

**Bright View Engineering**  
*Moving you forward*

May 9, 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 supplemental documentation with regard to the above referenced project. Updated information is noted in **bold** text:

- **Site Plans entitled “Preliminary Site Plan for The Malvern School Properties, LP” prepared by Dynamic Engineering Consultants, PC, dated April 28, 2023, 22 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, **revised May 1, 2023**

### **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. For ease of reference, earlier comments are provided in *italics* with updated commentary in regular text:

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## **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.*

Comment stands. The applicant has responded that architectural plans for the proposed medical office building will be provided during final site plan. We maintain that testimony regarding the proposed access to the medical building should be provided for the benefit of the board, to include locations of the proposed access point to the building. If any doors are proposed on the sides or rear of the building, sidewalk may be appropriate to said access points.

- 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.*

Comment partially addressed. The site plans include a pedestrian connection on Brecknell Way on the north side of the site. It is unclear, however, how pedestrians at the proposed Malvern School will access the proposed crosswalk. Can a sidewalk connection between the two buildings be provided?

Also, ADA accessible ramps and associated crosswalks should be provided across Brecknell Way along CR 158 to connect to the sidewalk noted on the plan to be constructed by Montgomery Crossing.

- 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.*

Comment partially addressed. While the plans now include the required sight triangle for the proposed driveway to Brecknell Way, obstructions remain within the sight triangle area, including proposed parking spaces. We recommend a vertical profile of the requires sight line be provided which accounts for the change in vertical elevation of Brecknell Way.

- 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?*

Addressed. The site plan has been revised to eliminate the crosswalk in question and provide sidewalk around the perimeter of the site.



5) *It does not appear any monument signs are proposed. Please confirm.*

Addressed. Signage has been added to the site plans.

6) *We recommend building mounted signage include the street address of each building for ease of location by emergency services and patrons.*

Addressed. The applicant has acknowledged that building mounted street addresses will be provided.

7) *Additional information / testimony should be provided regarding planned operation of the site, including the frequency of anticipated deliveries and trash pick-ups.*

Comment stands. Testimony to be provided.

8) *Consideration should be given to consolidating / relocating the trash enclosures to minimize the space on site dedicated to trash storage.*

Addressed. The site plan has been modified to provide a single trash enclosure for the project.

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.*

Addressed. The site plan has been modified accordingly.

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.*

Partially addressed. While the revised site plans address this office's concerns with garbage truck movements, the revised fire truck plan indicates multiple locations where the fire truck appears to encroach on the parking islands. The turning template and/or site plan should be revised accordingly.



### **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.*

Informational. No further comment necessary.

*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.*

Addressed. TIS has been updated to provide the referenced project.

*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 11<sup>th</sup> Edition Trip Generation Manual values and are acceptable to this office.*

Informational. No further comment necessary.

*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.*

Addressed. The revised TIS addressed the concerns cited above. We recommend testimony be provided regarding the routing utilized including the assumptions made regarding the availability of adjacent roadways to be constructed by others.



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.*

Addressed. The TIS has been updated as requested.

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.*

Addressed. The TIS has been updated as requested and the results are acceptable to this office.

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.*

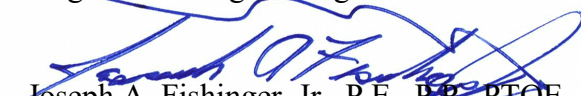
Addressed. The TIS has been updated as requested and the results are acceptable to this office.

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?*

Comment stands. Testimony to be provided.

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 - Copy.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/222757-Montgomery-MalvernSchool/3-Correspondence/Review%20Letter%201%20-%20Copy.docx)