

June 2, 2021

Nicola Metzheiser  
Vice President  
Philip J. Bowers & Co.  
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Red Bank, NJ 07701  
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**Re: Comment Response  
Shrewsbury Manor, Multi-Family Building  
Borough of Red Bank, Monmouth County, NJ  
Langan Project No.: 130122401**

Dear Ms. Metzheiser:

Langan Engineering and Environmental Services has reviewed the traffic comments provided by T&M Associates in item 6 of their September 4, 2020 review letter. In response to items 6.1 thru 6.4 we offer the following:

It is proposed to develop Block 5, Lots 5, 6.01, 8 and 9.02 with 10 multi-family residential units. The total parking provided will be 50 parking spaces of which 20 will support the proposed multi-family units, 2 spaces are maintained for another area residence per a pre-existing off-site parking easement (7pm to 7am restriction), and the remaining spaces will continue to be available for lease to existing residents of 66-72 Riverside Avenue. One space for electric car charging is also provided. Currently, existing Shrewsbury Manor tenants located at 66-72 Riverside Avenue are renting 11 regular parking spaces and 7 tandem spaces on lots 6.01 and 5. The redeveloped site provides 50 parking spaces, 20 spaces for the new apartment building (10 units), 2 spaces for the easement holder, and 28 spaces for the existing complex.

To evaluate the potential traffic impact of the proposed project, we have prepared peak hour traffic generation projections for the existing uses on the development parcel and for the proposed 10 Multi-family Units. The traffic projections have been prepared utilizing data published by the Institute of Transportation Engineers in the document Trip Generation, 10<sup>th</sup> Edition. For the leased spaces by residents of 66-72 Riverside Avenue, for purposes of the traffic projections, we equated each leased parking space to a residential unit. The following Table summarizes the peak hour traffic generation.

**Table 1 – Peak Hour Trip Generation Comparison**

Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
3,290 S.F. Law Office	5	1	6	3	5	8
3 Multi-Family Units	0	1	1	1	1	2
25 leased spaces to Shrewsbury Manor	3	10	13	11	6	17
<b>Total Existing</b>	<b>8</b>	<b>12</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>27</b>
10 Multi-Family Units	1	4	5	5	3	8
28 leased spaces to Shrewsbury Manor	3	12	15	13	7	20
<b>Total Proposed</b>	<b>4</b>	<b>16</b>	<b>20</b>	<b>18</b>	<b>10</b>	<b>28</b>
<b>Difference</b>	<b>-4</b>	<b>+4</b>	<b>0</b>	<b>+3</b>	<b>-2</b>	<b>+1</b>

As can be seen by the above table, the proposed 10 Multi-Family Residential Units and redevelopment of the tract will generate a similar level of peak hour traffic as compared to the existing office space and apartment units on the site.

The plan will include the closure of three curb cuts along Riverside Avenue, the consolidation of three curb cuts on Allen Place to a single curb cut and the reconstruction of a single curb cut on Morford Place. The elimination of five driveways will reduce points of conflict and improve traffic safety on the abutting roadways. The elimination of the driveways on Riverside Avenue will also improve pedestrian safety by eliminating the potential points of pedestrian/ vehicular interaction. Providing access from Allen Place and Morford Place results in safer and improved access to the property.

It is estimated that refuse will be collected twice per week and recycling once per week. The dumpsters will be rolled out of the enclosures and emptied by a mechanical lift refuse truck.

Deliveries will be typical mail and package deliveries to a residential community. In most instances, UPS, Fed-Ex, Amazon and other delivery providers are already running delivery routes to the area. Accordingly, we would anticipate very little daily change in delivery vehicle activity in the area resulting from the proposed project.

In summary, the proposed 10 residential units and leased parking spaces will generate similar peak hour traffic flows as compared to the existing office, apartments and leased parking spaces currently on the property. Access to the development parcel will be substantially improved. Safe and efficient on-site circulation and parking will be provided.

Sincerely,

**Langan Engineering and Environmental Services, Inc.**



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

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