parking spaces include household characteristics, availability of mass transit, urban versus suburban location, and available off-site parking resources.” (emphasis is placed on “shall”)

Household Characteristics

It is quite apparent that the characteristics of the Township of Irvington and specifically the surrounding area of 223-225 Brookside Avenue are very much different than rural and very suburban communities in the State of New Jersey where one might find the maximum requirements of RSIS applicable and alternative parking standards to the RSIS shall be deemed acceptable within the Township of Irvington for that reason.

According to 2000 U.S. Census data, the vehicle availability per rental household equates to 0.82 vehicles per unit which further equates to 13 parking spaces. This is compared to owner-occupied housing units in the Township that produces 1.62 vehicles per unit or a need for 26 parking spaces. The rationale for the difference is that rental units are typically smaller than owner-occupied units with less occupants living in the unit (e.g., the proposed units are mostly 1-bedrooms), and occupants of owner-occupied units likely are more affluent, active and/or have more dispensable income than renters. In any event, for whatever the reason, rental units in the census tract which the site is located have significantly less vehicle availability and need for parking than owner-occupants.

The household characteristic of the proposed rental units is clearly distinct from that of owner-occupied units. Therefore, the proposed development can be expected to follow the same characteristic of parking demand of 13 spaces for the proposed 16 rental units.

This lower demand is further supported by the location of the site and its proximity to convenient and diverse mass transportation.

It is noted the waited average of these 2 values is 1.06 spaces per unit. This closely equates to the Township Ordinance standard of 1.0 spaces per unit. Clearly, the development of that parking

standard into the codified zoning ordinance was based on experience of the actual demand for parking in the Township of Irvington.

Empirical data acquired by this firm to establish the parking demand for similar rental units within the Township of Irvington resulted in peak parking demand of less than 1 space per unit, which is consistent with the U.S. Census data and further supports the projection that 13 spaces will be sufficient for the proposed 16 units.

Availability of Mass Transit

As previously indicated, there is availability of convenient and desirable mass transit service available to the site. Within close proximity of the site there is access to numerous New Jersey Transit bus lines, within easy walking distance.

Urban vs. Suburban Environment

The area surrounding the site is of a dense population nature with numerous multi-family and commercial developments. Numerous schools and houses of worship are in the area. The neighborhood is very walkable and conducive to pedestrians. The surrounding neighborhood is interconnected with sidewalks. Opportunities for carpooling, utilization of taxis, Uber and Lyft services in addition to mass transit and other alternate means of travel are conveniently available; all which will reduce the trip and parking generation of the proposed development.

Off-Site Parking Resources

There is opportunity for off-site street parking within the surrounding street network.

In conclusion, based on the combination of the above factors, the parking supply of 16 on-site spaces for the proposed 16 units will be sufficient to accommodate the peak parking demands of the proposed development. Therefore, The Project is consistent with the RSIS when it is stated that the use of “alternative parking standards” to those shown in Table 4.4 of RSIS shall be accepted if the applicant demonstrates these alternate standards better reflect local conditions. Clearly, the above assessment based on local conditions demonstrates that the proposed 16 parking spaces will be sufficient to meet the parking demands for the proposed development.

FINDINGS & CONCLUSIONS

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 16 residential units will generate a maximum of 6 trips during the morning peak hour and 7 trips in the evening peak hour, and is deemed to be a very low trip generator that does not reach the level of potentially generating an impact on traffic conditions.
- According to thresholds set forth by both NJDOT and ITE, the increase in trip generation to be generated by the site is not considered “significant”, and therefore the minimal delays and queues in the area will remain as existing and it is most likely that there will be no perceptible change in the traffic conditions with the construction of the proposed project.
- The site provides 16 on-site parking spaces for the 16 proposed residential units. Based on the thorough analyses and assessment prepared within this report, that number of spaces provided will be more than sufficient to meet the parking demands of The Project. The analyses and assessment performed clearly satisfies the RSIS stipulation that the provision of 13 spaces shall be accepted because it does reflect the local conditions and parking characteristics of the Township of Irvington.

Conclusions

Based upon our Traffic and Parking Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Township of Irvington will not experience any significant change in operating conditions with the construction of The Project. The site driveway is located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation within the parking area and provides adequate parking supply to accommodate The Project's needs.