



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

March 7, 2023

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

Ms. Cheryl Chrusz  
Planning Coordinator  
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 supplemental 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, **revised February 17, 2023, 20 Sheets**
- Architectural Plans entitled “Braemar Partners Proposed Assisted Living & Memory Care Facility” prepared by Studio Architects, **dated March 19, 2023 (sic), 5 sheets**
- “Traffic & Parking Assessment, Proposed Assisted Living Facility,” prepared by Dynamic Traffic, LLC, dated December 9, 2022
- **Comment response letter entitled, “BPS Development Company, LLC Proposed Assisted Living & Memory Care Facility” prepared by Dynamic Engineering Consultants, PC, dated March 3, 2023.**
- **“Traffic Response to Engineer’s Review, Proposed Assisted Living Facility & Memory Care Facility,” prepared by Dynamic Traffic, LLC, dated February 22, 2023**

### **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.

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

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With regard to the above referenced documents, Bright View Engineering offers the following comments. For ease of reference, earlier comments are provided in regular text with any updated commentary provided in *italics*.

### **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.

*Partially addressed. While we agree with Dynamic Traffic's statement that crosswalks should be thermoplastic, the detail showing the crosswalk layout should be consistent with the other adjacent developments (i.e. continental crosswalks vs ladder crosswalks with angled bars).*

- 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.

*Addressed. The plans have been revised accordingly.*

- 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.

*Testimony to be provided.*

- 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.

*Addressed. The required turning templates have been provided as requested and are acceptable to this office.*

### **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.

*No response required.*



- 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.

*No response required.*

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

*No response required.*

- 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.

*Testimony to be provided.*

- 9) Additional analysis should be provided regarding the operation of the site driveways to confirm they operate at acceptable levels of service.

*The requested analysis has been provided and indicates that the site driveways will operate at level of service 'a' during the peak hours studied. This office is in agreement with the analysis provided.*

- 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.

*Addressed. The February 22<sup>nd</sup> response letter indicates that the change in delay noted is due to a change in signal timing.*

- 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.

*No response required.*



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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 908-421-4674 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 2.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/232751-Montgomery-BPSDevelopment/3-Correspondence/Review%20Letter%202.docx)

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