

Memorandum

To: John T. Amorosa, P.E.
Cape Island Construction Management, LLC

CC: Kari Cohen, New York Red Bulls
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From: Eric L. Keller, P.E., P.P., LEED AP

Date: July 18, 2022

RE: Use Program Modifications – Traffic Assessment
New York Red Bulls Training Complex
101 Columbia Road
Block 9101, Lots 4 & 5
Township of Morris
BCG File No. 081271-01-001

It is our understanding that the New York Red Bulls (RBNY) are considering not moving the front office operations to the proposed training complex but utilizing the proposed office space for additional programming for the first team. The third floor space in this building would be converted into dormitory space for the occasional use of the first team with the balance of the space being utilized as a type of “co-working” space for front office personnel to use when on site at the training complex.

From a traffic impact perspective, this would remove the office component of the trip generation calculations for the previously anticipated 100 employees. This would eliminate the weekday peak hour traffic of this use during the AM and PM peak hours, as well as throughout the day. This would further reduce the impacts on the adjacent roadway network during the weekday commuter hours when compared to the previously proposed 900,000 square feet of office/research/laboratory space. As we have already accounted for the men’s first team activity to and from the training complex during the weekday commuter hours, this change in use programming would not change these traffic volumes. Further, as the weekend traffic (Saturday and Sunday) is generated by the Academy and Pre-Academy activities, there would be no change to the weekend traffic generation. The trip generation calculations for this proposed use change are shown in Table 2A (attached).

As this use programming change would result in less AM and PM weekday traffic volumes generated by this site, the capacity analyses and associated levels of service would only show improvements in average delay. Further, as the incremental impact of the site generated traffic

can be accommodated on the roadway system with the only mitigation measures being timing modifications, a further decrease in weekday peak hour traffic would not materially impact our findings and therefore, in our opinion, it is not necessary to redo the capacity analyses.

In conclusion, the elimination of the office component of the training complex would have a positive traffic impact during the weekday commuter peak hours as less traffic would be generated. Should you have any questions or require further information, please do not hesitate to contact our office.

