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April 16, 2026

Ms. Cathy Scancarella  
Planning Board Administrative Secretary  
Borough of Englewood Cliffs  
482 Hudson Terrace  
Englewood Cliffs, NJ 07632

**Re: Traffic Engineering Review #2**  
**20-32 Sylvan Avenue and 4 Bayview Avenue**  
**Block 201, Lots 10-14 & Block 205, Lots 1, 2 & 4**  
Borough of Englewood Cliffs, Bergen County, New Jersey  
HCA File No. 25-040

Dear Ms. Scancarella:

Horner & Canter Associates has completed a second traffic engineering review for the proposed mixed-use development of 20-32 Sylvan Avenue and 4 Bayview Avenue (Block 201, Lots 10-14 & Block 205, Lots 1, 2 & 4) located in the Borough of Englewood Cliffs, Bergen County, New Jersey. The applicant proposes to redevelop the site for a mixed-use building containing 48 apartment units and 8,072 square feet of retail space.

The full application package was provided to our office. The following plans and documents were reviewed in detail as part of our traffic engineering review:

- *Site Plan, 20-32 Sylvan Avenue*, prepared by Collazuol Engineering & Surveying Associates, LLC., revised date December 23, 2025.
- *Landscaping Plan for CFI Development, LLC*, prepared by Stonefield, revised date January 9, 2026.
- *Vehicle Circulation Exhibit for CFI Development, LLC*, prepared by Stonefield, revised date January 12, 2026.
- *Traffic Impact Study, Proposed Mixed-Use Development*, prepared by Stonefield, revised date January 9, 2026.

We are providing the following review comments for the Board's consideration.

**Access, Parking and Internal Circulation**

The site is situated on the east side of Sylvan Avenue (US Route 9W), south of Bayview Avenue. The property currently consists of several buildings with individual driveways along Sylvan Avenue and one driveway along Bayview Avenue. With the proposed redevelopment of the site, there will be a two-way driveway intersecting Sylvan Avenue and an ingress-only driveway intersecting Bayview Avenue. This represents a change to the previously-submitted plan which had full access on Bayview Avenue and no access on Sylvan Avenue.

The site is to be provided with 111 parking spaces, including 18 covered (or partially covered) spaces and 93 uncovered spaces. The parking is located to the rear (east) of the building with the exception of the 18 covered (or partially covered) spaces which are under the building. Internal circulation is generally provided via 24'-wide, two-way aisles throughout the parking area.

The following comments pertain to the access, parking and internal circulation of the proposed mixed-use building site as depicted on the Site Plan:

1. The site access has been modified with this submission to provide a full access intersecting Sylvan Avenue opposite Irving Avenue and to restrict the Bayview Avenue to ingress only. We are in support of this access layout. It is noted that the Sylvan Avenue access is subject to review and approval by the New Jersey Department of Transportation (NJDOT).
2. An access connection to Fifth Street is recommended to be provided when and if Fifth Street is improved along the site frontage by the Borough. This potential future access connection would be located in the southeast corner of the site as a continuation of the southernmost access aisle. A note should be added to the plan to identify this future access connection.
3. The proposed parking (111 spaces) meets the Code requirements (110 spaces) based on 1.7 spaces per apartment unit (Municipal Code Section 30-5.15.5b) and 1 space per 200 square feet of retail space (Municipal Code Section 30-10.1 Schedule B) as well as the applied electric vehicle supply equipment (EVSE) space credit of 13 spaces.
4. The potential future access connection to Fifth Street would require the removal of three parking spaces, one of which is identified as an EVSE space. This would result in 108 total spaces (and 18 EVSE spaces) which would no longer meet the Code requirements. Consideration should be given to reducing the retail square footage or the number of apartment units as necessary so the future parking provisions meet the Code requirements. Alternatively, a variance for parking should be obtained.

5. The internal aisles are 24' in width which is appropriate to accommodate two-way traffic flow. The Municipal Code requirement (Section 30-10.2b) for aisle widths is 25' in areas with visitor parking. Our office supports a variance or waiver as required for this application.
6. The proposed parking space size is 9' x 18' throughout the site. The Municipal Code requirement (Section 30-10.2a) is a minimum of 9' x 19'. Our office supports a variance or waiver as required for this application.
7. A fire truck circulation plan was provided which shows a fire truck entering, exiting, and circulating the site. The applicant should confirm that the fire truck template used represents the largest emergency vehicle that would be servicing the site.
8. The fire truck template shows the truck exiting onto Bayview Avenue which is an ingress-only driveway. Understanding that in an emergency situation an emergency vehicle can exit the ingress driveway it is still preferable to have the fire truck use the legal egress onto Sylvan Avenue. The applicant should confirm whether the fire truck can travel under the building and use the Sylvan Avenue access. If so, the fire truck template should be revised to depict this movement.
9. A truck circulation plan was provided depicting a single-unit truck entering and exiting the site and positioned at the loading zone. It is unclear what size single-unit truck is being depicted. The title block and the template path identify SU-30 but the legend shows an SU-40 vehicle. Clarification should be provided as to the largest truck regularly accessing the site and the plans should be modified accordingly.
10. The truck template shows a truck positioned at the loading dock on the south side of the property in proximity to the 1,340 s.f. retail space. The truck is shown blocking several parking spaces. The applicant should confirm whether truck loading/unloading will be limited to non-business hours and if the affected parking spaces are intended to be reserved for retail employees and not used by apartment residents.
11. The applicant should clarify whether any loading/unloading will take place on the north side (Bayview Avenue side) of the site servicing the larger of the two retail spaces.

### **Traffic Impact Study Comments**

The following are our specific technical comments on the Traffic Impact Study:

1. The Traffic Impact Study (TIS) was prepared in accordance with generally-accepted engineering practice.

2. The study area of the TIS included the signalized intersection of Sylvan Avenue and Bayview Avenue and the unsignalized intersection of Sylvan Avenue and Irving Avenue as well as the proposed site access driveways intersecting Sylvan Avenue (opposite Irving Avenue) and Bayview Avenue. We find the study area appropriate.
3. The TIS included the weekday AM (7:00 – 9:00 AM), weekday PM (4:00 – 7:00 PM), and Saturday midday (11:00 AM – 2:00 PM) peak periods as reflective of the peak periods of the site-generated traffic. We concur with these study peaks as they represent both the peak periods for residential and retail uses.
4. The TIS provided trip generation estimates for the site using the Institute of Transportation Engineers (ITE) *Trip Generation, 12<sup>th</sup> Edition*. As noted in the TIS the site will generate 62 weekday AM trips, 96 weekday PM trips, and 78 Saturday midday trips. We concur with the trip generation methodology.
5. A portion of the total site-generated trips attributable to the retail component of the site were identified as “pass-by” trips. The TIS appropriately applied the ITE Trip Generation Handbook, 3<sup>rd</sup> Edition, and concluded that 22 of the PM peak hour trips and 14 of the Saturday midday peak hour trips are pass-by in nature and would be existing trips on Sylvan Avenue that would re-route to the site as part of an existing trip.
6. It is acknowledged in the study that no allowance for either transit usage or internal trip-sharing by the two distinct use types on the site was accommodated for. While both aspects of trip generation will likely occur to some degree, by not assuming any trip reductions for these two factors, the trip generation estimates in the TIS are conservative. We concur with this approach.
7. The TIS stated (page 8) that the site traffic trip distribution was based on “the existing travel pattern along the adjacent roadway network and the access management plan for the site.” Supporting data as to the existing travel patterns that were relied upon and the access management plan for the site should be provided by the applicant’s engineer for us to review the distribution assumptions. It is noted that a slight modification in the distribution assumptions will not likely alter the findings of the traffic study.
8. Based on the TIS analysis summary for the off-site signalized study intersection of Sylvan Avenue and Bayview Avenue, the overall intersection operates at Level of Service (LOS) A in the existing scenario and will continue to operate at LOS A in the future 2028 No-Build and Build scenarios, indicating highly acceptable operating conditions. The Bayview Avenue approach operates at LOS D in the existing scenario and will continue to operate at LOS D in the future 2028 No-Build and

Build scenarios, also an acceptable operating condition. No geometric intersection improvements are required and we concur with this finding.

The LOS worksheets contained in the Appendix of the report do not include the signal phasing/timing parameters assumed in the analysis. This information should be provided to verify that the phasing/timings are in accordance with the current Signal Timing Directive for the intersection.

9. The unsignalized intersection of Sylvan Avenue/Irving Avenue operates at acceptable LOS C/D for the exiting movements from Irving Avenue under existing conditions. With the construction of a full access opposite Irving Avenue, the intersection will decline to LOS E in the AM peak hour and LOS F in the PM peak hour. The site access approach will operate at LOS E in both the AM and PM peak hours in the future 2028 Build scenario. While LOS E/F operations are typically considered deficient, the traffic study identifies a mitigating factor which results in better operating conditions than the traffic study findings would indicate. The presence of signalized intersections both north (Bayview Avenue) and south (Washington Avenue) of the site will provide regular gaps in traffic on Sylvan Avenue reducing the delays for vehicles exiting from both Irving Avenue and the site access. The traffic study included a gap study which demonstrates that adequate gaps in the Sylvan Avenue through traffic are available.
10. The proposed site access to Sylvan Avenue is subject to the review and approval of the New Jersey Department of Transportation (NJDOT). The applicant should copy the Borough of Englewood Cliffs on any and all submissions and correspondence with NJDOT. We would defer to NJDOT as to whether any peak hour signage restrictions should be considered.

If you have any questions, please do not hesitate to call me.

Very truly yours,



David H. Horner, P.E., PTOE

Ms. Cathy Scancarella  
Borough of Englewood Cliffs  
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cc: Hon. Judge Gallipoli  
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