

January 30, 2025

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
Proposed Parking Lot Expansion
Block 3301 – Lots 8 & 12
3405 NJ Route 33
3454 West Bangs Avenue (CR 17)
Township of Neptune, Monmouth County, NJ
DT # 5351 24-02297**

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 improvements to an existing site located along the westbound side of NJ Route 33 just east of West Bangs Avenue (CR 17) in the Township of Neptune, Monmouth County, New Jersey (see Site Location Map). The site is designated as Block 3301 – Lots 8 and 12 on the Township of Neptune Tax Maps. Lot 8 is currently developed with a 24,898 SF office building, with the first floor occupied by Neptune Adult Day Health Center and the second floor occupied by Morgan Dermatology, while Lot 10 is currently undeveloped. It is proposed to maintain the existing building and tenants, improve 192 SF of the basement for use by the existing tenants, and expand the existing parking lot onto Lot 8 to provide a total of 26 additional parking spaces (The Project). Access to the site is currently provided via a full movement driveway along NJ Route 33. It is proposed to maintain the existing driveway along Route 33 and construct a new full movement driveway along West Bangs Avenue. The proposed access point along West Bangs Avenue will improve circulation as patrons will be able to access Route 33 eastbound via the signalized intersection of Route 33 and West Bangs Avenue.

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 utilizing trip generation data as published by the Institute of Transportation Engineers.
- The proposed site driveway was 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 and Ordinance requirements.

Existing Conditions

NJ Route 33 is an Urban Principal Arterial roadway under NJDOT jurisdiction with a general east/west orientation. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides two travel lanes in each direction. Curb is provided along both sides of the roadway. Sidewalk is provided along the site frontage, but is generally not provided along either side of the roadway. NJ Route 33 provides a slightly curved horizontal alignment along the site frontage and a rolling vertical alignment. The land uses along NJ Route 33 in the vicinity of The Project are a mix of residential and commercial uses.

West Bangs Avenue (CR 17) is an Urban Major Collector roadway under Monmouth County jurisdiction with a general north/south orientation. In the vicinity of the site the posted speed limit is 40 MPH and the roadway provides one travel lane in each direction. Curb is provided along both sides of the roadway. Sidewalk is only provided along the west side of the roadway to the north of Route 33 and along both sides of the roadway just south of Route 33. West Bangs Avenue provides a straight horizontal alignment and an upgrade in the northbound direction along the site frontage. The land uses along West Bangs Avenue in the vicinity of The Project are a mix of residential and commercial uses.

Site Generated Traffic

As previously mentioned, it is proposed to maintain the existing building and tenants, and improve 192 SF of the basement space for use by the existing tenants; however, Morgan Dermatology has hired 2 additional providers which will result in a total of 12 additional employees. Trip generation projections for the increase in site generated trips associated with the additional employees were prepared utilizing trip generation research data as published under Land Use Code (LUC) 720 – Medical-Office Building (Employees) in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual, 11th Edition*. This publication sets forth trip generation rates based on empirical traffic count data conducted at numerous research sites. The following table shows the anticipated trip generation for The Project during the weekday morning and weekday evening peak street hours (PSH).

Table 1
Trip Generation

| Use | AM PSH | | | PM PSH | | |
|--|--------|-----|-------|--------|-----|-------|
| | In | Out | Total | In | Out | Total |
| Medical Office (12 Additional Morgan Dermatology Employees) | 12 | 4 | 16 | 4 | 6 | 10 |

As seen above, the additional employees for Morgan Dermatology are anticipated to result in a maximum of 16 total peak hour trips. It should be noted that the number of new 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 additional employees will have any perceptible impact on the traffic operation of the adjacent roadway network.

Additionally, with the proposed secondary access point along West Bangs Avenue, it is anticipated that the minor increase in site generated traffic will feel negligible. Based on the existing trip distributions obtained utilizing connected vehicle data, it is anticipated that approximately 25-30% of the existing and proposed site generated traffic will utilize the proposed access point along West Bangs Avenue. This could result in approximately one vehicle entering and exiting the site every 1.5 to 2 minutes during the busiest hours.

Site Access, Parking 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 the existing full movement driveway along Route 33 and a new full movement driveway along West Bangs Avenue. The proposed access point along West Bangs Avenue will improve circulation as patrons will be able to access Route 33 eastbound via the signalized intersection of Route 33 and West Bangs Avenue.

The proposed parking lot will be serviced by an aisle with a width of 25', which satisfies the Ordinance's minimum requirement of 24'. This aisle width will allow for two-way circulation and 90 degree parking. Review of the site plan design indicates that the site can sufficiently accommodate a large wheel base vehicle, such as a single unit truck (SU), along with the automobile traffic anticipated.

The site currently provides a total of 87 parking spaces. It is proposed to remove 1 parking space and construct 27 additional parking spaces, for a total of 113 parking spaces. The Neptune Township Ordinance sets forth a minimum parking requirement of 1 parking space per 300 SF for office uses. Additionally, per the Ordinance, the number of proposed spaces shall not exceed 20% of the minimum requirement. This equates to a minimum parking requirement of 84 spaces and a maximum requirement of 101 spaces for the 25,090 SF office building. As such, the 113 spaces as proposed exceed the maximum requirement of 101 spaces. Per information provided by the applicant, the existing parking lot is close to being 100% occupied during peak business hours. Additionally, as previously mentioned, Morgan Dermatology has hired 2 additional providers which will result in a total of 12 additional employees, as well as additional clients. As such, the proposed additional parking spaces will support the anticipated increase in parking demand. It is the opinion of Dynamic Traffic that the parking spaces in excess of the Ordinance maximum requirement are necessary based on existing operations, and the Board can feel comfortable granting the requisite waiver.

It is proposed to provide parking stalls with dimensions of 9'x18', which satisfy the Ordinance requirement of 9'x18' for office uses.

Findings

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

- As previously mentioned, it is proposed to maintain the existing building and tenants, and improve 192 SF of the basement space for use by the existing tenants; however, Morgan Dermatology has hired 2 additional providers which will result in a total of 12 additional employees. The additional employees are anticipated to result in 12 additional entering trips and 4 additional exiting trips during the weekday morning peak street hour, and 4 additional entering trips and 6 additional exiting trips during the weekday evening peak street hour that are "new" to the adjacent roadway network.

- It is anticipated that approximately 25-30% of the existing and proposed site generated traffic will utilize the proposed access point along West Bangs Avenue. As such, it is anticipated that the minor increase in site generated traffic will feel negligible.
- Access to the site will be provided via the existing full movement driveway along Route 33 and a new full movement driveway along West Bangs Avenue. The proposed access point along West Bangs Avenue will improve circulation as patrons will be able to access Route 33 eastbound via the signalized intersection of Route 33 and West Bangs Avenue.
- As proposed, The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles.
- The proposed parking supply and design are being proposed to support the projected increase in parking 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 Monmouth County and NJDOT will not experience any significant degradation in operating conditions with the proposed site improvements. The additional site driveway is 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 me.

Sincerely,

Dynamic Traffic, LLC



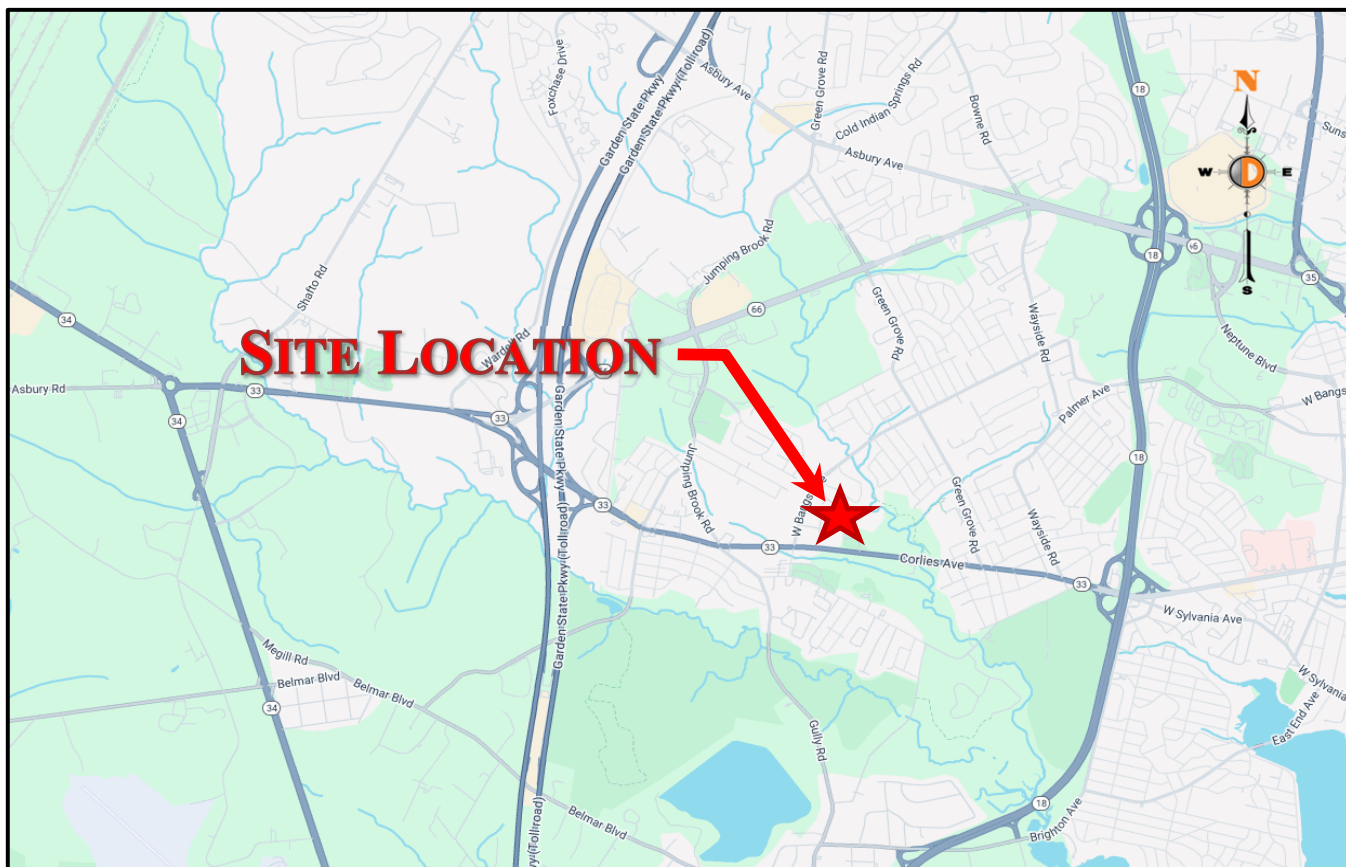
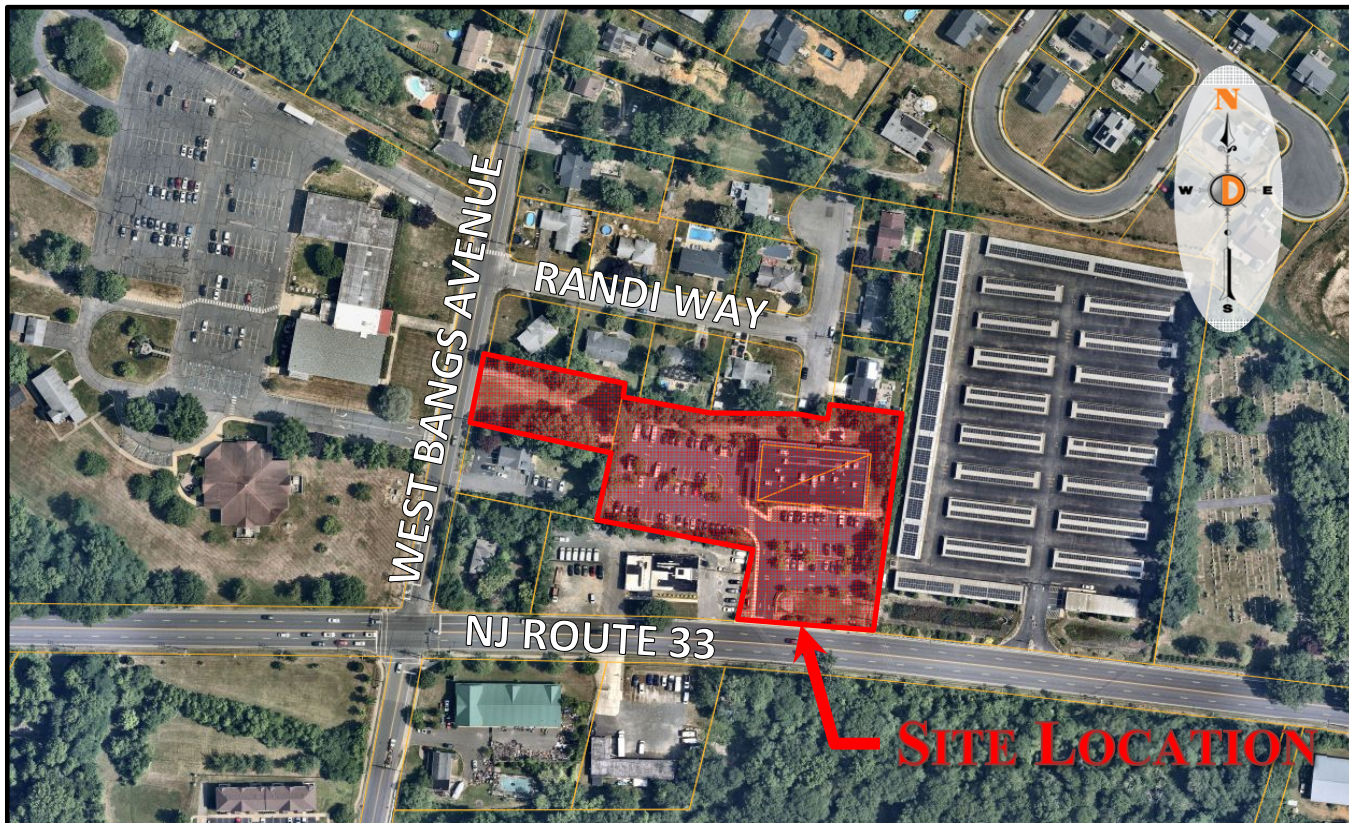
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Enclosures

c: Aaron Morgan (via email)
Jen Krimko (via email)
Andrew Grover (via email)



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Figure 1

Site Location Map