

June 22, 2020

Planning Board
Borough of Belmar
601 Main Street
Belmar, NJ 07719

**Re: Traffic Assessment
Residence at 900 Main, Block 95, Lots 5&7
Borough of Belmar, Monmouth County, NJ
Langan Project No.: 130159301**

Dear Board Members:

Sachem Pond, LLC has retained Langan Engineering and Environmental Services to prepare this traffic assessment of the Residences at 900 Main. The project consists of the redevelopment of a parcel of land that contains a former Bank of America building consisting of 6,312 s.f. with a remote 3-lane drive thru facility on the corner of 9th Avenue and Main Street. The project consists of the development of approximately 3,000 s.f of retail/ commercial space and 30 multi-family residential units consisting of 15 1-bedroom units and, 15 2-bedroom units. The project is located in the Block 95 Redevelopment Plan Area.

The redevelopment area is comprised of two (2) properties, totaling 0.5269 acres at the southeast corner of the intersection of Main Street and Ninth Avenue in the CBD-1 Central Business District Zone District. These properties are Block 95, Lots 5 & 7. The properties identified in the redevelopment area are all located entirely within the CBD-1 Zone.

Access to the property will be provided via two driveways from Ninth Avenue. Parking will be provided both under the building and along Ninth Avenue. The driveways will also continue to provide access to the rear of adjacent Lots 8 and 9 via existing and proposed access easements. The pedestrian sidewalk area along the both Main Street and Ninth Avenue will be reconstructed with brick pavers. Parking area bump-outs for parking space protection, extension of the driveways to the traveled way and traffic calming along Ninth Avenue will be provided.

To evaluate the potential traffic impact of the development program, we have prepared a comparison of the prior peak hour traffic generation projection for the prior bank use on the development parcel to the projected traffic associated with the proposed development program.

The traffic projections have been prepared utilizing data published by the Institute of Transportation Engineers (ITE) in the document Trip Generation, 10th edition. The following Table summarizes the peak hour traffic generation comparison.

Table 1 – Trip Generation Comparison

Use	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
6,312 s.f. Bank with 3 Drive-thru Lanes	35	25	60	64	65	129	85	81	166
Total Existing	35	25	60	64	65	129	85	81	166
3,000 s.f. Retail/Office	2	1	3	19	22	41	20	19	39
30 Residential Units	3	12	15	13	7	20	11	10	21
Total Proposed	5	13	8	32	29	61	31	29	60
Difference	-30	-12	-52	-32	-36	-68	-54	-52	-106

As can be seen by the above table, the proposed development program mix will generate less peak hour traffic than previously existed. The proposed driveways are located on Ninth Avenue. Ninth Avenue is a two lane local roadway with parking along its curbs extending six blocks from Ocean Avenue in the east to Main Street in the west. The intersection of Ninth Avenue and Main Street is signalized. Ninth Avenue primarily serves residential homes and has a posted speed limit of 25 MPH. The proposed driveways are located in close proximity to the existing bank driveways. As such, the project is not creating any new points of conflicts. The driveways are being extended to the traveled way with curb bump-outs. The proposed driveway design will provide for good sight lines and driveway identification. Based on the low volume character of Ninth Avenue, the location of the driveways at a point greater than 100 feet from Main Street, and the proposed driveway geometry, we would expect that the driveways will operate at good levels of service.

The project will be supported by 62 parking spaces located beneath the building and along Ninth Avenue. In accordance with the Redevelopment Plan, parking shall be provided at a ratio of one (1) parking space per bedroom and/or 1.5 spaces per residential unit; whichever is greater. Further, parking shall be provided based on two (2) parking spaces per 1,000 square feet of all nonresidential uses. A 50% shared parking allowance is permitted for combining weekday uses with evening/ weekend uses on the same site. Office and general retail uses are considered to be weekday uses, while residential uses are considered to be evening/weekend uses. 50% of the parking requirement of the evening/weekend use of the building may be met through parking already provided for the weekday use. Accordingly, with the ability to share the 9 parking spaces for the retail /office uses by the residential units, 45 spaces are required. The plan proposes 49 parking spaces on site and reconstruction of 13 spaces (net gain of one) along Ninth Avenue. The required parking supply is met by the proposed 49 on-site parking spaces.

Based upon our review of the proposed plan and the information as documented herein, it is our conclusion that the proposed driveways will operate safely and efficiently and that the traffic generated by the project will be accommodated on the adjacent roadway network. The redevelopment of the property as proposed will not have a significant or perceptible traffic impact on the adjacent roadways as compared to the prior bank use of the property.

Sincerely,

Langan Engineering and Environmental Services, Inc.



Karl A. Pehnke, P.E., PTOE
Vice President

KAP:kap

cc:John Sarto, Esq.
Alec Taylor
Bill Stapleton