



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

March 13, 2024

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

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

**Re: Renard Management, Inc.  
Proposed Self Storage Facility  
Block 29002, Lots 49-50, 1026 Georgetown Franklin Turnpike (CR 518)  
Bright View Project No.: 230123**

Dear Ms. Chrusz:

Bright View Engineering has had the opportunity to review the following additional documentation with regard to the above referenced project. Updated documents are identified in **bold** text:

- Site Plans entitled “Preliminary & Final Major Site Plan with Use & Bulk Variances for Renard Management, Inc. Proposed Self-Storage Facility” prepared by Dynamic Engineering Consultants, PC, **revised March 4, 2024, 23 sheets**
- Architectural Plans entitled “Self Storage Project for Washington Street Self Storage” prepared by Arco Murray, **dated March 12, 2024, 6 sheets**
- “Traffic Impact Study for Renard Management, Inc. Proposed Self Storage Facility” prepared by Dynamic Traffic, **dated March 12, 2024**
- Comment Response Letter addressed to Murphy Schiller & Wilkes LLP, Re: Renard Management, Inc. prepared by Dynamic Engineering Consultants, PC, dated December 21, 2023

### **Project Summary**

The proposed project consists of razing an existing office building to construct two self-storage buildings with a combined size of 107,750 sf. Based on the most recent revisions to the site plans, access to the facility is proposed via a single driveway to CR 518. Left turns out of the site are proposed to be prohibited.

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

### **Traffic Impact Study**

- 1) *Traffic counts utilized in the study were collected in 2022 and the TIS includes other planned developments consistent with previous approvals from the planning and zoning board and are acceptable to this office.*

No further comment necessary.

- 2) *The TIS indicates that the proposed self-storage facility will indicate 12 trips during the morning peak hour, 20 trips during the evening peak hour and 23 trips during the Saturday peak hour. These values are consistent with ITE 11<sup>th</sup> Edition trip generation estimates.*

The updated traffic study indicates that the proposed self-storage facility will generate 10 trips during the weekday morning peak hour, 16 trips during the weekday evening peak hour and 18 trips during the Saturday mid-day peak hour. These estimates are consistent with ITE 11<sup>th</sup> Edition Trip Generation Estimates. The reduction in trips from the previous iteration of the traffic study are a result of a reduction in the overall size of the project.

- 3) *The TIS also indicates that the proposed use will generate less traffic than reoccupation of the existing site with a 94,000 sf office use. This office is in agreement with this conclusion.*

No further comment necessary. The revised TIS draws the same conclusion with regard to the previous office use as the original TIS.

- 4) *The TIS identifies a minor timing change to the intersection of US 206 & CR 518 to address poor levels of service with construction of the project. Additional information / testimony should be provided regarding the likelihood of NJDOT implementing such a change and clarification if the applicant will seek the identified timing change with NJDOT.*

Comment remains. Testimony to be provided.

### **Additional Commentary on the March, 2024 TIS**

10) The project includes a left turn prohibition for vehicles exiting the site, forcing all exiting traffic to travel west towards US Route 206. Additional information / testimony should be provided regarding the route vehicles destined for points east (i.e. in Rocky Hill) will take. Revisions to the site generated new trip figures and full build analysis may be warranted based on the routing provided.



11) Page 11 of the March, 2024 TIS indicates that “No dedicated loading spaces are provided, as all loading activities will be accommodated by the proposed drive-through lane.” While it appears this is a carry over from the previous iteration of the study, we recommend testimony be provided regarding planned loading and unloading for both proposed buildings, particularly for the western building as all access to the internal storage units is proposed via a single entrance door and a dedicated loading zone does not appear to be provided.

12) The March, 2024 TIS states that 16 parking spaces are provided whereas ITE identifies an average parking demand of 11 spaces for the proposed use. While this office is in agreement with this calculation, additional information / testimony should be provided in support of the applicant’s use of the average parking rate instead of the 85<sup>th</sup> percentile parking rate, equal to 34 spaces in this case.

### **Site Plan**

- 5) *We recommend the make ready parking space be relocated to the southwest corner of the building, proximate to the ADA parking space.*

The EV parking space has been relocated as requested. We recommend testimony be provided regarding if the EV charging system could accommodate charging a vehicle in the ADA accessible space.

- 6) *Information in the application package indicates that the facility will be open 6 AM to 10 PM, 7 days a week. Information / testimony should be provided regarding how the hours of operation will be enforced. How will access to the storage units, especially the drive-up building located on the western side of the site, be controlled during off hours?*

While testimony regarding hours of operation and access control was provided at the previous hearing, we recommend the applicant confirm if any changes to previous testimony are contemplated with the current revision of the site plan.

- 7) *Additional information / testimony should be provided regarding the largest vehicle anticipated on site including what size vehicles can enter the building. If vehicles larger than a passenger car are anticipated within the building, a large vehicle turning template that includes movement through the building shall be provided.*

The updated plans eliminate vehicles entering the building in favor of providing loading areas for two SU-30 trucks in the rear of the site and the vehicle circulation exhibit provided is generally acceptable to this office. We do recommend, however, that testimony be provided regarding the anticipated frequency of SU-30 vehicles on site, as the turning paths for the two SU-30 vehicles indicated overlap in the northwest corner of the site.



- 8) *While this office ultimately defers to Somerset County regarding the driveway design, we recommend revisions be considered to ensure that the design vehicle specified can turn into and out of the site without crossing over a double yellow line.*

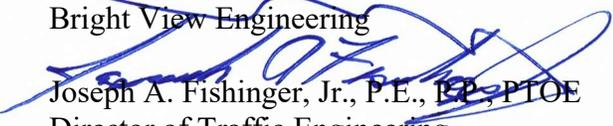
Addressed. The driveway design has been modified accordingly.

- 9) *Large vehicle turning templates for a Montgomery Fire Truck shall be provided to confirm a fire truck can successfully navigate the site.*

The provided turning template for a Fire Truck is generally acceptable to this office, however we note that the tail swing of the fire truck is shown to traverse over the 'porkchop' island at the entrance driveway and the parking island in the northwest corner of the eastern building. Additional information / testimony is recommended regarding the composition of these areas, specifically if there will be any signs or landscaping that could interfere with the depicted fire truck maneuvers.

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 at JFishinger@BVEngr.com.

Sincerely,  
Bright View Engineering

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

[https://bvengr.sharepoint.com/sites/bvengr/proj/230123-MGT-RenardReview/3-Correspondence/Review Letter 3.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/230123-MGT-RenardReview/3-Correspondence/Review%20Letter%203.docx)