

TRAFFIC IMPACT STUDY

For

Daughter's of Israel Proposed Continuing Care Retirement Community

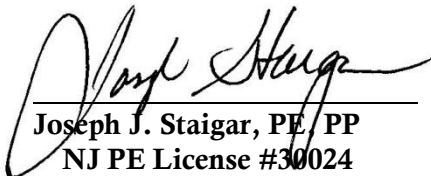
Property Located at:

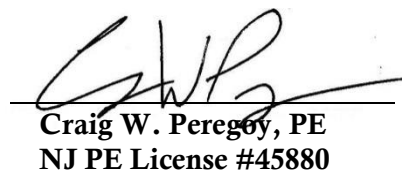
**1155 Pleasant Valley Way (CR 636)
Block 171 – Lot 12
Township of West Orange, Essex County, NJ**

Prepared by:



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INTRODUCTION

It is proposed to replace the existing Daughter's of Israel skilled nursing home with a continuing care retirement community. The site is located along the southbound side of Pleasant Valley Way (CR 636) between its intersection with Mount Pleasant Avenue (NJ Route 10) and Old Indian Road in the Township of West Orange, Essex County, New Jersey, see Figure 1 in Appendix A. The site is designated as Block 171 – Lot 12 on the Township of West Orange Tax Maps and is currently occupied by a 303-bed Skilled Nursing Facility.

The development proposal includes the reconstruction of the nursing home facility to a continuing care retirement community that will provide the following:

- 158 Independent Living Units
- 60 Assisted Living Units
- 80 Skilled Nursing Units

The site is currently provided access via two (2) driveways along Pleasant Valley Way which will be maintained.

Dynamic Traffic, LLC has been retained to prepare this study to assess the traffic impact associated with the construction of The Project on the adjacent roadway network. This study documents the methodology, analyses, findings and conclusions of our study and includes:

- A detailed field inspection was conducted to obtain an inventory of existing roadway geometry, traffic control, and location and geometry of existing driveways and intersections.
- Projections of traffic to be generated by the proposed development were prepared utilizing trip generation data as published by the Institute of Transportation Engineers.
- The proposed points of ingress and egress were inspected for adequacy of geometric design, spacing and/or alignment to streets and driveways on the opposite side of the street, relationship to other driveways adjacent to the development, and conformance with accepted design standards.
- The site plan as designed was reviewed for sufficiency in accommodating large wheel base vehicles such as delivery trucks, refuse trucks, and emergency vehicles.

EXISTING CONDITIONS

A review of the existing roadway conditions near the proposed site was conducted to provide the basis for assessing the traffic impact of the development. This included field investigations of the surrounding roadways and intersections.

Existing Roadway Conditions

The following are descriptions of the roadways in the study area:

Pleasant Valley Way (CR 636) is an Urban Minor Arterial roadway under Essex County jurisdiction. In the vicinity of the site the posted speed limit is 45 MPH and the roadway provides one travel lane in each direction with a general north/south orientation. Sidewalk is provided along the westerly (southbound) side of the roadway. Pleasant Valley Way provides a primarily straight horizontal alignment and a relatively flat vertical alignment along the site frontage. The land uses along Pleasant Valley Way in the vicinity of the project are a mix of commercial and residential.

The site access points both intersect Pleasant Valley Way from the west to form three leg, T-type intersections controlled by STOP signs on the respective driveway approaches. Exclusive left-turn lanes are provided at each driveway to facilitate northbound ingress to the site. The southerly driveway is divided via a striped median however both driveway approaches provide a single lane for left-turn and right-turn egress.

FUTURE CONDITIONS

As previously mentioned, the site access points will remain as they exist today. A sidewalk connection is proposed to facilitate pedestrian access to/from the site which is an improvement over the existing conditions.

Traffic Generation

Trip generation projections for The Project were prepared utilizing trip generation research data as published under Land Use Code (LUC) 620 – Nursing Home for the existing facility and using LUC 255 – Continuing Care Retirement Facility for the proposed facility as published in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation, 10th Edition*. This publication sets forth trip generation rates based on traffic counts conducted at research sites throughout the country.

ITE defines a Continuing Care Retirement Community as follows:

“A continuing care retirement community (CCRC) is a land use that provides multiple elements of senior adult living. CCRCs combine aspects of independent living with increased care, as lifestyle needs change with time. Housing options may include various combinations of senior adult (detached), senior adult (attached), congregate care, assisted living, and skilled nursing care aimed at allowing the residents to live in one community as their medical needs change. The communities may also contain special services such as medical, dining, recreational, and some limited, supporting retail facilities. CCRCs are usually self-contained villages.”

Based on the above definition, LUC 255 is clearly the most appropriate land use to describe the improved facility that is proposed. Table I below provides a trip generation comparison of the existing versus proposed uses on the property for the critical weekday morning and weekday evening peak street hours (PSH).

Table I
Existing vs. Proposed Trip Generation Comparison

Land Use	AM PSH			PM PSH		
	In	Out	Total	In	Out	Total
LUC 620 – 303 Bed Nursing Home (Existing)	37	15	52	22	45	67
LUC 255 – 298 Units Continuing Care Retirement Community (Proposed)	36	20	56	23	36	59
Difference	-1	+5	+4	+1	-9	-8

As can be seen above, the proposed site is projected to generate 4 more trips during the morning peak hour and 8 fewer trips during the weekday evening peak hour. This magnitude of change in trip generation is minimal and indicates that the traffic entering and exiting the site will not materially change.

It should further be noted that the number of new trips falls below the industry accepted standard of a significant increase in traffic of 100 trips. Based on *Transportation Impact Analysis for Site Development*, published by the ITE “it is suggested that a transportation impact study be conducted whenever a proposed development will generate 100 or more added (new) trips during the adjacent roadways’ peak hour or the development’s peak hour.” Additionally, NJDOT has determined that the same 100 vehicle threshold is considered a “significant increase in traffic”. Even without consideration of the existing use on the property, the proposed use generates approximately 60% of this threshold. Therefore, it is not anticipated that the change in use will result in any degradation of operating conditions and the traffic impacts will be essentially imperceptible.

SITE PLAN

Site Access and Circulation

The site plan was reviewed with respect to the site access and on-site circulation design. As noted previously, access to The Project will continue to be provided via two (2) driveways along Pleasant Valley Way.

The newly constructed parking areas will be serviced by parking aisles with a minimum width of 24 feet which meets the minimum Ordinance requirement of 24 feet. These aisles will allow for two-way circulation and 90-degree parking. This access configuration is consistent with accepted engineering design standards and will be sufficient to accommodate the traffic volumes anticipated for The Project.

FINDINGS & CONCLUSIONS

Findings

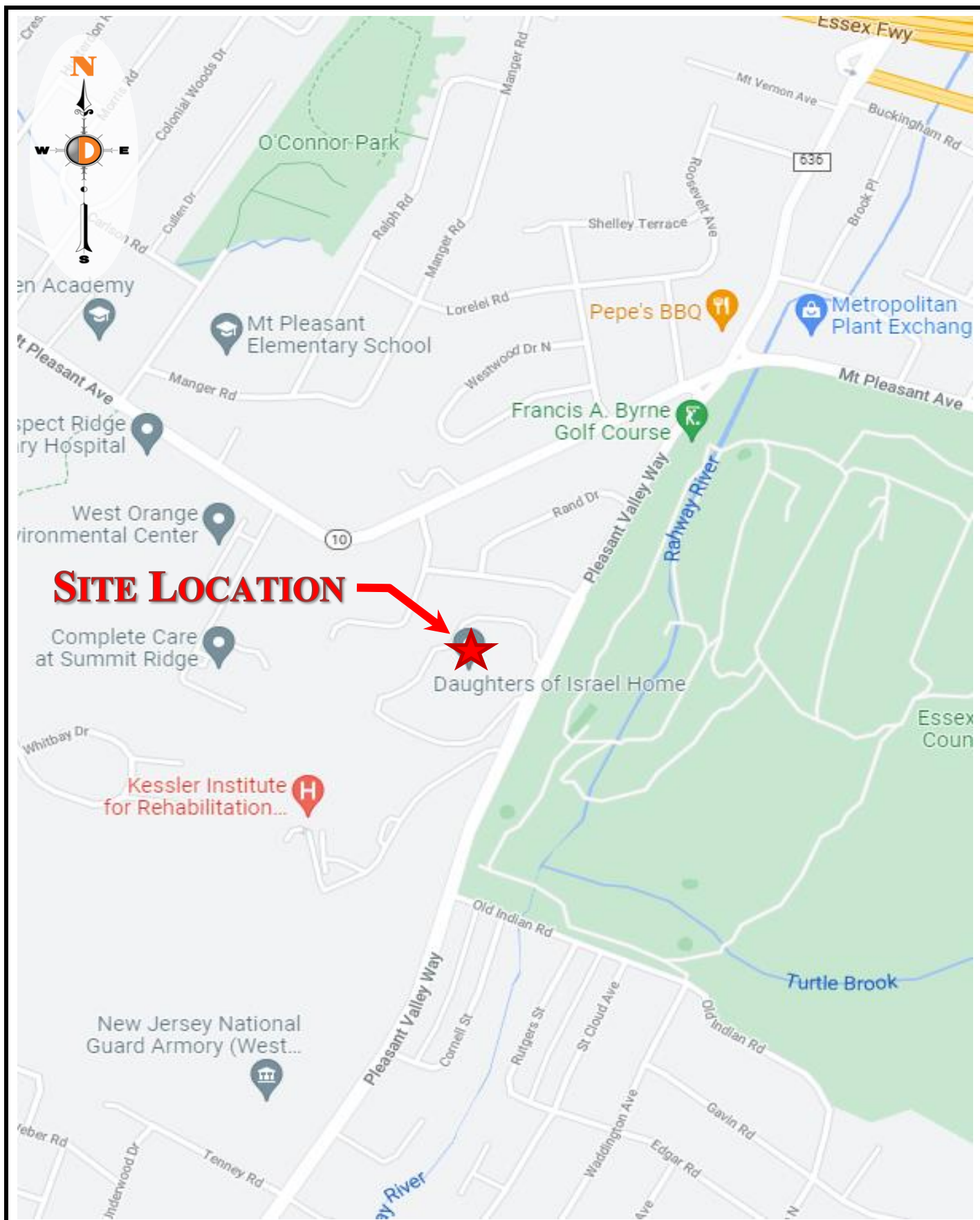
Based upon the detailed analyses as documented herein, the following findings are noted:

- The proposed reconstruction of the existing Daughter's of Israel Nursing Home Facility to a Continuing Care Retirement Community will result in the trip generation potential of the property increasing by only 4 trips during the weekday morning peak hour and decreasing by 8 trips during the weekday evening peak hour.
- Vehicular access to the site will be maintained in its existing condition and pedestrian access will be improved by providing a connection between the site and the public sidewalk network.
- As proposed, The Project's site driveways and internal circulation have been designed to provide for safe and efficient movement of automobiles and large wheel base vehicles.

Conclusions

Based upon our Traffic Impact Study as detailed in the body of this report, it is the professional opinion of Dynamic Traffic, LLC that the adjacent street system of the Township of West Orange and Essex County will not experience any significant degradation in operating conditions with the construction of The Project. The site driveways are located to continue to provide safe and efficient access to the adjacent roadway system. The site plan as proposed provides for good circulation throughout the site and will accommodate The Project's needs.

Technical Appendix



Proposed Nursing Home Redevelopment
Traffic Impact Study
4041-99-001TE

Figure 1

Site Location Map