



Bright View Engineering

Moving you forward

January 17, 2023

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

Ms. Cheryl Chrusz
Administrative Assistant
Montgomery Township Planning Board
2261 Van Horne Road (Route 206)
Belle Mead, New Jersey, 08502

**Re: BPS Development Company, LLC
Proposed Assisted Living & Memory Care Facility
Block 28003, Lot 211
Hartwick Drive & Village Drive
Bright View Project No.: 232751**

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 “Preliminary and Final Major Site Plan for BPS Development Company, LLC, Proposed Assisted Living & Memory Care Facility” prepared by Dynamic Engineering Consultants, PC, dated December 7, 2022, 18 Sheets
- Architectural Plans entitled “Braemar Partners Proposed Assisted Living & Memory Care Facility” prepared by Studio Architects, dated December 13, 2022, 3 sheets
- “Traffic & Parking Assessment, Proposed Assisted Living Facility,” prepared by Dynamic Traffic, LLC, dated December 9, 2022

Project Summary

The proposed project consists of an approximately 35,400 sf assisted living facility with access via two full movement driveways to Hartwick Drive and an emergency only access on Village Drive. The proposed access was configured consistent with comments provided at a recent site plan sub-committee meeting for the project.

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

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



Site Plan

- 1) Please review the proposed crosswalk treatments at the driveways to maintain consistency with the adjacent intersections. All crosswalks should have the same treatment and not vary by individual development.
- 2) Please confirm that the proposed sidewalk on Hartwick Drive approaching Village Drive will meet the proposed ADA ramp noted to be constructed by others. We recommend the ramp in question be shown on the site plan.
- 3) While the large vehicle turning templates are generally acceptable to this office, please provide operational testimony regarding anticipated deliveries and garbage pick-up, including the type of vehicles anticipated.
- 4) Please provide vehicle turning templates for the largest vehicle anticipated to use the porte-cochere. At a minimum, an ambulance shall be able to maneuver in front of the building, however if small buses are to be used to transport residents of the project, a turning template for such a vehicle should be utilized.

Traffic Impact Study

- 5) The TIS utilizes counts completed in October of 2017 and July of 2022 for the intersection of CR 518 & Village Drive, noting that the 2017 volumes are higher and utilized in the analysis. This office is in agreement with this methodology.
- 6) 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 agreement with the developments identified.
- 7) The trip generation estimates for the project indicate the site will generate a total of 14 vehicles during the morning peak hour, 19 vehicles during the evening peak hour, and 22 vehicles during the Saturday mid-day peak hour. These rates are consistent with ITE 11th Edition Trip Generation Manual values and are acceptable to this office.
- 8) The TIS routes all traffic for this project to CR 518 via Village Drive, with no traffic routed north on Hartwick Drive to the Tapestry and Hillside developments. While this office is in agreement with the routing utilized, we recommend testimony be provided justifying the routing selected for the project.
- 9) Additional analysis should be provided regarding the operation of the site driveways to confirm they operate at acceptable levels of service.
- 10) Table IV of the TIS indicates that the anticipated delay for the northbound left turn movement at CR 518 & Village Drive will decrease with the addition of the project although no mitigation is proposed. Please clarify how the addition of trips will decrease the delay on this movement. A similar condition occurs during the evening peak hour.
- 11) 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). This analysis is acceptable to this office.



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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 908-547-5045 or via email at JFishinger@BVEngr.com.

Sincerely,
Bright View Engineering



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

[https://bvengr.sharepoint.com/sites/bvengr/proj/232751-Montgomery-BPSDevelopment/3-Correspondence/Review Letter 1.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/232751-Montgomery-BPSDevelopment/3-Correspondence/Review%20Letter%201.docx)

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