



Bright View Engineering
Moving you forward

November 28, 2022

VIA E-MAIL
aneale@veronanj.org

Ashley Neale, Board Secretary
Planning Board
Verona Town Hall
600 Bloomfield Ave
Verona, NJ 07044
(973) 857-4834

**Re: Review of Supplemental Traffic Study
Proposed Multifamily Residential Development
Verona Sunset Urban Renewal, LLC
1 Sunset Avenue – Block 303, Lot 4 (Verona) &
Block 301, Lot 5 & Block 401, Lot 1 (Montclair)
Verona Township, Essex County, New Jersey
Project No.: 212560 (#2022-04)**

Dear Ms. Neale:

Bright View Engineering, LLC (*BVE here-in*) has received the following supplemental traffic impact study for the above referenced project and offers the following comments for consideration by the Board. The supplemental documents reviewed were:

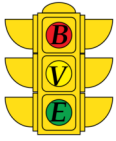
Traffic Impact Study, Proposed Multifamily Development, Block 303, Lot 4 – prepared by Stonefield Engineering & Design, LLC, dated October 24, 2022 (Incorrectly titled Traffic Impact Study – Proposed Quickchek Development)

For ease of reference, our earlier traffic, parking and circulation comments are provided below with any updates based on the documentation cited above provided in *italics*:

Traffic, Parking & Circulation

25. The traffic study noted that turning movement counts were conducted at the signalized intersection of Sunset Avenue, Bloomfield Avenue, and Claremont Avenue on Thursday, September 26, 2019, from 8:30 AM to 9:30 AM and from 2:30 PM to 3:30 PM during the existing school drop-off/pick-up peak hours. However, traffic counts were not included. Please provide the manual turning movement counts for this intersection.

Addressed. The revised TIS provides updated counts conducted in September 2022.



26. Traffic counts were also conducted at the existing school on site, but these counts were not included. Please provide the traffic counts for the existing school.

Comment remains outstanding. The requested information has not been provided.

27. The ITE Trip Generation Manual, 11th Edition was utilized to determine trip generation rates associated with the proposed use. Land Use 221 for “Multifamily Housing (Mid-Rise)” was chosen to calculate the trips generated. We agree with the selection of this Land Use Code and the trip estimates are consistent with ITE calculations.

No further comment required.

28. It appears that the levels of service for the 2025 Future Traffic conditions were compared to 2019 Existing Traffic conditions. The 2025 No Build conditions should be determined and compared to the 2025 Future Traffic (Build) conditions.

Addressed, a 2025 No Build analysis was provided in the updated TIS and is acceptable to this office.

29. To obtain the future traffic conditions, a 1.00% background growth rate was utilized since Bloomfield Avenue is an Urban Principal Arterial. However, Sunset Avenue is a local road, which has a 1.50% background growth rate. This should be utilized to provide a more conservative analysis.

Addressed, the updated TIS utilizes a 1.5% background growth rate as requested.

30. Since the proposed multifamily housing use may have different peak hours than what was counted at the intersection of Sunset Avenue, Bloomfield Avenue, and Claremont Avenue, we recommend performing an additional analysis during the weekday evening commuter peak hour (4 PM -6 PM). The applicant is encouraged to contact this office directly to obtain historical counts at this intersection to assist with the analysis.

Addressed, the updated TIS provides an analysis of the weekday morning and evening commuter peak hour volumes.

31. The traffic study states that left turn restrictions at the driveways would be removed. Justification for the removal of this restriction is required. This office recommends the turn restriction remain in place and the TIS revised accordingly.

The proposed access system should be verified in testimony. Page 1 of the October 24th TIS states the left turn restriction will be removed whereas page 8 of the same document states the left turn restriction will be maintained. Please clarify.

32. A level of service analysis for the site driveways should be provided for review.



Addressed, the updated TIS provides the requested analysis and confirms the site driveways (with the existing turn restrictions in place) will operate at acceptable levels of service.

33. A technical appendix to the TIS that includes timings utilized and Synchro reports shall be provided.

Addressed, the updated TIS provides the requested backup information.

34. The traffic study states that there are 95 one-bedroom units, 110 two-bedroom units, and 3 three-bedroom units, which equates to 208 dwelling units, not the 200 that is utilized to calculate trip generation. Meanwhile, the site plan states 92 one-bedroom units, 105 two-bedroom units, and 3 three-bedroom units for a total of 200 dwelling units. Please resolve the discrepancy and revise the trip generation and parking space requirement, if applicable.

Addressed, the updated TIS is based on 200 residential units.

35. Nine (9) accessible parking spaces are proposed, which meet ADA requirements where 8 spaces are needed for 301 to 400 parking spaces.

No further comment required.

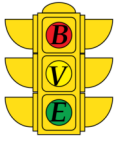
36. The applicant is proposing a total of 381 parking spaces of which 58, or fifteen percent, will be make-ready for electric vehicles which conforms to the State Ordinance. The applicant is not seeking credit for the 18 spaces that will be make-ready upon completion so adequate parking is provided. With limited exterior, surface parking spaces, any reduction would be realized in the interior garage only.

No further comment required.

Please note that the remaining comments under the Traffic, Parking & Circulation section of our earlier review memo relate to the site plan and remain outstanding.

Comments from the Verona Fire Department – Fire Official Matt Gilford and Fire Inspector/Investigator Connor Mccann:

1. The applicant's engineer should confirm that the Verona Articulated Fire Truck (large wheelbase) can make a turning movement at the circle within the proposed development. The Fire department will need to access the building by entering the driveway and utilizing the circle area.
2. The applicant should review the location of stair wells. It appears that the front of the building does not have a stair well where it would be anticipated for fire and emergency responders to access the building
3. Please confirm elevators are of sufficient size for emergency stretchers.



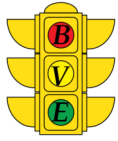
4. An eight (8) ft. stabilized path should be provided for emergency vehicles such as a pickup truck or specialized emergency vehicle and serve the back of the site.

Comments from the Verona Police Department – Chief Christopher Keirnan

5. The applicant's engineer should confirm that any adjacent traffic light to the proposed development will operate at acceptable levels of service and delay.
6. All turning restrictions at the existing driveway should be maintained. The driveway should be geometrically designed to prohibit left-out movements from the driveway and no right turns into the new site.
7. We recommend that the applicant's engineer review Sunset Avenue for potential safety improvements including implementation of speed humps or a one-way circulation between Afterglow Drive and the Site Driveway. The Township Police Department will provide accident and other available traffic data for review.


Comments for additional Sunset Drive Exhibits posted on 11/21/22


8. Turning plans with the current circle layout were provided for a 40-ft and a 43.8-ft Pumper Fire Truck. The 40-ft Pumper Fire Truck can be safely accommodated by the current layout. An additional modified circle layout was provided to show truck turning movements for the 43.8-ft Pumper Fire Truck. Please clarify the difference between the modified circle layout and the current circle layout. The current circle layout shows that it can reasonably accommodate the 43.8-ft Pumper Fire Truck with minor modifications to the curb and sidewalk. Please provide additional testimony to indicate the site's ability to process emergency vehicles such as the Fire Truck using the current circle layout similar to the proposed.
9. Additional turning plans were provided for the following:
 - SU-30 Truck
 - UPS Truck
 - Garbage TruckThe current circle layout provided can accommodate the trucks shown.
10. We would like to request a comprehensive set of Site Plans that incorporates ALL revisions to date.



Should you have any questions or require additional information please do not hesitate to contact us at (551) 265-0729.

Very truly yours,


Bright View Engineering, LLC
Aaron J. Schrager, PE, PP, CME
Principal


Bright View Engineering, LLC
John J. Jahr, P.T.P, T.S.O.S
Principal

[https://bvengr.sharepoint.com/sites/bvengr/proj/212560-verona-sunset-support-redevelop-2022-04/7-Reports-Analysis-counts/Verona Sunset Traffic Review 11-28-22.docx](https://bvengr.sharepoint.com/sites/bvengr/proj/212560-verona-sunset-support-redevelop-2022-04/7-Reports-Analysis-counts/Verona%20Sunset%20Traffic%20Review%2011-28-22.docx)