

September 17, 2020

**Reference: Traffic & Parking Assessment  
Visible Changes  
20 Grant Avenue  
Dumont, NJ 07628  
Block 507, Lot 15**

Dear Members of the Board:

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

The existing site is a one-story commercial land-use building operated as a Barber Shop with 7 on-site parking spaces.

The proposed Mixed-Use development includes a Hair Salon, accessory retail use, and residential units on the second floor.

As depicted on **FIGURE 1**, the site is located at the northwest corner of the intersection of Grant Avenue and Oxford Avenue. Grant Avenue is a two-way east-west roadway providing one travel lane in each direction with angled parking on the south side. Oxford Avenue is local north-south roadway also providing one travel lane in each direction with on-street parking.



**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 mixed-use 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 Mixed-Use development would likely include up to 6 and 9 additional vehicles per hour (vph) during the AM and PM Peak Hours, respectively. The 3 residential units would generate 2 vehicles per hours (vph) during the AM Peak Hour and 3 vph during the PM Peak Hour. The commercial space (1,784 sf) would generate 4 vph during the AM Peak Hour and 6 vph during the PM Peak Hour. 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.

**Re: Traffic & Parking Assessment  
20 Grant Avenue  
Block 507, Lot 15**

---

### ACCESS / SITE CIRCULATION & PARKING

The proposed site has vehicular access and on-site parking along Oxford Avenue to 5 parking spaces (including 1 ADA van accessible space). The RSIS requires 5 parking spaces (1.8 space for a 1-bedroom unit) for the 3 proposed 1-Bedroom units, and the proposed commercial parking requirement is 6 spaces (1 space / 300 sf), for a total of 11 parking spaces required. Therefore, a 6-parking space variance is required.

Based on three site and area features, the proposed 5 parking spaces proposed would be sufficient for the proposed Mixed-Use development site.

1. RSIS required 1.8 spaces per unit is excessive for this site based on the US Census Vehicle ownership data for this track of Dumont (8% do not own a vehicle)
2. Proximity and use of public transportation (public transportation usage 13%) within walking distance. NJ TRANSIT Bus Routes #167, #177, and #186 provide service into NYC and the surrounding areas.
3. Available on-street parking within walking distance. Along Grant Avenue there are 22 on-street parking spaces for public use with a 2-hour limit (7am – 7pm, except Sunday and Holidays). The existing commercial businesses along Grant Avenue provide for some level of off-street parking (21 parking spaces) and can also utilize the 22-public parking on-street spaces during the day as well. After 7pm on-street parking can be used for residential parking. DUE TO COVID-19, A PARKING UTILIZATION OBSERVATION COULD NOT BE CONDUCTED.

The 3 proposed 1-Bedroom units would be assigned 1 parking each and 2 parking spaces would be available for the retail land use. Base on Shared Parking principles, the 5 proposed parking spaces could be available for the retail use during the day.

**FIGURE 2** depicts the successful turning path of a 47' fire ladder truck turning from Grant Avenue onto Oxford Avenue. Similarly, **FIGURE 3** shows the successful turning path of a 47' fire ladder truck turning from Oxford Avenue onto Grant Avenue. Any smaller emergency vehicle, such as an ambulance, would also successfully complete these turns. Grant Avenue has a 52' curb-to-curb width with a 12' westbound travel lane (towards Washington Avenue), a 24' travel lane in the eastbound direction, and a 15' deep angled on-street parking bay. The existing site currently provides on-street parking with access to/from Oxford Avenue and this condition would not change. Emergency vehicles can utilize the full width of the roadways, in any direction, during emergency calls.



**Re: Traffic & Parking Assessment  
20 Grant Avenue  
Block 507, Lot 15**

---

**CONCLUSION**

In summary, the proposed project would not result in a significant increase in traffic, utilizes an existing access to on-site parking, and can operate efficiently with 5 parking spaces (11 required) based on the availability of short-term on-street parking within walking distance.

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".

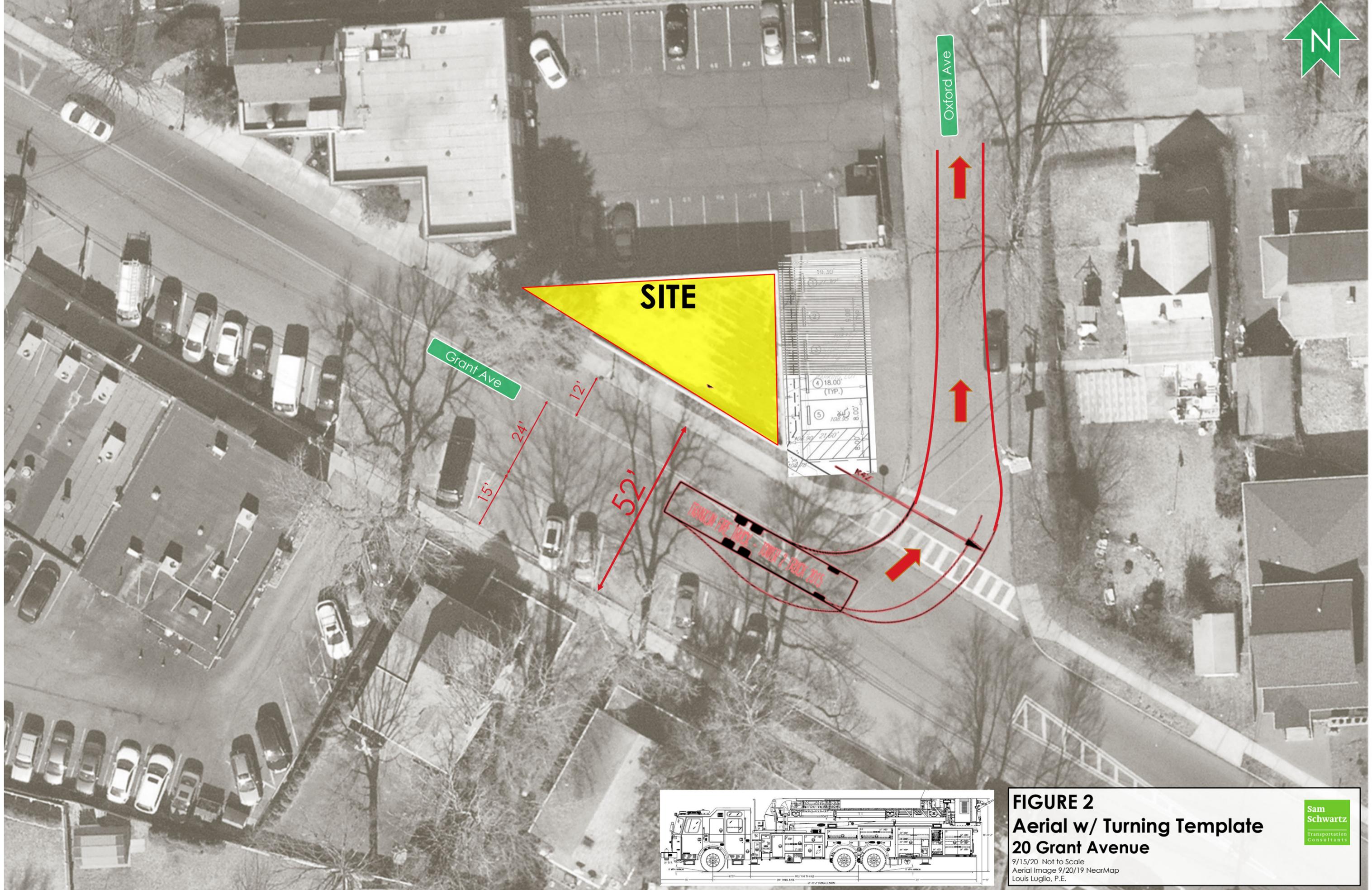
Louis J. Luglio, P.E.  
Vice President

Attachments:   FIGURE 1 - Aerial of site  
                  FIGURE 2 - Fire Truck Turning Template (left turn)  
                  FIGURE 3 - Fire Truck Turning Template (right turn)



**FIGURE 1**  
**Aerial**  
**20 Grant Avenue**

9/15/20 Not to Scale  
Aerial Image 9/20/19 NearMap  
Louis Luglio, P.E.



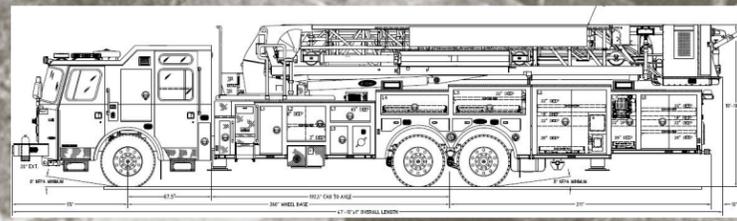
Grant Ave

Oxford Ave

**SITE**

15'  
24'  
12'  
52'

REPAIR FOR TRUCK - TURN 2 - FROM 2015



**FIGURE 2**  
**Aerial w/ Turning Template**  
**20 Grant Avenue**

9/15/20 Not to Scale  
Aerial Image 9/20/19 NearMap  
Louis Luglio, P.E.



