



181 WEST HIGH STREET
SOMERVILLE, NJ 08876

908 927 0100 p
908 927 0181 f

February 19, 2020

Neptune Township
Zoning Board of Adjustment
25 Neptune Boulevard
Neptune, NJ 07754-1125

Re: Use Variance Request
PSI Atlantic Neptune NJ, LLC
Block 1709, Lot 1
C-5 Zone (Route 33W Commercial)
(Hospital Supply Overlay)

Dear Zoning Board Members:

Our office represents the above-noted applicant who has submitted an application for use variance consideration on a 3.75-acre site bounded by the westbound Route 33 exit ramp to Route 18 in the C-5 Zone. The zone permits a variety of commercial uses, some of which can generate considerable traffic activity, however, a self-storage use is not among the permitted or conditionally permitted uses. The site is currently developed as the Variety Growers garden center and greenhouse.

The purpose of this correspondence is to outline the compelling traffic-engineering justification in support of the use variance request to permit the proposed self-storage use on the subject property. As will be identified within this letter, there are many permitted uses that if developed on the site would generate substantially more traffic than the proposed self-storage use. This correspondence is not intended to serve as a detailed traffic impact analysis per se, recognizing that in light of this substantial traffic reduction associated with the proposed self-storage use, unquestionably the resultant traffic impacts will be less than generated by other permitted uses, if developed as of right in the C-5 Zone.

To assist in your consideration, our office reviewed the overall “developable” tract size as identified on the InSite Engineering Associates, LLC plan and further refined from a review of the bulk standards within the C-5 Zone.

In developing an approximate and reasonable development yield for the property, consideration was given to the maximum allowable building coverage combined with the remaining area that can be used by impervious coverage principally for access drives and off-street parking. We have reasonably concluded that the maximum building size that could be developed on the property is approximately 97,000 square feet. The current garden center consists of approximately 75,000 SF of building area.

From a review of the permitted uses in the C-5 Zone, a variety of different office and retail uses are permitted. For general comparison purposes, obviously one would not develop a 97,000 square foot full-service restaurant, so reasonable assumptions were made as to a typical building sizes and associated traffic generation. The required parking for some of the uses would limit the maximum building size to maintain the impervious coverage limitation.

With the general parameters of typical development yield established, published traffic data from the Institute of Transportation Engineers (ITE) within the Trip Generation Manual, 10th Edition were reviewed to identify the typical weekday morning and evening peak hour traffic associated with each use, as well as the total daily traffic. The ITE data summaries are appended to this letter for reference. Also appended to this letter is a Trip Generation Comparison summary for each of the land uses, which were then compared with the proposed self-storage use.

Summarizing the trip generation calculations, a proposed self-storage use on the property generates very low overall traffic generation on both a peak hour basis as well as a daily basis contrasted with other uses that are currently permitted that could be developed on the subject property. Depending on the use evaluated for comparison, the self-storage use would generate substantially less traffic than the permitted uses in the zone and in some cases would be hundreds of fewer peak hour trips and literally thousands of fewer vehicle movements per day.

Because the nature of the self-storage use is fairly passive, traffic activity at self-storage facilities is generally limited, particularly during peak hours, and with a maximum frequency of 1 traffic movement every 3 to 4 minutes. As such, the resultant traffic impacts would be virtually immeasurable from a traffic engineering perspective and would have no material effect on operating conditions on the adjacent roadway system.

Therefore from a traffic engineering perspective, there is a significant benefit in terms of an opportunity to substantially reduce traffic than what would otherwise be expected from the development of a permitted use on subject property. While the project planner will provide greater detail as to the other compelling planning reasons for the use variance, from a traffic engineering perspective, we believe there is sufficient justification to grant the requested variance with no detrimental impact on traffic conditions, circulation, or other access-related concerns.

Given the commercial nature of the zone, we believe that the subject application advances one of the stated purposes of the zoning through the development of lands and associated transportation routes that do not result in undue traffic congestion or blight. As a primarily passive use related to the storage of materials, personal affects, business archives, etc., the overall application for self-storage use represents a positive traffic impact by allowing the use in the C-5 Zone.

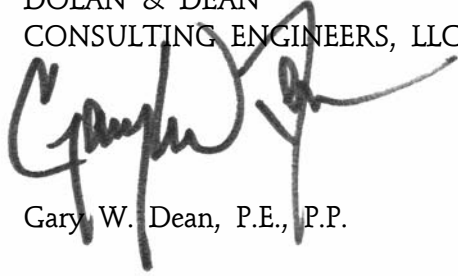
We look forward to the presentation of these findings at the appropriate public hearing and answering any questions from the Board and the public at that time.

USE VARIANCE REQUEST
PSI ATLANTIC NEPTUNE NJ, LLC
BLOCK 1709, LOT 1
C-5 ZONE (ROUTE 33W COMMERCIAL) (HOSPITAL SUPPLY OVERLAY)

FEBRUARY 19, 2020

Very truly yours,

DOLAN & DEAN
CONSULTING ENGINEERS, LLC

A handwritten signature in black ink, appearing to read 'Gary W. Dean', is written over the printed name.

Gary W. Dean, P.E., P.P.

GWD/lrc

Mossmouth/Neptune/Premises/Storage/Documents/2020-02-19 ZBA Letter

cc: Jay Tillman Jay@pssinvestors.com
Jennifer S. Krimko, Esq. jsk@ansellgrimm.com

Trip Generation Comparison

PSI Atlantic Neptune NJ, LLC
Block 1709, Lot 1
C-5 Zone

Zoning	Land Use	Size	Morning Peak Hour	Evening Peak Hour	Total Daily Traffic
Permitted	Medical Office	68,000 SF	158	233	2,366
Permitted	Retail Electronics Store	48,900 SF	16	208	2,010
Permitted	Health/Fitness Recreational Center	48,900 SF	125	155	1,400
Permitted	Restaurant	10,000 SF	99	98	1,122
Permitted	Office	68,000 SF	79	79	662
Permitted	Daycare	11,000 SF	121	122	524
Permitted	Bank	5,000 SF	48	102	500
Proposed	Self-Storage	104,488 SF	10	18	158

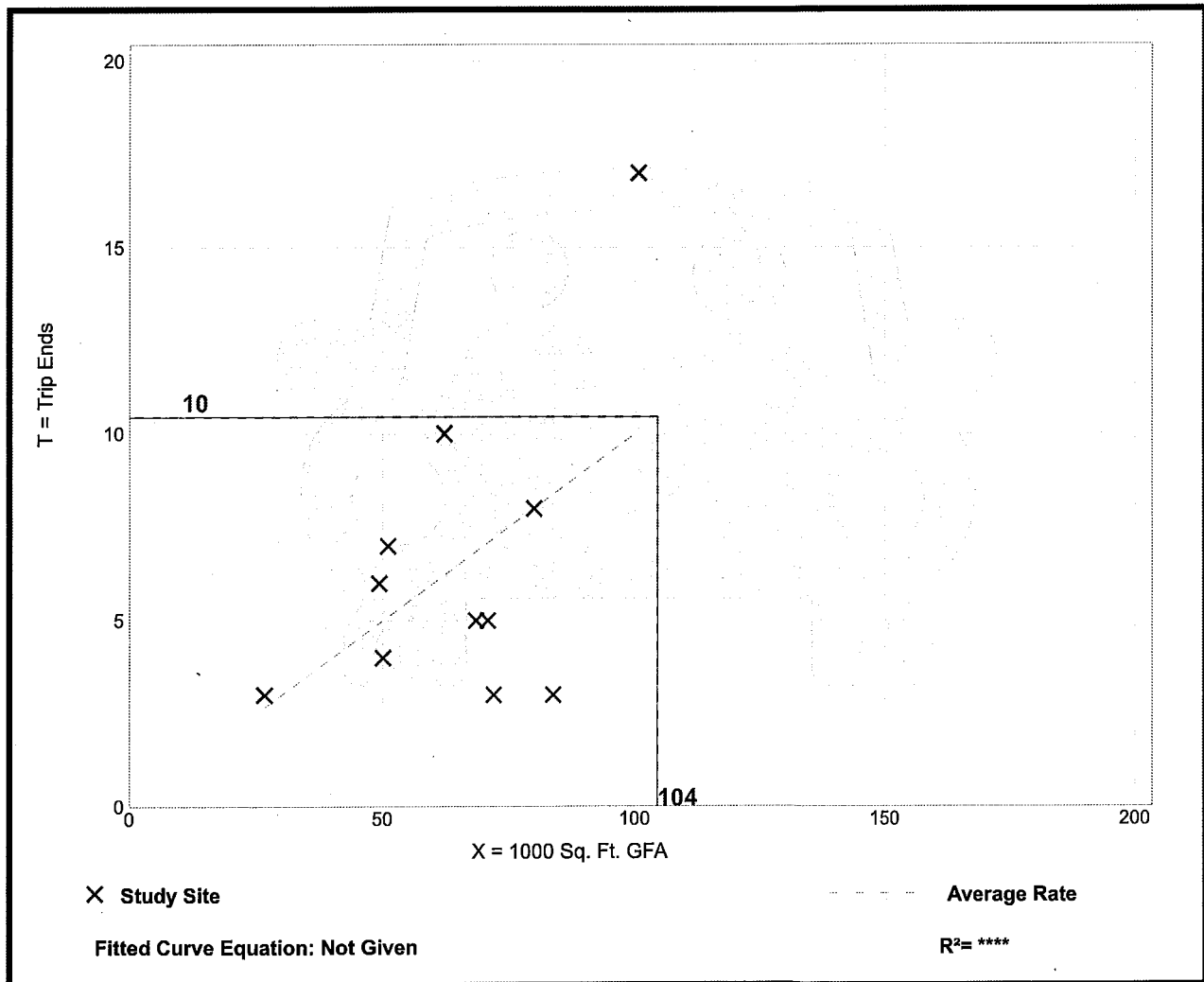
Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 11
 Avg. 1000 Sq. Ft. GFA: 65
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.10	0.04 - 0.17	0.05

Data Plot and Equation



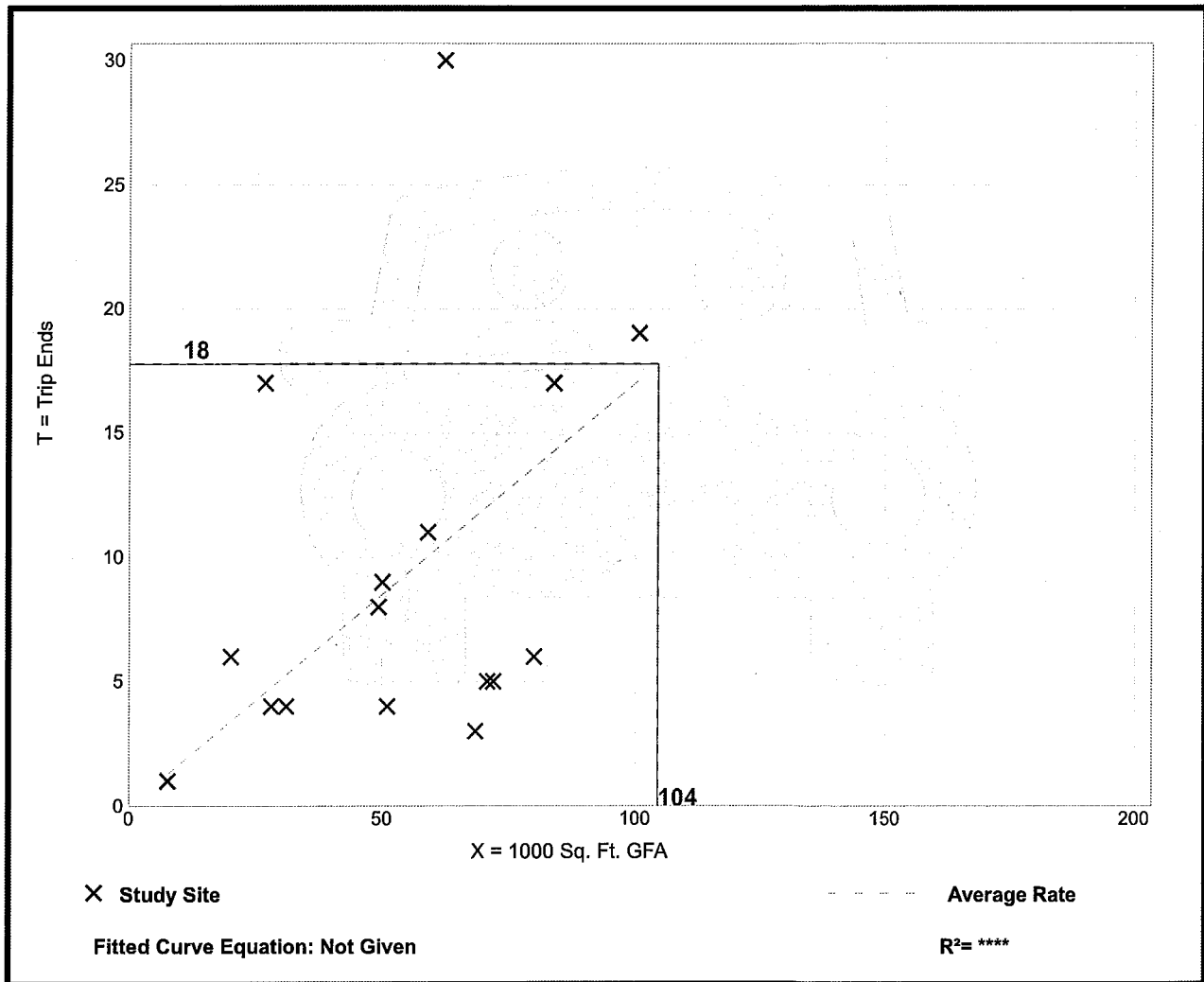
Mini-Warehouse (151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 16
 Avg. 1000 Sq. Ft. GFA: 54
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.17	0.04 - 0.64	0.14

Data Plot and Equation



Mini-Warehouse (151)

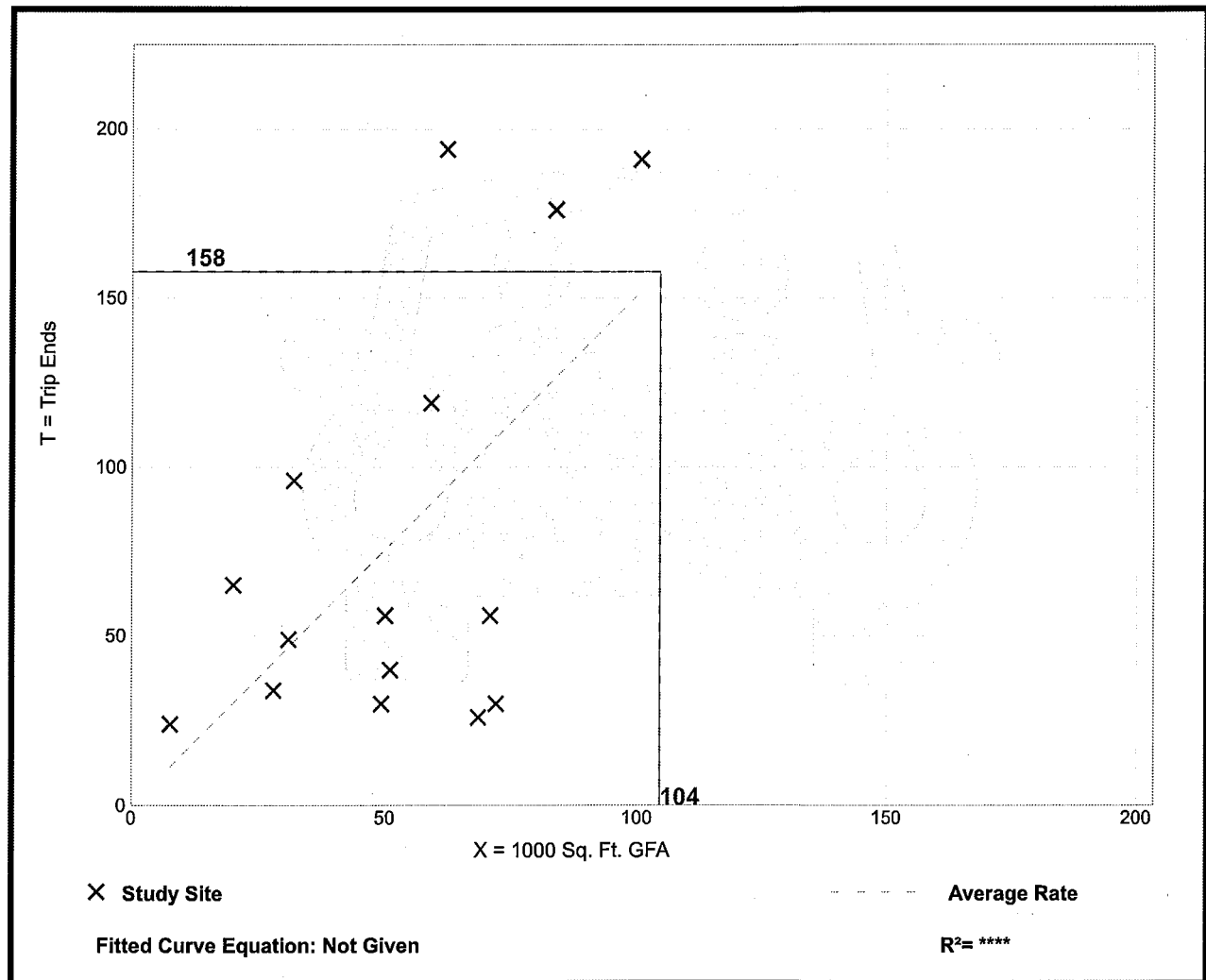
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 15
Avg. 1000 Sq. Ft. GFA: 52
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.51	0.38 - 3.25	0.95

Data Plot and Equation



Electronics Superstore (863)

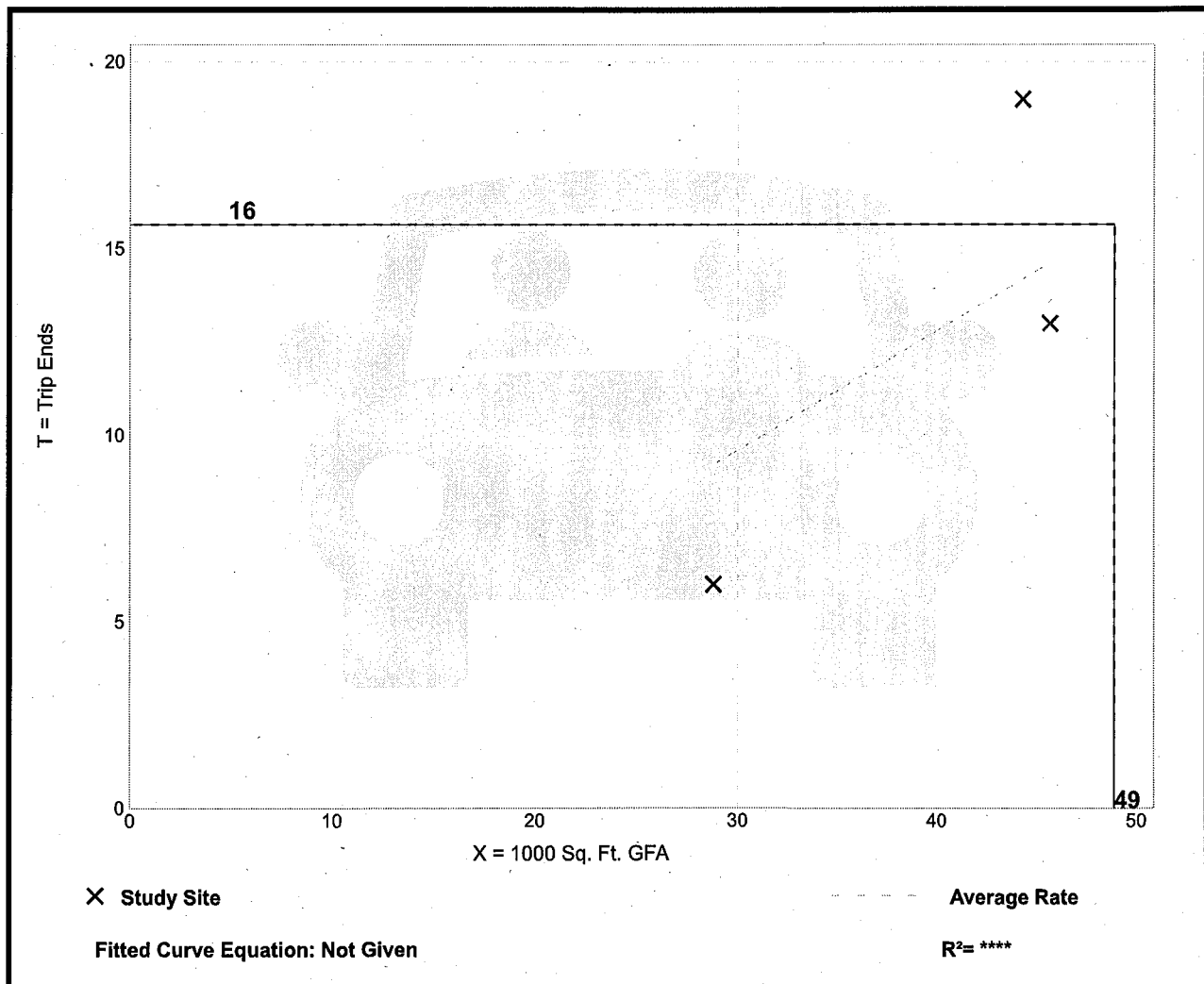
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. 1000 Sq. Ft. GFA: 40
 Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.32	0.21 - 0.43	0.11

Data Plot and Equation

Caution – Small Sample Size



Electronics Superstore (863)

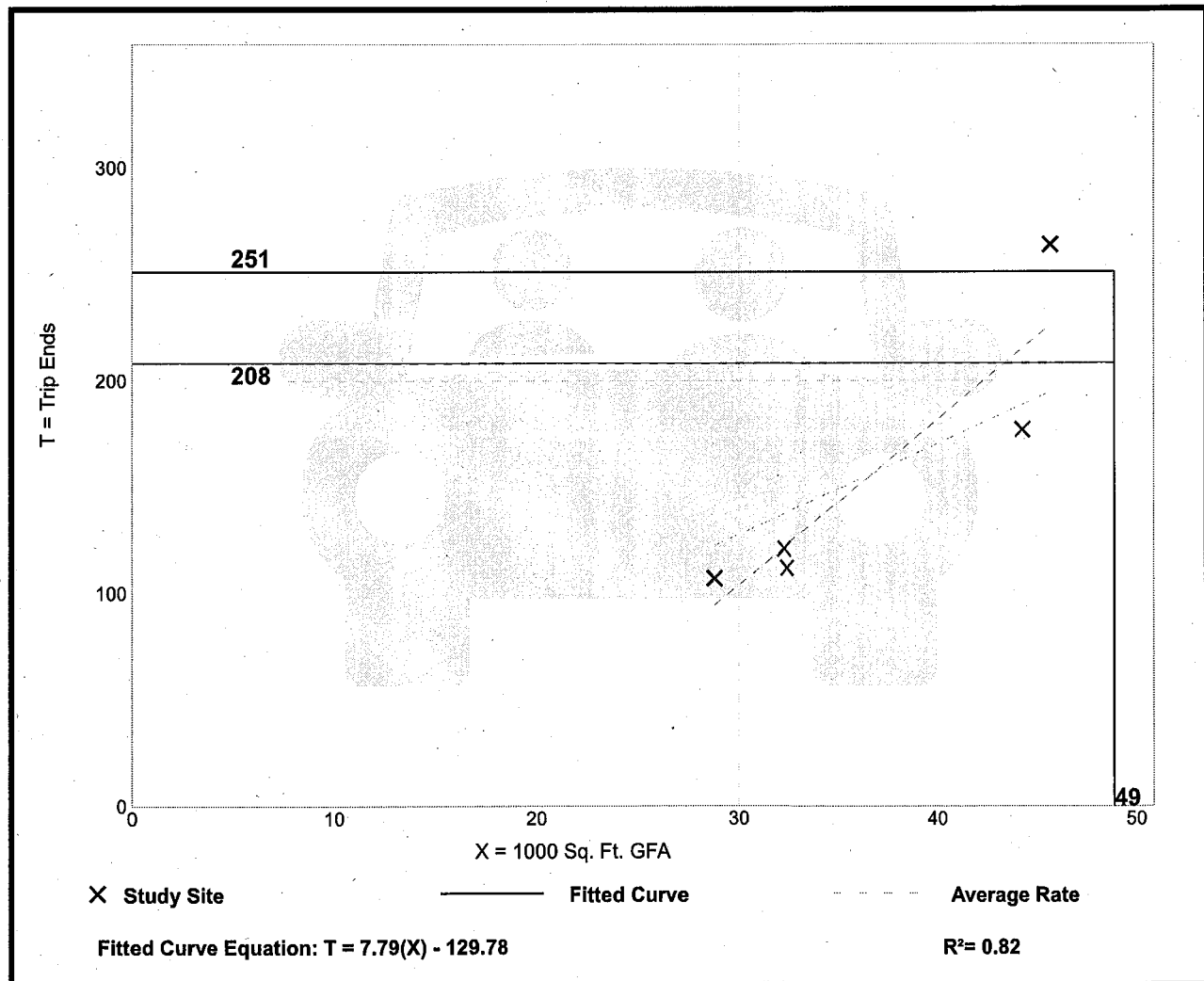
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GFA: 37
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.26	3.45 - 5.78	1.00

Data Plot and Equation

Caution – Small Sample Size



Electronics Superstore (863)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

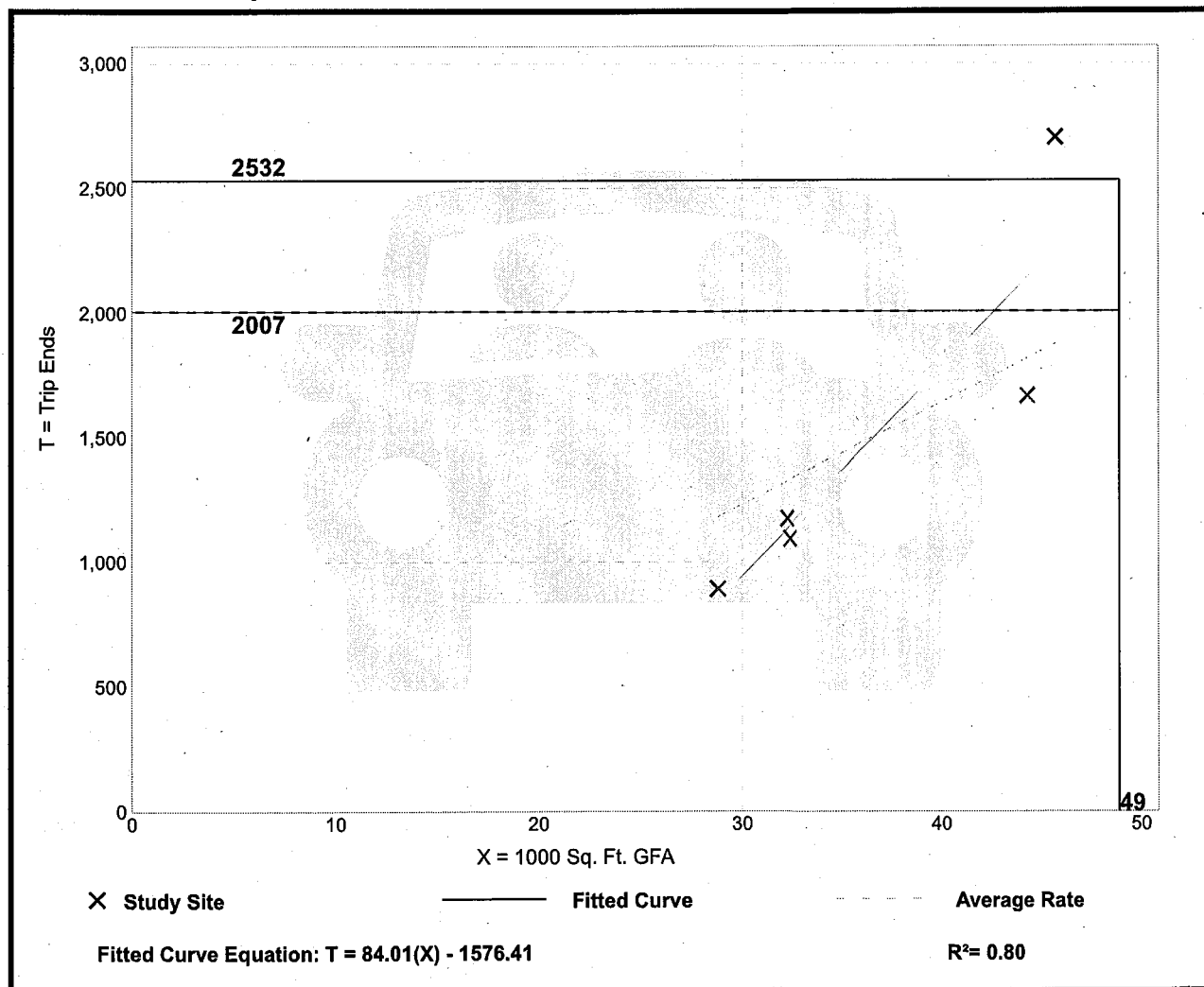
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 37
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
41.05	31.01 - 59.18	11.92

Data Plot and Equation

Caution – Small Sample Size



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 46

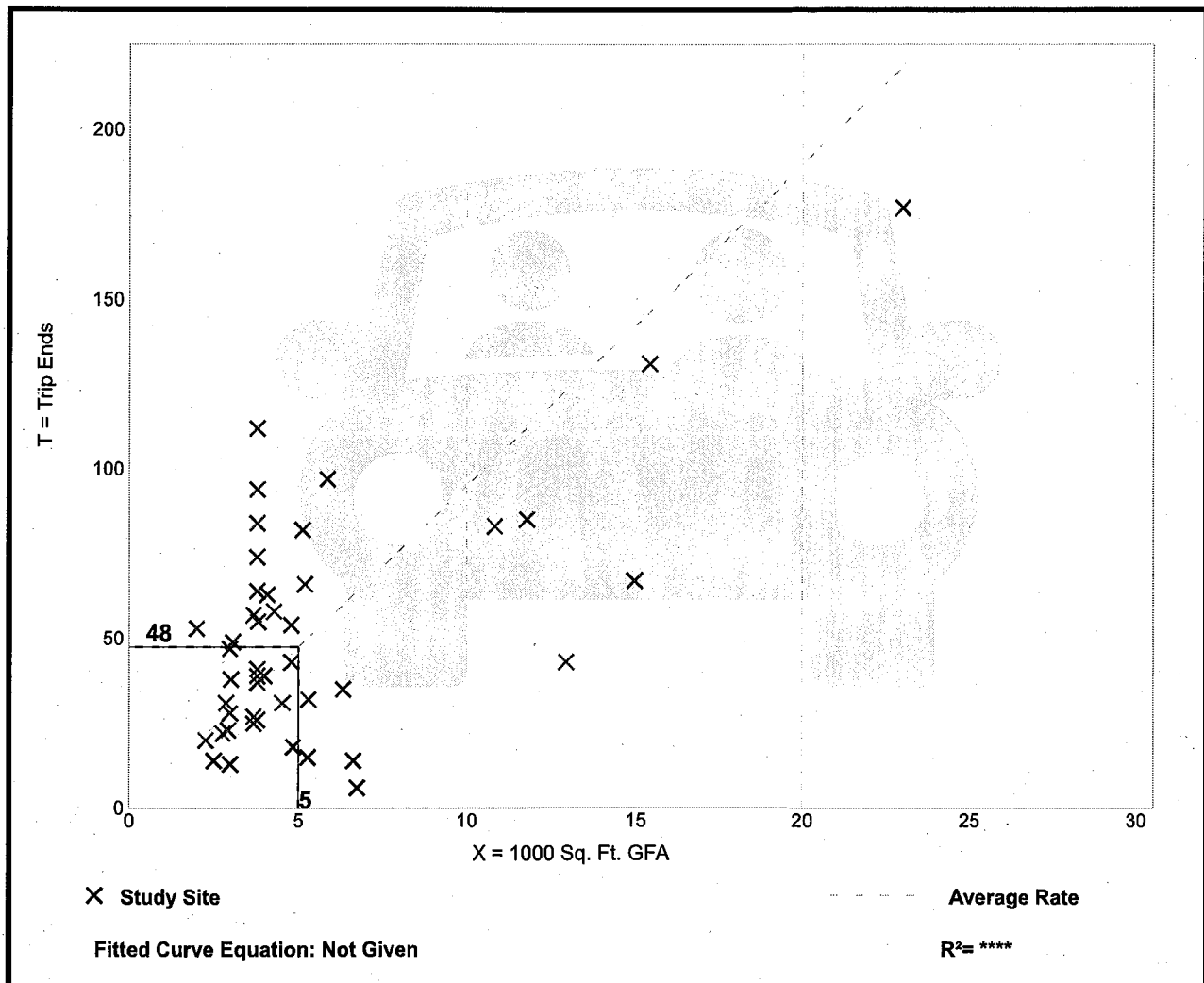
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.50	0.89 - 29.47	5.85

Data Plot and Equation



Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 115

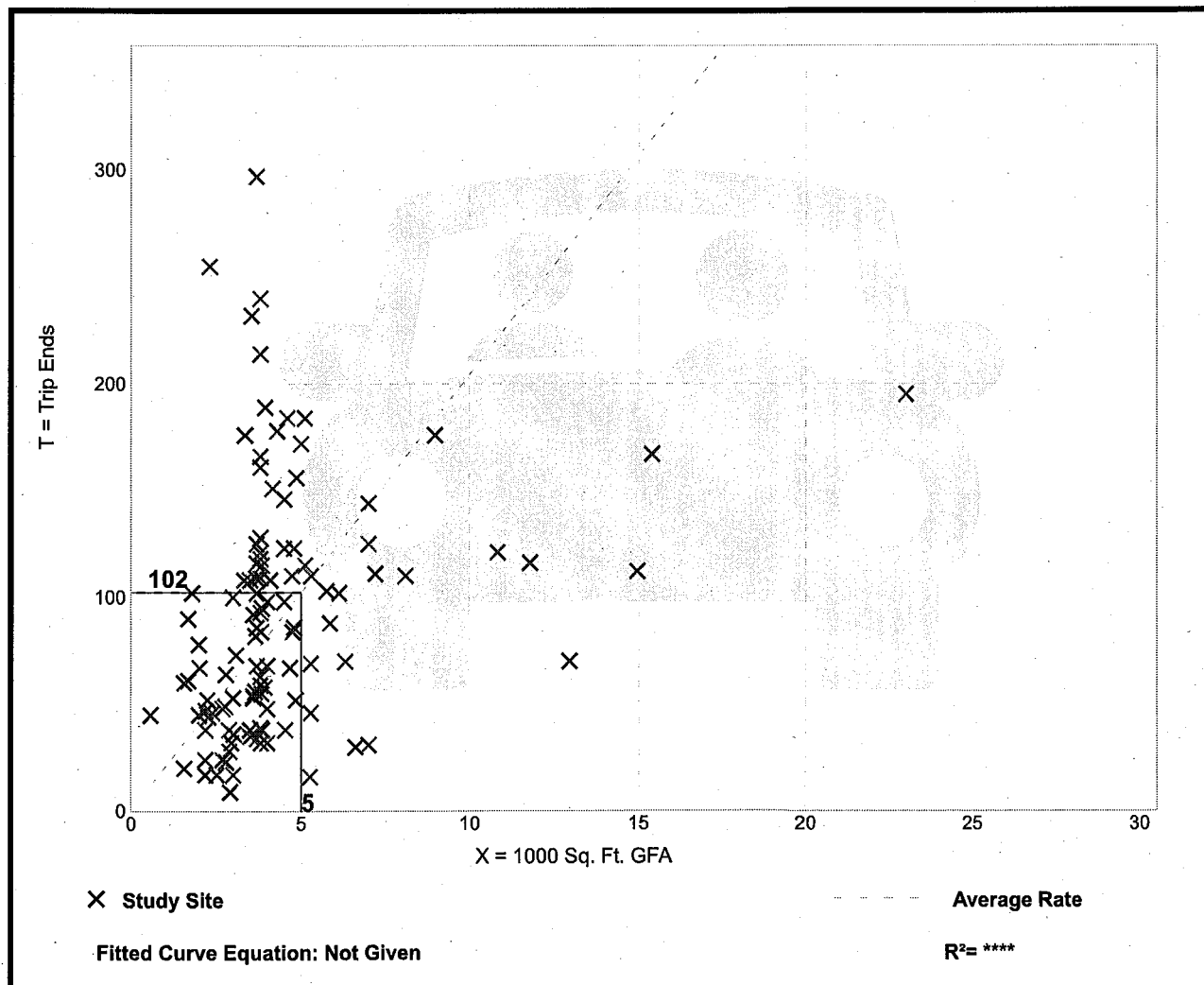
Avg. 1000 Sq. Ft. GFA: 4

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.45	3.04 - 109.91	15.01

Data Plot and Equation



Drive-in Bank (912)

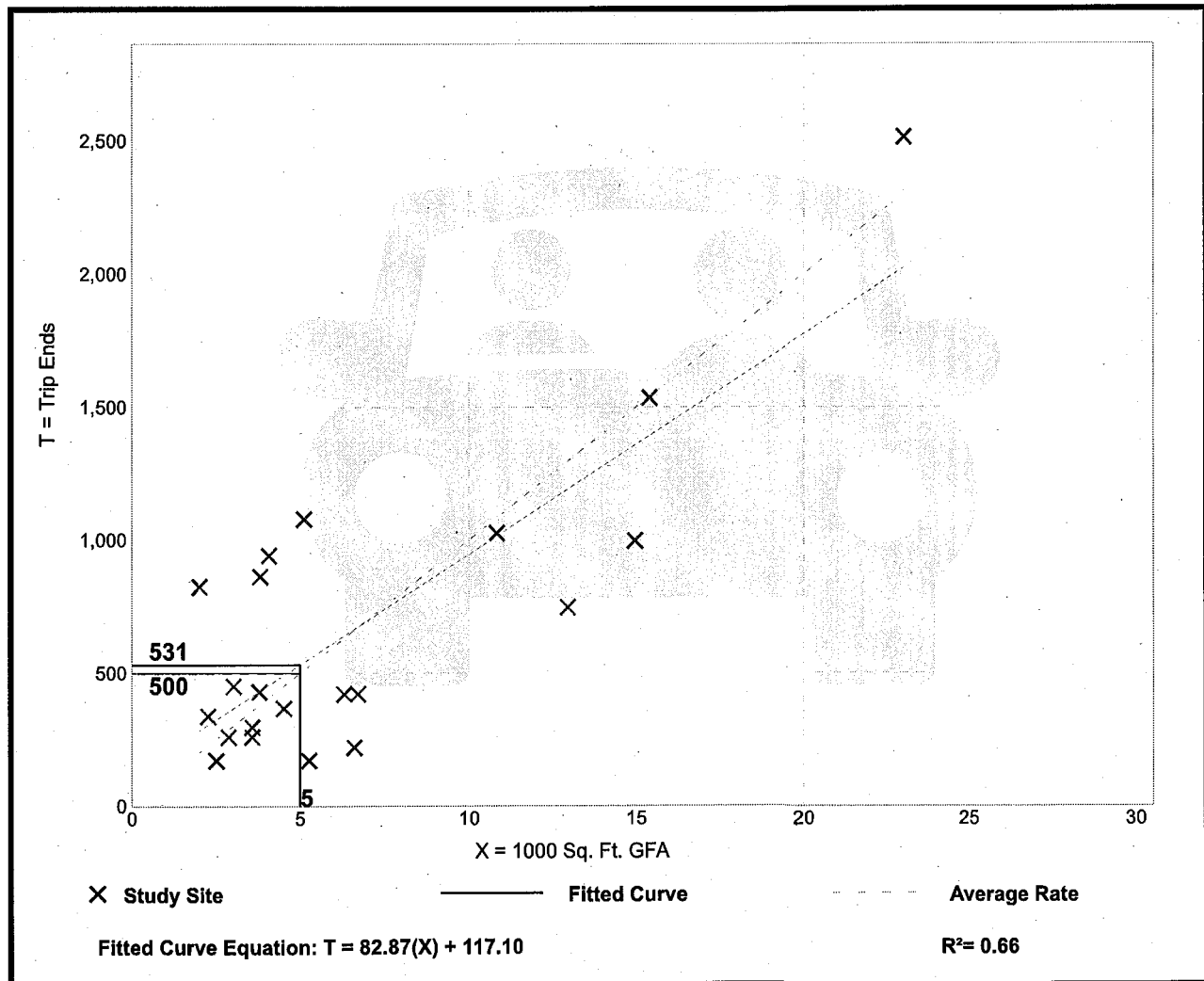
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 21
Avg. 1000 Sq. Ft. GFA: 7
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
100.03	32.67 - 408.42	61.61

Data Plot and Equation



Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 44

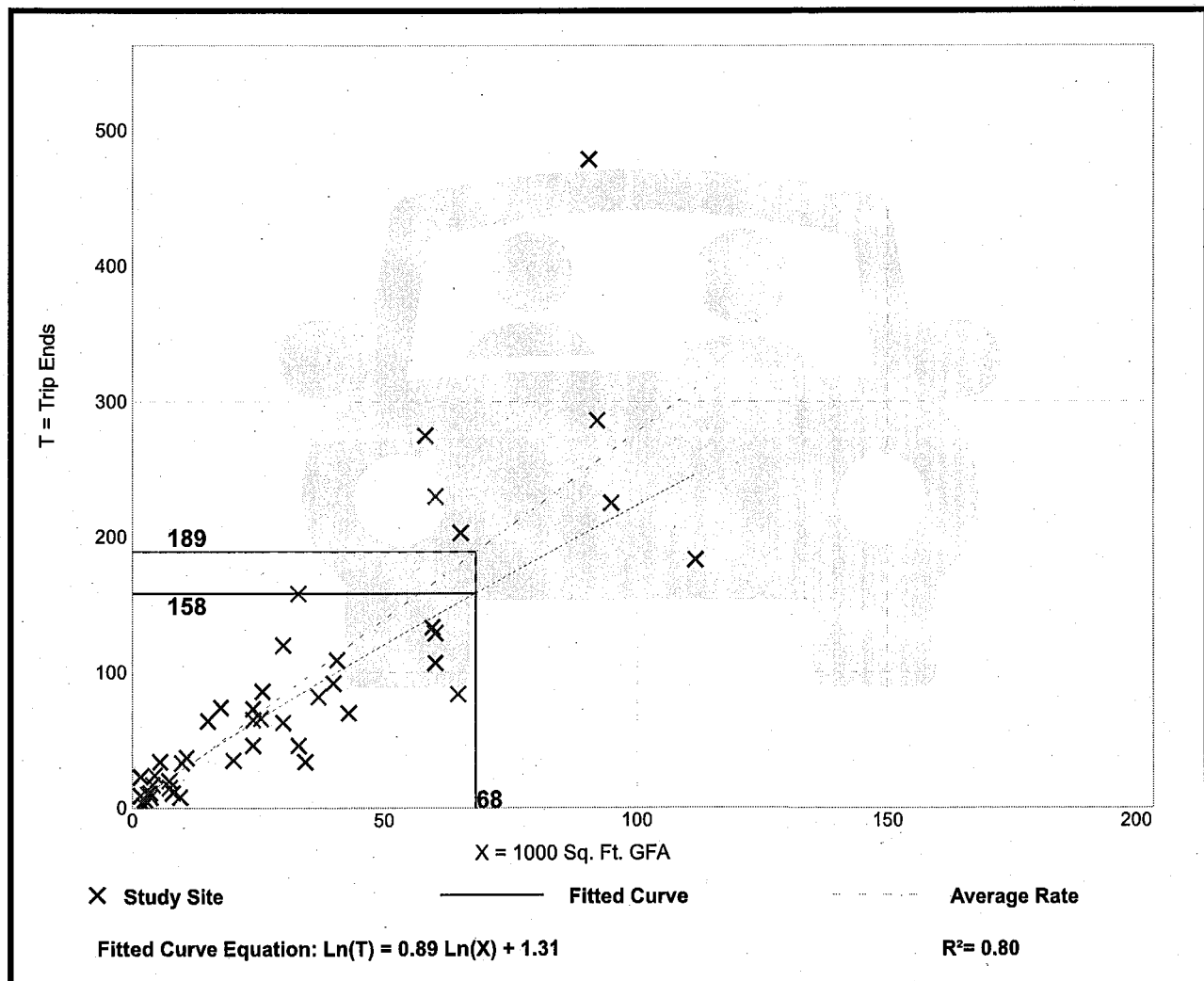
Avg. 1000 Sq. Ft. GFA: 32

Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.78	0.85 - 14.30	1.28

Data Plot and Equation



Medical-Dental Office Building (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 65

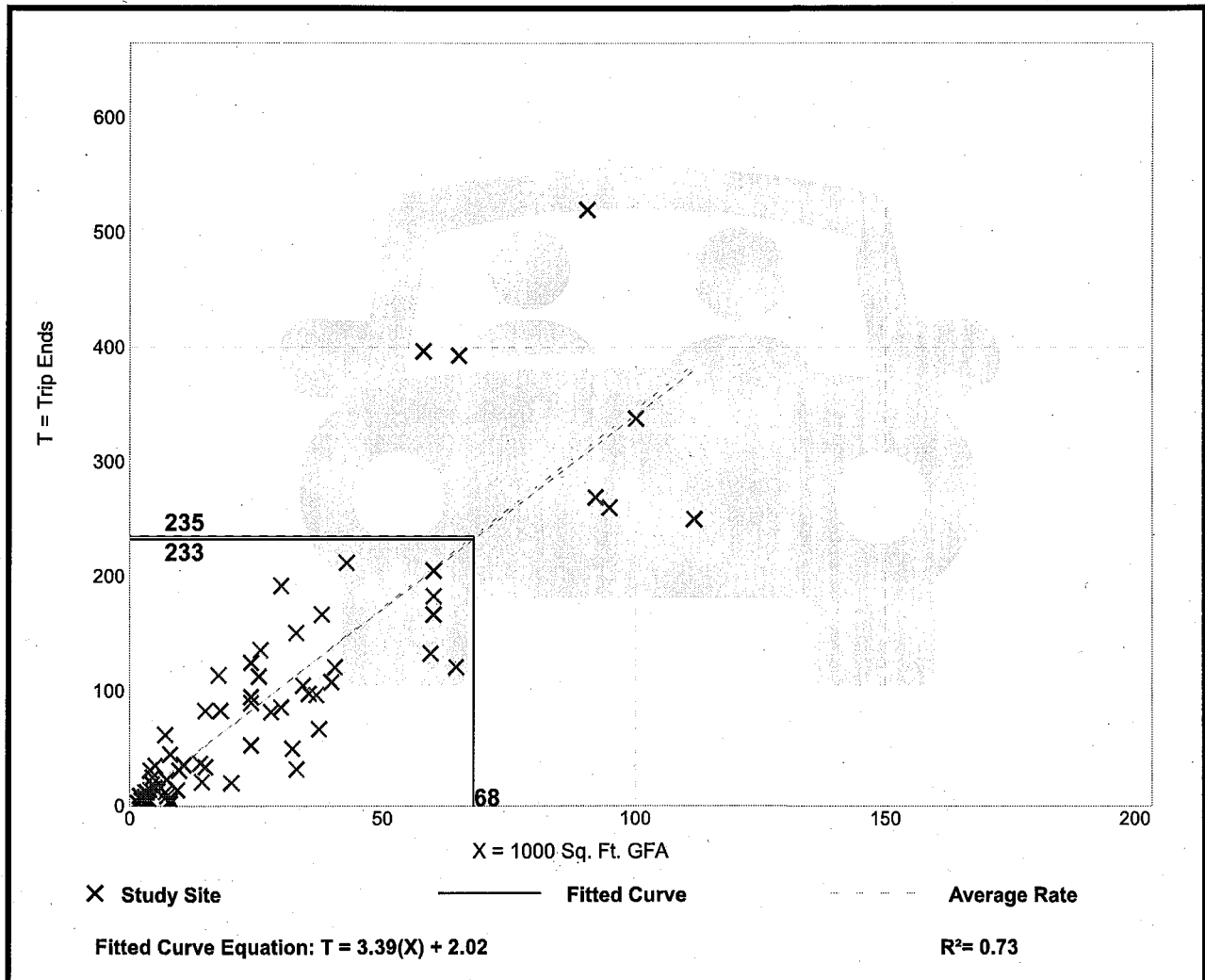
Avg. 1000 Sq. Ft. GFA: 28

Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.46	0.25 - 8.86	1.58

Data Plot and Equation



Medical-Dental Office Building (720)

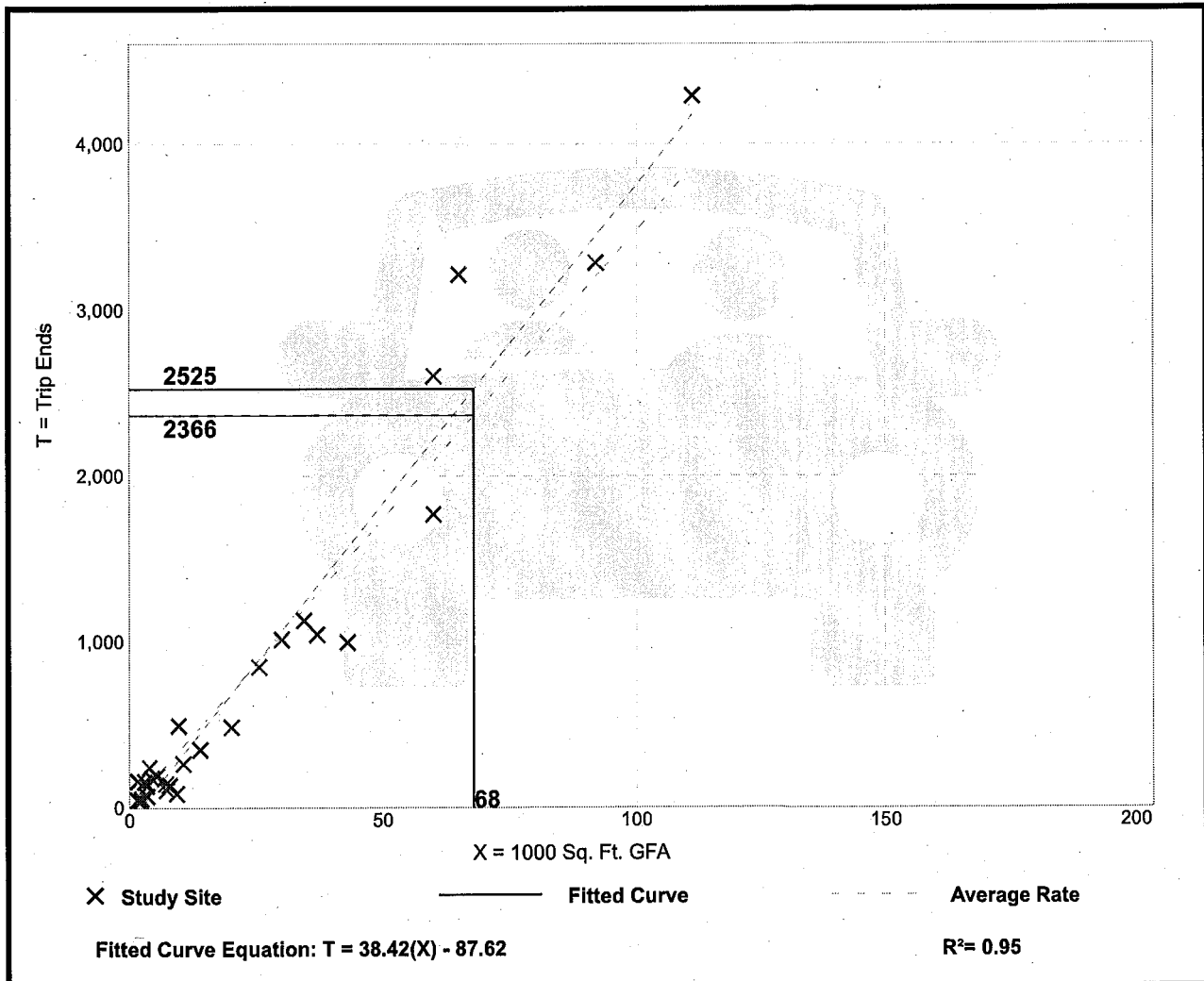
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 28
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.80	9.14 - 100.75	9.79

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 35

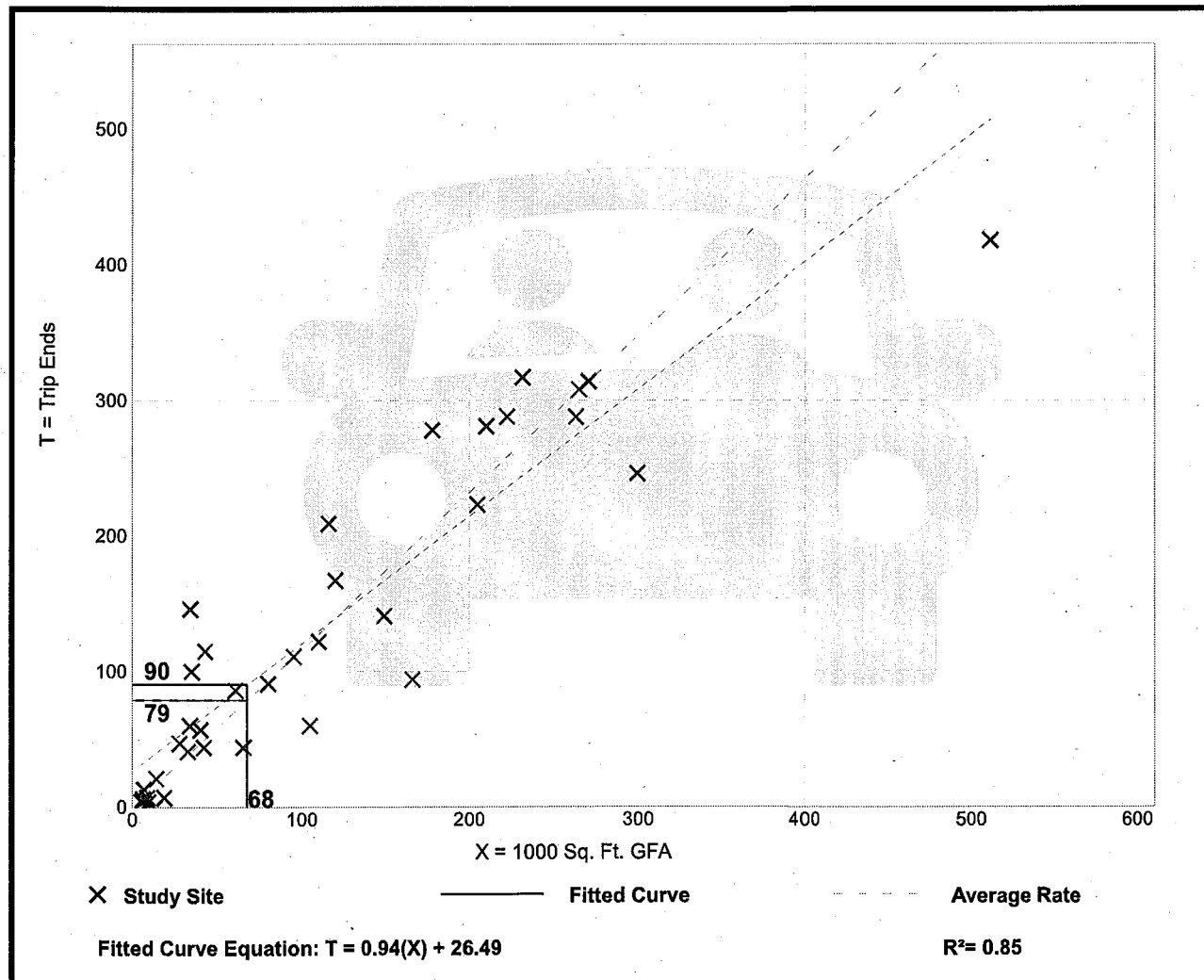
Avg. 1000 Sq. Ft. GFA: 117

Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 32

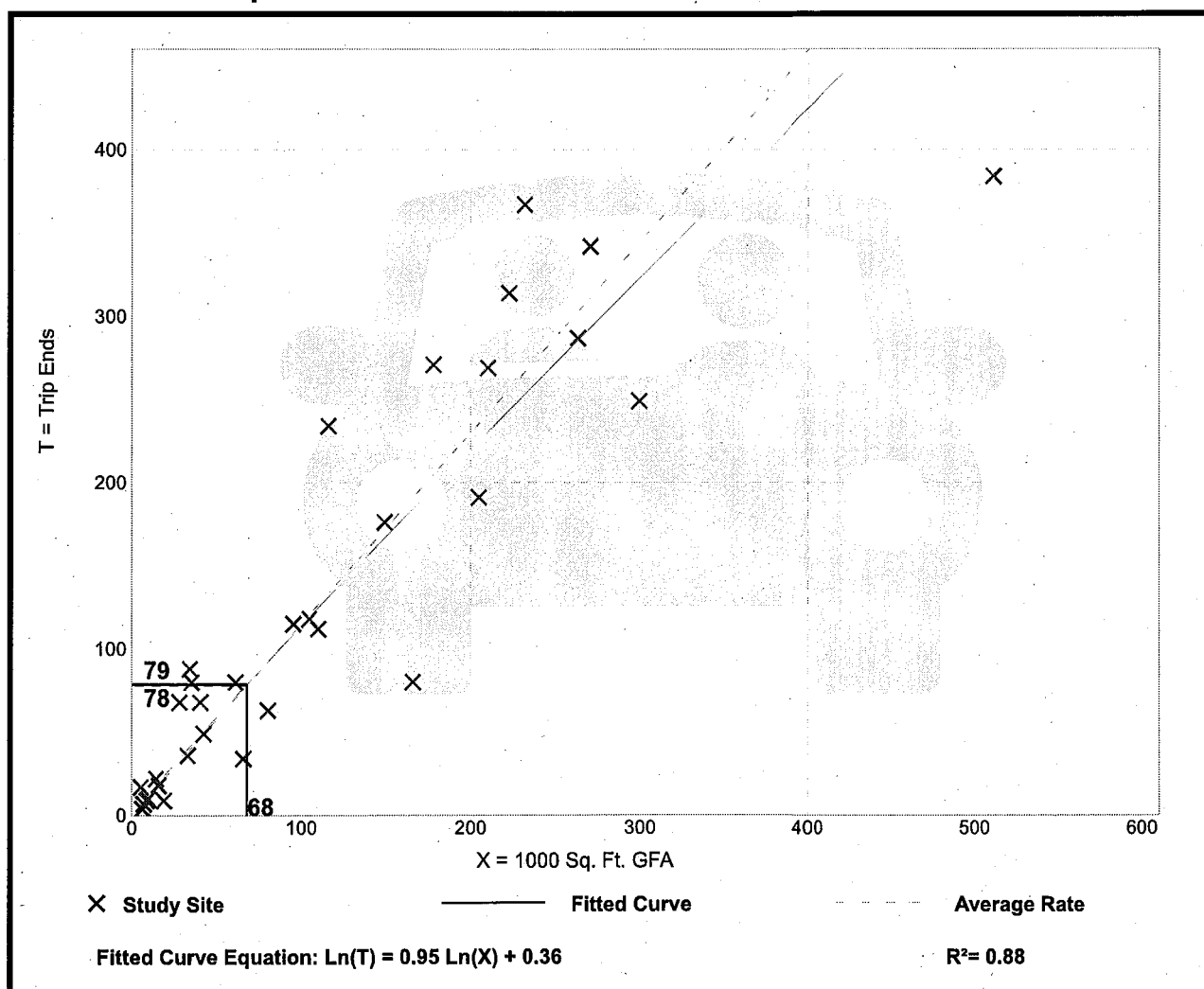
Avg. 1000 Sq. Ft. GFA: 114

Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



General Office Building (710)

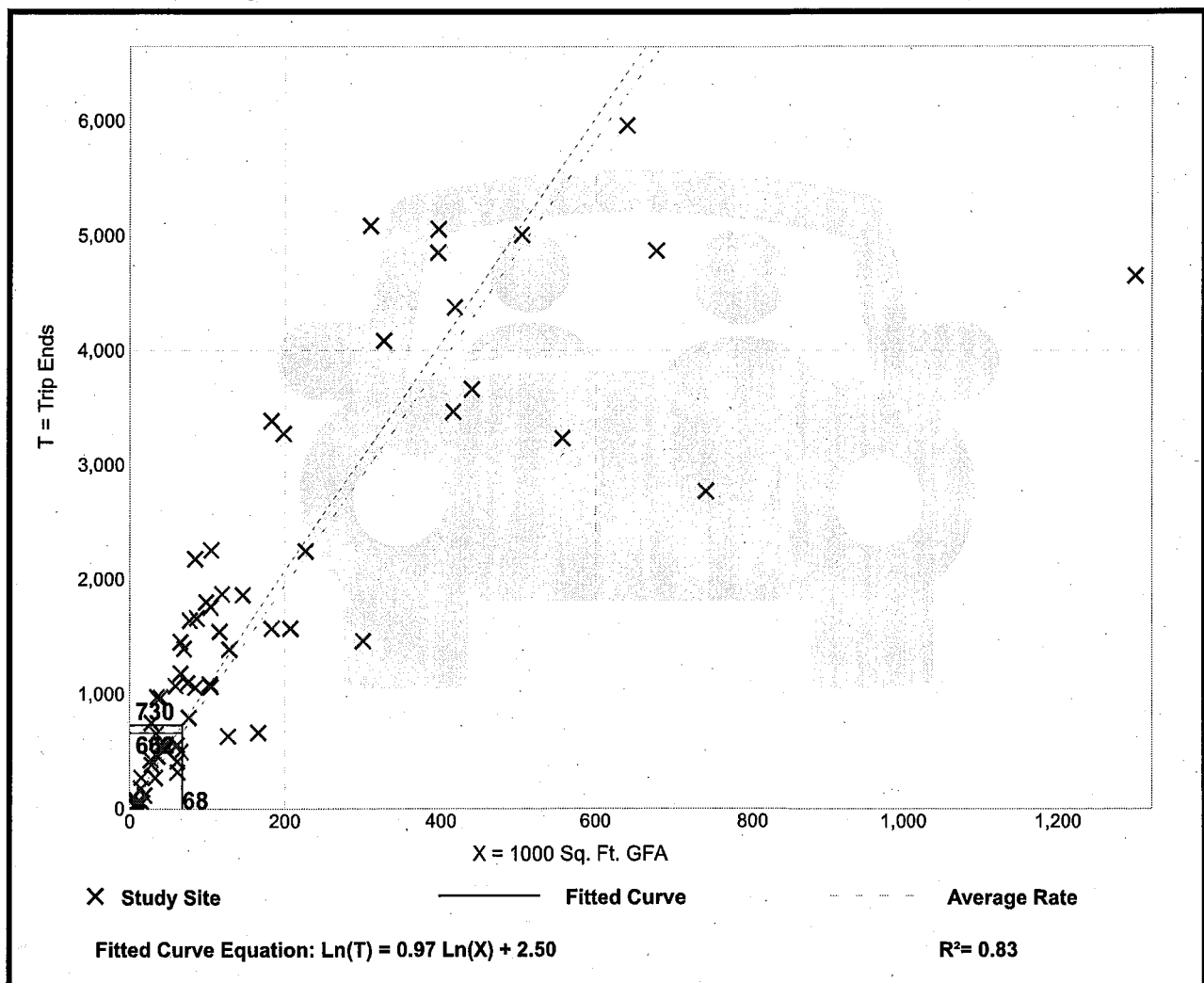
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 66
Avg. 1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 89

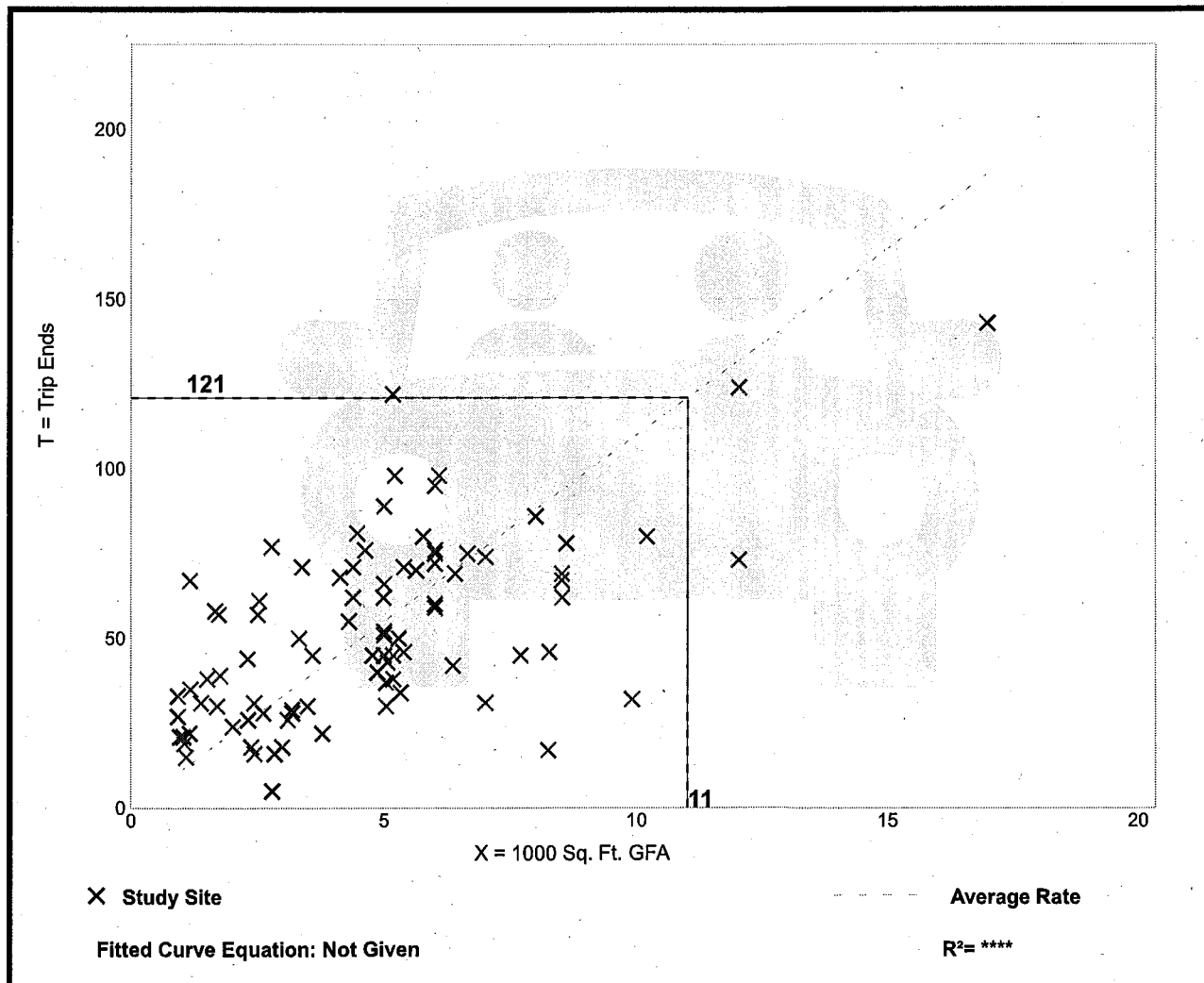
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.00	1.79 - 57.02	6.08

Data Plot and Equation



Day Care Center (565)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 90

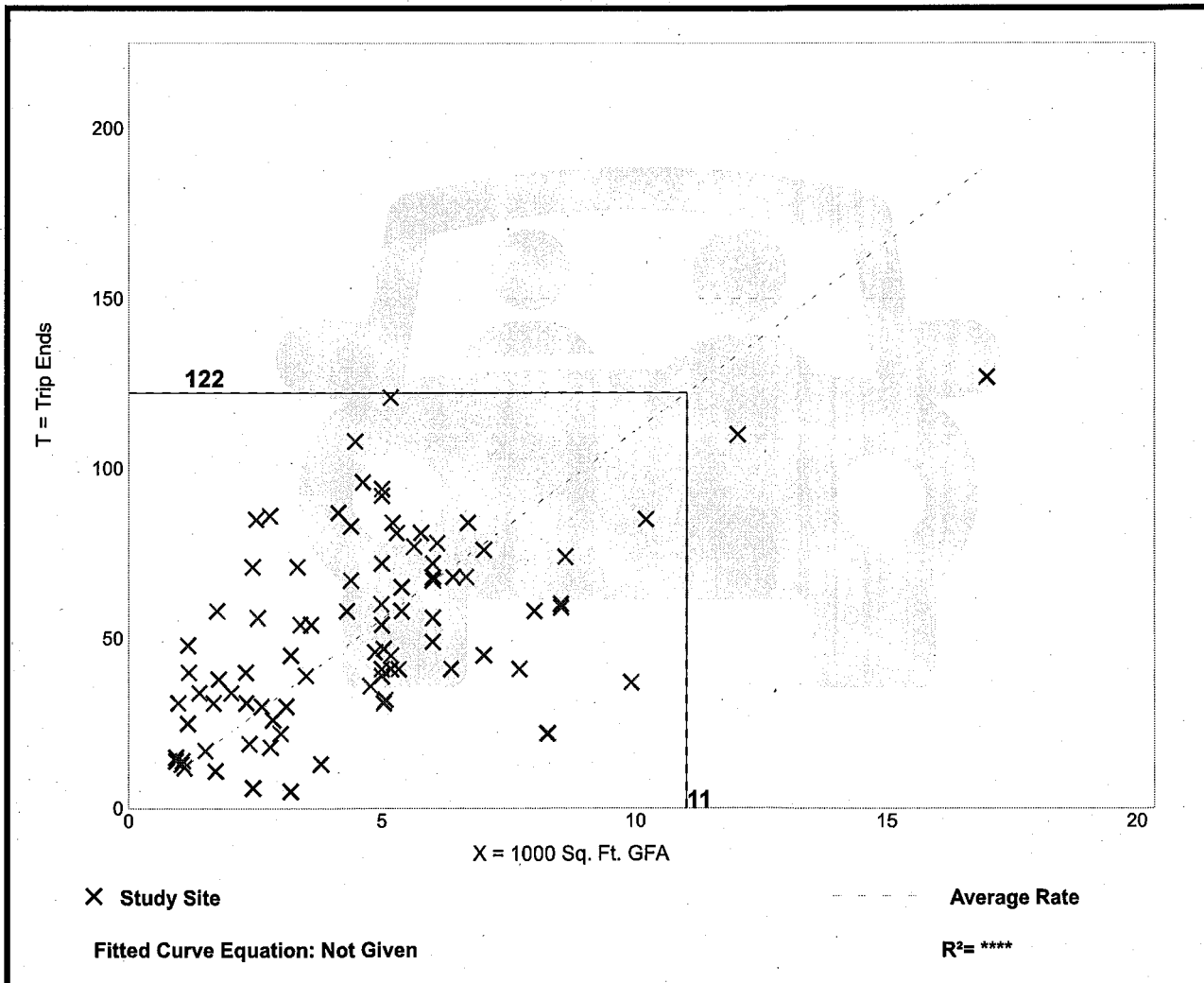
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.12	1.56 - 40.85	6.28

Data Plot and Equation



Day Care Center (565)

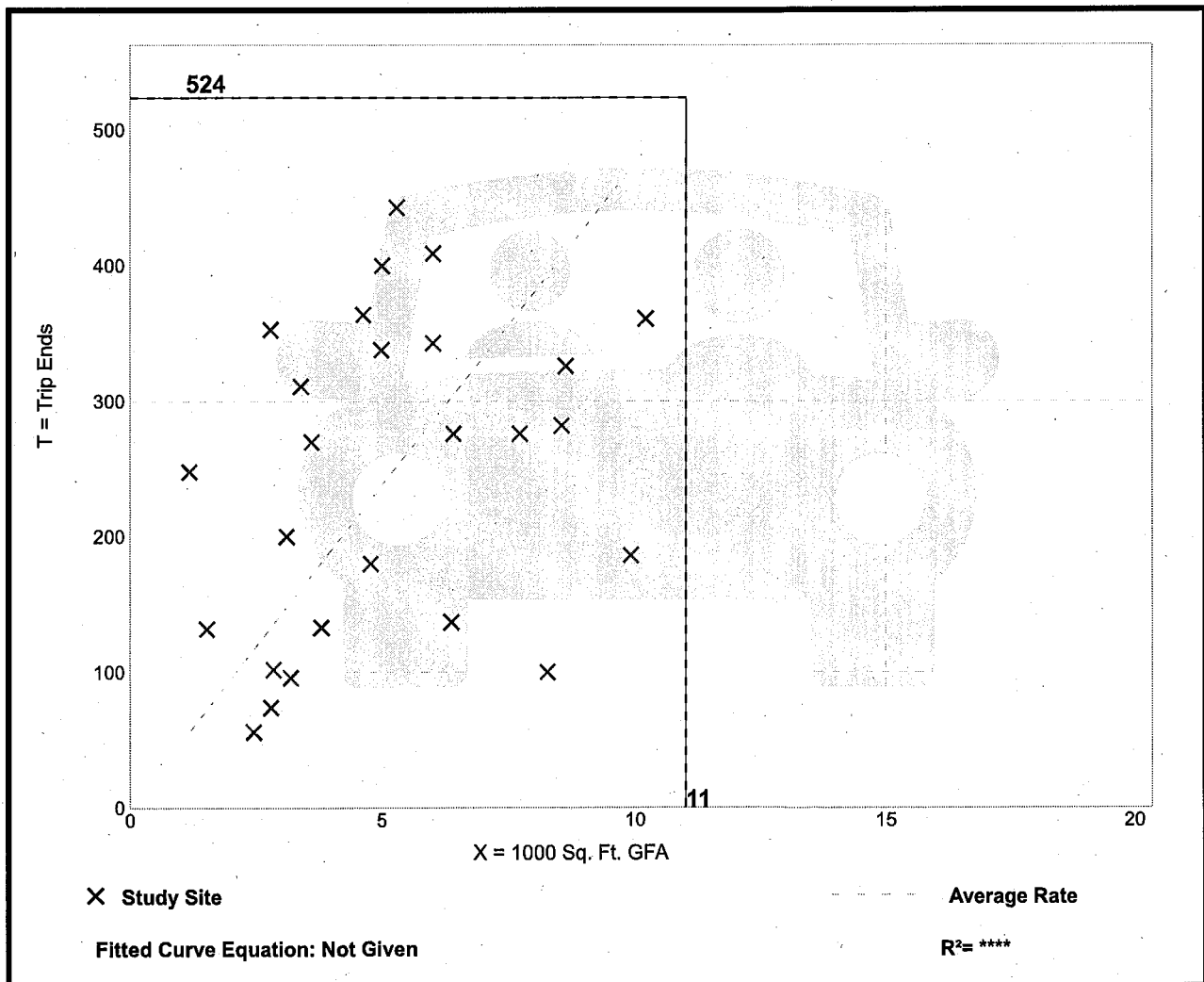
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
47.62	12.12 - 211.06	29.78

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 39

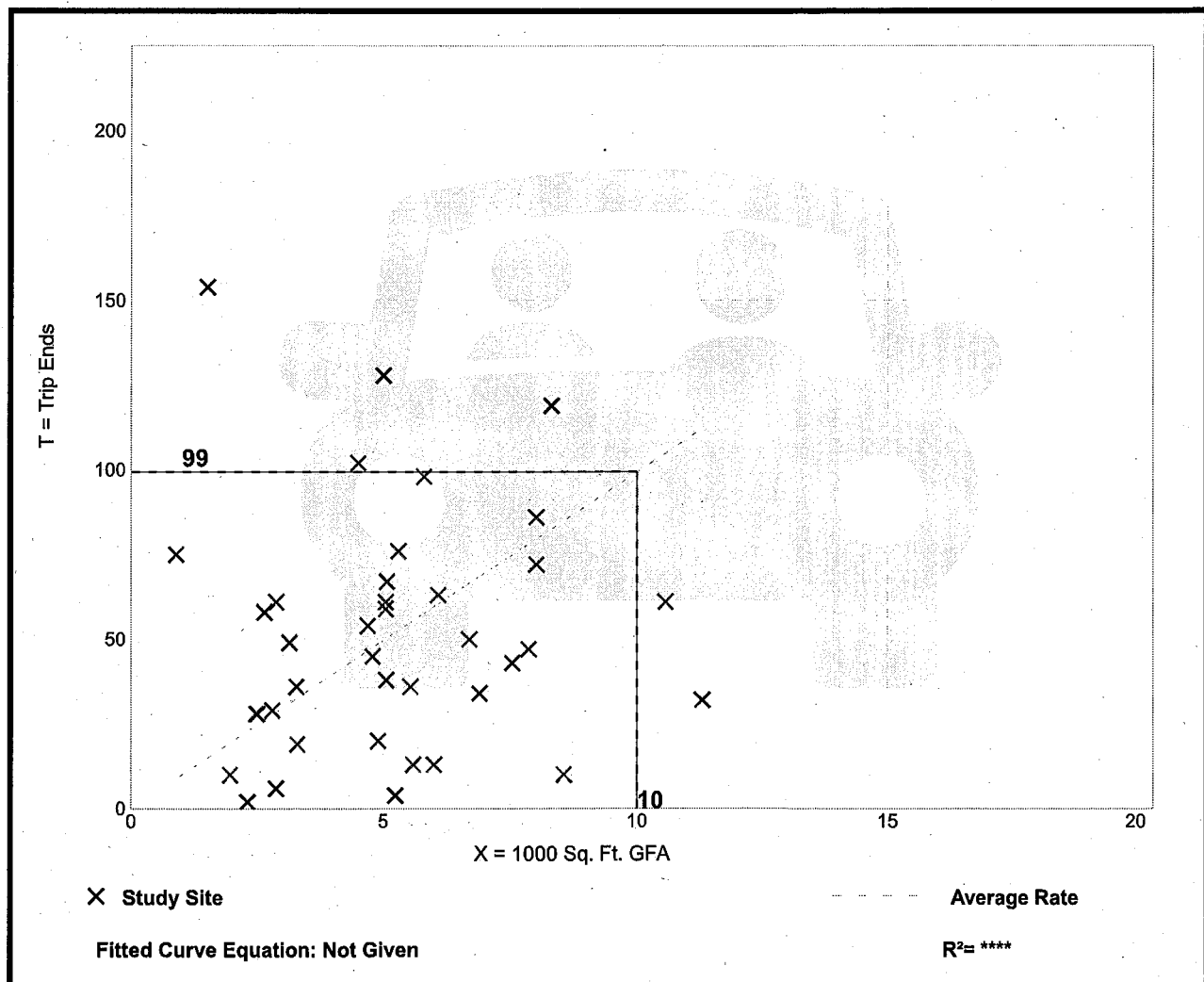
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 107

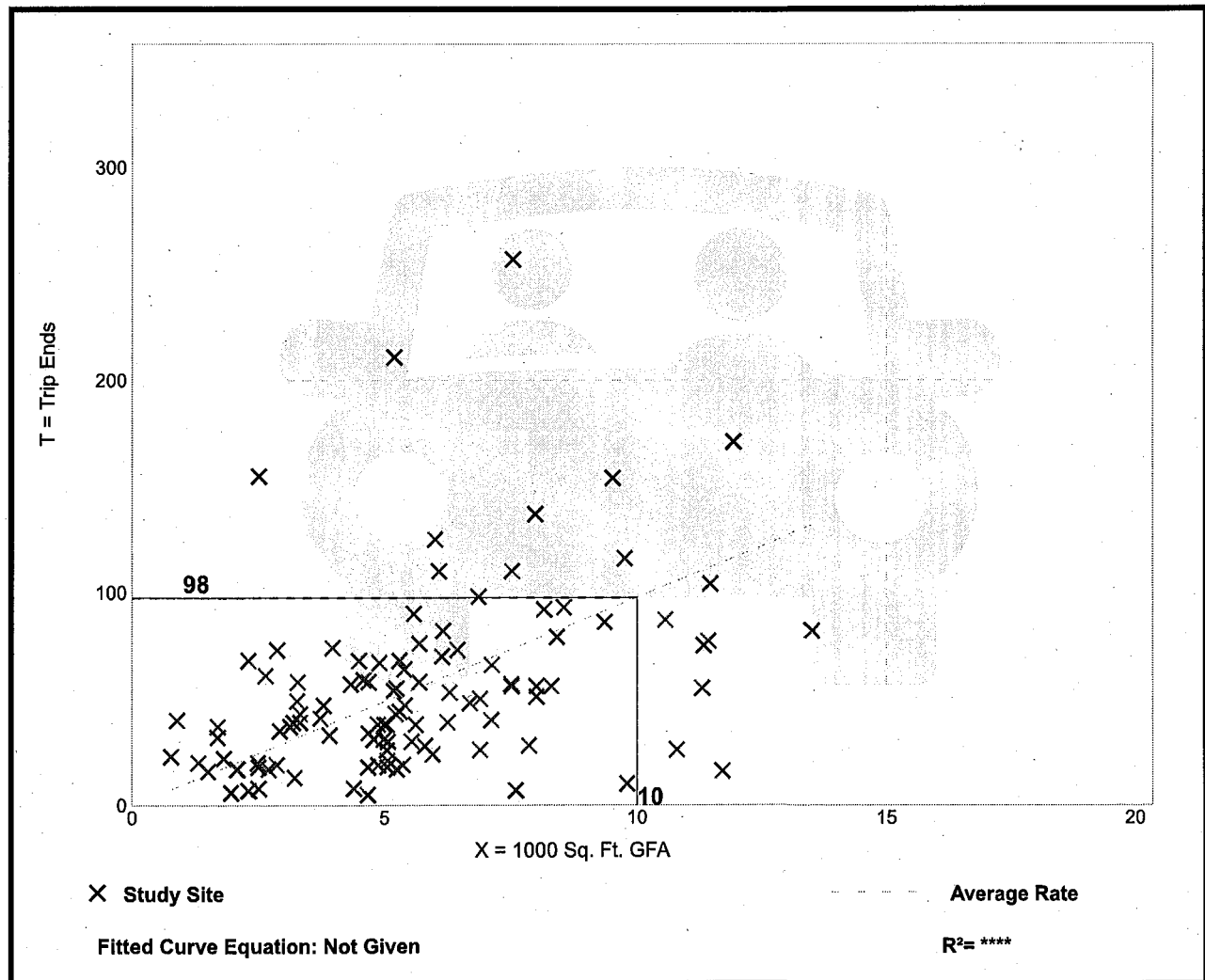
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

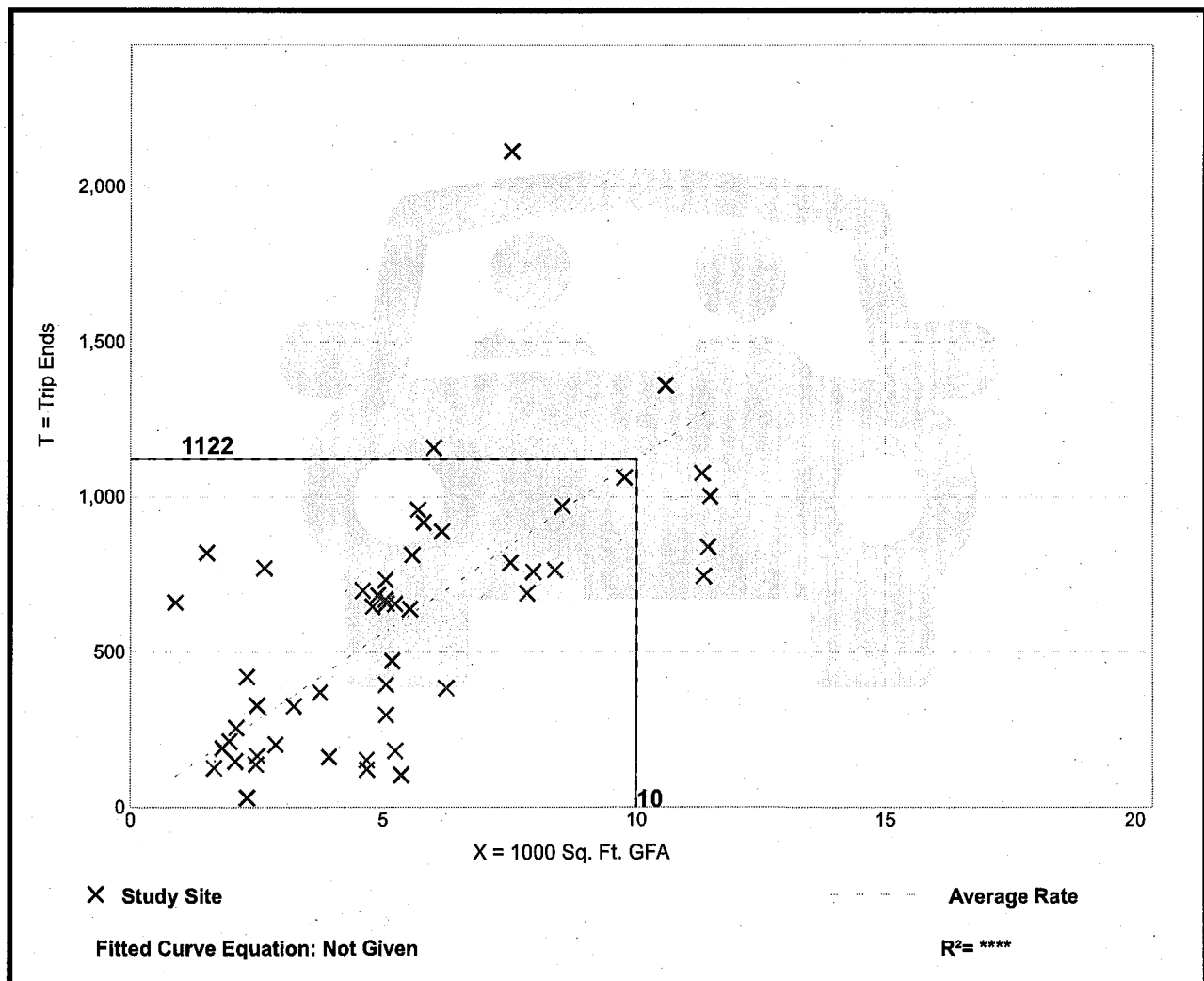
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
112.18	13.04 - 742.41	72.51

Data Plot and Equation



Health/Fitness Club (492)

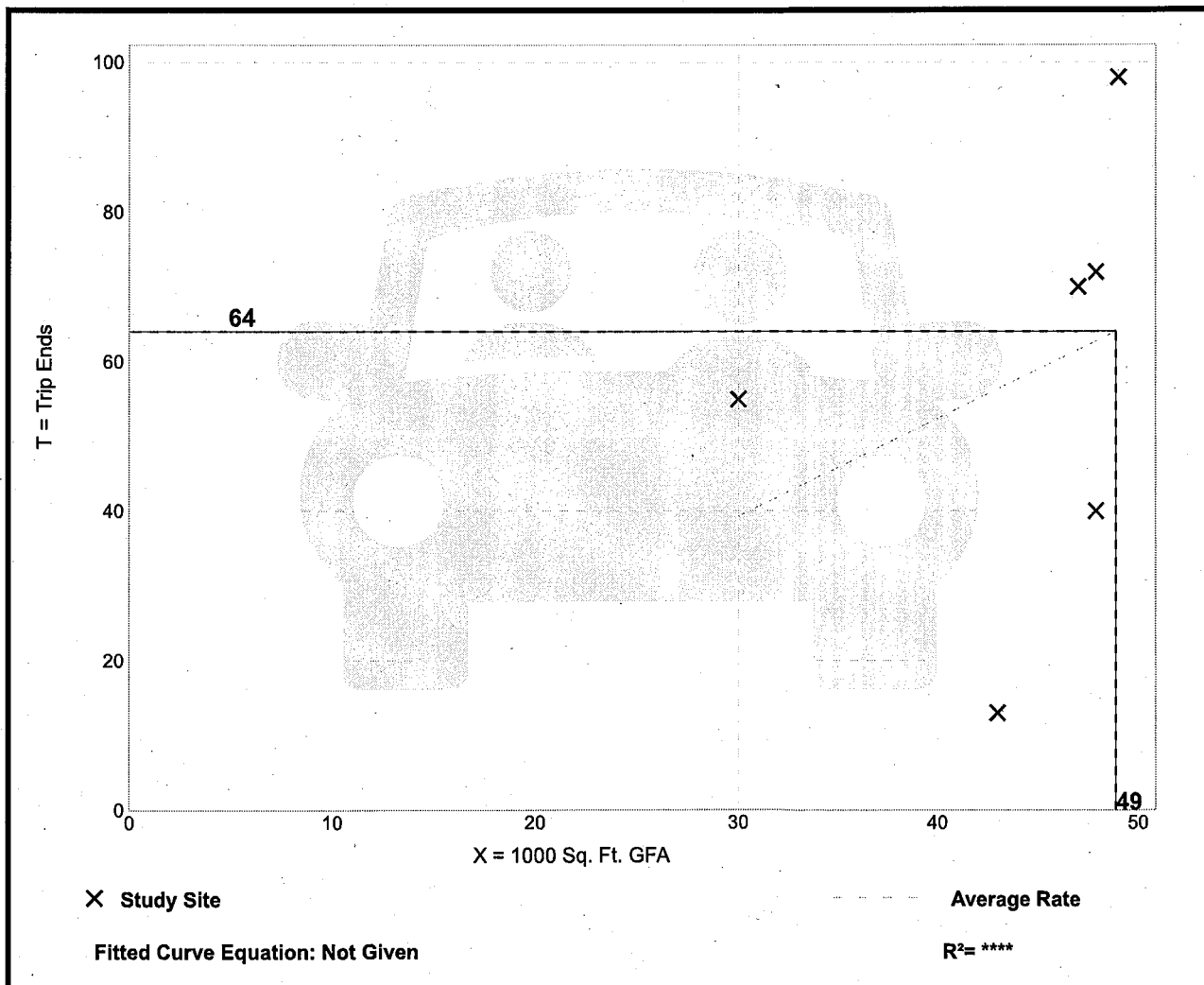
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. 1000 Sq. Ft. GFA: 44
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.31	0.30 - 2.00	0.64

Data Plot and Equation



Health/Fitness Club (492)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. 1000 Sq. Ft. GFA: 37
 Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.45	1.48 - 8.37	1.57

Data Plot and Equation

