

February 12, 2018

John Wynn, Chair  
Montclair Township Planning Board  
205 Claremont Avenue, 2nd Floor  
Montclair, NJ 07042

Subject: Application 2548 – One Bay Urban Renewal LLC  
311 Bay Avenue, Block 4215, Lot 1  
Montclair Township, Essex County, New Jersey

Dear Mr. Wynn:

In reference to the application cited above, NV5 has reviewed the following documentation:

- “Preliminary & Final Major Site Plan for One Bay Urban Renewal LLC”, prepared by Bohler Engineering, dated October 27, 2017, 16 sheets
- “Traffic Impact Analysis for One Bay Urban Renewal LLC”, prepared by Atlantic Traffic & Design Engineers, LLC, dated December 8, 2017.
- “Traffic Signal Plan, Bay Avenue & Walnut Crescent, Junction of Montclair/Borough of Glen Ridge” prepared by Atlantic Traffic & Design Engineers, LLC, dated October 24, 2017, 1 sheet.
- “Valet Parking Management Plan” proposed 3-story 45,735 sf medical office building, prepared by Healthpark Valet, undated.
- 

With regard to the aforementioned submission this office has the following comments:

## Traffic Impact Study

### Existing Traffic Volumes

1. Existing counts were completed in December of 2014, however the TIS references ATR counts conducted in 2017 as part of a traffic signal warrant analysis study. The 2017 study should be provided to this office to confirm that the 2014 volumes remain representative of current conditions.

### Other Area Developments

2. The applicant has stated in their traffic study that both Montclair and Glen Ridge have been contacted regarding planned developments in the area and the resulting information considered in their analysis.

### Trip Generation

3. The traffic study accurately estimates trip generation based on the 10th Edition ITE trip generation manual for land use code 720 – Medical/Dental office building.

### Trip Distribution

4. The trip generation estimates for the site assume 35% of site traffic approach from the west via Claremont Avenue, 35% from the east via Bay Avenue, and 15% from both the north and south via Walnut Crescent. This office is in agreement with the proposed distribution.

### Full Build Traffic Volumes

5. The traffic study includes the prohibition of the eastbound left turn movement on Claremont Avenue approaching Walnut Crescent. It appears from the traffic volume figures that this volume was removed from the network entirely. The applicant shall provide testimony regarding the anticipated route that these vehicles will take with the proposed prohibition and revise the traffic study to accommodate this diversion accordingly.

### Capacity Analysis

6. The traffic signal plan for the proposed traffic signal at Bay Avenue and Walnut Crescent indicates that left turn arrows will be present for three of the four approaches. The capacity analysis in the traffic study, however, indicates a simple two phase signal without any arrows. The plans and analysis shall be rectified and the documentation corrected accordingly.
7. The traffic analysis for the proposed signal at Bay Avenue & Walnut Crescent indicates that the signal will have 'MAX' recall on the north/south (Walnut Crescent / Site Driveway) approaches. The signal should be modeled as either fully actuated or soft recall to the east/west approaches.

### Queue Analysis

8. Once the changes made in comments 7 & 8 above are addressed, a revised analysis of the queuing for the southbound (driveway) approach should be provided to ensure that adequate stacking is provided.
9. Based on the site plan, it appears that an automated ticket system will be placed along the throat of the entrance to the site. A queueing statement should be provided to ensure that adequate storage on site exists to store vehicles waiting to enter the site without impeding on the operations of the proposed traffic signal.

### Parking

While this office respectfully defers the parking review to my colleague Mr. Giosa, the following items were noted by this office regarding parking on site:

10. The TIS states 227 parking spaces are required. Consistent with the parking requirements table on sheet 3 of the site plans, 229 spaces are required and provided.
11. The parking plan indicates that valet operations will occur typically from 9 AM to 5 PM on weekdays and the valet spaces will be open to self-park patrons outside those times. Given that the valet parking field is six spaces deep, additional information / testimony should be provided as to how this will be accomplished.
12. Testimony on the proposed operation of the valet area should be provided, particularly if a staging area is needed to temporarily park vehicles to access other vehicles deeper in the valet field.



OFFICES NATIONWIDE

### Traffic Signal Plan Review

13. The TIS states that the traffic signal will ultimately be under municipal jurisdiction. The applicant should clarify if the signal will be under Montclair Township jurisdiction, Glen Ridge Borough jurisdiction or if some sort of shared maintenance agreement is anticipated. This office recommends that complete construction / electrical plans be provided to the maintaining agency for review as a condition of approval of this application.
14. The pedestrian push button in the vicinity of head 14 should have a R10-3(MOD B) sign attached to it.
15. The striping / traffic control at the intersection of Walnut Crescent and Claremont Avenue, if it is to remain on the signal plan, should be consistent with the proposed striping as shown on the site plans.
16. While this office recognizes that underground design of the traffic signal is likely to be a condition of approval, the location of the controller should be identified for the benefit of the board.
17. All proposed sidewalk should be shown on the traffic signal plan consistent with the site plans, particularly any sidewalk that connects adjacent traffic signal equipment.
18. Atlantic Traffic is encouraged to review Federal guidelines on overhead street name signs and revise the proposed street signs accordingly.

### Site Plan Review

19. Sheet C-2 of the site plan package indicates that the existing traffic signal and crosswalk on Bay Avenue will be removed as part of the project. The applicant should clarify what changes to the sidewalk on the south side of Bay Avenue are proposed as part of the project, including any revisions to the sidewalk ramps to discourage crossing mid-block.
20. Large vehicle turning plans shall be provided for any anticipated large wheel base vehicles.
21. Turning radii for passenger vehicles should be reviewed internal to the site. Of particular concern are the 'u-turn' movement to enter the drop off area in front of the building and the northbound right turn movement to the west of the proposed building.
22. The applicant should consider the relocation of the lighting fixtures east of the proposed building into the proposed islands to minimize potential for impacts to the lighting poles.
23. The R1-1 (stop) and R5-1 (do not enter) signs proposed on site must be mounted on separate posts per section 2B10, Line 8 of the MUTCD.

I trust that this information assists the Board in its review of this application. As additional information is provided, additional comments may be necessary. If you have any questions or require any additional information, please feel free to contact me at 973-945-5670.

Sincerely,  
NV5



Joseph A. Fishinger, Jr., P.E., P.P., PTOE  
Director, Traffic Engineering

**NV5**

OFFICES NATIONWIDE