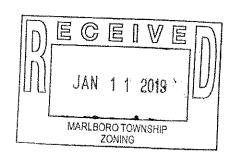


181 WEST HIGH STREET SOMERVILLE, NJ 08876

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November 19, 2018



Marlboro Township Zoning Board of Adjustment 1979 Township Drive Marlboro, NJ 07746

Re:

Proposed Carwash Block 122, Lot 33

Route 79 & Tennent Road Marlboro, Monmouth County

Dear Board Members:

A use variance and site plan application has been filed by Posh Carwash & Lube to construct a carwash with two express lube bays along Tennent Road, just east of the intersection with Route 79 in Marlboro Township, Monmouth County, New Jersey (Figure 1). The subject property while currently vacant was previously approved for an approximate 8,500 square-foot office building.

This site is situated between a drive-in bank to the east and an office building to the west. Other uses surrounding the site are primarily commercial, except for two single-family homes directly opposite the site on Tennent Road.

As part of the application, this traffic impact assessment has been commissioned specifically to examine traffic conditions surrounding the site and evaluate the site suitability for the proposed use. Site access is proposed via one full-movement driveway on Tennent Road with a 6-foot wide concrete median to separate inbound and outbound traffic.

Familiarity with other carwashes offers significant insight into the projected operations of the proposed facility. Through a traffic evaluation of the proposed carwash, this analysis concludes that there will be no negative effects on traffic conditions along Tennent Road with the proposal to develop a carwash with lube facility. In addition, the site design has been reviewed to ensure the project can operate safely and efficiently with adequate on-site staging area to prevent any potential for queuing onto the public streets.

EXISTING ROADWAY CONDITIONS

As previously mentioned, the site is located east of the Route 79 intersection with Tennent Road, and is designated as Lot 33 in Block 122 of Marlboro Township, Monmouth County. Currently the site is vacant; adjacent land uses include the Garden State Community Bank located to the east, and an office building housing the Strand Insurance Finance Company as well as the Leneve School of Art to the west.

Posh Carwash Block 122, Lot 33 Route 79 & Tennent Road Marlboro, Monmouth County

Tennent Road is designated as Monmouth County Route 3 and has a general north/south orientation, however turns east just before intersecting Route 79. Therefore, for the purpose of this analysis Tennent Road will be considered to run in an east/west direction. Within vicinity of the site, the roadway provides one lane of travel in each direction with a posted speed limit of 35 miles per hour.

Route 79 is a State roadway under New Jersey Department of Transportation jurisdiction and has a general north/south orientation. The roadway generally provides one lane of travel in each direction with left and right turn lanes at major intersections. The posted speed limit is 45 miles per hour.

Route 79 & Tennent Road meet at a signalized "T-type" intersection, where the eastbound Tennent Road approach to the intersection provides for left and right turning movements via a single lane. On the southbound approach to the intersection, a right turn only lane is provided for movements onto westbound Tennent Road.

EXISTING TRAFFIC VOLUMES

To review the existing traffic conditions surrounding the property in question, manual turning movement counts were conducted during peak times of street activity that could be impacted by the proposed carwash facility. In particular, ambient "street" traffic activity is usually highest during morning and evening "rush" commuter hours. However minimal carwash activity typically occurs during morning peak hours.

In terms of potential site development, the proposed use and unique operating characteristics of this particular facility, represents one of the lower traffic commercial generators that would create limited peak hour traffic impacts on the adjacent roadway system. Compared to permitted uses in the C-2 Zone, the proposed carwash has lower traffic generation – not inconsistent with the approved office use - which lessens the potential traffic impacts on the surrounding area.

To first evaluate ambient traffic conditions at the site, manual traffic counts were conducted at the Tennent Road and Route 79 intersection during the following periods; appended Figure 2 shows the existing weekday evening and Saturday peak hour traffic volumes at the subject intersection:

- > Saturday, October 20, 2018 from 11:00 a.m. to 2:00 p.m.
- Tuesday, October 23, 2018 from 4:00 p.m. to 6:30 p.m.

Experience has shown that during the typical weekday commuter peak hours when most traffic activity is typically "home-to-work" and "work-to-home" trips, motorists seldom make a special trip to a carwash. Particularly during the peak carwash winter season, it is usually dark during PM peak hours, and carwashes are often not open (or do very little business). Rather, motorists are more likely to visit a carwash during non- (or "off") peak hours, when on-street traffic volumes are significantly lower, for example at lunch-time on weekdays or on weekends.



Posh Carwash Block 122, Lot 33 Route 79 & Tennent Road Marlboro, Monmouth County

From a land use planning/traffic engineering perspective, land uses that do not by nature generate typical (commuter) peak hour trips, allow a more efficient use of available roadway capacity. In contrast, a typical residential or commercial/office use typically generates maximum traffic activity during those time periods when roadway capacity is most restricted. The proposed carwash use affords an added benefit in the minimal impact on peak hour capacity by generating the majority of site related traffic during "off peak" hours.

ANALYSIS OF EXISTING TRAFFIC VOLUMES

Traffic activity was observed to flow along Route 79 without any significant queuing or unexpected delays during both peak hours. Queuing was observed along Tennent Road on its approach to Route 79, this queuing occurred more so during the evening peak hour where vehicle queues infrequently reached the location of the proposed site driveway. While these queues were observed to reach the location of the proposed site driveway, the portion of Tennent Road fronting the site would clear with every superseding green phase, minimizing potential blockage time. These conditions would affect any use of the site and are endemic to the location, not any particular use.

A volume-capacity/level of service analysis was conducted for the existing traffic volumes at the signalized Route 79 intersection with Tennent Road using the Highway Capacity Manual (HCM) Software and based on the current NJDOT traffic signal timing plan. This type of analysis is performed to assess intersection operations and to identify any areas of excessive delay or congestion.

Figure 3 illustrates the existing peak Levels of Service at the Route 79 intersection with Tennent Road. As shown, during the critical evening peak hour all movements operate at a Level of Service "D" or better. Similarly, during the Saturday peak hour, northbound & southbound movements at the signalized intersection operate at more favorable Levels of Service "B" & "A" respectfully, with eastbound movements operating at Level of Service "D".

TRAFFIC CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

Trip generation characteristics of any use are directly related to the type, size, and characteristics of the use. Estimates of peak hourly traffic demands for a proposed project are typically prepared utilizing research estimates as complied by the Institute of Transportation Engineers in the <u>Trip Generation Manual</u>. The associated land use categories for the proposed development are 941 "Quick Lubrication Vehicle Stop" and 948 "Automated Carwash."

Obviously, with certain types of land uses, such as residential or commercial buildings, peak hour traffic generation is relatively uniform and consistent. For carwashes, traffic can fluctuate by season and by day for example, during periods of inclement weather, carwash activity is significantly reduced.

Experience has shown that carwashes tend to reach maximum demands on days with seasonal weather immediately following inclement conditions that occurred several days prior. Typically, from January through April, (and occasionally into "pollen season") activity at carwashes is at a maximum. The volume of typical



POSH CARWASH
BLOCK 122, LOT 33
ROUTE 79 & TENNENT ROAD
MARLBORO, MONMOUTH COUNTY

and seasonal traffic expected to be generated by the proposed carwash during the busiest street peak periods is shown in the following Table I:

TABLE I
ESTIMATED TRIP GENERATION
PROPOSED CARWASH & QUICK LUBE FACILITY

Land Use	Size	Evening P	eak Hour	Saturday P	eak Hour
Land Use	Size	Enter	Exit	Enter	Exit
Carwash	2,925 SF	17	17	45	45
Quick Lube	2 Bays	6	6	5	5
Total		23	3	50	50

FUTURE TRAFFIC VOLUMES

It is recognized that traffic routinely fluctuates along various state and county roadways, as well as local streets, and varies not only day-to-day, but also on a monthly and yearly basis. Normal "background" traffic increases regularly occur as attributed to continued regional growth and changes in driver demographics.

There may also be additional traffic generated by other projects that will lead to increased demands on the roadways in the site vicinity (at least to some degree), even if no changes were to occur on the subject property. Traffic has been found to regularly increase as development/redevelopment continues within the Township and neighboring communities.

To establish future conditions the 2018 existing volumes were increased by the NJDOT growth factor for Monmouth County of 1.5% per two years. These "no-build" volumes are illustrated on Figure 5. Site traffic was then added to the "no-build" volumes to create the future 2020 "build" scenario. Appended Figure 6 depicts the evening and Saturday peak hour traffic volumes for the future "build" conditions.

ANALYSIS OF FUTURE TRAFFIC CONDITIONS

Revised volume/capacity Level of Service analyses were conducted for the future "build" traffic conditions. Figure 7 illustrates the projected future Levels of Service. As shown, there will be <u>no significant capacity constraints</u> for movements either entering or exiting the proposed carwash. The site driveway will operate at Level of Service "C" or better during both peak hours. No significant delays are projected for the driveway approaches, and all traffic is expected to be able to readily enter and exit from the site.

With the addition of site traffic "build" levels of service at the Tennent Road intersection with Route 79 will continue to operate under "no-build" conditions. In other words, the addition of site traffic will have a negligible impact on signal operations.



Posh Carwash Block 122, Lot 33 Route 79 & Tennent Road Marlboro, Monmouth County

As a land use that will generate its primary traffic demands during "off-peak" times due to the nature of the proposed, the site development will not create any significant traffic impacts on the existing roadway system, particularly during the critical weekday evening peak period. This analysis has demonstrated that sufficient roadway capacity will exist and that acceptable driveway operations will be provided.

SITE ACCESS AND CIRCULATION

The Site Plan prepared by Cranmer Engineering, PA has been reviewed with specific attention focusing on the provision of safe and efficient access, egress and circulation. Site access is proposed via one full-movement driveway along Tennent Road.

Of particular concern with any carwash operation is the amount of queuing (or vehicular storage) provided on the site. Providing an adequate and well-defined storage area for carwash traffic is particularly critical when queues can, and do, become long on peak, seasonal days. Obviously, to maintain overall safety in the vicinity of the site, waiting vehicles should be stored on private property, clear of driveways and parking so that traffic does not interfere with free movement of traffic on the adjacent street and on-site.

Carwash equipment technology has significantly improved and carwashes now have the capacity to vary the processing speeds allowing more vehicles to be served. This improvement allows the operator to speed up the equipment, thus reducing queuing and improving customer service.

Therefore, in investigating the queuing requirements for a carwash, observations at existing carwash facilities during peak periods are particularly helpful to identify the actual maximum queues. During the seasonal period of peak site activity, from recent observations conducted at full-service, automated conveyor carwash facilities, maximum, seasonal peak hour queues of up to 15 vehicles have been experienced. For queues of this length, subsequent vehicles are unwilling to wait and often return at another time or visit a competing facility. The site design can accommodate at least 20 vehicles, thus adequate stacking has been provided.

Finally, in review of the site plan, it is further concluded that safe and well-defined ingress and egress will be provided to the site. With the provision of a stacking lane adequate for peak seasonal demands, overall site circulation will provide maximum safety and efficiency.

CONCLUSIONS

In summary, it is evident that the proposed carwash will not create a negative impact on external traffic conditions particularly in consideration of the "off-peak" nature of the proposed use.

Based on the anticipated operation of the proposed carwash with most traffic expected to occur outside of the traditional peak hours, the overall impacts of this proposal will be even lower. It is therefore concluded that the proposed development can be permitted without having any negative impact on the adjacent roadway network.



NOVEMBER 19, 2018

Posh Carwash Block 122, Lot 33 Route 79 & Tennent Road Marlboro, Monmouth County

Safe and efficient circulation can be provided throughout the site. The site driveway as well as the parking areas will be designed in accordance with recommended standards.

Very truly yours,

DOLAN & DEAN

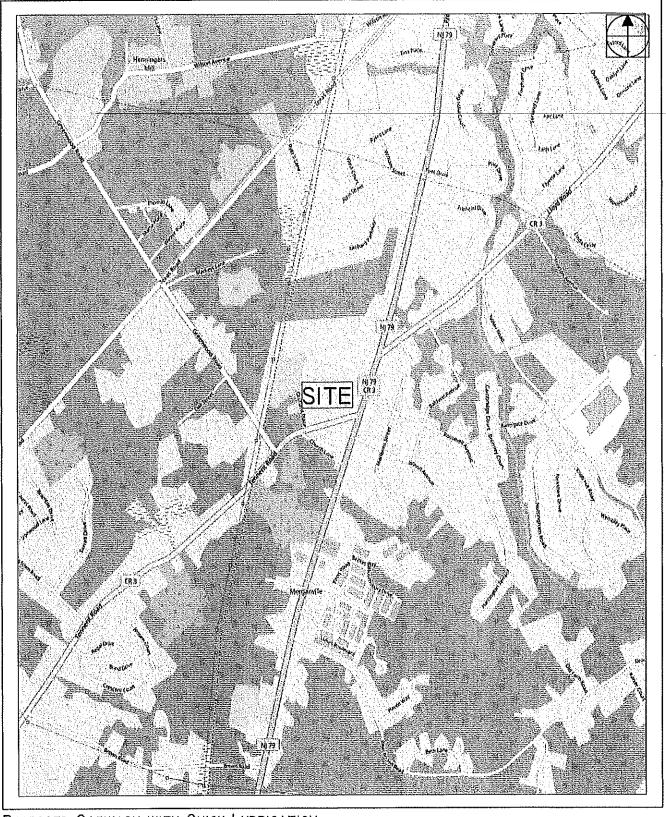
CONSULTING ENGINEERS, LLC

Gary W. Dean, P.E., P.P

EIC/Irc

cc: Marc Markowitz poshcarwash@optonline.net

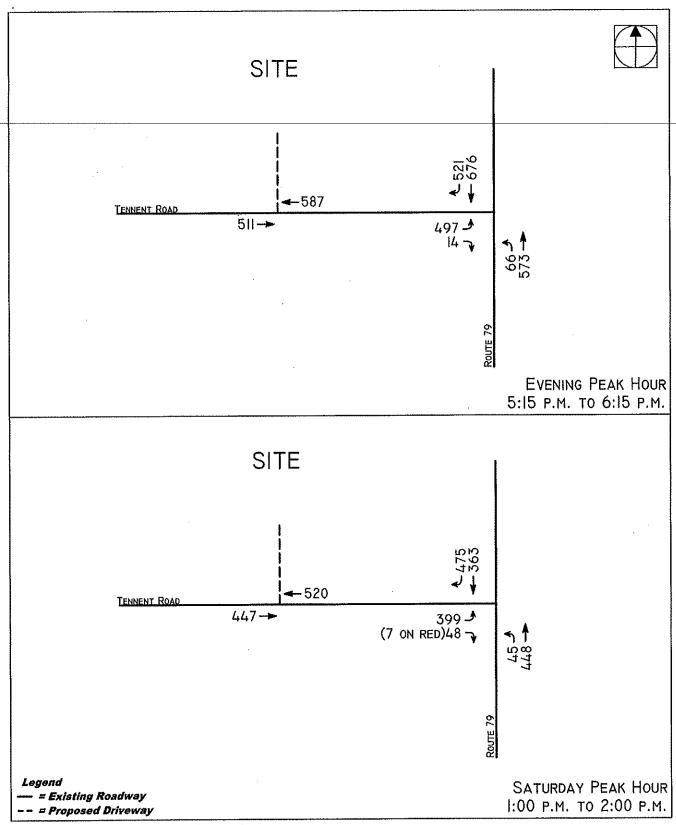




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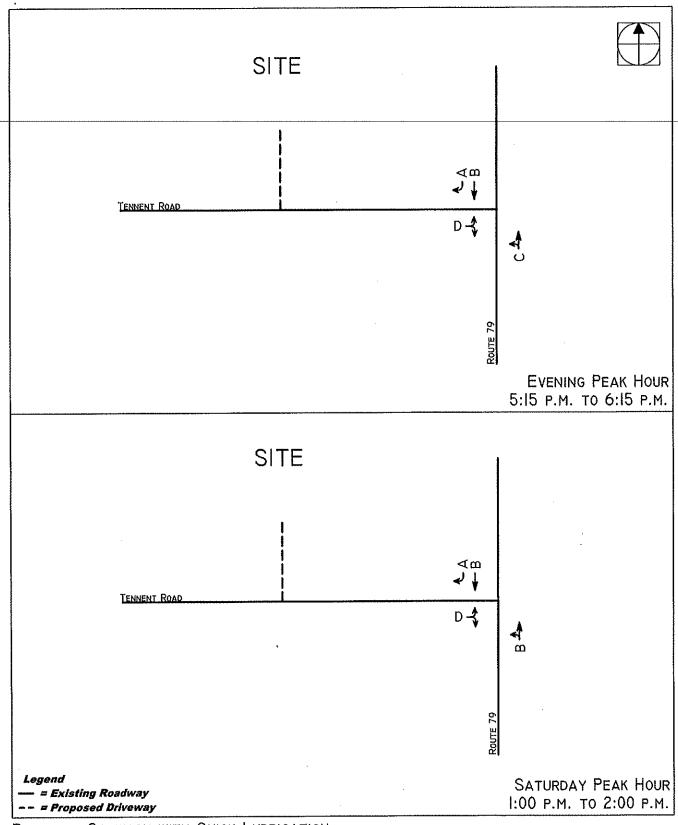
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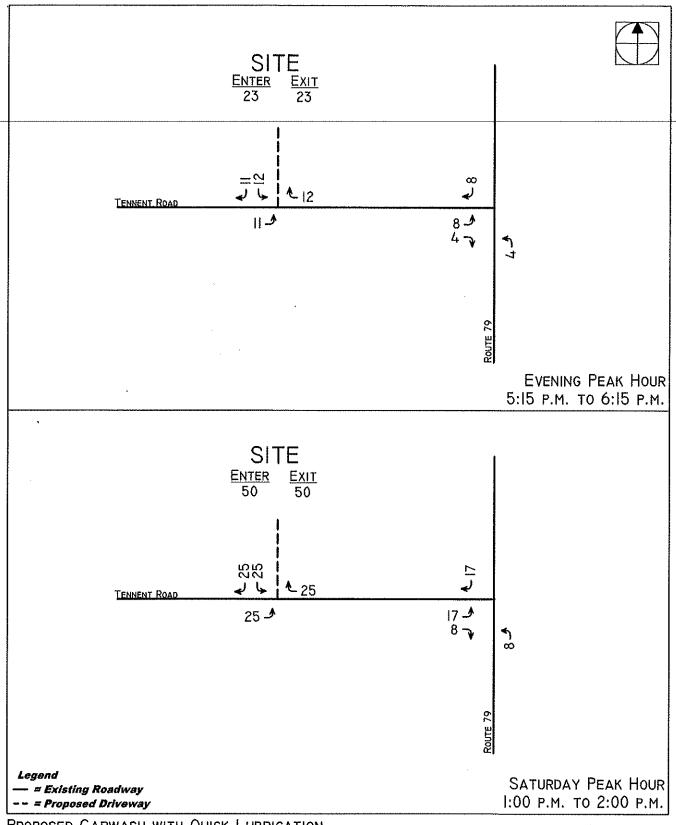
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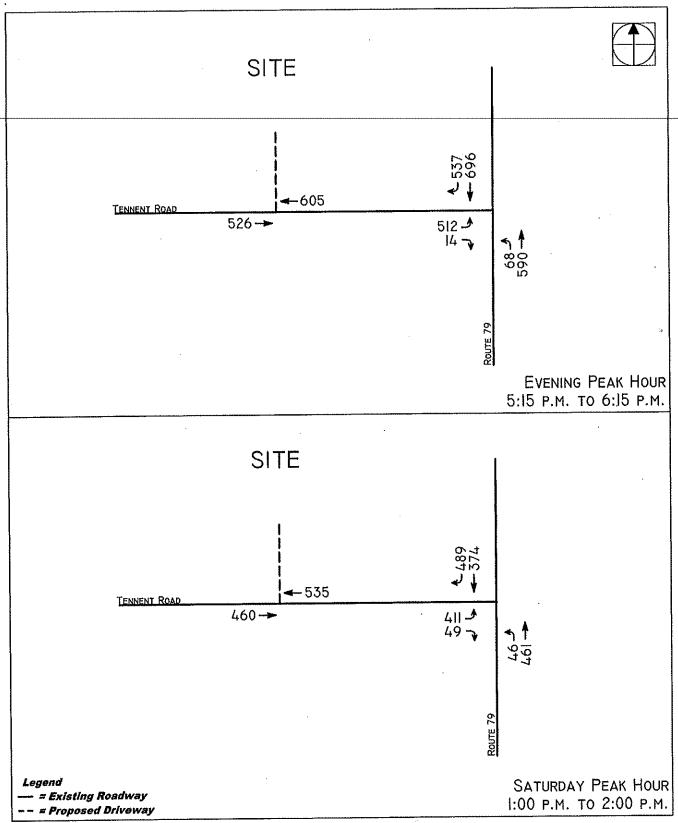
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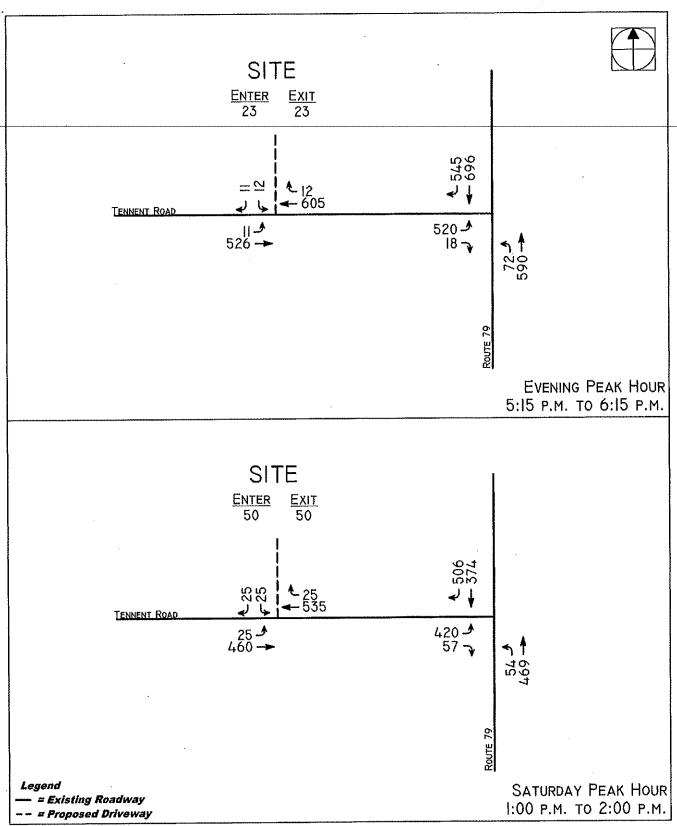
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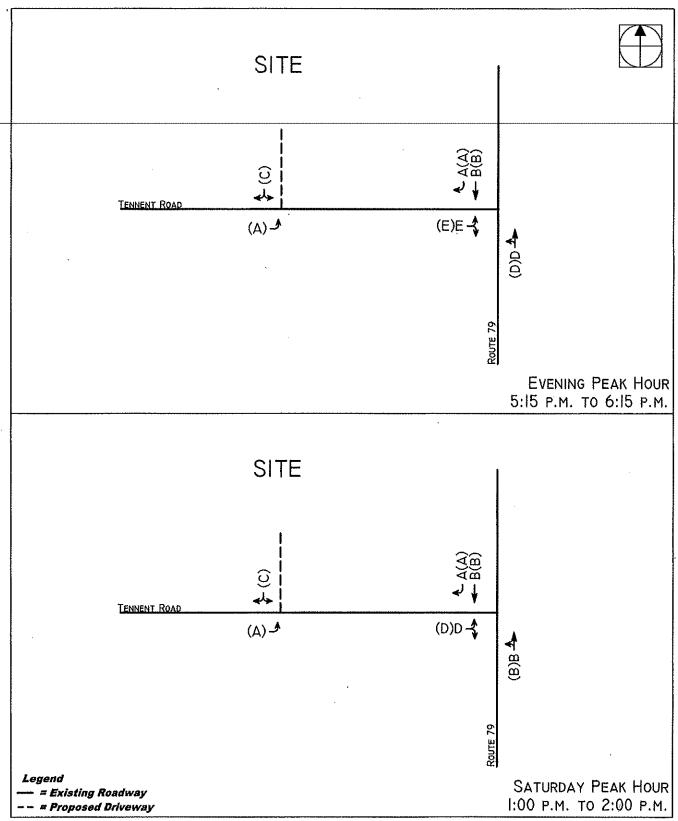
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PROPOSED CARWASH WITH QUICK LUBRICATION TOWNSHIP OF MARLBORO MONMOUTH COUNTY, NEW JERSEY



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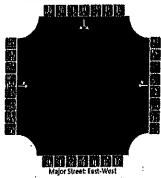
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Project Description	Pm Build										1	MAKHAN	ann A
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<u>Demand Information</u>						W W	Bulling		MINE			₩₩8B	R
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	alyst		Anal	ysis Da	10/3	1/2018		Area T		Oth		—		
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	ise Duration, s		SAME OF	A 6 (20) (8 (2)	34.0 60.		880 PH 184		1023019	1841345 216	56.0 46.0	380,696	Historia (Ka	56.0 6.0
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Annual Property of	me-to-Capacity Ratio	والمتحدد فيستخف المستحد والمتحدد		0.821						0.499			0.365	0.361
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	l of Service (LOS)	OSTUTO PROPERTY.	ROFE		DH	10000			通 類40		第二种家	63		
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penalit njomalons			EB			an and a			PPINB	的相		SB	řek.
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Queue Service Time (g			22.1						0.0			10.6	5.7
Oycle Queue Clearance		电视图	2211						15.8			10,6	67
Green Ratio (g/C)	A CONTRACT OF THE PARTY OF THE	- 20-11	0.31						0.56			0.56	0.87
Dapadity (/c/) (veh/h /s/			57/3			學童	開闢器		1039			1047	1385
Volume-to-Capacity Rati			0.845						0.513			0.376	
	n((150 th percentile)		276					排機	168			(07.9)	
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Level of Service (LOS)		strenzino are	D D		HAVE GIVE USA	(1950) B-180)	(1986) USAS 1997	z (faltizo sie:	B	oomineess)	Zerrejuzuranu	В	A
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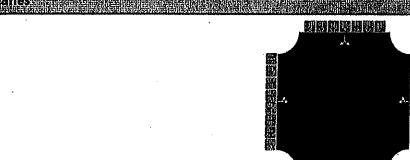
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Intersection Route 79 & Tennent Road	File Name	Roul	le 79 & T	ennent	Sat Bui	d.xus			<u> </u>
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•			GHENIME METUEN	
-	Analyst	EIC ·	· Intersection	Tennent Road & Site Drive
1	Magaray Color of the Color of t			
	Date Performed	11/7/2018	East/West Street	Tennent Road
			iniony some profit	
-	Time Analyzed	Pm Bulld	Peak Hour Factor	0,95
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I	Project Description		•	



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