



McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

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October 8, 2019

Neptune Township Zoning Board of Adjustment
25 Neptune Boulevard
Neptune, New Jersey 07753

Re: 1824 Columbus Avenue
Lot 39 in Block 617
Neptune Township, Monmouth County, NJ
MRA File No. 19-181

Dear Board Members:

McDonough & Rea Associates (MRA) has been asked to provide the Zoning Board of Adjustment with a *Traffic Statement* for plans to redevelop the noted property. The property currently contains a small auto detailing/reconditioning center and is located on the southeast corner of Route 35 at Columbus Avenue in Neptune Township.

Plans prepared by Landmark Surveying and Engineering (LSE) show demolition of the existing building at the corner of Route 35/Columbus Avenue and construction of a new 15,057 SF building which will continue to provide the auto detailing/reconditioning services that are currently performed on-site. In addition, a 5 space parking lot will be constructed with access to Columbus Avenue as well as a loading area to the east of the new building. Further east of the subject property, a 3 lot single family home subdivision is proposed as well.

Route 35, in the vicinity of the site, is a 2-lane north/south State arterial roadway. The intersection of Route 35 at Columbus Avenue is an unsignalized intersection with stop control on the Columbus Avenue approach to Route 35. There is a 4th leg to the intersection which is a driveway to the *Canada Dry* bottling plant on the west side of Route 35 opposite Columbus Avenue. Land use along Route 35 consists of various commercial uses including numerous auto sales, auto parts and auto repair facilities.

With respect to the anticipated traffic generation from the auto detailing/reconditioning center, MRA notes that neither the Institute of Transportation Engineers (ITE) nor New Jersey Department of Transportation (NJDOT) has published trip generation data for an auto detailing/reconditioning center. Given the small parking lot associated with the facility, it is MRA's opinion that the auto detailing/reconditioning use will be a relatively low traffic generator, generating 25 or fewer peak hour trips.

Please reply to:

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With respect to the 3 single family homes, ITE data reveals that each home is anticipated to generate 1 peak hour trip during the critical morning and afternoon peak hours. Therefore, the combination of the 3 new homes and the auto detailing/reconditioning center will generate less than 30 peak hour trips.

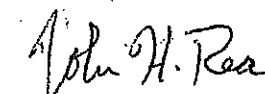
Traffic engineering industry standards, set forth by the ITE, indicate that a land use proposal that generates less than 100 peak hour trips, does not require an *offsite* traffic impact analysis. Clearly, this redevelopment proposal meets that criteria.

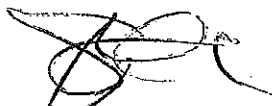
With respect to the site plan itself, we note that a formal parking area with proper parking stall sizes and a handicapped accessible space will be constructed to safely and efficiently accommodate customers and visitors. In addition, the loading area consisting of pervious pavers to the east of the building will allow deliveries to be made to and from the site without the need to utilize Columbus Avenue.

Based on the forgoing, it is MRA's opinion that plans to remove the existing structure at the corner of Route 35 and Columbus Avenue and replace it with a 15,057 SF auto detailing/reconditioning building and with the addition of 3 single family homes along Columbus Avenue east of the site can be approved and operate compatibly with existing traffic conditions in the area. Overall traffic generation from the site will be relatively low and does not require an *offsite* traffic impact analysis. The plans have been properly prepared with respect to adherence to proper traffic engineering principles.

We hope the foregoing information is helpful in the Board's deliberation concerning this project.

Very truly yours,


John H. Rea, PE
Principal


Scott T. Kennel
Sr. Associate

cc: Thomas J. Catley, Esq.
Tom Giglio
Darryl Jackson