

Bright View Engineering
Moving you forward

Updated July 12, 2023

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

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

**Re: Harlingen Village Square
Proposed Residential Development
Block 6001, Lots 33, 34, 34.01, 35, 35.01 & 36
US Route 206 Northbound
Bright View Project No.: 232752**

Dear Ms. Chrusz:

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

- Site Plans entitled “Preliminary & Final Subdivision, Site Plan and Final Construction Plans prepared for Country Classics at Harlingen and Harlingen Place” prepared by Van Cleef Engineering Associates, LLC, revised May 18, 2023, 39 Sheets
- Architectural Plans entitled “Country Classics at Harlingen Townhomes” prepared by Holliday Architects Inc, Revised May 15, 2023, 25 sheets

Project Summary

The proposed project consists of the construction of 36 townhouses and 18 apartments for a total of 54 residential units to be located on the east side of US Route 206. Access to the site is proposed via a single boulevard style full movement residential street connecting to US Route 206 approximately 1,100 feet south of Montfort Drive.

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

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Site Plan

- 1) *Clarification is required regarding the crosswalk configuration at the southbound leg of the intersection of Road A and Road B. We recommend the crosswalk be placed parallel to Road A in line with the proposed sidewalk. The stop bar and stop sign should be relocated accordingly.*

Addressed. The site plan has been revised accordingly.

- 2) *Consideration should be given to relocating the crosswalk on Road B in the vicinity of the dog run area. As depicted, the crossing is a mid-block crosswalk which requires an ordinance from the Township council. Also, it does not appear that adequate stopping site distance is available approaching the crosswalk.*

Partially addressed. While the crosswalk in question has been removed, the westbound approach at the intersection of Johannes Drive (formerly Road A) and Frederic Lane (formerly Road B) includes a stop bar without a stop sign. The stop bar in this location is unnecessary and shall be removed. If it is the applicant's intent to provide stop control on three of the four approaches to the intersection, a traffic analysis justifying such a configuration is required.

- 3) *Clarification is required regarding the line of sight depictions on the plans. It is unclear from the plans provided where the provided sight lines originate and what they represent. Sight triangles shall be determined based on AASHTO requirements, measured from a point 14.5' behind the edge of traveled way at each intersection.*

Comment remains. The sight lines shown on the site plans are still shown and labeled inconsistently with not all sight lines depicted. Furthermore, justification for the use of a 200 foot sight triangle is required, as that is the AASHTO requirement for stopping sight distance, not intersection sight distance.

- 4) *The architectural plans indicate studies in some units. Additional information regarding the ability of these rooms to be converted to additional bedrooms should be provided to the Board.*

Comment remains.



- 5) *The site plans indicate that the two-car garage / driveway combination counts as 3.5 parking spaces per RSIS. While this office is in general agreement with this calculation, we note that subsection 5.21-4.14d3 of RSIS requires that the driveway be 20 feet wide to count as 3.5 total spaces. It appears some of the driveways are only 18 feet wide.*

Comment remains. It is this office's understanding that an RSIS exception will be requested from the board.

- 6) *The applicant should provided testimony regarding compliance with the recently enacted EV Parking regulations.*

Comment addressed. EV parking spaces have been added to the plans.

- 7) *The common area parking spaces provided for the townhouse units appear to require revisions as the spaces are not proximate to all units. For instance, it is unclear what visitor parking spaces are proximate to building 7.*

Comment remains. We recommend testimony be provided justifying the design proposed.

- 8) *Subsection 5.21-4.14f of RSIS requires that on street parking spaces are 23' long whereas 22' feet is provided.*

Comment remains. It is this office's understanding that an RSIS exception will be requested from the board.

- 9) *Please provide the width of Roads A and B. This information is not readily apparent from the site plans.*

Addressed. The requested dimensions have been added to the plans. We do note, however, that the scale depicted on sheets 3a & 3b is incorrect and should be revised.

- 10) *Large wheelbase turning templates should be provided, including access to the trash enclosure at the end of the apartment building parking lot. Will a garbage truck be required to back into or out of the parking area to access the dumpster enclosure?*

Comment partially addressed. While the garbage truck circulation to the apartment building is generally acceptable to this office, the ability of a garbage truck to turn around at the end of Frederic Lane is not provided.

Revisions are also required with regard to the provided school bus template. The plan indicates the school bus encroaching over the curb at multiple locations. A revised plan, which provides



both the wheel path and overhang path should be provided for review. Also, the appropriate design vehicle is an SB-36, not an SB-40.

- 11) While this office ultimately defers to the Township Fire Department, we recommend an emergency access connection between the apartment parking lot and the southern terminus of Road B be provided.*

Comment remains. Revisions to the provided fire truck access and turning template are required. The plan, as shown, indicates a 47' design vehicle, but the routing provided appears to use a smaller, 30 foot vehicle in the townhouse area. Also, the fire truck is shown accessing the southern end of the apartment complex parking lot, but infrastructure to support such a movement is not provided. Is it the applicant's intent to provide an emergency access from US 206 to southern end of the apartment building parking lot?

- 12) We recommend ADA ramps be included where the sidewalk meets the parking lot at the apartment buildings.*

Comment Addressed. The requested ramps have been provided.

- 13) Additional information / testimony regarding the handling of US mail should be provided. If an outdoor central mailbox location is proposed, it shall be shown on the plans.*

Comment Addressed. The requested information has been provided.

Traffic Impacts

- 1) As depicted, the site will require an Access Permit from the New Jersey Department of Transportation. Information / testimony regarding the status of any applications filed with the NJDOT should be provided to the board.*
- 2) The project has requested a waiver from the township requirements to provide a traffic impact study. Based on NJDOT HAPS rates, the proposed 54 unit residential development will generate 24 trips during the weekday morning peak hour and 37 trips during the weekday evening peak hour. ITE 11th edition trip generation estimates are slightly lower than the NJDOT HAPS rates.*
- 3) Using the trip generation rates cited above and historical volume data from NJDOT for US Route 206, this office has determined left and right turns out of the proposed site access will operate at a Level of Service 'D' during both the weekday morning and weekday evening peak hours. Based on this analysis, this office recommends the waiver for a traffic impact study be granted. Technical backup in support of these calculations are attached.*

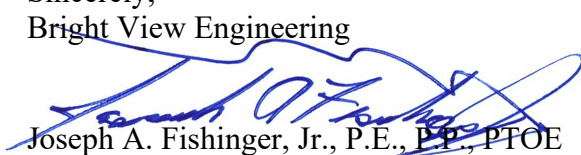
No further comment necessary.



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

attachments

[https://bvengr.sharepoint.com/sites/bvengr/proj/232752-Montgomery-HarlingenVillage/3-Correspondence/Review Letter 2.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/232752-Montgomery-HarlingenVillage/3-Correspondence/Review%20Letter%202.docx)