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March 15, 2018

VIA EMAIL

HUMC at Mountainside
1 Bay Avenue
Montclair, NJ 07028
Attn: John Fromhold
Chief Executive Officer

**RE: Traffic Impact Study
Montclair Hospital, LLC
HUMC/Mountainside Hospital
Redevelopment Plan
Block 4207, Lots 1, 2, 30 & 31
Block 4213, Lots 1-9, 10, 11, 12, 23 & 27
1 Bay Avenue (CR 654)
Township of Montclair
Borough of Glen Ridge
Essex County, New Jersey
ATDE Project No. AJ18042**

Dear Mr. Fromhold:

Atlantic Traffic & Design Engineers, Inc. (ATDE) has prepared this Traffic Impact Study as required under Section 9.3 of the HUMC/Mountainside Hospital Redevelopment Plan. As part of the Redevelopment Plan no changes are proposed to the Mountainside Hospital buildings and facilities which are located in the southeast quadrant of the intersection formed by Bay Avenue (CR 654) and Walnut Crescent/Highland Avenue. A site redevelopment is proposed for the former nursing school parcel located on the north side of Bay Avenue (CR 654)/Walnut Crescent which is proposed to be replaced with a 45,735 square foot medical office building (MOB). A separate Traffic Impact Analysis, revised March 15, 2018, was prepared by ATDE to address this redevelopment.

The only proposed changes associated with the Mountainside Hospital include the construction of additional surface parking which is proposed opposite from the hospital buildings on the west side of Walnut Crescent/Highland Avenue. Single-family houses are currently located in this area and are proposed to be removed. A total of 134 new valet parking spaces are proposed in the new lot. Along with a loss of 24 spaces in the existing doctor/outpatient lot on the south side of George Street, the overall hospital parking supply will increase from 956 spaces to 1,050 spaces. This is expected to be a significant benefit to the adjacent roadway network as currently many patients of the Hospital use on-street parking which can require motorists to recirculate through the area searching for parking. In 2015 ATDE conducted a parking demand study for the Hospital which included observations of on-street parking along Claremont Avenue, George Street and Bay Street where a maximum of 36 of 42 available spaces were occupied. The attached **Figure 1** provides a map which identifies the various Mountainside Hospital parking areas.

Existing Conditions

As indicated, the hospital site currently provides a total of 956 parking spaces. Off-site hospital parking is currently accommodated on the former nursing school property where the MOB is proposed. This parking supply consists of 93 parking spaces which are mainly used through a valet service for patients and visitors as well as for hospital employee parking. Another off-site parking lot is provided west of the hospital off of Sherman Street where 44 valet parking spaces are utilized.

Under the redevelopment of the former nursing school site, the MOB will provide a total of 229 parking spaces which meets the municipal requirement and is expected to be self-sufficient. With the new surface parking lot proposed in the northeast quadrant of the intersection formed by George Street and Highland Avenue/Walnut Crescent, the existing valet parking operation will be relocated and expanded to provide approximately 41 additional spaces for a total of 134 valet parking spaces.

A *Valet Parking Management Plan* was prepared by HealthPark Valet associated with the Mountainside Hospital parking expansion. It indicates that under existing conditions during the peak period of demand (8:00 a.m. to 2:00 p.m.) up to 50 vehicles per hour are valet parked at the main Hospital site entrance on Bay Avenue (CR 654) using the former nursing school lot. Another 25 vehicles are valet parked during a peak hour at the Richard F. Harries Ambulatory Care Pavilion which is located along Highland Avenue between George Street and Bay Avenue (CR 654). Specifically, the vehicles at the Harries Pavilion are valet parked at the Sherman Street Lot.

Proposed Conditions

With the new surface parking lot Mountainside Hospital is proposing to introduce a valet parking service at the ED (Emergency Department) on the east side of Highland Avenue north of George Street. The new surface lot will be located directly across the street from the ED on the west side of Walnut Crescent/Highland Avenue and will allow for the efficient movement of vehicles to and from the new valet parking supply. The *Valet Parking Management Plan* projects that in a peak hour the ED vehicle drop-off area would valet park up to 55 vehicles. With the redevelopment of the former nursing school lot to a medical office building, the current valet operation for the main Hospital entrance on Bay Avenue (CR 654) will be relocated to the new surface parking lot.

Trip Generation

Trip generation calculations for a hospital would typically be prepared utilizing the 10th Edition of *Trip Generation* manual published by the Institute of Transportation Engineers (ITE) utilizing Land Use Code 610: "Hospital." For this land use ITE provides building area, number of employees and number of beds as independent variables for calculating trip generation. As there are no proposed changes to the Hospital building area, bed or employee count under this application, no trip generation increases are projected.

Some minor changes in traffic flow are anticipated due to the following factors associated with the proposed Mountainside Hospital parking changes:

1. Provision of an increased parking supply will reduce the need for patients to recirculate on the adjacent roadway network searching for open parking spaces, which will be further improved with new wayfinding signage that is proposed. The new surface lot will provide free valet parking for all patients (inpatient, outpatient and ED).
2. Relocation of valet parking from the former nursing school lot to the proposed Hospital parking lot.
3. Introduction of valet parking service at the ED located on the east side of Highland Avenue north of George Street.

Under the first item, the overall increase of 94 on-site parking spaces for the hospital will reduce the on-street parking demand. Although it is difficult to quantify the resulting reduction in vehicle trips at the intersection of Highland Avenue and George Street, it is estimated to be on the order of 20 vehicle trips during a peak hour. In the proposed condition the 50 vehicles that are valet parked at the main Hospital entrance will result in a modified valet trip which would shift trips from traveling east-west onto Highland Avenue to access George Street and the new surface parking lot. This will be beneficial to local residents as it will remove traffic

that currently travels north along Walnut Crescent where there are more surrounding single-family homes and will keep these vehicles within the Hospital campus. The introduction of valet parking service at the ED is anticipated to have de minimus impact on traffic volumes at the intersection of Highland Avenue and George Street as currently patients who are dropped off at the ED turn left onto Highland Avenue and right onto George Street to access the existing ED parking lot located on the south side of George Street. The valet trips would use a similar travel path but would enter the new parking lot on the north side of George Street. In summary, the peak hour increase in traffic at the intersection of Highland Avenue/George Street, due to the anticipated traffic diversions, is on the order of 30 trips which is well below a significant increase of traffic. The Institute of Transportation Engineers (ITE) and NJDOT define a significant increase as 100 or more additional vehicle trips at a location.

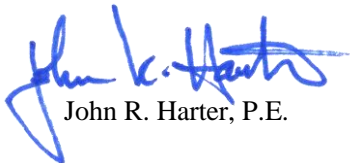
With respect to pedestrians, the only increase in activity associated with the proposed hospital parking improvements would be generated by valet staff walking to and from the new parking lot to transfer vehicles. The valet staff will be trained by the Hospital and will be required to cross at the signalized pedestrian crosswalks which are provided at the signalized Highland Avenue/George Street and Bay Avenue (CR 654)/Walnut Crescent intersections.

In summary, the HUMC/Mountainside Hospital Redevelopment Plan will provide a benefit on the adjacent roadway network by providing additional on-site parking spaces for the Hospital and will remove vehicle trips from the former nursing school driveway that is located within the residential neighborhood. The existing traffic signal at Highland Avenue and George Street as well as the proposed traffic signal at Bay Street and Walnut Crescent are expected to operate favorably and will handle the minor traffic diversions associated with the project. Both intersections will also provide clearly delineated, signalized crossings for pedestrians.

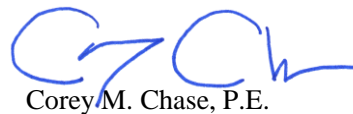
Please contact the undersigned if you have any questions regarding the above findings.

Sincerely,

ATLANTIC TRAFFIC & DESIGN ENGINEERS, INC.



John R. Harter, P.E.



Corey M. Chase, P.E.

cc: Donald Engels – The Hampshire Companies, LLC
Glenn Pantel, Esq. – Drinker Biddle & Reath LLP
Brad Bohler, P.E. – Bohler Engineering

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**MOUNTAINSIDE HOSPITAL PARKING AREAS
TOWNSHIP OF MONTCLAIR/BOROUGH OF GLEN RIDGE
ESSEX COUNTY, NEW JERSEY**

