



ANDOVER TOWNSHIP

SUSSEX COUNTY • NEW JERSEY

Land Use Board
Florence M. Burd School
219 Newton Sparta Road
Newton, NJ 07860
MINUTES
March 29, 2022
7:30 p.m.

CALL TO ORDER:

Mr. Messerschmidt called the meeting to order at 7:31pm.

PLEDGE OF ALLEGIANCE:

Mr. Messerschmidt led everyone in a flag salute.

OPEN PUBLIC MEETINGS ACT NOTICE:

Mr. Messerschmidt read the following into the record:

This is an open public meeting of the Andover Township Land Use Board to be conducted in-person only at the Florence M. Burd School, located at 219 Newton Sparta Rd., Newton, NJ 07860. Notice of this meeting was given in accordance with the Open Public Meetings Act, Chapter 231, Public Law 85. The rules are generally as stated on the agenda. No new testimony will be taken after 10:00pm. Adequate notice of this meeting has been provided, with an electronic copy posted on the Andover Township website at www.andovertwp.org.

ROLL CALL:

Eric Karr - Excused
Eric Olsen – Present
John Carafello – Excused
Suzanne Howell – Present
John O’Connell – Present
CeCe Pattison – Excused
Richard Skewes – Present
Joseph Ordile – Present
Joseph Tolerico – Present
Paul Messerschmidt – Present

Also Present:

Thomas Molica, Esq.
Cory Stoner, PE
Stephanie Pizzulo, Secretary

ADMINISTRATIVE ITEMS:

Approval of Minutes: None

RESOLUTIONS: None.

COMPLETENESS REVIEWS: None.

HEARINGS:

1.) BHT Properties Group B:151 L:21 A21-2

An application for Preliminary and Final Major Site Plan approval and variances to permit the applicant to demolish all existing structures, regrade the lot and utilize the property for storage of construction vehicles and construction equipment and materials. In addition, the applicant will install a pedestrian walkway, commercial office building and provide all necessary subsurface and surface stormwater facilities and provide other site features. The runway will be maintained and used for access and storage.

Mr. Messerschmidt said Mr. Nusser was unable to attend the meeting so the applicant's traffic expert would present his testimony at this hearing. Mr. Thomas elaborated on why Mr. Nusser was not present at the hearing. He said Mr. Chase would testify to keep the hearing moving along.

Mr. Molica swore in Mr. Corey Chase, PE of Dynamic Traffic, LLC, 245 Main St., Chester, NJ. Mr. Chase gave his qualifications, which were accepted by the Board.

Mr. Chase went through his traffic impact study dated August 6, 2020 with a revision date of February 4, 2021. He said his report was to evaluate the impacts on adjacent roadways of the proposed construction equipment and material storage facility. He said it represents the methodology, analysis and findings of pre and post development of the site. He explained the report analyses existing traffic counts and existing prevailing traffic conditions adjacent to the facility. He said the pandemic has had an impact on the prevailing traffic conditions. Mr. Chase said they did peak hour traffic counts in July of 2020 and evaluated historical N.J.D.O.T. traffic volumes data along Route 206 and Stickles Pond Road and compared that data to the update traffic counts they obtained in July 2020. He explained why they looked at the historical traffic data and said the industry has adopted this methodology as a standard. He explained they focused on the morning commuter peak hour and the evening peak hour, which represents the worst-case scenario. He explained the baseline numbers, the level of service and delays at an intersection. He explained the various levels of service at various at various days and times at the intersection.

Mr. Chase explained the various turning movements at the intersection. He explained the future traffic volume calculations and the proposed trip generations for the site with the number of employees and truck deliveries to and from the site. He said there would be 20 employees and 75 trucks with 150 trips to and from the site. He said the 75 truck trips would be four times a month which would be 10-15 truck trips per day on average. He explained that the use is unique and the industry recommends discussing proposed vehicle traffic with the owner such as employee counts and delivery schedules. He said they consulted with the applicant to generate the trip traffic. Mr. Chase explained the peak hours and the added amount of traffic during those times. He said they took physical counts of the traffic and his analysis shows trip traffic at 40% coming and going.

Mr. Chase explained traffic signal timing and said over time they become inefficient because they are not constantly updated by the N.J.D.O.T. He said they reviewed the traffic signal timing to see if there is a more efficient green time, and explained they take several seconds of green time from one approach and add it to another to have the overall intersection operate in a more efficient manner. He explained the intersection traffic movements. He said he reviewed the plans of the site and said there will be sufficient access to the site and explained the movement and cueing of the site and no vehicles would be staged on Stickles Pond Road. He explained the turning movements into and out of the site and would make minor modifications to the driveway.

Mr. Chase explained exhibit A-27 entitled "Overall Site Plan Truck Circulation Plan". He said tractor-trailers could circulate the site safely and there is sufficient width for two trucks to pass each other and circulate the site. He said the drive aisle is 25 feet in width and the containers are offset by 10 feet from the drive aisle with a total width for maneuvering of 45 feet. Mr. Chase said the parking stalls have been changed to 10X20, complies with the ordinance, and is of a safe and acceptable size. He said there is a 24-foot aisle industry standard with 90-degree parking. He said there are 40 parking stalls where 39 parking stalls as are required and is sufficient for the number of employees onsite. He said the site could safely operate as proposed.

Mr. Chase said based on the pre and post development analysis that they conducted at the signalized intersection with consideration of the minor signal timing modifications, the adjacent signalized intersection of Route 206 and Stickles Pond Road and Greendale Road is going to continue to operate at the no build levels of service. He said that with no change in the levels of service based on the trip generation identified, to the worst-case scenario, it would still only generate 37 trips during the peak hour.

Mr. Chase said when they analyzed the worst-case scenario days; there are no impacts to the levels of service to the adjacent intersection. He said on a normal day if the trucks were evenly distributed throughout the day, it would be about one truck per hour.

Mr. Stoner asked how Mr. Chase derived at the truck distribution. Mr. Chase said they assume approximately 10% of the truck trips would occur during the peak hours. He explained his calculations to the Board and felt it was a fair and conservative number. Mr. Stoner asked what the peak am and pm hours would be. Mr. Chase said the weekday morning peak hour was 7:30 am to 8:30 am and the weekday pm peak hour was 4:30 pm to 5:30 pm. Mr. Thomas agreed that the applicant would do whatever was necessary to facilitate the signal modification. Mr. Stoner asked why the drive aisle could not be widened by one foot. Mr. Thomas said they believe what they are proposing is the standard but it could be widened. Mr. Stoner asked about the proposed 40 parking spaces. Mr. Chase said he would work with Mr. Stoner on a bank of parking spaces in case they are needed in the future. Mr. Stoner asked what impact the amount of proposed traffic would have on the roadways. Mr. Chase said it would depend on what the existing roadway was designed to accommodate. He said trucks are not restricted from Stickles Pond Road so it has a certain amount of truck traffic already. He said without doing pavement bore samples or obtaining the design plans for the road there is no way to quantify that.

Mr. Tolerico asked if the traffic report was based on assumptions. Mr. Chase said it is based on standard methodology. Mr. Tolerico asked how the data is accurate if there is no data for this use. Mr. Chase said it is in the client's best interest to provide the traffic engineer with accurate information because they ultimately want to see the application approved and they want to see the roadway, driveway and intersection function properly and they do not want traffic tie-ups in the area. He said the trip numbers could be added to the resolution and if the applicant wants to change that, they would have to return to the Board. Mr. Tolerico asked how reliable the figures are and how they would know when the trucks will be entering and exiting the site. Mr. Chase said from an operational standpoint the trucks would be on a delivery schedule. Mr. Tolerico asked how the additional three seconds would make a difference with all of the truck traffic. Mr. Chase said it is part of the analysis they perform; and the three extra seconds provides a little extra capacity.

Mr. Olsen asked what types of trucks would be entering and exiting the site. Mr. Chase said they would be flatbeds, lowboy trailers, and dump trucks. Mr. Olsen asked if there would be enough room for trucks coming off Route 206 and making a left into the site and have vehicles circulating around it. Mr. Chase said they did a level of service analysis for that left-hand turn movement and explained it to the Board.

Mr. O'Connell asked about service vehicles such as Fed-Ex and UPS deliveries and asked if they were taken into consideration in the study. Mr. Chase said it is assumed those service trips are outside of the peak hours. Mr. O'Connell asked if the runway would be able to handle the weight of the trucks. Mr. Chase said Mr. Nusser would be able to answer that question. Mr. Thomas said that is an internal concern of the applicant and they would need to maintain it. Mr. Molica asked if the applicant would do boring on the runway. Mr. Thomas said the

applicant has to make sure the runway is stable. Mr. Stoner said the Township has standards for access roads, driveways and parking lots. Mr. Thomas said it is an existing surface. Mr. Stoner said the use is changing and said the ordinance requires it as part of the site plan. Mr. Thomas said if they have to do a boring, they would do the boring.

Ms. Howell felt the peak am traffic hour of 7:30-8:30 is past the peak hour for Route 206. Mr. Chase said the peak of the road is from 7:30am to 8:30am. He said the site would not open for operation until 8:00am and part of the peak is outside of their operational hours. Ms. Howell asked if the applicant would do a bore sample of Stickles Pond Road. Mr. Thomas felt it was not necessary but he did not know if they have the authority to do it. There was a discussion on conducting a bore sampling of the roadway. Mr. Thomas said if it were required, they would do it.

Mr. Messerschmidt asked what type of traffic count methods are available, to which Mr. Chase explained the various types. Mr. Messerschmidt asked how one person at the intersection does the physical count. Mr. Chase said they are trained. Mr. Messerschmidt asked what type of vehicles were in the study. Mr. Chase said they do not break down the traffic by type. Mr. Messerschmidt asked if the County and State have guidelines to which Mr. Chase said they both have similar and they followed the requirements. Mr. Messerschmidt asked if Mr. Chase has ever been involved in a traffic signal change. Mr. Chase said he has made the request and has been successful. He said the municipality would need to review the request and submit it to the State. Mr. Messerschmidt asked how many trucks coming from the site would be able to get through the light. Mr. Chase explained how the data is calculated and said it is not specific to the number of vehicles that get through the intersection.

Mr. Messerschmidt asked about the growth rate to which Mr. Chase said it is updated every two years. Mr. Messerschmidt asked about the statement that no new development is proposed in the area and asked if Mr. Chase was aware of the truck parking area on Stickles Pond Road near the intersection. Mr. Chase explained that statement is for proposed development not in the current traffic volumes. He said the existing facility would be in the traffic count. Mr. Messerschmidt asked if Stickles Pond Road is a rural or urban road to which Mr. Chase said it is a rural road. Mr. Messerschmidt asked why the report refers to an urban road to which Mr. Chase said it was a misrepresentation. Mr. Chase said any number of trips under 100 is assumed not to create a substantial increase on local roads.

Mr. Messerschmidt asked if the applicant would agree to a condition that all anticipated trips to the site, with a gross vehicle weight of greater than one ton, must enter Stickles Pond Road from Route 206 to which Mr. Thomas said the applicant has already indicated that all of the trucks would be coming from Route 206.

Mr. Messerschmidt asked who came up with the methodology for the report to which Mr. Chase said it was through consultation with the applicant. There was a discussion on the methodology used.

Mr. Messerschmidt explained how a construction site would operate where all of the material needed for that day would be taken to the jobsite at the same time in the morning. He felt there would be a lot more truck traffic during the peak hours. He felt the traffic analysis did not take into consideration how a construction site functions. Mr. Chase said the operation would be more regionalized construction material storage yard and felt what Mr. Messerschmidt was referring to would be a local operation. There was a discussion on the difference between a regional operation as compared to a local operation.

The Board took a 5-minute break.

Mr. Ordile asked what updates were done to the study from August 2020 to the update done in February 2021 to which Mr. Chase explained the updates. He said the numbers do not need to be further updated. Mr. Ordile asked about the traffic outside of the peak hours. Mr. Chase said it is less than the peak hours and explained the 24-hour traffic counts. Mr. Ordile asked how the peak hours are determined, to which Mr. Chase explained how it is calculated. There was a discussion on the 24-hour D.O.T. data, which Mr. Chase will provide to the Board.

Mr. Ordile asked about the data adjustments to which Mr. Chase explained they had to make adjustments due to the pandemic. He explained the through and turning movements. Mr. Ordile asked for clarification on the green time signal modifications. Mr. Chase explained how they would take three seconds of green time from the Route 206 side and add it to the Stickle Pond Road side. Mr. Chase explained the peak hour volumes of the road and the hours of operation. He said they took a conservative approach to the data.

Mr. Ordile asked how many trucks could be stacked in the driveway before they backup into Stickle Pond Road. Mr. Chase said there is about 100 feet between the gate and Stickle Pond Road, which could accommodate one truck. Mr. Thomas said the applicant has already indicated there would be no parking on Stickle Pond Road, which is a condition they have already agreed to. Mr. Ordile felt the trucks would end up on Newton-Sparta Road. Mr. Thomas felt they could call ahead and stay on Route 206. Mr. Ordile felt the trucks would back up as they are waiting for paperwork.

Ms. Liz Durkin, Esq representing a group of objectors questioned Mr. Chase. She noted the traffic study was dated August 6, 2020 and revised February 4, 2021 and asked if any further analysis had been done to, which Mr. Chase said they had not. Ms. Durkin noted the application had been filed in March of 2021. Mr. Chase said in preparing his report he reviewed the site plan and the revised site plans. He said the traffic study had been prepared for the

previous application and he had reviewed it. Ms. Durkin questioned Mr. Chase on the preparation of the Traffic Impact Study. Mr. Chase said he spoke to Mr. Adar and his team of professionals on the operation of the facility. Ms. Durkin asked if Mr. Chase was present for Ms. Sainz testimony to which he said yes. Mr. Chase said Ms. Sainz was part of the team he spoke to prepare his report. He said they discussed the intended operation, number of employees and truck traffic for the facility, the peak days as well as the more typical days.

Ms. Durkin asked of using one day in the report is typical to which Mr. Chase said yes. Ms. Durkin asked why the data was collected in July when schools were closed. Mr. Chase said the data was collected during the pandemic and the schools were closed anyway. He said they typically do traffic studies throughout the year and reference historical traffic volumes and make adjusts they see fit. Ms. Durkin asked if he used a weighted average. Mr. Chase said it is an average based on the comparison of the counts from July to the historical D.O.T. volumes. Ms. Durkin asked if Mr. Chase knew how many school bus stops are on Stickles Pond Road to which he said he did not know. She asked if that is something, he should know. Mr. Chase said based on the operations of the facility from 8 am to 5 pm there would be some overlap with school bus traffic however, in his professional opinion, it would not have a substantial impact. He said school bus stops are not typically entered into reports.

Mr. Molica said Ms. Durkin would resume her cross-examination at the next meeting on the matter.

Mr. Messerschmidt advised the hearing would be carried, without further notice, to April 19, 2022 and be held at the Long Pond School, 707 Limecrest Road, Andover, NJ. Mr. Thomas granted the Board an extension of time until the end of May 2022. Mr. Thomas said Mr. Nusser would not be available for the next meeting however he would be back at the May meeting.

ORDINANCES: None.

OLD BUSINESS: None.

NEW BUSINESS: None.

LIAISON REPORTS:

Mr. Messerschmidt said the Board would not be hearing any liaison reports.

VOUCHERS:

Company	Purpose	Amount	Paid By
Harold Pellow & Associates	BHT Properties Group	\$411.50	Applicant's Escrow

A motion to pay the voucher as presented was made by Mr. Tolerico and seconded by Ms. Howell. Roll Call: Eric Olsen – yes, Suzanne Howell – yes, John O’Connell – yes, Richard Skewes – yes, Joseph Ordile – yes, Joseph Tolerico – yes, Paul Messerschmidt – yes. Motion passed.

CORRESPONDENCE:

- 1.) From: Sussex County Department of Engineering & Planning
Re: Ballantine Woods – Approval withheld subject to conditions

PUBLIC PORTION:

If a member of the public has a question or comment, please raise your hand and wait to be recognized by the Chairperson to speak. When called, please come to the microphone, state your full name and address and spell your last name for the record. Please refrain from asking questions or making comments about any pending application before the Board as the applicant may not be present for cross examination. The Chairperson has the right to limit the amount of time a person from the public has to ask questions and make comments so all members of the public may have a chance to speak.

Mr. Messerschmidt opened the meeting to the public. With no public still in the building, the meeting was closed to the public.

UPCOMING MEETINGS: April 5, 2022, April 19, 2022

ADJOURNMENT:

With no further business to come before the Board, a motion to adjourn was made by Mr. O’Connell. It was seconded by Mr. Olsen and passed with everyone saying aye.

Respectfully submitted,

Stephanie Pizzulo

Land Use Administrator