

October 14, 2024
Via FedEx

Township of Neptune Zoning Board of Adjustment
P.O. Box 1125
Neptune, NJ 07754-1125

Attn: Kristie Dickert, Board of Adjustment Administrator

**Re: Traffic Impact and Parking Assessment
Crash Champions Collision Repair
Proposed Building Expansion
Block 514 – Lots 1-3
1704 Huntington Avenue
Neptune Township, Monmouth County, NJ
DT # 4790 23-01233**

Dear Zoning Board Members:

Dynamic Traffic has prepared the following assessment to determine the traffic impact and adequacy of access, circulation, and parking associated with the expansion of an existing automobile repair facility located along the eastbound side of Huntington Avenue between NJ Route 35 and Fisher Avenue in the Township of Neptune, Monmouth County, New Jersey (see Site Location Map). The site is designated as Block 514 – Lots 1, 2, and 3 on the Township of Neptune Tax Maps. Lot 2 is currently developed with a 4,204 SF automobile repair facility known as Crash Champions Collision Repair, Lot 1 is currently undeveloped and is utilized as a vehicle storage lot by Crash Champions, and Lot 3 is currently developed with a single family residential home. It is proposed to raze the single family home and construct a 4,104 SF addition to the existing Crash Champions building, for a total 8,308 SF automobile repair facility (The Project). As part of the expansion, it is proposed to modernize the building and construct formal parking lots.

Access to the vehicle storage lot and existing automobile repair facility is currently provided via depressed curb along Huntington Avenue, while access to the single family home is currently provided via a driveway along Huntington Avenue. It is proposed to close the existing residential driveway and reconstruct the depressed curb along the Huntington Avenue frontage. Additionally, it is proposed to construct formal parking lots on the east and west sides of the building which will each have access to Huntington Avenue via full movement driveways. The east parking lot will be gated and utilized for employee parking and storage of vehicles, while the west parking lot will be for customers. The service bays along the north side of the building will continue to have direct access to Huntington Avenue via the depressed curb along the frontage.

This assessment documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.

- Projections of traffic to be generated by The Project were prepared based upon operational data as provided by the applicant.
- The proposed site driveways were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The parking layout and supply was assessed based on accepted design standards, local requirements, and operational data as provided by the applicant.

Existing Conditions

Huntington Avenue is a local roadway under Neptune Township jurisdiction with a general east/west orientation. In the vicinity of the site the speed limit is not posted and the roadway provides one travel lane in each direction. Curb and sidewalk are provided along portions of the roadway. Huntington Avenue provides a straight horizontal alignment and a relatively flat vertical alignment. The land uses along Huntington Avenue in the vicinity of The Project are a mix of commercial and residential uses.

Site Operational Characteristics

Trip generation projections for The Project were prepared utilizing operational data as provided by the applicant. It is our understanding that the proposed improvements are not anticipated to have a significant impact on the day to day operation and are primarily intended to modernize the site and streamline operations. The following summarizes our understanding of the operations.

The repair facility will be open from 8:00 AM to 5:00 PM on weekdays, consistent with the existing hours of operation. There will be a total of 6 employees, with all employees arriving at the beginning of the day and leaving at the close of business. With regards to customers, approximately 90% of Crash Champion's business is generated directly through insurance companies. Crash Champions offers online estimating and then will schedule a time for the customer to drop-off their vehicle. The majority of repairs are by appointment, with only about 2 customers/month walking in. It should be noted that Crash Champions has another larger facility in Wall Township that would be able to help with load sharing if it were to become necessary.

Most vehicles are in a condition where they can be driven to the site, with about 1 vehicle/week arriving on a flat bed. When vehicles arrive, they are dropped off in a parking space and then the vehicle is moved into a repair bay and evaluated. The necessary parts are inventoried, and the vehicle is then moved back to the outside storage spaces or will remain in the repair bay until necessary parts are received. Vehicles will be stored inside when possible, otherwise they are kept in the gated parking lot on the east side of the building. Repairs typically take 2-3 days to complete, and then the vehicle is moved to the west parking lot and picked-up by the customer. Crash Champions receives approximately 3 vehicle drop-offs and 2-3 vehicle pick-ups per day.

The following table summarizes the trip generation associated with the above operations. It was conservatively assumed that all employees arrive in the morning and leave in the evening during the same peak hour. Additionally, it was assumed that 1 drop off and 1 pick up occur during each peak hour.

Table 1
Trip Generation

| Use | AM PSH | | | PM PSH | | |
|-------------------------------------------|--------|-----|-------|--------|-----|-------|
| | In | Out | Total | In | Out | Total |
| 8,308 SF Crash Champions Collision Repair | 9 | 3 | 12 | 3 | 9 | 12 |

As seen above, the facility is anticipated to generate a total of 12 trips during the weekday morning and evening peak hours. It should be noted that the number of trips falls below the NJDOT accepted threshold of a significant increase in traffic of 100 peak hour trips. As such, it is not anticipated that the expansion will have any perceptible impact on the traffic operation of the adjacent roadway network. Additionally, as previously mentioned, the site is currently developed with a Crash Champions Repair Center and conservatively no credit was taken for the trips associated with the existing facility.

Site Access and Circulation

The site was reviewed with respect to the site access and on-site circulation design. As previously noted, access to the site will be provided via depressed curb along the Huntington Avenue frontage. Additionally, it is proposed to construct formal parking lots on the east and west sides of the building which will each have access to Huntington Avenue via full movement driveways. The east parking lot will be gated and utilized for employee parking and storage of vehicles, while the west parking lot will be for customers. The service bays along the north side of the building will continue to have direct access to Huntington Avenue via the depressed curb along the frontage.

The parking lot will be serviced by parking aisles with widths of 24', which satisfy the Ordinance's minimum requirement of 24'. These aisles will allow for two-way circulation and 90 degree parking.

Parking

The Neptune Township Ordinance sets forth a parking requirement of 2 parking spaces per bay and work area for automotive body repair uses. This equates to a parking requirement of 24 spaces for the proposed 8,308 SF automobile repair facility (12 service bays/work areas). The site as proposed provides 17 parking spaces, inclusive of one ADA-accessible space, and the Ordinance requirement is not satisfied.

Based on operational information provided by the client, the 17 parking spaces as proposed will be sufficient to support the parking demand. The 6 employees will utilize the 4 employee only parking spaces as well as 1 set of tandem spaces in the east parking lot. This leaves 3 sets of tandem spaces in the east parking lot for the storage of vehicles. In addition, the facility includes 9 service bays which will essentially serve as storage spaces for vehicles being worked on, for a total of 15 vehicle storage spaces. The 15 storage spaces will be more than sufficient to support the facility's anticipated workload.

Additionally, the 5 spaces in the west parking lot will be utilized by customers to drop off and pick up vehicles. These spaces will be sufficient to support the facility's demand of approximately 3 drop offs and 2-3 pick ups per day, which primarily occur at scheduled times. Further, as previously mentioned, Crash Champions has another larger facility in Wall Township that will help with load sharing if necessary. As such, it is anticipated that the parking supply will be more than sufficient to support the projected demand.

Findings

Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed 8,308 SF Crash Champions Repair Facility will generate 9 entering trips and 3 exiting trips during the morning peak hour, and 3 entering trips and 9 exiting trips during the evening peak hour. The site is currently developed with a Crash Champions Repair Center and conservatively no credit was taken for the trips associated with the existing facility.
- Access to the site will be provided via depressed curb along the Huntington Avenue frontage. Additionally, it is proposed to construct formal parking lots on the east and west sides of the building which will each have access to Huntington Avenue via full movement driveways. The east parking lot will be gated and utilized for employee parking and storage of vehicles, while the west parking lot will be for customers. The service bays along the north side of the building will continue to have direct access to Huntington Avenue via the depressed curb along the frontage.
- As proposed, The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of the anticipated vehicle mix.
- The proposed parking supply and design is sufficient to support the anticipated demand.

Conclusion

Based upon our Traffic Impact and Parking Assessment as detailed in the body of this report, it is the professional opinion of Dynamic Traffic that the adjacent street system of Neptune Township, Monmouth County, and NJDOT will not experience any significant degradation in operating conditions with the expansion of the site. The site driveways are located to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and provides adequate parking to accommodate The Project's needs.

If you have any questions on the above, please do not hesitate to contact our office.

Sincerely,

Dynamic Traffic, LLC



Justin Taylor, PE, PTOE
Senior Principal
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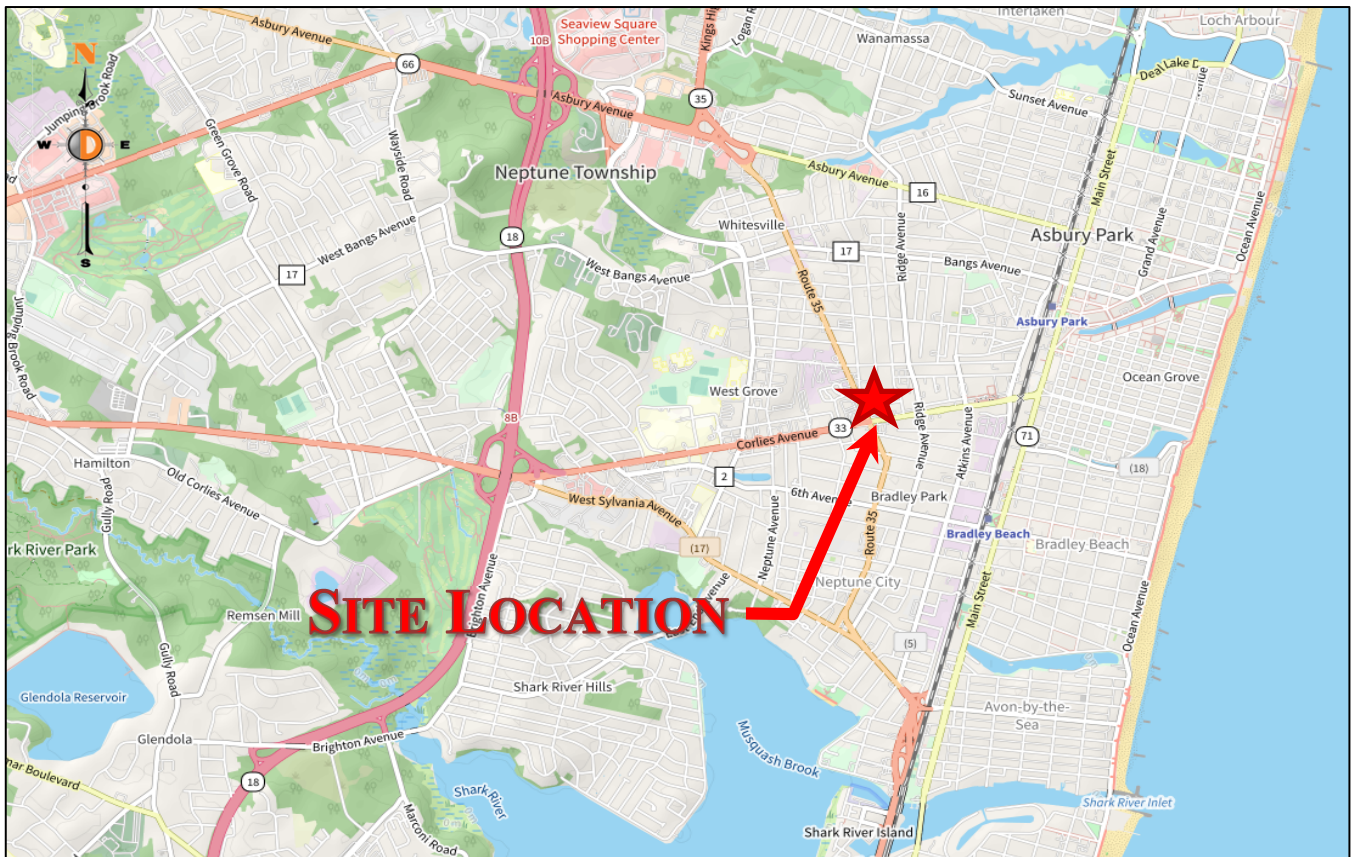


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Enclosures

c: Adam Liska (via email w/encl.)
Jason Tuvel (via email w/encl.)
Jim Henry/Conor Daly/Perry Rocco (via email w/encl.)



Crash Champions Collision Repair
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Figure 1

Site Location Map