

TRAFFIC IMPACT STATEMENT

For

**Yakira Bella, LLC
Proposed Change of Use**

Property Located at:


**240 Leonia Avenue
Block 45 – Lot 8**

**Borough of Bogota
Bergen County, NJ**


Prepared by:



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



Craig W. Peregoy, PE
NJ PE License #45880



Nick Verderese, PE
NJ PE License #38991

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INTRODUCTION

It is proposed to renovate the top floor of an existing VFW hall and repurpose the space for clothing sales (The Project). The VFW hall is located at 240 Leonia Avenue in the Borough of Bogota, Bergen County, New Jersey, as illustrated on Figure 1, in the Technical Appendix of this report. The site is designated as Block 45 – Lot 8 on the Township Tax Maps. The building occupies the majority of the lot and no vehicular access or parking is provided. The VFW will retain its existing operations on the lower level of the building and the assembly hall on the upper level of the building will be eliminated which has a capacity of 250 seats for events.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic and parking impact associated with the construction 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 Project were prepared utilizing trip generation data as published by the New Jersey Department of Transportation (NJDOT) and the Institute of Transportation Engineers (ITE).
- The parking generation was assessed based on published data and ordinance requirements.

EXISTING CONDITIONS

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

Existing Roadway Conditions

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

Leonia Avenue is a Local Roadway under the jurisdiction of Bogota. The regulatory speed limit is 25 miles per hour and the roadway provides one (1) travel lane in the northbound direction. On-street parking is permitted along both sides of the roadway and curb and sidewalk are provided. The land uses along Leonia Avenue are a mix of commercial and residential uses. The subject section of Leonia Avenue extends from south to north between West End Avenue and East Fort Lee Road. The VFW Hall is on the west side of the roadway, located about midway on the block.

FUTURE CONDITIONS

Traffic Generation

Projections of traffic volumes for the existing VFW assembly hall were made based on NJDOT trip generation rates for “banquet halls”. The space is available to rent for events with a capacity of 250 people. Projections of the proposed repurposed space were developed utilizing data as published in the Institute of Transportation Engineers (ITE) publication *Trip Generation, 10th Edition* for Land Use Code (LUC) 876 – Apparel Store. Table I summarizes a comparison of the trip generation potential of the data during the weekday morning, weekday evening and Saturday midday peak street hours (PSH).

**Table I
Trip Generation**

Trip Type	AM PSH			PM PSH			SAT PSH		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing 250-Seat Assembly Hall	20	20	40	38	37	75	42	41	83
Proposed 5,507 SF Apparel Store	5	1	6	12	11	23	11	12	23
Difference	-15	-19	-34	-26	-26	-52	-31	-29	-60

As shown, the proposed redevelopment of the property will result in a reduction in trip generation potential as compared to the existing use of the site. It is recognized that the VFW hall would not experience its maximum trip generation on a daily basis but the potential would be eliminated with the construction of the proposed project. In fact, both ITE and the New Jersey Department of Transportation (NJDOT) define a “significant” increase in traffic as 100 or more peak hour trips. As shown in Table I, the subject property will generate less than 25% of this threshold even without consideration of the removal of the existing VFW rental hall on the property.

PARKING

The Borough Ordinance sets forth a suggested parking ratio of 1 space per 3 seats for Auditoriums, theaters and restaurants. Any of these functions are similar to those that might occur in the VFW Assembly Hall. With a capacity of 250 patrons, this would equate to a parking requirement of 84 parking spaces. For retail uses, the ordinance requires 1 parking space per 200 square feet of space. Considering the entire 5,507 square foot floor as the retail space would equate to a requirement of 28 parking spaces, a reduction of 56 parking spaces. With no parking provided on the site, all parking would occur on street or via public parking which makes the diminishing of the parking demand even more beneficial for the local community.

It should be noted that the ordinance requirement for retail does not consider the type of retail space. In Parking Generation, 5th Edition, published by ITE, the retail tenancy is accounted for in the published parking demand research. Based on this publication, the average peak parking demand for an apparel store is 1.13 spaces per 1,000 square feet on weekdays and 2.66 spaces per 1,000 square feet on weekends. This equates to a weekday demand of 6 spaces and a weekend demand of 15 spaces which is lower than the ordinance requirement and far lower than the potential parking demand of an event at the VFW assembly hall.

FINDINGS & CONCLUSIONS

Findings

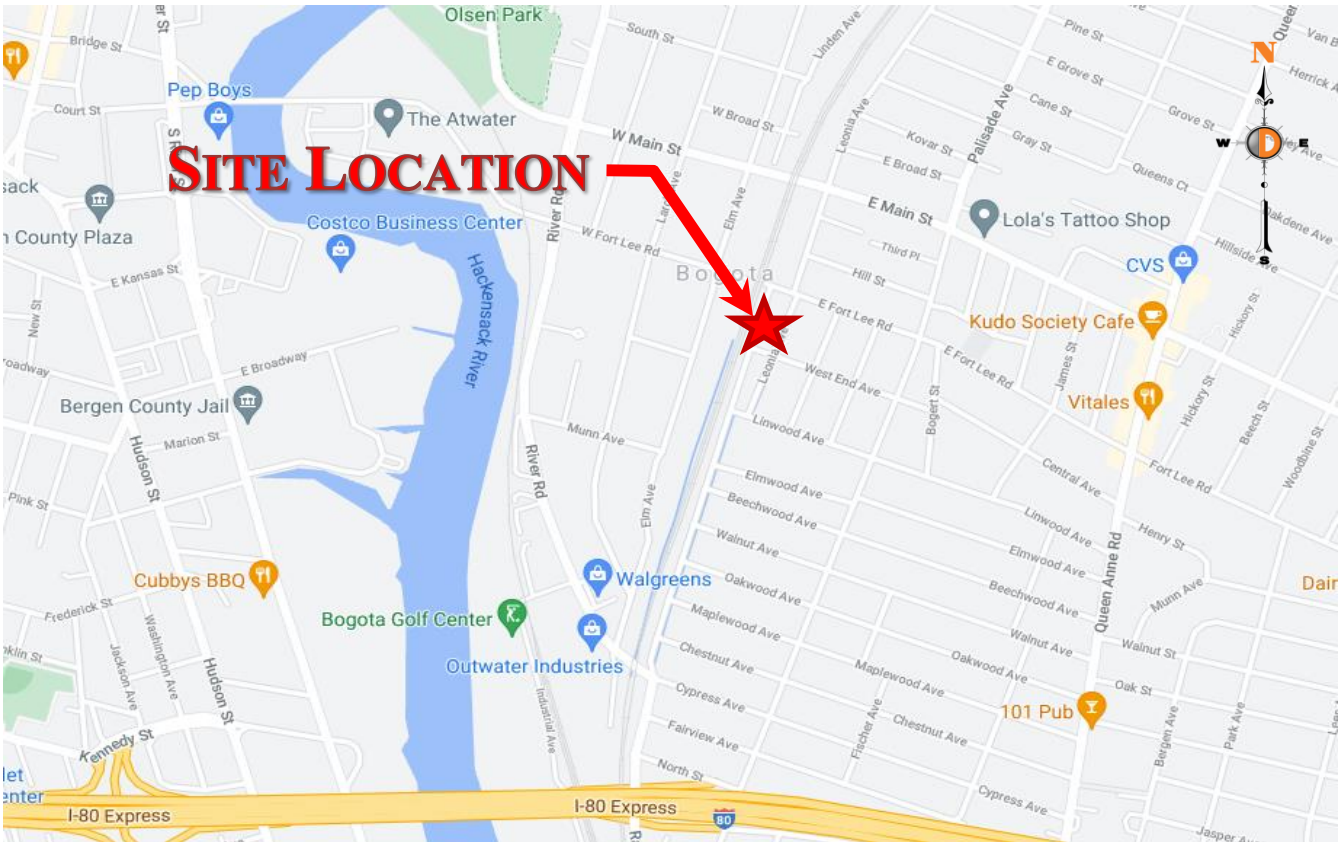
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed removal of the existing VFW Assembly Hall and occupation of the space with an apparel store will result in a decrease in trip generation potential of 34, 52 and 60 trips during the weekday morning, weekday evening and Saturday midday peak hours, respectively.
- The anticipated parking demand will decrease based on ordinance requirements and based on data published by the ITE.
- The potential for large events occupying a significant share of on-street parking will be eliminated and essentially all parking demand during overnight hours will be eliminated which is the most critical time period for adjacent residential parking demand.

Conclusions

Based upon our Traffic Impact Statement as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Borough of Bogota will not experience any significant degradation in operating conditions with the construction of The Project as a decrease in potential trip generation and parking demand will result.

Technical Appendix



Proposed Change in Use
 Traffic Impact Assessment
 3532-99-004TE

Figure 1

Site Location Map