

Traffic Statement
Brown's Point Marina
Block 20, Lots 9, 11.01, 13, 14 & 14.01
Borough of Keyport, Monmouth County, New Jersey

Introduction

Brown's Point Marina is an existing, active marina with a long history operating in Keyport. The marina has 80 in water boat slips in addition to upland buildings and infrastructure. In December 2018, portions of the overall property were approved under a Borough Redevelopment Plan for new residential apartments and related facilities. Thus, the marina owner is seeking Site Plan approval to repurpose and reposition the remaining marina facility.

The marina has frontage along West Front Street a.k.a. C.R 6. The existing marina includes three buildings – an office, a bathroom facility and a maintenance garage – two multi-level structures for boat rack storage and associated parking and operational areas.

The proposed improvements will remove the three existing buildings and replace them with one two-story, $\pm 5,500$ square foot maintenance and office building. One section from each existing rack (the racks are modular with $20' \pm$ horizontal segments) will be relocated from its east to west side to accommodate the proposed building. A third, new rack is proposed, mirrored and adjacent to the existing southern rack, which will be utilized solely for winter storage. The project will also demonstrate onsite parking and circulation.

Marinas in the northeast are seasonal operations. It is critical to understand that summer months have high demand for leased in-water slips as well as recreation use by boat owners dependent on weather. Weekends and summer holidays are peak usage. Shoulder months see the highest involvement of launching, maintenance, and moving boats in and out of the site. Winter months see an operation with far less parking demand and thus surface land areas are repurposed for winter storage. Aiding in understanding these seasonally evolving needs is the history of operation at this site.

Improvements and Access

As mentioned above, Brown's Point Marina is an existing, active marina. In addition to the approval of apartments and elimination of upland storage areas for trailers and boats, during the summer of 2018, Monmouth County completed replacement of the bridge over Matawan Creek. The bridge project altered access to the site from its frontage along West Front Street (Monmouth County Route 6). These County changes reduced and concentrated the marina access to a ±40-foot wide driveway for marina patrons. A second access is maintained just east of the main entrance and currently is used for employee only access. Both access points are located at the southeast corner of the property.

The employee only access will evolve into the main access for the residential apartment community. (Reference may be made to the Traffic Impact Statement for corresponding apartment application, prepared by Dolan & Dean and last revised March 4, 2019.) The existing office and bathroom facility will also be removed and ultimately replaced with one new building which will provide marina maintenance, office space and bathroom facilities. The building will be located at the eastern most side of the property, just northwest of the existing maintenance building to be removed.

The existing ±40-foot wide access to and from the County Road will remain the main and be the only access point for the marina. Onsite marina circulation areas will generally remain unchanged. The proposed improvements are such that no significant change from existing ingress/egress to the adjacent County roadway is anticipated.

Parking

Borough of Keyport ordinance requires "0.6 spaces per boat slip or contracted rack storage space (not dedicated to slip renters)". Presently, parking for the marina functions but is ad hoc. Previous seasons saw the most significant impacts to parking from leased slips to charter fishing vessels, which created a multi-vehicle demand for each charter. The marina facility intentionally no longer leases slips to charter boats.

MidAtlantic

Engineering Partners

The site plan demonstrates 80 specified and delineated parking spaces. This will require a variance under Borough ordinance. As with circulation, onsite marina parking will generally remain unchanged from the existing conditions. Through years of operational experience, provision of sufficient parking through winter seasons, shoulder seasons, and typical summer weekends has not been an issue. The greatest demand is on the two or three main holiday weekends each summer.

BROWN'S POINT MARINA – PARKING CHART					
DESCRIPTION	EXISTING	PROPOSED	TOTAL	REQUIRED PARKING* (0.6 spaces per slip/rack)	DEMONSTRATED PARKING
BOAT SLIPS	80	45 ¹	125	75	75
BOAT RACKS (IN-WATER USE)	64	0	64	39	5 ²
BOAT RACKS (WINTER STORAGE)	0	64	64	39	0 ^{2,3}
TOTAL	144	109	253	153	80 ²
* <u>Keyport Borough Ordinance. 25:1-9B.4a.4.b.</u> Minimum number of parking spaces shall be 0.6 spaces per slip or contracted rack storage space (not dedicated slip renters).					

1) Proposed and approved under NJDEP Permit # 1322-0400001.2 WFD 140001 & WFD160001. Not proposed as part of this application.

2) Variance Required / Requested.

3) For winter storage of boats which have a contracted in-water slip. Parking accounted for under Boat Slip category.

Traffic Projections

Trip generation projections are customarily made using estimates compiled by the Institute of Transportation Engineers (ITE). Table 1 presents those estimates for a Marina use based on the ITE Trip Generation Manual, 10th Edition. These projections fall well short of the 100 peak hour trips which would even warrant a full traffic impact analysis.

Land Use Category	Berths / Slips (excluding winter storage racks)	AM PSH			PM PSH			Saturday Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
420 - Marina	189	15	8	23	19	19	38	18	24	42

Table 1: ITE Trip Generation Projections

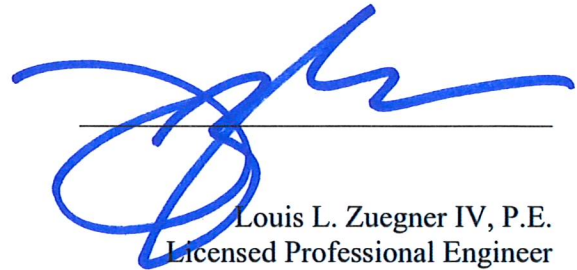
MidAtlantic

Engineering Partners

Conclusion

Onsite marina circulation areas and parking, although it requires a variance, will both generally remain unchanged from the existing condition. The proposed improvements are such in nature that no new significant impact is placed on the adjacent roadway network. Specific operational monitoring and steps are the essential piece to operating the marina successfully. These steps include, among other efforts, limiting or eliminating charter fishing vessels and management control over parking on specific holidays. With these steps in place, the site will provide both adequate circulation in the shoulder seasons and meet peak summer demands for parking.

MidAtlantic Engineering Partners



Louis L. Zuegner IV, P.E.
Licensed Professional Engineer
NJ License No. G.E.226500