

McDonough & Rea Associates, Inc.

Traffic and Transportation Consulting

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*Revised September 9, 2022
October 26, 2021*

Borough of Keyport Unified Planning Board
Borough Hall
70 West Front Street
Keyport, NJ 07735

Re: Keyport Professional Plaza LLC- Amended Site Plan and Use Variance Application
25 East Front Street
Lot 1.02 in Block 80
Borough of Keyport, Monmouth County
MRA File No. 18-237

Dear Board Members:

McDonough & Rea Associates (MRA) has been asked to provide a Traffic Statement for the *Gulls View Apartments*, which will consist of 50 multi-family units on the noted property on Front Street at the northeast corner of Front Street/Broad Street in the Borough of Keyport. The Applicant previously received preliminary and final *Site Plan* approval to demolish a portion of the existing building and construct a new addition with 24 residential apartments. MRA had previously prepared a *Traffic Statement*, dated November 29, 2018 in connection with that application and appeared at a Keyport public hearing to provide expert testimony on that matter.

The Applicant now proposes to demolish a portion of the existing office buildings on site and construct an addition to add 50 residential apartments with an interior courtyard, a surface parking garage and other surface parking.

TRIP GENERATION

Estimates of traffic to be generated by the 50 multi-family units were made after consulting the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The proposed residential building will be a 4-story building with 3 levels of multi-family housing above a surface parking garage. Therefore, Land Use Code 221, entitled *Multi-Family Housing (Mid-Rise)*, was used for the trip generation analysis. *Table I* illustrates the anticipated AM and PM peak street hour traffic generation from the 50 multi-family units.

Please reply to:

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TABLE I
TRIP GENERATION
50 MULTI-FAMILY UNITS

	IN	OUT	TOTAL
AM Peak Street Hour	5	15	20
PM Peak Street Hour	16	10	26

The foregoing estimates represent the amount of traffic that will be generated consistent with the highest peak hour of traffic flow in the adjacent roadway network which typically occurs between 8:15 AM and 9:15 AM and 4:45 PM and 5:45 PM, based on traffic counts conducted by this firm for the November 2018 *Traffic Statement* prepared by MRA. It is MRA's opinion that these estimates of peak hour traffic generation are accurate, especially due to the fact that 38 of the 50 apartments will be 1-bedroom apartments, with only 12 of the apartments being 2 bedroom units. The amount of peak hour traffic generated by the 50 units will be well short of the typical threshold of 100 additional peak hour trips customarily used for a requirement of a full *Traffic Impact Analysis*, based on ITE and New Jersey Department of Transportation (NJDOT) guidelines.

Access to the properties will continue to be gained from a 1-way inbound only driveway from Broad Street and a 2-way driveway from Front Street. Access to the ground level parking areas will be provided via a bifurcated driveway system from a 1-way access aisle running from Broad Street in an easterly direction. All exiting movements from the residential properties will be to the Front Street driveway, similar to the previous plan.

PARKING ANALYSIS

Based on New Jersey Residential Site Improvement Standards (RSIS) parking is required as follows:

- 38 one-bedroom units at 1.8 spaces per unit = 68.4 spaces
- 12 two-bedroom units at 2 spaces per unit = 24 spaces
- Total required = 92.4 (rounded to 93)



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The Menlo Engineering Associates (MEA) plans show a total of 85 parking spaces in the 1-story ground level parking garage and surface parking surrounding the property with 9 electric vehicle stations (EV). According to the New Jersey regulations on EV spaces each EV space counts as 2 spaces, and therefore, the site technically provides 94 spaces. Six parking spaces adjacent to the Broad Street access will be assigned to the townhomes north of the site, resulting in 79 parking spaces without the EV credit or a ratio of approximately 1.6 parking spaces per unit. MRA's experience, with similar type apartments within central New Jersey, is that typical peak parking demand ratios for these types of units, especially given the fact that the majority of the units are 1-bedroom units, will not exceed 1.5 parked vehicle per unit at any time.

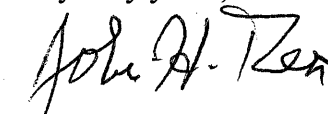
CONCLUSIONS

It is concluded, based on MRA's traffic and parking analysis, that plans to construct 50 multi-family residential units with 38 one-bedroom units and 12 two-bedroom units on the noted property can be approved and operate compatibly with existing traffic and parking conditions in the area. The residential units will generate 20 and 26 peak hour trips, respectively, during the AM and PM peak street hours; far less than the typical threshold of 100 peak hour trips typically required for a full *Traffic Impact Analysis*.

MRA also believes that the parking provided at 85 parking spaces, less the 6 spaces for the townhomes, represents a ratio of over 1.6 spaces per unit, will be more than adequate to satisfy peak parking demands which we believe will be less than 1.5 parked vehicles per unit even during peak times based on experience with other developments of this type within central New Jersey.

We hope the foregoing information is helpful.

Very truly yours,


John H. Rea, PE
Principal


Scott T. Kennel
Sr. Associate

cc:

cc: Sal Alfieri, Esq.
Arie Behar
Mike Marinelli, PE