

Bright View Engineering
Moving you forward

February 23, 2023

VIA (E-MAIL CChrusz@twp.montgomery.nj.us)

Ms. Cheryl Chrusz
Planning Coordinator
Montgomery Township Zoning Board of Adjustment
100 Community Drive
Skillman, New Jersey, 08558

**Re: The Malvern School Properties, LP
Proposed Day School & Medical Office
Block 28010, Lots 57 & 58
982 Georgetown-Franklin Turnpike (CR 518)
Bright View Project No.: 222757**

Dear Ms. Chrusz:

Bright View Engineering has had the opportunity to review the following documentation with regard to the above referenced project:

- Site Plans entitled "Use Variance Plan for The Malvern School Properties, LP" prepared by Dynamic Engineering Consultants, PC, dated December 6, 2022, 7 Sheets
- Architectural Plans entitled "The Malvern School" prepared by Raymond Klumb Architect, dated December 9, 2022, 3 sheets
- "Traffic & Parking Assessment, Proposed Day School and Medical Office," prepared by Dynamic Traffic, LLC, dated December 15, 2022

Project Summary

The proposed project consists of an approximately 8,640 sf day care facility and an approximately 4,000 sf medical office building with access to Brecknell Way via one full movement driveway on the west side of the property and a second emergency only access on the north side of the property.

With regard to the above referenced documents, Bright View Engineering offers the following comments:

Site Plan

- 1) Testimony should be provided regarding the planned configuration of the medical-office building, as architectural plans were not provided. In particular, it is unclear where the building entrance and any emergency doors are located.

70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904
BrightViewEngineering.com

P.O. Box 99
Roseland, NJ 07068



- 2) Testimony regarding the availability of pedestrian access between the proposed development and the nearby retail uses should be provided. At a minimum, a pedestrian connection to the sidewalk on the west side of Brecknell Way should be provided.
- 3) Sight lines for the proposed driveway and the curve on Brecknell Way shall be provided consistent with AASHTO requirements and shown on the landscaping plan. Revisions to the landscaping layout may be required to maintain the appropriate sight lines.
- 4) The site plan indicates a sidewalk extending from the site to the west to Brecknell Way, terminating approximately 110 feet north of CR 518. The purpose of terminating the sidewalk in this location should be provided. Is it the applicant's intent to install a mid-block crosswalk on Brecknell Way at this location?
- 5) It does not appear any monument signs are proposed. Please confirm.
- 6) We recommend building mounted signage include the street address of each building for ease of location by emergency services and patrons.
- 7) Additional information / testimony should be provided regarding planned operation of the site, including the frequency of anticipated deliveries and trash pick-ups.
- 8) Consideration should be given to consolidating / relocating the trash enclosures to minimize the space on site dedicated to trash storage.
- 9) As depicted, sidewalks terminate prior to the trash enclosures. We recommend sidewalks be extended to the trash enclosures to eliminate the need for trash to be brought out through drive aisles.
- 10) Large wheelbase vehicle plans have been provided for a fire truck, SU-30 delivery vehicle and garbage truck and are generally acceptable to this office although clarification is needed regarding the proposed garbage truck circulation plan. It does not appear that a garbage truck can access both dumpster enclosures without exiting and re-entering the site. Please clarify.

Traffic Impact Study

- 11) The TIS utilizes counts completed in October of 2017 and compares them to counts collected in July of 2022, noting that the 2017 volumes are higher and utilized in the analysis. This office is in agreement with this methodology.
- 12) The TIS identifies a number of area developments and adds the traffic associated with them to the existing traffic on CR 518, including those currently under construction or completed since the 2017 counts. This office is in general agreement with the developments identified, although we recommend traffic with the recently proposed assisted living facility at Hartwick Drive and Village Drive be included in the study or justification provided why the addition of such traffic is not warranted. The traffic study for this site was also prepared by Dynamic Traffic.
- 13) The trip generation estimates for the project indicate the site will generate a total of 108 vehicles during the morning peak hour and 109 vehicles during the evening peak hour.

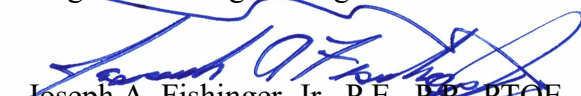


These rates are consistent with ITE 11th Edition Trip Generation Manual values and are acceptable to this office.

- 14) Additional information is required regarding the routing utilized in the TIS as it is not readily apparent what portion of the site traffic will access the site from US 206 and from CR 518 eastbound. We recommend testimony and/or exhibits be provided indicating how vehicles will enter and exit the site from both CR 518 and US 206, including what vehicles are anticipated to access the site using Village Drive at the intersections of both US 206 and CR 518. Additional study locations may be appropriate based on the routing provided. This information should also consider the anticipated opening dates of the various roadway improvements underway in the area to confirm the adjacent roadway network is complete prior to the site opening.
- 15) The site utilizes a 44% pass-by rate for trips associated with the day-care component of the project. While this office is in agreement with the pass by rate utilized, justification for the pass-by routing is required. As depicted, all pass-by traffic enters and exits the site via CR 518 westbound. A portion of the pass-by trips should be routed to / from US 206 northbound and southbound as well as via CR 518 eastbound.
- 16) The TIS reviews the operation of the proposed operation of the intersection of CR 518 & Brecknell Way as well as the site driveway. While the is office is in general agreement with the methodology utilized in the analysis, we recommend revised analysis be provided based on the comments above with regard to new and pass-by trip distributions.
- 17) Consistent with requests from this office on previous studies in this area, the TIS provides an analysis both with and without the Montgomery Promenade development (and its associated improvements). While this analysis is acceptable to this office, vehicle routing both with and without the Montgomery Promenade improvements should be provided.
- 18) Additional information / testimony on the anticipated operation of the day care site should be provided, including the anticipated pick-up and drop-off procedures for the site. Will parents park and walk their children into the facility or be dropped off along the building frontage?

I trust this information will assist the board in its review of this application. If you have any questions, please feel free to contact me at 908-421-4674 or via email at JFishinger@BVEngr.com.

Sincerely,
Bright View Engineering



Joseph A. Fishinger, Jr., P.E., P.P., PTOE
Director of Traffic Engineering

<https://bvengr.sharepoint.com/sites/bvengr/proj/222757-Montgomery-MalvernSchool/3-Correspondence/Review Letter 1.docx>

70 South Orange Avenue, Suite 109
Livingston, New Jersey 07039

C: (732) 236-7557 T: (973) 228-0999 F: (201) 753-3904
BrightViewEngineering.com

P.O. Box 99
Roseland, NJ 07068