

**WARREN COUNTY PLANNING DEPARTMENT
WAYNE DUMONT, JR. ADMINISTRATION BUILDING
165 COUNTY ROAD 519, SOUTH
BELVIDERE, NEW JERSEY 07823-1949**

DAVID K. DECH
PLANNING DIRECTOR



Telephone: (908) 475-6532
Fax: (908) 475-6537
planningdept@co.warren.nj.us

**REVISED AGENDA
WARREN COUNTY PLANNING BOARD**

Monday, September 27, 2021

8:00 p.m.

In-Person and Via Electronic Communication

Development Review Committee meets at 7:00 pm

CALL TO ORDER

INTRODUCTORY STATEMENT:

Adequate notice of this meeting has been given in accordance with the Open Public Meetings Act by forwarding a notice of the date, time and location of the meeting to THE STAR-LEDGER, THE DAILY RECORD and the Warren County Clerk and by posting a copy thereof on the bulletin board of the Warren County Courthouse and Administration Building. The meetings will be conducted in person and through electronic communications equipment to facilitate public comment. Public access is provided through a conference call using Webex to preserve the health, safety and welfare of the public in conformance with N.J.S.A. 10:4-6, et seq. [the Open Public Meetings Act], at which time formal action will be taken.

THE COUNTY PLANNING BOARD REQUESTS THAT ALL PARTICIPANTS KEEP THEIR PHONE OR COMPUTER ON MUTE UNLESS SPEAKING DURING PUBLIC COMMENT. THIS WILL ELIMINATE BACKGROUND NOISE AND DISRUPTION DURING THE REGULAR MEETING AND DURING PUBLIC COMMENT

SELECTED SUBDIVISION AND SITE PLAN MAPS TO BE ACTED ON AT THIS MONTH'S MEETING MAY BE VIEWED AT

<https://warrencountynj.maps.arcgis.com/apps/Shortlist/index.html?appid=84bb354d75dc4868a66480fde8124c4c>

The public is invited to attend this meeting by calling:

1-877-309-3457 (toll free) or 1-404-397-1516

When prompted for Meeting Number (access code) press 129 780 6327 and the # sign.

When prompted for Attendee Number press the # sign.

OR

JOIN WEBEX

<https://warrencountynj.webex.com/warrencountynj/j.php?MTID=m76b02fa515f06e6e953fb2298aedbb78>

Meeting number (access code): 129 780 6327

Meeting password: XBJ273TPk6f

SWEARING IN OF MEMBERS

Robert Hopkins – Alternate 2 Member with term to expire 9/19/24

Randy Piazza – Regular Member with term to expire 9/19/24

Terry Urfer – Alternate 1 Member with term to expire 9/19/24

ROLL CALL

SALUTE TO THE FLAG

APPROVAL OF MINUTES OF PREVIOUS MEETING(S)

- o August 23, 2021

PUBLIC COMMENTS

SUBDIVISION & SITE PLAN REPORT

Subdivisions

21-010 Hope Michael Planer

20-009 Blairstown Nicholas Fluri

20-013 Franklin Sara Pyskaty

Site Plans

20-016-SP Alpha Standard Street Alpha Property, LLC

20-028-SP Frelinghuysen James Alexander Corporation

21-023-SP	Hackettstown	GTI New Jersey, LLC
21-036-SP	Washington Twp.	Levin Management Corporation
21-032-SP	Hackettstown	Above Grid Solar Carport 2020, LLC
21-038-SP	Alpha	WIP Alpha, LLC
21-006-SP	White	Jaindl Land Company (Commerce Center I)
21-007-SP	White	Jaindl Land Company (Commerce Center II)
21-022-SP	Knowlton	Belvidere NJ Congregation of Jehovah Witnesses
21-024-SP	Greenwich	Greenwich Dumont Urban Renewal

CORRESPONDENCE:

- Agriculture Development Board – Minutes of June 17, 2021
- Warren County 2020 Road System Traffic Crash & Road Safety Assessment
- Bohler Engineering – Wastewater Management Plan Amendment, NFI Real Estate
- New Jersey Planner - July/August

DIRECTOR'S REPORT

Warren County Planning Dept. Project Report September 2021

COMMITTEE REPORTS

LIAISON REPORTS

OLD BUSINESS

NEW BUSINESS

- Budget Committee

OTHER BUSINESS

PUBLIC COMMENTS

ADJOURNMENT

**Members Who Do Not Plan To Attend the Meeting
Please Notify the Planning Department**

WARREN COUNTY AGRICULTURE DEVELOPMENT BOARD

Department of Land Preservation

P.O. Box 179

500 Mt. Pisgah Avenue

Oxford, NJ 07863

**Meeting Minutes
June 17, 2021**

The regular monthly meeting was held at the office of the Department of Land Preservation, 500 Mt. Pisgah Avenue, Oxford, New Jersey. The meeting was called to order by Chairman Schnetzer at 7:32 p.m. An announcement was read as required by the Open Public Meetings Act, N.J.S.A. 10:4-6-21.

Members present: Tim Bodine, Bradley Burke, Robert Nyland, Jason Menegus, Joel Schnetzer, Melissa Watters

Members absent: Lou Baduini

Others present: M. Duckworth, C. Tierney, Staff; Lori Ciesla, County Commissioner; Aaron Culton, Substitute County Counsel; Marilyn Lipp, Joseph Lipp, Mansfield Township; Rene Mathez, Bob McNinch, Knowlton Township; Rachel DeFlumeri, SADC.

Minutes of the meeting held on May 20, 2021 were approved on a motion by Mr. Burke and seconded by Mrs. Watters. Motion carries.

Correspondence: None

Public Input (Non-agenda Items): None

Old Business:

Pipers Hills Farms, LLC, TLC-NJ Non-Profit, BL 48 L 72, Washington Township, approx. 28 gross acres

Mr. Tierney stated that the asphalt apron had been completed and that the WC Engineers were working on scheduling to inspect the apron before the property can be closed on.

Possible Deed of Easement Violations

Bogyos/Steinhardt, Franklin Township – Mr. Schnetzer noted that the discussion on the Bogyos/Steinhardt property would be tabled until next month.

Utility Scale Solar on NJ Farmland

Mr. Menegus noted that there were two bills in State legislature regarding solar on farmland, with one specifically citing 5% property coverage.

Annuals Perennials & More, LLC, BL 1501 L 3, Mansfield Township, 10.14 acres Certification Continued

Mr. Schnetzer noted that himself, Mrs. Watters, Mr. Burke, and Mr. Menegus had each gone and visited the farm over the course of the month. Mr. Schnetzer asked the Board to motion to accept or deny the Certification of a Commercial Farm for Annuals Perennials & More, LLC. Mrs. Watters made a motion to deny Certification of a Commercial Farm to Annuals Perennials & More, LLC, which was seconded by Mr. Schnetzer.

Mrs. Watters noted that the business was being called a nursery, but there were no young plants on-site. Mrs. Watters also explained that there were only three chickens on-site, and even with a fox problem, there was not enough production occurring on the property for her to support it. Mr. Burke asked Mrs. Watters if she had walked the farm. Mrs. Watters replied that she had walked the property with Mr. Schnetzer.

Mr. Burke explained that he saw rows of tomatoes on his site visit with Mr. Menegus. Mr. Burke noted that there had also planted squash. Mr. Bodine asked Mr. Burke what acreage of squash was planted. Mr. Schnetzer explained that less than 1/4 acre had been planted and that he could not support the certification because there was simply not enough farming taking place.

Mr. Burke asked about what ordinances had been violated in the township. Mrs. Lipp said that one of the driveways was cited for violation and the sales of vehicles along the road was the other violation. Mr. Burke noted that neither of the violations mentioned were eligible for Right-to-Farm protection. Mr. Lipp noted that he had about 140 chicks in incubation.

Mr. Burke said he could sympathize with losing animals and planting times but that Right-to-Farm really had nothing to do with what they violated. Mr. Schnetzer said that the violations had nothing to do with the Certification at hand.

Roll Call: Mr. Schnetzer – yes; Mr. Bodine – yes; Mr. Burke – no; Mr. Nyland – yes; Mrs. Watters – yes; Mr. Menegus – no. Motion passes.

Mr. Tierney explained that the Lipp's have 10 days to appeal the decision to the SADC. Mr. Lipp asked if they were able to reapply later on. Mr. Culton noted that they could reapply in the future.

New Business:

Certification of Commercial Farm - Sarepta Farms, BL 54.01 L 2, White township, 27.18; Plainview Growers, Inc., BL 105 L 8, Allamuchy Township

Mr. Schnetzer asked for a motion to table Certification of Commercial Farm resolution for Sarepta Farms and hearing for Plainview Growers until the July meeting due to attorney absences. Mr. Menegus made a motion to table the Certification discussions until the July meeting, which was seconded by Mr. Nyland.

Roll Call: Mr. Schnetzer – yes; Mr. Bodine – yes; Mr. Burke – yes; Mr. Nyland – yes; Mrs. Watters – yes; Mr. Menegus – abstained. Motion passes.

Mr. Culton explained that the Plainview Growers hearing needed to be tabled until July so that the SADC could visit and inspect the farm because it is a preserved property. Mr. Culton also noted that the SADC would like to report on their findings and whether or not the farm is in compliance with the deed of easement before a Right-to-Farm hearing can move forward. Mr. Culton asked for a motion to carry the Plainview Growers hearing to the July meeting and that the applicant does not have to renote the hearing. Mr. Burke motioned to carry the Plainview Growers hearing to the July meeting and exclude the applicant from having to renote the hearing.

Roll Call: Mr. Schnetzer – yes; Mr. Bodine – yes; Mr. Burke – yes; Mr. Nyland – yes; Mrs. Watters – yes; Mr. Menegus – yes. Motion passes.

Draft Soil Protection Standards – Request for Informal Comments Discussion

Mr. Burke explained that he had read the draft standards and thinks that considering the SADC has to specify what soil remediation is, he thought it was logical and well thought out, specifically with the definitions of permanent, semi-permanent, and temporary structures. Mr. Burke said that based on his prior experience with struggling for a building through layers of regulation, the SADC went too far with too much regulation, specifically with engineering and environmental standards that a non-preserved farm would not be subject to. Mr. Burke noted that soil pressure tests are also associated. Ms. DeFlumeri explained that the standards Mr. Burke was referencing do not take effect until the impervious coverage limit has been reached, and that most farms in the region would not have these standards to abide by. Mr. Burke said that the requirements still have a burden above and beyond what someone with non-preserved land has to deal with, which would provide a barrier to future farmland preservations. Ms. DeFlumeri noted that she will ensure these opinions are conveyed to the rest of the SADC.

Mr. Menegus voiced his concerns about the impervious coverage statutes and whether or not they would line up with most municipal ordinances.

Mr. Schnetzer asked if there will be a formal comment period after the SADC revises their draft soil remediation standards. Ms. DeFlumeri noted that she would check and report back at the next meeting.

Targeted Farms Discussion

Mr. Tierney stated that the GIS data had been received by the Planning Department but that he had not been able to go through it with detail. Mr. Tierney noted that he will have more information for the Board at the July meeting.

Use of Preservation Information

Mr. Burke explained that Terry Urfer had asked at the last Ag Board meeting if he would be able to see the Administrator's Report regarding current preservation, specifically the values in which they were being appraised at for preservation. Mr. Burke asked if the report could be shown regularly at both the Ag and Planning Board meetings. Mr. Tierney explained that the CADB minutes, which include his Administrator's Report, are sent to the Planning Department, the Commissioner's Office, and are posted on the County's website.

Administrator's Report: Mr. Tierney stated that the Brook Hollow Farm in Knowlton had closed and that the Kitchen Farm, J & J Smith Farm, and Pipers Hill Farm were next in line.

Mr. Menegus asked if the Pohatcong Valley Farm was moving forward. Mr. Tierney explained that only certain appraisers had the ability to appraise the farm and that a letter had been sent to SHPO about the delays.

Mr. Menegus asked about the status of the Brenda Anema Farm now that it had been sold. Mr. Tierney said that had reached out to the new land owners and the realtor regarding preservation, but has not yet heard back. Mr. Menegus asked if there was a way to have the first right of refusal during preservation so that farms can be stopped from being sold when in the preservation process. Mr. Schnetzer asked if Mr. Tierney could work on writing up that provision. Mr. Tierney was unable to respond due to a technical issue that took him out of the meeting.

New Applications:

County Applications

Total Applications: 0 Total Acres: 0

Non-profit applications

- **Campgaw Farm** – Hope/Blairstown Townships (Approx. 135.54 acres)
- **Giordano** – Frelinghuysen Township (Approx. 33.98 acres)
- **Mt. View Farms** - Franklin Township (Approx. 55.30 acres)
- **Santini Home Farm** - Franklin Township (Approx. 39.905 acres)
- **Silver Pine Farm, LLC** – Frelinghuysen Township (Approx. 33.23 acres)
- **Stecker** – Harmony Township (Approx. 18.988 acres)

Total Applications: 6 Total Acres: 316.943

Awaiting Green Light Approval:

County Applications

- **McEvoy #1** – White Township (Approx. 102 acres) Working out exception areas with landowner. Follow up call with landowner regarding application in March, no response yet.

Total Applications: 1 Total Acres: 102

Received Green Light Approval:

County Applications

- **McEvoy #2** – White Township (Approx. 20 acres) \$5,200. CMV Accepted offer. Sent out contract.
- **Vliet** – Washington Township (Approx. 119 acres) Appraisals received. Sent to SADC for CMV. Landowner sold property. Letter sent to new owners.

Total Applications: 3 Total Acres: 203

Received CMV & Offer Made:

County Applications

Total Applications: 0 Total Acres: 0

Municipal Applications

Total Applications: 0 Total Acres: 0

SADC applications

- **Gardner** – Franklin Township (Approx. 91.5 acres)
- **Riggs** – Franklin Township (Approx. 34 acres) On CADB Agenda for Cost-share funding.

Total Applications: 2 Total Acres: 125.5

Under Contract (Title Search & Survey):*County Applications*

- **Anema, Ralph** – Washington Township (Approx. 123 acres) Landowner proceeding with Township to subdivide 6 acres severable exception. Received signed contract. On CADB for cost-share funding approval.
- **Dykstra** – Mansfield Twp. (Approx. 209 ac.) CMV \$3,900. Received signed contract. Survey underway. Title ordered. SADC final approval received.
- **Khan** – Hardwick Twp. (Approx. 75 ac.) CMV \$3,400. Hardwick Township to cost-share at \$600/acre. Received draft survey and title work underway. At Engineering for review.

Total Applications: 3 Total Acres: 407

Municipal Applications

- **Dokie's Acres (Thompson)** – White Twp. (Approx. 43 ac.) CMV \$6,000. Issues with trucks turning around on property. Engineering requested change in previous revisions from surveyor. Received revised survey.
- **McLain** – Harmony Twp. (Approx. 140 ac.) CMV \$5,700. No County Comments from Engineering on survey. Major soil erosion on property found during site inspection. Landowner working with NRCS.
- **Vass** – Knowlton Twp. (Approx. 100 ac.) CMV \$4,700. Landowner confirmed location of exception area to 3.3 acres. Received contract. Survey to commence soon. Ordered title work.

Total Applications: 3 Total Acres: 283

Non-Profit Applications

- **Kimball** – White Twp. (Approx. 45 ac.) CMV \$4,200. TLC-NJ has signed contract, draft survey and title. Sent draft survey and title to Engineering for their review.
- **Promised Land (M. Santini)** – Franklin Twp. (Approx. 58 ac.) CMV \$4,650. Received contract, waiting for TLC-NJ to send title and survey underway.

Total Applications: 2 Total Acres: 103

Waiting to Close (Final Legal Review):*County Applications*

- **Beatty South** – Greenwich Twp. (Approx. 57 ac.) CMV \$9,500. Mrs. Beatty has died, estate being settled.
- **Beatty North** – Greenwich Twp. (Approx. 86 ac.) CMV \$8,800. Mrs. Beatty has died, estate being settled.
- **Haydu** – Harmony Twp. (Approx. 46 ac.) CMV \$4,900. Title search done & received draft survey. Survey sent to Engineering Dept. for review on 2/27/19. Engineering signed off, sent final survey to SADC for review.
- **Shandor** – Harmony Township (Approx. 100 ac.) CMV \$3,100. Survey completed. Waiting for landowner to provide NJDEP Consent Order so SADC can undertake final legal review. Two landowners passed away. Addendum to contract on next BOCC Agenda. Final site inspection performed.
- **Smith, John & Jean #1** – Harmony/White Twps. (Approx. 82 ac.) CMV \$4,600. Subdivision resolution received. Inspection performed. Highlands Application has been approved. Received recorded subdivision deeds. Engineering satisfied with revisions and sent the survey to SADC.
- **Smith, John & Jean #2** – Harmony Twp. (Approx. 36 ac.) CMV \$6,000. Subdivision resolution received. Highlands Application has been approved. Received recorded subdivision deeds. Engineering satisfied with revisions and sent the survey to SADC.

Total Applications: 6 Total Acres: 407

Municipal Applications

- **Brook Hollow Winery** – Knowlton Twp. (Approx. 16 ac.) Should be closing soon; need to clear up Knowlton Business Park on title. Final site inspection performed.
- **Kitchen** – Knowlton Township (Approx. 28 ac.) CMV \$5,100. Should be closing soon.

Total Applications: 2 Total Acres: 44

Non-Profit Applications

- **Pipers Hill Farm (Gibb)** – Washington Twp. (Approx. 27 ac.) CMV \$5,500. Received draft survey. Received County Engineer review letter 11/19; landowner to address unpermitted access and power box; revisions to survey needed.

Total Applications: 1 Total Acres: 27

SADC applications

- **Shen** – Mansfield Township (Approx. 222 acres)

Total Applications: 1 Total Acres: 222

Recent Closings:

- **Route 57 Partnership** – Franklin Twp. (Approx. 70 ac.) CMV \$3,200. Closed by mail.
- **Stampone** – Knowlton Twp. (Approx. 38 ac.) Closed on 5.11.21!

Withdrawn

- **Anema, Brenda** – Washington Township (Approx. 64 acres) Greenlight Received. Received appraisals. Landowner sold property. Letter sent to new owners.

Pohatcong Contamination Area Projects:

Seeking Highlands Council Open Space Funding cost-share

- **Pear Tree Realty** – Franklin Township (Approx. 62 ac.) Received up to 50% matching Highlands Grant. Received draft survey. No County comments. Warren County and Highlands to be Co-owners of DOE. Landowners agree to continue preservation with further restrictions and HC on DOE.
- **Pereira** – Franklin Township (Approx. 30 ac.) Received up to 50% matching Highlands Grant. No County comments. Warren County and Highlands to be Co-owners of DOE.. Landowners agree to continue preservation with further restrictions and HC on DOE.
- **Myers/Toretta #1**– Franklin Township (Approx. 38 acres) Received up to 50% matching Highlands Grant. Engineering reviewing sight triangle revision. Warren County and Highlands to be Co-owners of DOE. Landowners agree to continue preservation with further restrictions and HC on DOE.
- **Myers/Toretta #2** – Franklin Township (Approx. 48 acres) Received up to 50% matching Highlands Grant. Engineering cleared survey revisions. Waiting on title update and survey endorsement. Warren County and Highlands to be Co-owners of DOE. Landowners agree to continue preservation with further restrictions and HC on DOE.
- **Noel** – Franklin Township (Approx. 44 ac.) Received 50% matching Highlands Grant. Sent to Engineering to review on 1.14.20. Waiting for title company to review. Surveyor made Engineering revisions. Waiting on title update and survey endorsement. Warren County and Highlands to be Co-owners of DOE Landowners agree to continue preservation with further restrictions and HC on DOE.
- **Oberly** – Franklin/Greenwich (Approx. 96 ac.) Applied for Highlands Grant. Inspected by HC staff. Received Highlands Grant.
- **O'Dowd South** – Franklin & Greenwich Township – (Approx. 132 ac.) Applied for Highlands Grant. Inspected by HC staff. Received Highlands Grant. Warren County and Highlands to be Co-owners of DOE. Landowners agree to continue preservation with further restrictions and HC on DOE.

Total Applications: 7 Total Acres: 450

2021 Closings YTD: 5 farms totaling 522.038 acres
Program Totals: 306 farms totaling 26,944 acres

Comment: None

Adjournment: A motion for adjournment was made by Mr. Bodine, and seconded by Mr. Nyland. Motion carries. Chairman Schnetzer adjourned the meeting at 8:17 pm.

Respectfully submitted,

Matt Duckworth

OFFICE OF THE COUNTY ENGINEER
COUNTY OF WARREN
WAYNE DUMONT, JR. ADMINISTRATION BUILDING
165 COUNTY ROUTE #519 SOUTH
BELVIDERE, NJ 07823-1949

WILLIAM G. GLEBA, P.E.
COUNTY ENGINEER

LINDA J. READ, P.E.
ASSISTANT COUNTY ENGINEER

August 31, 2021



PHONE: (908) 475-6545
FAX: (908) 475-6566

RECEIVED

SEP 13 2021

WARREN COUNTY
PLANNING BOARD

MEMORANDUM

To: Warren County Planning Board
Dave Dech, Planning Director

From: William G. Gleba, P.E., County Engineer *wlg*

Subject: Year 2020 Warren County Road System Traffic Crash Data & Road Safety Assessment

Enclosed is the Year 2020 "Warren County Road System Traffic Crash Data & Road Safety Assessment." This has been prepared by the Warren County Engineer's Office to monitor county road traffic crashes and identify areas for improvement. This is provided for your use and information.

Should you have any questions, do not hesitate to contact myself or Joe D'Souza, Principal Traffic Engineer, at the office.

Enclosure

RECEIVED

SEP 13 2021

WARREN COUNTY
PLANNING BOARD

**Warren County Road System
Traffic Crash Data & Road Safety Assessment
Year 2020**

- 500 & 600 Series Roads -

Prepared By:

Warren County Engineering Department

August 2021

With the Cooperation of:

Town of Belvidere Police Department
Blairstown Township Police Department
Greenwich Township Police Department
Town of Hackettstown Police Department
Independence Township Police Department
Lopatcong Township Police Department
Mansfield Township Police Department
Town of Phillipsburg Police Department
Pohatcong Township Police Department
Washington Township Police Department
New Jersey Department of Transportation
on behalf of New Jersey State Police

SECTION I

Introduction

Warren County Road System Year 2020 Crash Data & Road Safety Assessment

The County of Warren's transportation objective is to provide a safe and efficient road system for all users. This is accomplished through a combination of traffic management techniques and capital improvement projects. The preparation of this report is part of Warren County's efforts to identify areas on the County Road system where changes may improve safety for the traveling public.

The Year 2020 Crash Data and Road Safety Assessment is prepared with information provided by local police departments in Warren County and the New Jersey Department of Transportation (NJDOT) providing State Police data. The engineering department receives data from various police departments and NJDOT for crashes occurring on county roads. The information is then reviewed and the critical data is entered into a computer database. After all the crash data has been entered, the data is sorted under several parameters so locations of high crash occurrences can be identified. These locations can then be studied further to determine if corrective measures can be made.

When completed, the information in this report is distributed to police departments, municipalities, state officials, and county officials. The government officials receive the report to assist in their decisions in allocating funds to improve problem areas. Local police departments receive the report so they can concentrate enforcement efforts where most needed. While motor vehicle crashes cannot be entirely eliminated, the process of identifying high crash locations and determining appropriate improvements will minimize crashes and improve public safety.

SECTION II

**County Road System Locations with the
Highest Number of Crashes in the Year 2020**

Warren County Road System

Locations with the Highest Number Of Crashes

Year 2020

Location Number	Number of Crashes	County Route	Milepost	Intersecting Road	Municipality	Jurisdiction
1	10	519	28.33	US 22	Pohatcong/Greenwich	State
2	8	632	7.45	SR 31	Washington Twp.	State
3	6	630 Spur	0.00	SR 31	Washington Twp.	State
4	6	638	0.00	US 22	Pohatcong/Greenwich	State
5	5	519	48.51	CR 611	Hope	County
6	5	623	0.38	CR 628	Washington Twp.	County
7	4	519	29.93	SR 57	Lopatcong	State
8	4	519	40.29	CR 623	White	County
9	4	632	11.89	SR 57	Mansfield	State

NOTES

1. This report considers only those crashes occurring within the Warren County Road System. State and municipal roadways are not monitored except where they intersect county roadways.
2. A location appearing on this list does not necessarily indicate a hazardous condition. Locations with high traffic volumes will naturally have more crashes than locations with low traffic volume. Once a location is identified on this list, it must be further analyzed to determine if corrective measures should be implemented.
3. This report will be forwarded to the New Jersey Department of Transportation for their review of locations under State jurisdiction. The determination of any warranted improvements at these locations will be made by NJDOT.

Warren County Road System
Locations with the Highest Number of Crashes and
Addressing Comments Year 2020

1. Intersection of County Route 519 & US Rte. 22, Pohatcong / Greenwich Twp. – 10 Crashes

The State of New Jersey has jurisdiction over this signalized intersection. The reported crashes are attributed to the heavy traffic congestion in this area and the unusual configuration of the intersection. The intersection shows a pattern of same direction and side-swipe crashes, as expected for the layout of the intersection. There are no changes proposed at this time. This report will be forwarded to NJDOT for further review.

2. Intersection of County Route 632 & State Highway 31, Washington Twp. – 8 Crashes

The State of New Jersey has jurisdiction over this signalized intersection. The intersection shows a pattern of same direction and turning related crashes, typical for signalized intersections. There are no changes proposed at this time. This report will be forwarded to NJDOT for further review.

3. Intersection of County Route 630 Spur & State Highway 31, Washington Twp. – 6 Crashes

The State of New Jersey has jurisdiction over this stop controlled intersection. The intersection shows a pattern of same direction crashes involving vehicles stopped on South Broad Street. The two roads intersect at an acute angle. This type of configuration is susceptible to same direction crashes. A previous recommendation was made to the NJDOT to install left turn lanes on Route 31. A traffic control signal should be considered at this location. This report will be forwarded to NJDOT for further review.

4. Intersection of County Route 638 & US Rte. 22, Pohatcong / Greenwich Twp. – 6 Crashes

The State of New Jersey has jurisdiction over this signalized intersection. The intersection shows a pattern of same direction and turning related crashes, typical for signalized intersections. The reported crashes may be attributed to the very high traffic volumes at the intersection. There are no changes proposed at this time. This report will be forwarded to NJDOT for further review.

5. Intersection of County Route 623 & County Route 628, Washington Twp. – 5 Crashes

This intersection reports a pattern of predominantly angle crashes involving vehicles exiting off of County Route 628. These crashes create a trend of injuries resulting from the crash. These crashes may be attributed to high traffic volumes traveling through the intersection going to and from the Warren Hills Regional High School, and drivers' failure to safely turn off of County Route 628, due to the vertical clearance of the road, and limited sight lines. There are no changes proposed at this time. This location will continue to be monitored for future crash occurrences.

6. Intersection of County Route 519 & County Route 611, Hope Twp. 4 Crashes

This location has reported an increase in crash activity compared to previous years. There is no predominant pattern to the crashes at this time. There are no obvious contributing factors to these crashes. The crashes are generally minor in nature involving property damage only. This location will be monitored for future crash occurrences.

7. Intersection of County Route 519 & County Route 623, White Twp. – 4 Crashes

This location shows a pattern of angle crashes. The crashes are generally minor in nature involving property damage only. The intersection is currently a 4-way stop with an overhead blinking light. The intersection is planned to be signalized in the future. This location will be monitored for future crash occurrences.

8. Intersection of County Route 519 & State Highway 57, Lopatcong Twp. – 4 Crashes

The State of New Jersey has jurisdiction over this signalized intersection. This location has been studied by the NJDOT and design plans for improvements have been prepared. The proposed improvements include additional turn lanes, revised signal phasing and timing, and widening of existing bridge structures. The construction date for this project still has not been decided upon, as it is dependent upon the acquisition of needed environmental permits and funding.

9. Intersection of County Route 632 & State Highway 57, Mansfield Township – 4 Crashes

The State of New Jersey has jurisdiction over this signalized intersection. County Route 632 intersects State Route 57 on a skewed angle. The intersection reports a pattern of same direction crashes. The crashes are generally minor in nature involving property damage only. The crashes can be attributed to drivers' hesitancy to turn off of County Route 632 onto State Route 57, due to the geometry of the intersection and limited sight distance. This pattern is common of skewed intersections of this type. There are no changes proposed at this time. This report will be forwarded to NJDOT for further review.



30 Independence Boulevard, Suite 200
Warren, NJ 07059
908.668.8300

August 25, 2021

Via FedEx

RECEIVED

AUG 26 2021

20-030-SP
WARREN COUNTY
PLANNING BOARD

Ms. Deborah A. Pasquarelli
Warren County Planning Board
165 County Road 519 South, Suite 111
Belvidere, NJ 07823-1949

**RE: Wastewater Management Plan Amendment
Proposed Warehouse Facility
NFI Real Estate, LLC
188 Strykers Road
Block 99, Lot 3.01
Lopatcong Township
Warren County, State of New Jersey
BENJ File No. J190715**

Dear Ms. Pasquarelli:

As you may be aware, the applicant for the subject development is seeking an amendment to the Phillipsburg Town STP sewer service area. Pursuant to NJAC 7:15-3.5(g)3, the applicant is requesting a letter or resolution from your department regarding the consistency of the proposed project with the land use identified within the County master plan.

Should you have any questions or comments concerning this or any other matter, please do not hesitate to contact our office.

Sincerely,

BOHLER ENGINEERING NJ, LLC

Kyle McKenna, P.E.

David F. Wisotsky, P.E.

KM/sll G:\2019\J190715\Admin\Letters-OUT\County 05 (Pasquarelli) County Planning Consistency Letter 08-25-2021.docx

Enclosure(s)

cc : Brian Werrel, NFI Real Estate, LLC (via email w/ PDF enclosures)
Michael Landsburg, NFI Real Estate, LLC (via email w/ PDF enclosures)
Mark Peck, Florio Perruci (via email w/ PDF enclosures)



30 Independence Boulevard, Suite 200
Warren, NJ 07059
908.668.8300

August 25, 2021

Via FedEx

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AUG 26 2021

20-030-SP
WARREN COUNTY
PLANNING BOARD

Ms. Deborah A. Pasquarelli
Warren County Planning Board
165 County Road 519 South, Suite 111
Belvidere, NJ 07823-1949

RE: **Wastewater Management Plan Amendment
Proposed Warehouse Facility
NFI Real Estate, LLC
188 Strykers Road
Block 99, Lot 3.01
Lopatcong Township
Warren County, State of New Jersey
BENJ File No. J190715**

Dear Ms. Pasquarelli:

As you may be aware, the applicant for the subject development is seeking an amendment to the Phillipsburg Town STP sewer service area (SSA). Enclosed for your records is a complete copy of the application submitted to the NJDEP for amendment of the Water Quality Management Plan (WQM Plan) and expansion of the SSA. Pursuant to N.J.A.C. 7:15-3.5(f), the applicant is seeking comments from your department regarding the proposed expansion of the Phillipsburg Town STP SSA. Please note that the applicant formally requested a sewer allocation of 10,000 GPD be allocated for the subject project, the applicant has re-evaluated their anticipated demand and is formally amending their request to 8,000 GPD. A revised sewer demand calculation is also enclosed for reference.

Should you have any questions or comments concerning this or any other matter, please do not hesitate to contact our office.

Sincerely,

BOHLER ENGINEERING NJ, LLC

Kyle McKenna, P.E.

David F. Wisotsky, P.E.

KM/sll G:\2019\J190715\Admin\Letters-OUT\County 04 (Pasquarelli) County SSA Expansion Letter 08-25-2021.docx

Enclosure(s)

cc : Brian Werrel, NFI Real Estate, LLC (via email w/ PDF enclosures)
Michael Landsburg, NFI Real Estate, LLC (via email w/ PDF enclosures)
Mark Peck, Florio Perruci (via email w/ PDF enclosures)

List of Contacted Entities

- Site plan application was made to the Township of Lopatcong on December 23, 2020
- Notification was made to Warren County on December 23, 2020
- A Highlands Application was made to the Highlands Council on December 23, 2020

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WARREN COUNTY
PLANNING BOARD

Project Description for Sewer Service Area Map Amendment

Project:

NFI Real Estate, LLC. – Proposed Warehouse Development

Location:

Block 99; Lot 3.01, 188 Strykers Road, Lopatcong, Warren County, New Jersey

Description:

The proposed warehouse development project includes the construction of 592,800 SF of warehouse and office floor area along with parking additions. The subject parcel is approximately 46.75 acres, of which approximately 29 acres will be developed for the above uses. The remaining area will be open space or reserved areas for aboveground stormwater management basins. The proposed development will generate approximately 10,000 gallons per day (GPD), or 0.01 million gallons per day (MGD). The sanitary sewer line is proposed to be mostly gravity which will collect wastewater from the intended uses and convey flow to an existing sanitary sewer system South of the property along Strykers Road. A portion of the sanitary sewer line on-site is conveyed via a forced lateral from a proposed ejector pump. The project is within the jurisdiction of Lopatcong Township, Phillipsburg Municipal Sewer Utility, Warren County Planning Department and the Highlands Council as the property is within a Highlands Planning Area. All contributing wastewater will be treated and released at the Phillipsburg Municipal Sewer Utility Treatment Plant, with an NJPDES number of NJ0024716.

The subject development in Lopatcong Township is not within the existing Sewer Service Area. We are seeking an amendment to the Sewer Service Area to incorporate the subject development.

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WARREN COUNTY
PLANNING BOARD

Michael J. Landsburg
Chief Development Officer
NFI Real Estate
Triad 182 Centre
2 Cooper Street
Camden, NJ 08102
856-470-2725

Michael.landsburg@nfiindustries.com

February 18, 2020

Lopatcong Township
232 South 3rd Street
Phillipsburg, NJ 08865
c/o M. Beth Dilts

Dear Ms. Dilts:

NFI Real Estate is the contract purchaser for Lot 3.01, Block 99 within Lopatcong Township. Our office respectfully requests an amendment to be made to the Lopatcong Township Wastewater Management Plan for the future development of Lot 3.01, Block 99.

The subject site is 46.75 acres and is zoned ROM – Research Office and Manufacturing. The future development proposes approximately 592,800 SF of warehouse space which is a permitted use within the zone. We are requesting an allocation of 10,000 GPD for the lot.

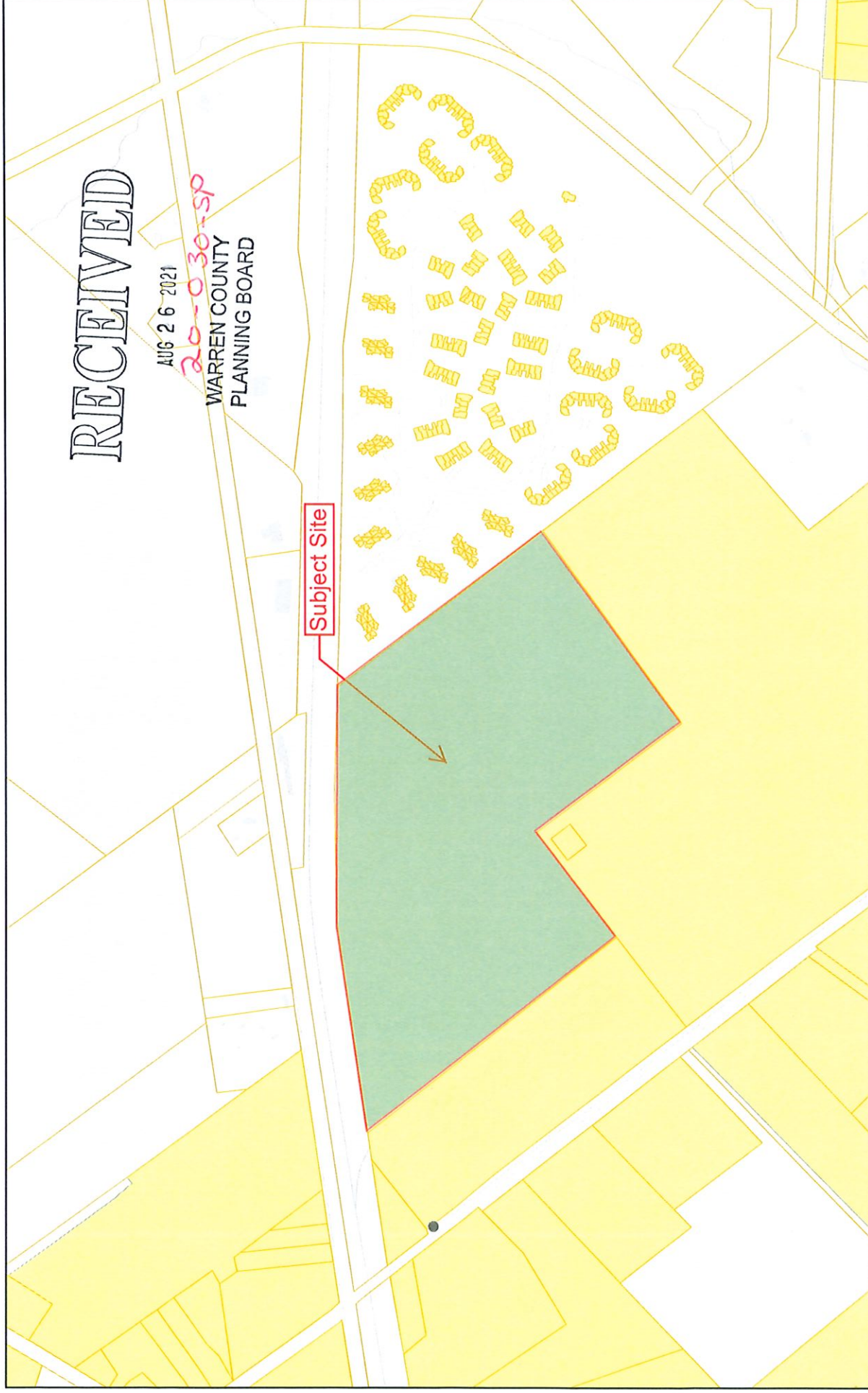
Please confirm if the Township would be amenable to our request. We can provide additional information as required. We look forward to hearing back from your office. Please call 856-470-2725 or email me at michael.landsburg@nfiindustries.com should you have any questions or require additional clarification.

Regards,

A handwritten signature in blue ink, appearing to read "Michael J. Landsburg". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Michael J. Landsburg
Chief Development Officer

NJDEP GIS Data Viewer



12/29/2020, 11:46:25 AM

-  County Boundaries
-  Sewer Service Areas
-  Parcels Data (Block and Lot)

BOHLER //

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WARREN COUNTY
PLANNING BOARD

PROPOSED SEWER DEMAND CALCULATION
for
NFI REAL ESTATE, LLC.
Township of Lopatcong, Warren County, New Jersey
Dated: 2/11/2021
Revised: 8/25/2021
BE #: J190715

Prepared by:
BOHLER
30 Independence Blvd. Suite #200, Warren, NJ 07059

Prepared By: JF
Checked By: KM

SANITARY SEWER FLOW DEMAND

USE	QUANTITY	FLOW *	DEMAND	
Proposed Warehouse/Distribution Facility	250 **	25	6,250	Employee
Proposed Office Space	17,500	0.1	1,750	S.F.
Proposed Total Flow			8,000	GPD

*Based on NJAC 7:14A-23.3 Projected flow criteria

**Flow values calculated based on assumed max. total number of employees inclusive of all shifts. This number is subject to decrease per final future end-user of proposed facility.

Warren County Planning Dept. Project Report September 2021

1. Development Applications Submitted 8/9/21-9/10/21 (Board Meeting Cut-Off)

Application #	Applicant	Municipality	Road	Use
20-013	Sara Pyskaty	Franklin Twp.	CR 632	Residential
20-009	Nicholas Fluri	Blairstown Twp.	CR 616	Residential
21-002	Jaindl Land Company	White Twp.	CR 519 and Foul Rift Rd	Warehouse
21-003-SP	Asbury Farms Urban Renewal Area 2	Washington Twp.	NJSH Rt. 31	Residential
21-006-SP	Jaindl Land Company	White Twp.	CR 519 and Foul Rift Rd	Warehouse
21-007-SP	Jaindl Land Company	White Twp.	CR 519 & Foul Rift Rd	Warehouse
21-010	Michael Planer	Hope	CR 519	Residential
21-011	Michael Vande Vrede	White Twp.	CR 519	Residential
21-028-SP	PR Bridge 178 Phase II Owner Urban Renewal, LLC	Phillipsburg	NJSH 22 & Rand Blvd	Warehouse
21-035-SP	Verizon Wireless c/o Denise Bookman	Hardwick Twp.	NJSH 57	Cell Tower Antenna
21-036-SP	Levin Management Corporation	Washington Twp.	NJSH 57	Commercial
21-037-SP	1603 Springtown, LLC	Alpha Borough	CR 519	Commercial

21-032-SP	Above Grid Solar Carport 2020 LLC	Hackettstown	CR 604	Solar
21-033-SP	Washington Solar Farm II, LLC	Washington Twp.	CR 630 and CR 651	Solar
21-034-SP	Paul Matino/NJ Battery Storage Project 1 LLC	Pohatcong Twp.	CR 519	Battery Storage, Industrial
21-024-SP	Greenwich Dumont Urban Renewal	Greenwich Twp.	CR 638	Residential
18-006-SP	LMR	Harmony Twp.	CR 622	Industrial
17-016	RMK	Harmony Twp.	CR 622	Industrial
21-023-SP	GTI-New Jersey LLC	Hackettstown	CR 655	Commercial/Industrial
21-038-SP	WIP Alpha, LLC	Alpha Borough	Edge Rd	Warehouse

2. Municipal Ordinance Review & Update Report

8/20/21 Township of Allamuchy

Ordinance #2021-04 prohibiting the operation of any class of cannabis businesses within its geographical boundaries and amending Section 190-106 of the Allamuchy Township Code. Adopted 6/23/21

8/23/21 Borough of Alpha

Ordinance #2021-06 an Ordinance prohibiting the operation of any class cannabis businesses with its geographical boundaries and creating Chapter 170 of the Code of the Borough of Alpha. Adopted 8/17/21

8/23/21 Township of Pohatcong

Ordinance 21-03 to prohibit the operation of Cannabis businesses with the Township of Pohatcong. Adopted July 20, 2021

8/25/21 Township of Frelinghuysen

Ordinance #2021-09 permitting cultivation and manufacturing in the ROM zone only and otherwise prohibiting the operation of any class of cannabis business within Frelinghuysen Twp. Adopted 8/18/21

8/25/21 Township of Harmony

Ordinance 21-08 to amend Chapter 165 "Zoning" to Create Article XI "Cannabis Related Business" and to create Chapter 150, "Taxation" Article I "Cannabis Transfer Tax" Adopted August 19, 2021

8/26/21 Township of Lopatcong

Ordinance #21-07 to prohibit the operation of any class of cannabis businesses with its geographical boundaries and amending Chapter 243 "Zoning and Land Use" Article XIII "General Regulations" Creating Section 65.3 "Prohibited Uses" of the Code of the Township of Lopatcong and to add cannabis businesses to the list of prohibited uses. Township Code. Adopted 8/19/21

9/1/2021 Township of Blairstown

Ordinance 2021-08 to amend Chapter 19 "Land Development" Article 19-400 "Zoning District Regulations" concerning grandfathered vacant lots and detached dwellings units

Stormwater Control Ordinances - The County is responsible for reviewing and approving municipal stormwater control ordinances (SCO) as they are updated pursuant to NJDEP revised rules. One (1) municipality has not submitted an ordinance.

3. Development Review Online Applications – September 2021 development applications are in process of being uploaded into the story map. A new story map has been made for the year 2021. The link is <https://warrencountynj.maps.arcgis.com/apps/Shortlist/index.html?appid=84bb354d75dc4868a66480fde8124c4c>

4. Public Information Requests – Processed three requests through September 20

5. Demographics/US. Census –

6. Open Space - New Jersey's first-ever Trails & Greenways Summit will be kicking off with a variety of webinars on September 22nd and continuing the 23rd, with weekend mobile workshops hosted by bicycle clubs and nonprofit organizations across the state. This **FREE virtual summit**, sponsored by @NewJerseyDOT and @NewJerseyDEP, is an opportunity to highlight the creation of robust trail and greenway networks throughout the state and to celebrate exemplary projects as an increasingly important piece of New Jersey's transportation and recreation network.

This summit is open to anyone aspiring to enhance our state's trail and greenway network

To register, please visit bit.ly/njtrails2021

7. Warren Highlands Trail- There is an interest in reconvening the trail group to keep up to date on progress made on new connections and maintenance and development issues.

8. Morris Canal – French and Parrello was contracted for engineering services for the design for construction of trails on six segments of the Morris Canal. Application to the Land Use Regulation program is in progress of being submitted. As of now, it is more likely that the project will be ready to be advertised sometime over the winter and construction to begin in the Spring of 2022.

9. Warren Heritage Scenic Byway –Pohatcong Twp and Lopatcong Twp endorsed the byway extension to Union Square, Phillipsburg. In addition to the extension to Union Square, Pohatcong Twp would like to see a spur route that would follow CR 519 through Alpha Borough to CR 627 to Riegelsville. The next Byway Committee meeting will be October 18. Brian is also an administrator for the two Scenic Byway media sites. One resides at an NJDOT server and the other is hosted on Facebook.

10. Rt 57/CR 519 - The project is on the NJTPA draft TIP for FY 2024 which was approved by the NJTPA Board of Trustees at its meeting on September 13. Commissioner Sarnoski abstained from the vote because the I-80 Rockfall project continues to advance with no apparent local participation in the project's development.

11. I-80 Rockfall Project - The project continues to proceed in preliminary engineering. Final design will take place in 2023-2024 and construction to begin in 2025- 2029. Commissioner Sarnoski abstained from the NJTPA Board of Trustee's vote on approving the FY 2022 TIP on September 13 because the I-80 Rockfall project continues to advance with no apparent local participation in the project's development. In addition, on September 22 the Board of County Commissioners will be approving a resolution to request the NJDOT to initiate a Problem Statement to address safety and mobility issues on I-80 from the Columbia exit to the Delaware Water Gap Bridge.

12. Pilot Freight Concept Development Program- Drainage Culvert Replacement Project in Hackettstown –We still have not received any news on the actual construction date for this project from NJDOT. This project is critical to allow the larger Plate F cars to cross the repaired bridge safely so the heavier loads can cross this drain bridge without any safety or weight issues.

13. Transportation Plan – The Report was completed on time and the final reports printed and delivered to the Department. However, it appears that additional edits may be required. When those edits are incorporated the document will be transmitted to the Planning Board for review.

14. County Transportation Advisory Council- Staff attended the virtual TAC meeting on 9/9/21. The Council discussed the issues Easton Coach is having with passengers still reluctant to wear masks on the shuttle. The shuttle busses are sanitized frequently to protect riders from the covid virus. Ridership is improving however.

15- NJTPA - The draft Long Range Transportation Plan (LRTP), *Plan 2050: Transportation, People, Opportunity* and the draft Transportation Improvement Program (TIP) for Fiscal Years 2022-2025, as well as the New Jersey Department of Transportation's draft Statewide Transportation Improvement Program (STIP) for Fiscal Years 2022-2031 were approved by the NJTPA Board of Trustees on September 13, 2021.

16. Pedestrian Counts – Brian is working with NJTPA staff to get approval from Hackettstown, Pburg and Washington Borough to conduct pedestrian counts at various locations in these towns. The town must approve the installation of cameras that will count the number of pedestrians at the following locations: Hackettstown; High St, Grand Ave & Rte 46; Phillipsburg, Morris St & Summit Ave; Washington, Belvidere Ave & W Church St

17. Lackawanna Cutoff and 18. Raritan Valley Line- - Amtrak identified the Cutoff to Scranton Pa for reactivation of passenger service the extension of service on the Raritan Valley line to Allentown, Pa., in its report titled “Amtrak’s Vision for Improving Transportation in America” It can be downloaded from the following web address.

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/reports/Amtrak-2021-Corridor-Vision-060121.pdf>. The Pennsylvania Northeast Regional Railroad Authority is funding the ridership study for the Scranton service to see if ridership projections would support the restoration of service. That study should be complete in 10 months. The Board of County Commissioners will be adopting a resolution in support of passenger rail extensions on the Cutoff to Scranton as well as for the Raritan Valley line.

19. Transportation Improvement Program See #10 and #11 above

20. CR 519/521 Weight Restriction – Under review by NJDOT

21. Economic Development Council – Did not attend the September meeting.

22. Musconetcong River Management Council

23. Solid Waste and Recycling - The Board of County Commissioners held a public hearing on September 8 regarding proposed amendment to review Solid Waste Management Plan amendments to remove the Resource Recovery Facility and Natures Choice from the Plan and to clarify language concerning the reconfiguration and consolidation of the lots designated for the landfill and offered for donation to the NJDEP. An additional public hearing was held in Oxford Township on September 1. The Plan amendments were approved by the Board of County Commissioners.

Weekly education advertisements about recycling continue to run in the Express Times and/or Warren Reporter.

Attended County Recycling Coordinators meeting on September 21. Major topics included the need to keep rechargeable batteries out of the wastestream by recycling them. Locations for recycling boxes include Home Depot and Lowes. In addition the Sustainable Organic Material Management Plan to deal with food waste and organic materials prepared by Association of New Jersey Recyclers was presented. The NJ Composting Council also gave an overview of composting, home composting, drop off composting, and curbside pick up composting.

Paper shredding event is scheduled for September 25.

24. County Road Map- The narrative and photos need to be added to the backside of the map.

25. Park Locator App and Parks Story Map- The app is still a work in progress and will be able to deploy from any mobile device. The link for “Warren Parks Locator and Story Map is

<https://warrencountynj.maps.arcgis.com/apps/Shortlist/index.html?appid=493ae0539bc84ede9dcedab2e0ac8b84>.

26. North Jersey Resource Conservation and Development –

27. Assisting other Departments–For the Health Department, Albert no longer prepares the COVID 19 Case map showing the number of cases in Warren County. Assisted Land Preservation by preparing a Green Acres Project Reference map of a property in Lopatcong Township. Additional storm water inlet locations were collected. GIS data was converted into excel tables and were provided for NJ DEP reporting.

28. Updating GIS Zoning Layer- Blairstown Township is the only township that needs to be updated.

29. County Planners Association - While no one attended the meeting on September 17, the following information was shared. The Association viewed a presentation about electric vehicles and charging stations and provided links to electrification projects <https://www.state.nj.us/dep/vw/project.html> and Electric Vehicle Resources for Local Government at <https://www.drivegreen.nj.gov/localresources.pdf/>

Another presentation was about Environmental Justice and Overburdened Communities. An **Overburdened Community (OBC)**, as defined by the law, is any census block group, as determined in accordance with the most recent United States Census, in which:

1. at least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau);
2. at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or
3. at least 40 percent of the households have limited English proficiency (without an adult that speaks English “very well” according to the United States Census Bureau).

Neighborhoods in Belvidere, Phillipsburg, Lopatcong, Hackettstown, and Washington Borough were identified as overburdened. Website is <https://nj.gov/dep/ej/communities.html>

Lastly, the CPA conducted a survey of counties, which I did not respond to, asking which ones accept development application materials electronically. Of the 12 counties that did respond, most will accept digital submissions, but paper submissions are required in all 12 counties. One is working on an all-digital submission but will require paper submissions for records retention purposes.

30. Hazard Mitigation Plan - A draft Hazard Mitigation Plan update has been prepared through the WC Public Safety Department.

31. Highlands Sustainable Economic Plan –

32. Regional Planning Meetings -

33. Senate No. 3688 - The bill failed to advance in the Senate Community and Urban Affairs Committee but did pass in the Senate Budget and Appropriations Committee.

34. Highlands Plan Conformance -

35. County Website Update- The new website is now live. County Departments are responsible for adding their own content to the site. This will allow us to provide the public with access to documents and links relevant to the planning and the department. The new web address to the County home page is <https://www.warrencountynj.gov/>

36. Bylaws - The Board of Commissioners will be approving the revisions to the Bylaws at its September 22, 2021 meeting.

**THE BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF WARREN**

Wayne Dumont, Jr. Administration Building
165 County Route 519 South
Belvidere, New Jersey 07823

RESOLUTION

On a motion by _____, seconded by _____,
the following resolution was adopted by the Board of County Commissioners of the County of Warren at a meeting held September 22, 2021.

**RESOLUTION TO REQUEST THAT THE NEW JERSEY DEPARTMENT OF
TRANSPORTATION INITIATE A PROBLEM STATEMENT TO STUDY THE SAFETY,
MOBILITY, AND CONGESTION ISSUES ON I-80 FROM EXIT 4/COLUMBIA TO THE
DELAWARE WATER GAP BRIDGE**

WHEREAS, it is well documented that the S-Curve Section of I-80 from mile marker 2.0 to the Delaware Water Gap Bridge, located in Warren County is known to have a high crash rate; and

WHEREAS, the I-80 Rockfall Project Purpose and Need Statement noted: *NJDOT Bureau of Safety Programs crash data for January 2007 to December 2009 also shows that there are 81 crashes within the project limits for that period. This section of I-80 has a crash rate of 4.52 crashes/mvm, which is 58% greater than the statewide crash rate for the year 2009 of 2.86 crashes/mvm; and*

WHEREAS, the 2011 NJDOT I80 S-Curve Rockfall Concept Development Report noted on page 5: *"The Route I-80 roadway carries several safety deficiencies that also contribute to high crash rates. These safety deficiencies include substandard sight distances, narrow shoulder width, and substandard horizontal radii."*; and

WHEREAS, a 2013 Knowlton Township Fire and Rescue (KTFR) and NJ Legislative District 24 (Senator Oroho) correspondence with NJDOT discussed the request for warning signs to be installed for the S-Curve, noting: *"emergency personnel have had a few harrowing near-miss situations while operating in this corridor. One situation involved a motor vehicle overturning while we were operating on another motor vehicle accident in this corridor. In another recent incident, two tractor trailers one in each of the two lanes side by side, skidded up to the emergency scene, where KTFR personnel were in the process of setting up a safety buffer nearly jack-knifing and colliding into the on-scene personnel"*; and

WHEREAS, a 2018 NJDOT NJSP Accident Report Crash Study Report (2001-2016) which analyzed only a half-mile portion of the 1.5-mile S-Curve noted: 633 motor vehicle accidents, involving three (3) fatalities and 226 injuries; and

WHEREAS, in July 2020, Knowlton Township formally submitted a Fix The S-Curve NJDOT Transportation Problem Statement request supported with resolutions from Warren County, Hardwick, Portland, Delaware Water Gap, Upper Mount Bethel, Lower Mount Bethel and others seeking a study to identify solutions to all safety, mobility and congestion issues in this section and to conduct a regional traffic study; and

WHEREAS, a study compiled by the I80 DWG Coalition using NJDOT, PennDOT and NPS data showing the known safety, mobility and congestion issues in the S-Curve was submitted to NJDOT by Knowlton Township with a Problem Statement request; and

WHEREAS, in March 2021, Knowlton Township inquired on the status of the Problem Statement Request and was informed by NJDOT policy had changed and NJDOT was no longer accepting external stakeholder requests, despite the website and posted policy at that time included specific guidelines on how external stakeholders are to submit Transportation Problem Statement Requests that were followed; and

WHEREAS, the Warren County Transportation Plan sponsored by the NJTPA Final Presentation noted I80 S-curve as the area that received, the most comments (145) and listed I-80 "*Safety Improvements on I-80 at the S-Curves*" under Policy and Multimodal Recommendations; and

WHEREAS, just recently the I80 DWG Coalition compiled a list of multi mile traffic events and crashes in the I-80 Delaware Water Gap Area between June 26, 2021, and August 27, 2021 (63 days) from 7:00 am to 8:00 pm with the following results:

- 31 days had no crashes or 3+ mile traffic back ups
- 32 days had crashes or traffic back ups
- 30 crashes
- 46 individual 3+ mile traffic events
- 23 crashes occurred secondary to an existing traffic back up caused either from Gap/S-Curve volume or a previous crash or in a work zone
- 16 3+ mile traffic jams occurred secondary to a crash
- 6 crashes did not happen in an existing traffic back up or in a work zone
- 5 events closed or jammed both 80W AND 611W at the same time leading to potentially life-threatening EMS delays to the nearest Emergency Room
- 9 days had two or more separate events on the same day

WHEREAS, current volumes on I-80 average approximately 47,300 – 70-500 vehicles per day with 12% heavy trucks while traffic projections show volumes that range between 89,200-132,800 vehicles per day, thereby exacerbating the already compromised safety and congested conditions; and

WHEREAS, the NJDOT is responsible to address safety problems on their highway system when they have been identified.

NOW THEREFORE BE IT RESOLVED, that the Warren County Board of County Commissioners request that New Jersey Department of Transportation immediately initiate a Problem Statement to study all the safety, mobility, and congestion issues on I-80 from Exit 4/Columbia to the Delaware Water Gap Bridge.

BE IT FURTHER RESOLVED, that the Warren County Board of County Commissioners requests that Pennsylvania Department of Transportation, the North Jersey Transportation Planning Authority, Northeastern Pennsylvania Alliance Metropolitan Planning Organization (MPO), Monroe County Planning Commission, the Lehigh Valley Transportation Study (MPO), the National Park Service, the Delaware River Joint Toll Bridge Commission, and the New Jersey Division of Parks and Forestry send a letter or resolution to the NJDOT to request that the NJDOT initiate a Transportation Problem Statement to study the safety, mobility, and congestion issues on I-80 from Exit 4/Columbia to the Delaware Water Gap Bridge.

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the New Jersey Department of Transportation, U.S. Senator Corey Booker and U.S. Senator Robert Menendez, Congressman Josh Gottheimer, N.J. Senator Steven Oroho, Assemblyman Parker Space and Assemblyman Harold J. Wirths, Knowlton Township, Hardwick Township, Portland, Delaware Water Gap, Upper Mount Bethel, Lower Mount Bethel, the Pennsylvania Department of Transportation, the North Jersey Transportation Planning Authority, Northeastern Pennsylvania Alliance Metropolitan Planning Organization (MPO), the Lehigh Valley Transportation Study (MPO), the Monroe County Planning Commission, the National Park Service, the Delaware River Joint Toll Bridge Commission, and the New Jersey Division of Parks and Forestry.

ROLL CALL: Ms. Ciesla, Mr. Sarnoski, Mr. Kern

I hereby certify the above to be a true copy of a resolution adopted by the Board of County Commissioners of the County of Warren on the date above mentioned.

_____, Clerk

Alex J. Lazorisak

[E2]

THE BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF WARREN
WAYNE DUMONT, JR. ADMINISTRATION BUILDING
165 County Route 519 South
BELVIDERE, NEW JERSEY 07823

RESOLUTION

On a motion by _____, seconded by _____,
the following resolution was adopted by the Board of County Commissioners of the County of
Warren at a meeting held September 22, 2021.

**RESOLUTION IN SUPPORT OF THE RESTORATION OF PASSENGER RAIL
SERVICE BETWEEN NEW YORK CITY AND SCRANTON, PA, AND BETWEEN
NEW YORK CITY AND ALLENTOWN, PA AS IDENTIFIED IN “AMTRAK’S VISION
FOR IMPROVING TRANSPORTATION ACROSS AMERICA”**

WHEREAS, Amtrak has released its report titled “Amtrak’s Vision for Improving
Transportation Across America” (Report); and

WHEREAS, the Report identified two formerly active passenger railroad corridors that traverse
Warren County, namely the former Delaware, Lackawanna, and Western (DL&W) referenced
in the Report as the “Scranton Service” and the Central New Jersey/Raritan Valley/Lehigh
Valley Lines, referenced in the Report as the “Allentown Service”; and

WHEREAS, for the “Scranton Service” the Report envisions three round trips per day between
NYC and Scranton, Pa, with a stop in Blairstown, NJ Warren County, subject to further
analysis; and

WHEREAS, the Pennsylvania Northeast Regional Railroad Authority has contracted with
Amtrak to conduct an updated ridership study for the entire corridor which should be completed
in less than a year; and

WHEREAS, for the “Allentown Service” the Report envisions two round trips per day between
New York City and Allentown, Pa with the nearest stops proposed in Easton, Pa and Somerville,
NJ, subject to further analysis; and

WHEREAS, the restoration of passenger service has been studied numerous times in the past
and is among thirty-nine new routes and twenty-five other routes proposed to be enhanced across
the U.S. in the Report; and

WHEREAS, the Warren County Transportation Plan has identified both lines for continued
evaluation to re-instate passenger service to provide another mode of travel for those residing in
Warren County and for those traveling through, and to help reduce congestion on I-78 and I-80;
and

WHEREAS, restoration of passenger service will help in meeting global climate reduction
goals; and

WHEREAS, it is projected that the net benefit from all operations nationally will reach \$8 billion annually by 2035, generate an additional \$195 billion in economic activity by capital investments, and create over 26,000 permanent jobs; and

WHEREAS, the Report envisions a 15 year horizon for implementation with a \$75 billion investment; and

WHEREAS, the Report proposes that federal funding would cover 100% of the initial capital investments and operational costs, with tapered reductions in Federal funding for operating support during the first five years of service with States continuing service under an Amtrak-State cost sharing structure; and

WHEREAS, implementation will require a team effort with Amtrak, the federal, state, and local governments, and host railroads; and

WHEREAS, implementation is contingent on Congress putting the necessary funding and policy elements in place, and on an agreement between Amtrak and the State in advance.

NOW THEREFORE BE IT RESOLVED, that the Warren County Board of County Commissioners hereby supports the restoration of passenger service as identified in “Amtrak’s Vision for Improving Transportation Across America” for the “Scranton Service” and the “Allentown Service”.

BE IT FURTHER RESOLVED, that the Warren County Board of County Commissioners request that the State of New Jersey provide the necessary resources to coordinate with Amtrak in the further analysis of the “Scranton Service” and the “Allentown Service”

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the Governor’s Office, New Jersey Transit, North Jersey Transportation Planning Authority, the Lehigh Valley Planning Commission, Monroe County Planning Commission, U.S. Senator Corey Booker and U.S. Senator Robert Menendez, Congressman Josh Gottheimer, NJ Senator Steven Oroho, Assemblyman Parker Space, Assemblyman Harold J. Wirths, NJ Senator Michael Doherty, Assemblyman John DiMaio, Assemblyman Eric Petersen, Knowlton Township, Hardwick Township, Blirstown Township, Town of Phillipsburg, Borough of Alpha, Pohatcong Township, Greenwich Township, the Pennsylvania Northeast Regional Railroad Authority, and Amtrak.

ROLL CALL: Ms. Ciesla , **Mr. Sarnoski** , **Mr. Kern**

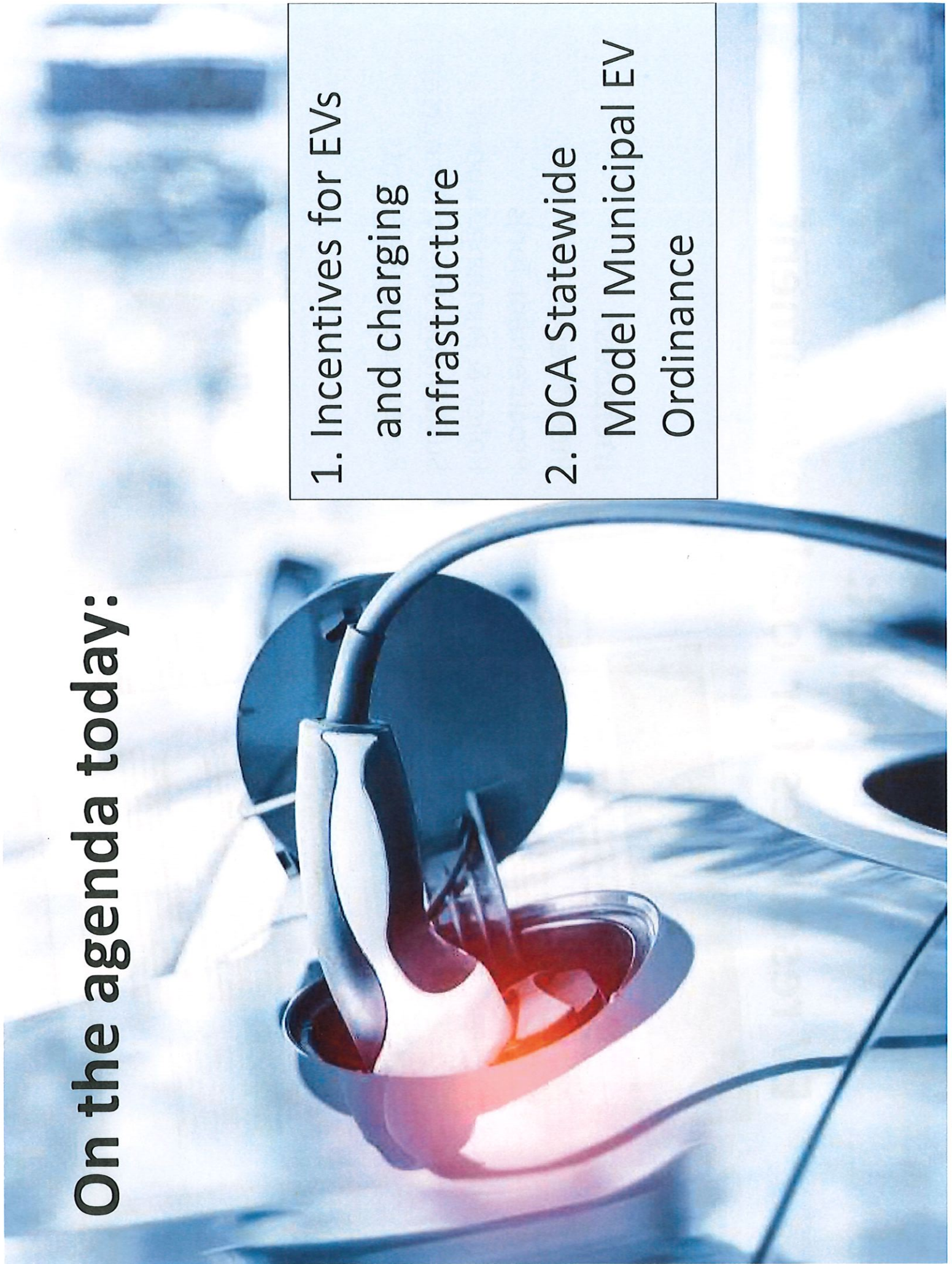
I hereby certify the above to be a true copy of a resolution adopted by the Board of County Commissioners of the County of Warren on the date above mentioned.

Alex J. Lazorisak

Clerk

On the agenda today:

1. Incentives for EVs and charging infrastructure
2. DCA Statewide Model Municipal EV Ordinance



FLYER:

EV resources for local government



Electric Vehicle Resources for Local Government New Jersey

In New Jersey, the transportation sector accounts for 42% of the state's greenhouse gas emissions, making it the largest emissions source in the state.

The Energy Master Plan defines 100 percent clean energy by 2050 as 100 percent renewable, nuclear electricity generation and maximum substitution of the transportation and building sectors, which are the greatest carbon emission-producing sectors in the state.

By transitioning to EVs, NJ would take a transformative step toward elimination of the dominant source of local air pollution, including black carbon, providing large, direct health savings, with co-benefits to environmental justice communities currently burdened by poor air quality.

Includes:

Incentives

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Policy & Planning Support

Sustainable Jersey Resources

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It Pay\$ to Plug In

DEP's Grant Program for EV Charging Stations

Up to \$4,000 per port for Level 2 chargers at public places, multi-family homes, and workplaces (including fleets)

First-come first-served. We are accepting applications for the waiting list.

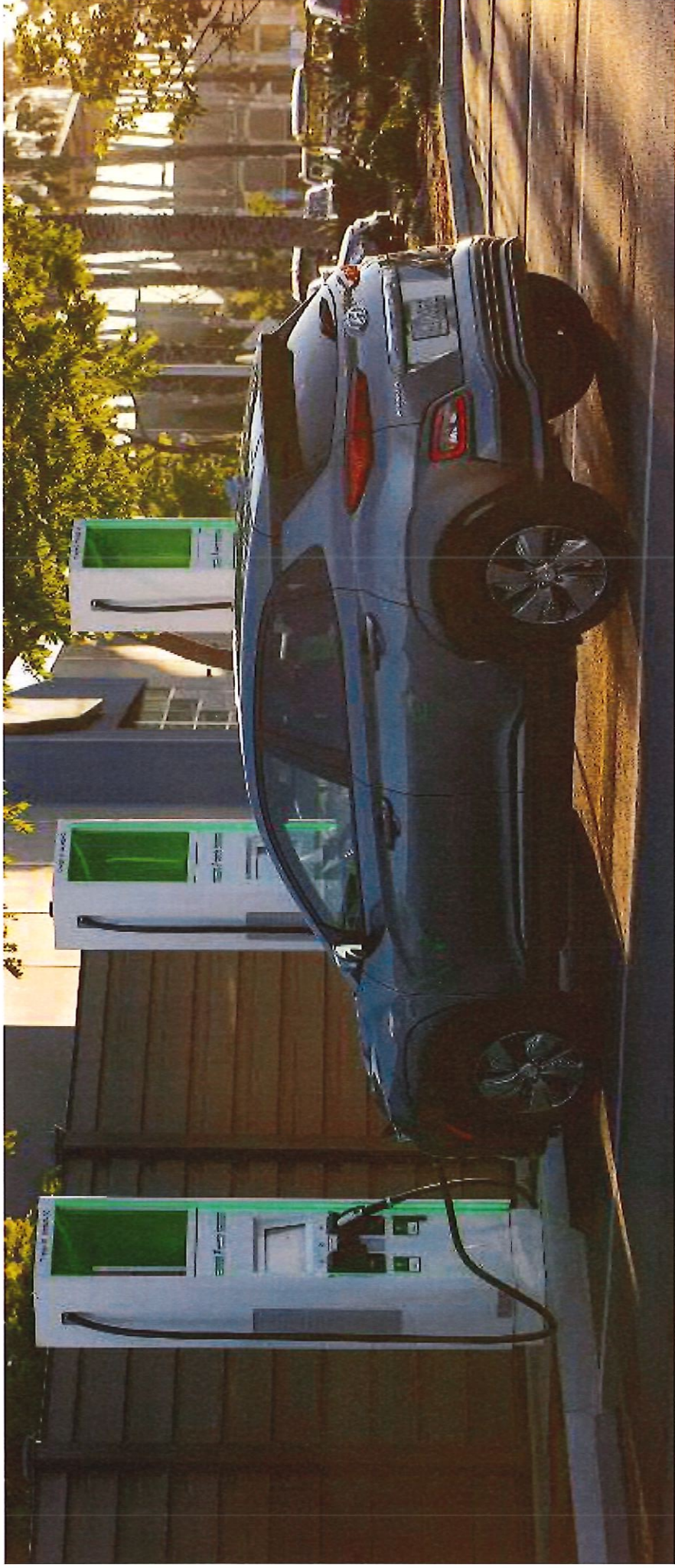
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***Competitive solicitation.
Stay tuned for future funding round this fall.***

Electric Shared Mobility Program Grants

Funding for electric shared mobility projects like electric car sharing and ride hailing services.

Programs that benefit overburdened communities will be prioritized.

*Competitive solicitation.
Stay tuned for future
funding round in
January.*



Jersey City's new public ride-share service with VIA hits the road
One of 15 vehicles part of the City's new public ride-share service.

BPU Clean Fleet Incentive Program



- \$1 million available
- Local governments, local entities & local schools can receive rebates of **\$4000 per EV and \$1500 per Level 2 charger** as follows:
 - Population <20,000 can receive a rebate for up to 2 vehicles and 1 charger
 - Population >20,000 can receive a rebate for up to 5 vehicles and 2 chargers.
 - Population >50,000 can receive a rebate for up to 7 vehicles and 4 chargers.

- <https://www.njcleanenergy.com/ev>

Medium & Heavy-Duty Vehicle Electrification Grants



DEP grants to replace old diesel vehicles & equipment with electric.

Examples: government owned school buses, transit buses, garbage trucks, delivery trucks, port trucks and equipment. Includes associated charging equipment.

Overburdened communities will be prioritized.

Competitive solicitation.

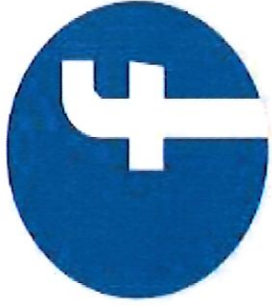
Stay tuned for future funding round in January.

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www.state.nj.us/dep/stopthesoot/sts-listserv.htm



DCA Statewide Model Municipal EV Ordinance

(Effective Sept. 1, 2021)



Model Municipal EV Ordinance

- Written with support from the DEP and BPU to comply with [P.L. 2021, c. 171](#), which Governor Phil Murphy signed into law on July 9, 2021.
- DCA published **Model EV Ordinance on September 1, 2021**, that includes mandatory provisions from the law. Municipalities cannot change these provisions.
- Model EV Ordinance also addresses **sightline, installation and setback requirements** and other **health- and safety-related specs** for EVSE & Make-Ready parking spaces (“Reasonable Standards”). Municipalities can amend ordinance to change these.
- **Effective immediately** in each municipality. Supersedes any existing ordinances.
- Provisions must be incorporated into **RSIS and UCC**.
- Intent of the Model EV Ordinance is to ensure that municipalities are requiring installation in a **consistent manner** and to provide an ordinance that can be **easily used** by every municipality with no or minimal amendments.

Mandatory Provisions: Approvals & Parking



- All Applications for installation of EVSE (charging station) or Make-Ready parking spaces **shall be** considered **permitted accessory use and permitted accessory structure in all zoning or use districts** and **shall not** require a variance.
- Applies to existing buildings and new buildings. If existing, it **shall not require site plan approval** and **shall be approved through issuance of zoning permit.**
- **Parking spaces** with EVSE and Make-Ready equipment **shall** be included in the calculation of **minimum required parking spaces.**
- **Parking spaces** with EVSE or Make-Ready **shall count as at least 2 parking spaces** (no more than 10% reduction of total).

Mandatory Requirements for chargers and Make-Ready parking spaces for new construction

- As a condition of preliminarily site plan approval, applications involving new multiple dwelling with ≥ 5 units:
 - Immediately: 15% of parking spaces shall be make-ready and 1/3 of those shall have EVSE installed;
 - Within 3 years: install EVSE in an additional 1/3 of the original 15%
 - Within 6 years: install EVSE in the final 1/3 of the original 15%.
- Overall, at least 5% of EVSE must be accessible for people with disabilities
- Can install EVSE at a faster pace

- Applications involving new garage or parking lot not covered above:

# of Parking Spaces	# of Make-Ready Required (can be EVSE)
≤ 50	1
51-75	2
76-100	3
101-150	4
> 150	4%

1 accessible

5% accessible

- Exempt: a retailer that provides 25 or fewer off-street parking spaces
- Municipality may encourage (but not require) additional EVSE or Make-Ready parking spaces.

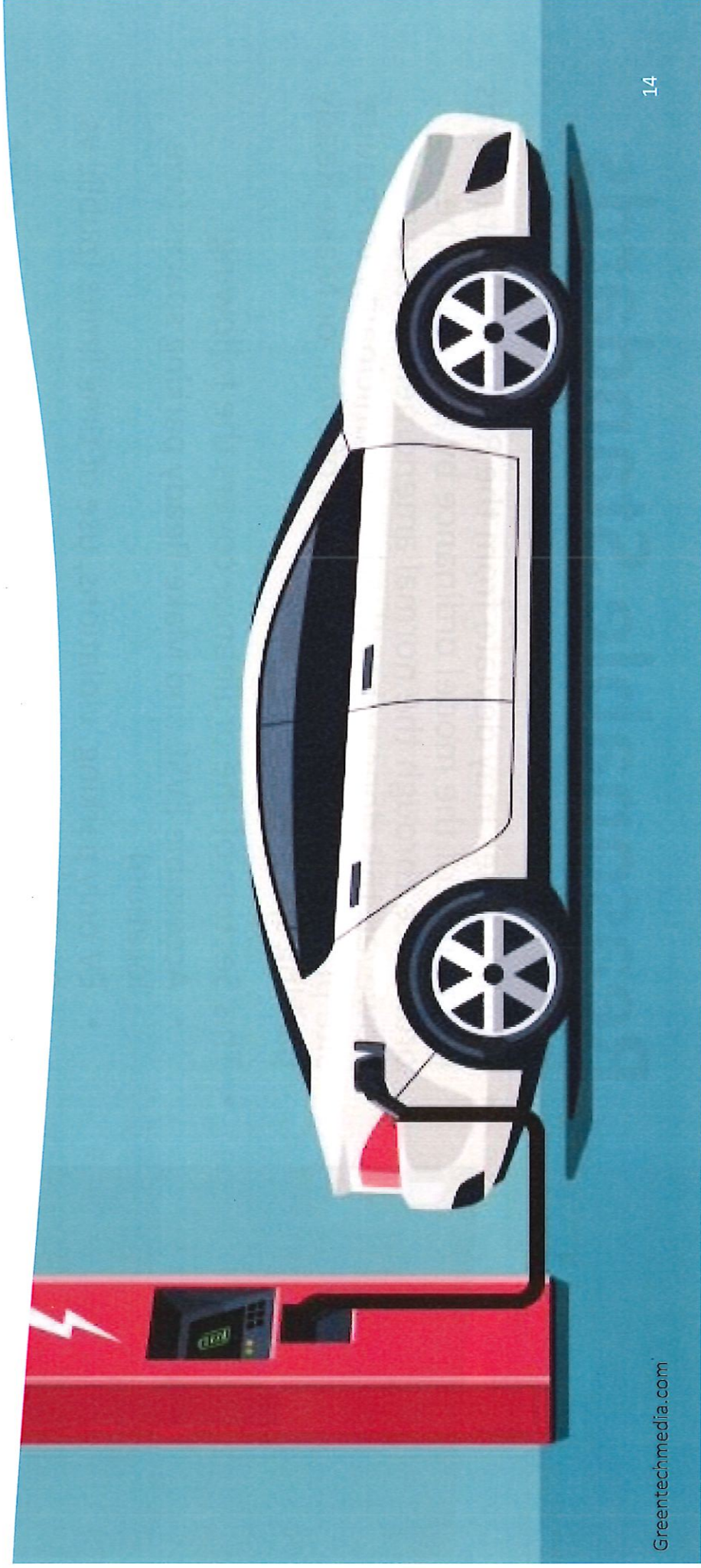
Reasonable Standards

- Municipalities may deviate from the Reasonable Standards (Section F) of the model ordinance by amending the ordinance through the normal amendment process. However, this does not authorize a municipality to require site plan review for the installation of EVSE or Make-Ready parking spaces.
- This Section of the ordinance covers the following:
 - Accessible EVSE and Make-Ready parking spaces (size, location)
 - EV only parking, violations, use of time limits (public vs. private)
 - Safety Issues (ID of EV spaces, lighting, setbacks, EVSE protection, mounting of EVSE, cord management system, maintenance)
 - Signage (regulatory and wayfinding/directional)
 - Usage Fees
- Location and layout of EVSE and Make-Ready parking spaces is expected to vary based on the design and use of the primary parking area. It is expected **flexibility** in this Section will be required to provide the most convenient and functional service to users.



What's Next?

- Model Ordinance on DCA and LPS website: <https://www.nj.gov/dca/dlps/home/modelEVordinance.shtml>
- Changes can be made to the ordinance in the future. Changes to the EVSE and Make-Ready requirements must go through rule making. Changes to other parts of the ordinance do not.
- DEP & DCA working on BMP as companion to model ordinance.



Additional laws

1. P.L. 2019, c. 362 sets aggressive goals for New Jersey EV sales and public charging stations, requiring the establishment of rebates for EV purchases, and directing the state to electrify its fleet.
<https://www.nileg.state.nj.us/2018/Bills/PL19/362> .PDF
2. P.L. 2021, c. 168 [1653 R1a.PDF \(state.nj.us\)](https://www.nileg.state.nj.us/2021/Bills/PL21/168) encourages municipalities to identify appropriate locations for the development of publicly-available infrastructure for fueling or charging zero-emission vehicles when adopting redevelopment plans.
3. P.L. 2020, c. 108 prohibits common interest communities from adopting rules that prohibit or unreasonably restrict the installation or use of EVSE in the designated parking space of a unit owner.
(<https://www.nileg.state.nj.us/2020/Bills/PL20/108> .PDF).
4. P.L. 2020, c. 80 [80 .PDF \(state.nj.us\)](https://www.nileg.state.nj.us/2020/Bills/PL20/80) requires a developer to offer to install, or to provide for the installation of, an electric vehicle charging station into a dwelling unit when a prospective owner enters into negotiations with the developer to purchase a dwelling unit.
5. P.L. 2019, c. 267 [267 .PDF \(state.nj.us\)](https://www.nileg.state.nj.us/2019/Bills/PL19/267) encourages local units to plan for EVSE.



Contact Information

- Peg Hanna, Asst Director
AQ Monitoring & Mobile Sources, NJDEP: peg.hanna@dep.nj.gov
- Maria Connolly, Principal Planner
Local Planning Services, NJDCA: maria.connolly@dca.nj.gov



THE BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF WARREN
WAYNE DUMONT, JR. ADMINISTRATION BUILDING
165 County Route 519 South
BELVIDERE, NEW JERSEY 07823

RESOLUTION

On a motion by _____, seconded by _____,
the following resolution was adopted by the Board of County Commissioners of the County of
Warren at a meeting held September 22, 2021.

**RESOLUTION IN SUPPORT OF THE RESTORATION OF PASSENGER RAIL
SERVICE BETWEEN NEW YORK CITY AND SCRANTON, PA, AND BETWEEN
NEW YORK CITY AND ALLENTOWN, PA AS IDENTIFIED IN “AMTRAK’S VISION
FOR IMPROVING TRANSPORTATION ACROSS AMERICA”**

WHEREAS, Amtrak has released its report titled “Amtrak’s Vision for Improving
Transportation Across America” (Report); and

WHEREAS, the Report identified two formerly active passenger railroad corridors that traverse
Warren County, namely the former Delaware, Lackawanna, and Western (DL&W) referenced
in the Report as the “Scranton Service” and the Central New Jersey/Raritan Valley/Lehigh
Valley Lines, referenced in the Report as the “Allentown Service”; and

WHEREAS, for the “Scranton Service” the Report envisions three round trips per day between
NYC and Scranton, Pa, with a stop in Blairstown, NJ Warren County, subject to further
analysis; and

WHEREAS, the Pennsylvania Northeast Regional Railroad Authority has contracted with
Amtrak to conduct an updated ridership study for the entire corridor which should be completed
in less than a year; and

WHEREAS, for the “Allentown Service” the Report envisions two round trips per day between
New York City and Allentown, Pa with the nearest stops proposed in Easton, Pa and Somerville,
NJ, subject to further analysis; and

WHEREAS, the restoration of passenger service has been studied numerous times in the past
and is among thirty-nine new routes and twenty-five other routes proposed to be enhanced across
the U.S. in the Report; and

WHEREAS, the Warren County Transportation Plan has identified both lines for continued
evaluation to re-instate passenger service to provide another mode of travel for those residing in
Warren County and for those traveling through, and to help reduce congestion on I-78 and I-80;
and

WHEREAS, restoration of passenger service will help in meeting global climate reduction
goals; and

WHEREAS, it is projected that the net benefit from all operations nationally will reach \$8 billion annually by 2035, generate an additional \$195 billion in economic activity by capital investments, and create over 26,000 permanent jobs; and

WHEREAS, the Report envisions a 15 year horizon for implementation with a \$75 billion investment; and

WHEREAS, the Report proposes that federal funding would cover 100% of the initial capital investments and operational costs, with tapered reductions in Federal funding for operating support during the first five years of service with States continuing service under an Amtrak-State cost sharing structure; and

WHEREAS, implementation will require a team effort with Amtrak, the federal, state, and local governments, and host railroads; and

WHEREAS, implementation is contingent on Congress putting the necessary funding and policy elements in place, and on an agreement between Amtrak and the State in advance.

NOW THEREFORE BE IT RESOLVED, that the Warren County Board of County Commissioners hereby supports the restoration of passenger service as identified in “Amtrak’s Vision for Improving Transportation Across America” for the “Scranton Service” and the “Allentown Service”.

BE IT FURTHER RESOLVED, that the Warren County Board of County Commissioners request that the State of New Jersey provide the necessary resources to coordinate with Amtrak in the further analysis of the “Scranton Service” and the “Allentown Service”

BE IT FURTHER RESOLVED, that copies of this resolution be sent to the Governor’s Office, New Jersey Transit, North Jersey Transportation Planning Authority, the Lehigh Valley Planning Commission, Monroe County Planning Commission, U.S. Senator Corey Booker and U.S. Senator Robert Menendez, Congressman Josh Gottheimer, NJ Senator Steven Oroho, Assemblyman Parker Space, Assemblyman Harold J. Wirths, NJ Senator Michael Doherty, Assemblyman John DiMaio, Assemblyman Eric Petersen, Knowlton Township, Hardwick Township, Blairstown Township, Town of Phillipsburg, Borough of Alpha, Pohatcong Township, Greenwich Township, the Pennsylvania Northeast Regional Railroad Authority, and Amtrak.

ROLL CALL: Ms. Ciesla , **Mr. Sarnoski** , **Mr. Kern**

I hereby certify the above to be a true copy of a resolution adopted by the Board of County Commissioners of the County of Warren on the date above mentioned.

Alex J. Lazorisak

Clerk

**THE BOARD OF COUNTY COMMISSIONERS
OF THE COUNTY OF WARREN
WAYNE DUMONT, JR. ADMINISTRATION BUILDING
165 County Route 519 South
BELVIDERE, NEW JERSEY 07823**

RESOLUTION

On a motion by _____, seconded by _____,
the following resolution was adopted by the Board of County Commissioners of the County of Warren at a
meeting held September 22, 2021.

**RESOLUTION APPROVING THE BY-LAWS OF THE WARREN COUNTY PLANNING
BOARD**

WHEREAS, N.J.S.A. 40:27-1 et. seq. establishes County Planning Boards, their duties and responsibilities which include the orderly physical development of the County, adoption of a master plan, membership of said board, its officers, meeting nights, committees, employees, hearings, records, and expenditure of funds; and

WHEREAS, the previous revisions of the bylaws were adopted by the Planning Board on November 23, 2015 and approved by the Board of Chosen Freeholders (Commissioners) on January 13, 2016 ; and

WHEREAS, the Planning Board adopted revisions to the Bylaws on August 23, 202 in Article VI Order of Business to add a Section concerning the time frame for when items/topics may be included on the Agenda for discussion and/or considered for approval; and

WHEREAS, references to the term “Board of Chosen Freeholders” and “Freeholder” were replaced with “Board of County Commissioners” and “Commissioners” to abide by the statute that became effective on January 1, 2021 requiring the name change; and

WHEREAS, the Warren County Planning Board is desirous of approval by the Board of County Commissioners which is necessary for the efficient regulation and administration of its functions, powers and duties.

NOW, THEREFORE, BE IT RESOLVED that the Warren County Board of County Commissioners hereby approves the By-Laws of the Warren County Planning Board dated August 23, 2021.

I HEREBY CERTIFY the above to be a true copy of a resolution adopted by the Board of County Commissioners of the County of Warren on the date above mentioned.

ROLL CALL: Ms. Ciesla _____, Mr. Sarnoski _____, Mr. Kern _____

I hereby certify the above to be a true copy of a resolution adopted by the Board of County Commissioners of the County of Warren on the date above mentioned.

Clerk

Alex J. Lazorisak

Climate Change-Related Hazard Vulnerability Assessment

By: **Stan Slachetka, PP, AICP &
Jonathan Drill, Esq.**

Climate change and resulting climate change-related hazards, such as increased temperatures, more intensive storms, storm surge, and flooding represent a significant and growing threat to the health, safety, and welfare of New Jersey's residents. They also result in significant public costs as governments must plan for and respond to climate change-related hazards and have negative impacts on state and local economies caused by property damage and business disruptions. These costs and negative impacts are expected to increase as climate change and its effects become more severe. While certain municipalities, such as coastal communities, may experience more significant impacts from climate change-related hazards, all municipalities in New Jersey will be affected to some extent by climate change.

As growth and development continue in New Jersey and more areas become vulnerable to climate change-related hazards, more properties and public investments will be at risk and the greater the anticipated impacts on public safety, the economy, and fiscal well-being of state and local governments. Recognizing the role that local land use decisions have in planning for and mitigating the impacts of climate change-related hazards, New Jersey has recently adopted an amendment to the Municipal Land Use Law that significantly changes the requirements for preparing a municipal master plan and requires that local governments and the municipal planning board consider climate change in establishing the zone plan for a municipality.

VIRTUAL MANDATORY WEBINARS

Date

September 18th SAT
September 29th WED (night)
October 24th SUN



**NJPO Awards Breakfast
October 1, 2021**

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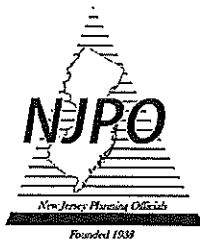
LEAGUE of MUNICIPALITIES CONFERENCE (November 16 – 18)

Variations: Proofs and Case Law
Staying Out of Trouble
Master Plan: Time for an Update
RSIS: Refreshed
Ethics for Planners
Farmhouse vs. Warehouse
Future of Parking
Zombie Properties
Affordable Housing Update
Cox Symposium on Land Use and the Law

**NO MANDATORY CLASSES
AT THE LEAGUE**

With the adoption of P.L. 2021, c. 6, any land use plan element of the municipal master plan adopted or amended after February 4, 2021 must include a climate change-related hazard vulnerability assessment. The requirements for such an assessment are set forth in the Act and include:

1. Identification of climate change-related natural hazards that are anticipated to impact the municipality.
2. A build-out analysis projecting future development in the municipality with a focus on areas that exhibit a high level of vulnerability and risk.
3. An assessment of threats and vulnerabilities resulting from climate change-related hazards.
4. Identification of critical facilities necessary for evacuation purposes and for sustaining quality of life during a natural disaster.
5. An evaluation of the impact of climate change-related hazards on the other elements of the master plan.
6. Strategies and design standards that will reduce or avoid the risks associated with the identified climate change-related hazards.
7. A policy statement on the relationship of the vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan.



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Founded in 1938

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P.O. Box 7113
Watchung, NJ 07069
908-412-9592; FAX 908-753-5123
E-mail: njpo@njpo.org
<http://www.NJPO.org>

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These new statutory provisions require a step-by-step analysis to identify and evaluate the impact of climate change-related natural hazards on the municipality and establish the necessary foundation to develop and implement a land use planning strategy that minimizes the costs and risks associated with climate change-related hazards and the associated impacts on the community and its residents.

Although some municipalities will be impacted more significantly by climate change, all municipalities are subject to the new law, with any amendment to or adoption of a new land use plan element triggering the requirement to undertake a climate change-related hazard vulnerability assessment.

Statutory Requirements

The Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.; "MLUL") was amended on February 4, 2021, by P.L. 2021, c. 6 to require that any land use plan element of the municipal master plan adopted or amended after February 4, 2021, must include a climate change-related hazard vulnerability assessment. The requirements for the assessment are described in a new sub-paragraph (h) in N.J.S.A.

40:55D-28.b.(2), which specifies that the land use plan element shall include:

(h) ... a climate change-related hazard vulnerability assessment which shall (i) analyze current and future threats to, and vulnerabilities of, the municipality associated with climate change-related natural hazards, including, but not limited to increased temperatures, drought, flooding, hurricanes, and sea-level rise; (ii) include a build-out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified in subparagraph (i) of this subparagraph related to that development; (iii) identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state; (iv) analyze the potential impact of natural hazards on relevant components and elements of the master plan; (v) provide strategies and design standards that may be implemented to reduce or avoid risks associated with natural hazards; (vi) include a specific policy statement on the consistency, coordination, and integration of the climate-change-related hazard vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan; and (vii) rely on the most recent natural hazard projections and best available science provided by the New Jersey Department of Environmental Protection.

This amendment builds on a 2017 amendment to the MLUL that added a new subparagraph (f) to N.J.S.A. 40:55D-28.b.(2), which requires that any land use plan element adopted after the amendment include “a statement of strategy” concerning:

- (i) smart growth which, in part, shall consider potential locations for the installation of electric vehicle charging stations,

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- (ii) storm resiliency with respect to energy supply, flood-prone areas, and environmental infrastructure, and
- (iii) environmental sustainability.

The statement of strategy for storm resiliency required by the 2017 amendment is for all practical purposes subsumed by the climate change-related amendment.

While the statutory language appears straightforward, there are some open questions that will need to be resolved, the most significant of which are the following:

First, does the requirement to adopt a climate change-related hazard vulnerability assessment apply only to wholesale adoptions of land use plan elements after February 4, 2021 or does it also apply to minor amendments of land use plan elements. N.J.S.A. 40:55D-28a provides that the planning board may “adopt or amend” a master plan or component parts

thereof. In contrast, N.J.S.A. 40:55D-28b(2)(h) provides that a climate change-related hazard vulnerability assessment must be included in any land use plan element “adopted” after February 4, 2021.

No reference is made to a land use plan element that is “amended.” It seems as if the word “amended” was inadvertently left out of the statutory language, as it does not make sense that the new requirement would apply only to a wholesale replacement of a land use plan element and not a substantial amendment.

For example, municipalities seeking a judicial judgment of compliance with their Mount Laurel IV affordable housing obligations often will require a corresponding amendment to the land use plan element of the master plan. The next time substantial amendments will have to be made to land use plan elements of the master plan will be on or after July 2025, the beginning of the Fourth Round of Mount Laurel compliance. It could be logically argued that preparing a climate change-related hazard

vulnerability assessment in conjunction with these new housing plans makes imminent sense, as it would help municipalities determine appropriate locations for new affordable housing based on measures of resiliency, identifying sites that minimize risk to low- and moderate-income households resulting from climate change. This also would support the conclusion that such amendments to the land use plan element would trigger the required vulnerability assessment pursuant to the statute.

Second, P.L. 2021, c. 6 added a new section to the MLUL, N.J.S.A. 40:55D-28.1 which provides “Upon request by a planning board, the Department of Environmental Protection shall provide technical assistance, as practicable, to a municipality preparing a climate change related hazard vulnerability assessment pursuant to subparagraph “h” of subsection b of [N.J.S.A. 40:55D-28].”

The issue is what does “as practicable” mean? Because “practicable” has not been defined in any published land use or zoning case, the basic rule of statutory construction should be followed, which is that legislative language should be given its plain and ordinary meaning, *Pennsauken v. Schad*, 160 N.J. 156, 170 (1999); *DiProspero v. Penn*, 183 N.J. 477, 492 (2005). As such, “practicable” for purposes of N.J.S.A. 40:55D-28.1 should follow the dictionary definition which is “capable of being put into practice or of being accomplished.” *Merriam-Webster’s Collegiate Dictionary* (11th Ed. 2004). It thus seems that issues of staffing and resource allocation at the NJDEP are legitimate issues for the NJDEP to consider in determining whether to provide requested assistance, and the extent of any assistance which is provided.

With the statutory requirements and the legal issues now out of the way, how does one prepare a climate change related hazard vulnerability assessment? It is important to remember that each item listed in subparagraph ‘h’ of N.J.S.A. 40:55D-28.b.(2) is a discrete task that provides the necessary foundation for the subsequent tasks in the list. The following are the steps that a municipality must undertake to


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Email: dolananddolan@dolanlaw.com

conduct the assessment in accordance with the requirements of the law.

Step One:

Identify Climate Change-related Natural Hazards

The first step in the assessment is to identify the climate change-related natural hazards that are anticipated to impact the municipality. Some municipalities will have more significant and wide-ranging list of hazards and potential vulnerabilities, such as coastal communities that will be impacted by storm surge and sea-level rise. However, all municipalities in New Jersey will be impacted in some way by climate change, including increased temperatures, stronger storm intensity, more frequent and significant flooding, and increased risk of fire, wind damage, and drought.

The importance and relevance of a specific climate change-related hazard also will vary by the type of municipality and its existing land use development pattern, environment, and landscape. For example, in evaluating the impact of increased temperature, urban communities may be concerned about the health impacts of heat islands in fully paved and built-out downtowns, while rural communities may be concerned about the impact on crops or increased fire risk.

There are a variety of data sources and mapping related to climate change-related hazards. These include climate models and projections prepared by the federal government, academic institutions, and private sources. A variety of geospatial databases are also available from state and federal governments.

As specified in the new amendment, the New Jersey Department of Environmental Protection (NJDEP) is tasked with providing municipalities with the “most recent natural hazard projections and best available science” related to climate change. NJDEP will be a good starting point for most municipalities in their efforts to identify and evaluate hazards related to climate change.

The National Oceanic and Atmospheric Administration (NOAA) is a recognized source of



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Partner

240 CEDAR KNOLLS ROAD, SUITE 301
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Offices in:

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Dennis M. Galvin, Esq.
dgalvin@respondlaw.com

Bob Muñoz
munoz@respondlaw.com



Since 2014 Mr. Galvin has been the author of *Local Government Law, New Jersey Practice (Vols. 34-35A)*, published by Thomson Reuters

climate data and modeling, including projections of sea level rise, which can be evaluated and visualized on NOAA’s Sea Level Rise Viewer. Another good source of climate change data is the AdaptWest climate adaptation data portal. Links to relevant data resources are also available on the Sustainable Jersey website.

One important consideration is the scale and resolution of the available data and the ability to evaluate it at the municipal and sub-municipal (e.g., neighborhood, block, or parcel) level, which will be necessary for local planning purposes. For example, most climate change models do not go below the regional level. Municipalities should consult their planning professionals to determine the applicability and usefulness of available models and data to ensure that it is meaningful and meets the statutory requirements for a climate change-related hazard vulnerability assessment.

Step Two: Prepare a Build-Out Analysis

The second step in the climate change-related hazard vulnerability assessment is the preparation of a build-out analysis. In its basic form, a build-out analysis consists of an evaluation of existing zoning and development regulations and the anticipated level of development that could take place in the municipality if all remaining developable parcels are developed in accordance with the standards set forth in the ordinance, after accounting for all relevant constraints and limitations on development potential. These can be performed municipal-wide or for a specified area or zone district within the municipality. Typical applications of a build-out analysis include comprehensive master plans, rezoning studies, evaluating proposed overlay districts in affordable housing plans, school enrollment projections, or redevelopment plans. All potential uses can be projected, or the analysis can be limited to specific types of uses, such as residential or non-residential development.

In the case of the climate change-related hazard vulnerability assessment, the focus will be on those areas of the municipality that exhibit a high level of vulnerability and increased risk based on the climate change-related hazards identified in Step One. These include areas subject to flooding, storm surge, sea level rise, or other identified natural hazards exacerbated by climate change.

In this context, the focus should not simply be on the number of residential units or square footage anticipated to be constructed in vulnerable areas, but rather establishing the empirical foundation to assess the potential impacts of climate change on the community. The build-out also can be used to evaluate alternate development scenarios that will reduce risk. For example, once the anticipated level and type of development is determined, the value of improvements in areas at risk can be calculated. This will provide a measure of the potential impact that a climate change-related hazard, such as a major storm event, may have on the municipality's tax base and fiscal well-being.

The build-out analysis also can help a municipality to evaluate the economic impacts resulting from climate change-related hazards. Are there going to be a significant number of jobs located in vulnerable areas and how might that impact the economic base of the community, both long-term and immediately in the wake of a major storm or climate related natural disaster?

Using the build-out analysis, a municipality can determine if there will be an increase in the number of persons that are particularly vulnerable to the impacts of climate change-related hazards, such the elderly, low-income, disabled, and others needing special assistance located in high risk areas. These are populations that have limited capacity to respond to and recover from natural disasters. Is the anticipated build out going to result in more vulnerable populations being at risk? If so, this will likely exacerbate the economic and societal impacts of climate change and increase the public costs to plan



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Brielle, N.J. 08730

T. Andrew Thomas, P.P.
President
PH: 732-556-6711
andyplan@aol.com

Thomas A. Thomas, P.P.
Emeritus
PH: 732-616-2289
tomplan@verizon.net

ricciplanning

Community Planning Consultants

Paul Ricci, AICP, PP
177 Monmouth Avenue
Atlantic Highlands, NJ 07716

908.642.0070 (p)
paul@ricciplanning.com

for and implement the public response to address the needs of these populations.

Relevant factors that may affect the public response to climate change can also be quantified. For example, the build-out analysis can be used to determine if proposed development will increase impervious cover in areas subject to flooding. If impervious cover is projected to increase, the municipality can determine how that will affect flooding and evaluate what stormwater management strategies, including the natural and green infrastructure systems, will be necessary to reduce runoff and provide adequate storage and recharge of anticipated stormwater.

Step Three:

Assessment of Threats and Vulnerabilities

The next step in the process is to assess the threats and vulnerabilities resulting from the climate change-related hazards identified in step one. Using the results of the build-out analysis, the assessment of threats and vulnerabilities will help inform land use planning decisions and policies, including the type and distribution of land uses and corresponding zoning regulations that can be implemented to reduce risk and minimize the economic and societal impacts resulting from climate change.

The required assessment is similar in structure to a typical hazard mitigation planning process and is designed to address the following questions:

- What is the level of risk?
- What areas of the municipality are being affected?
- What is there or projected to be there (based on the build-out analysis)?
- What is the value of the improvements that will be impacted?
- What is the population in high risk areas, including populations particularly vulnerable to the climate change-related hazards?
- What community facilities and infrastructure are in the area?


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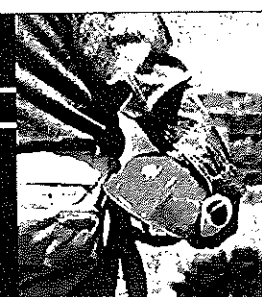
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- Are there land use policies that can be implemented to reduce or prevent impacts?

While similar, this assessment of threats and vulnerabilities does not substitute for an actual hazard mitigation plan (HMP), which is typically prepared by counties in New Jersey. The HMP process is governed by United States law and federal regulations, with the Federal Emergency Management Agency (FEMA) the lead agency. As discussed later, the climate change-related hazard vulnerability assessment will include a policy statement on its relationship to the relevant county HMP.

The last of the questions listed above signals the point at which the assessment of threats and vulnerabilities shifts from an analytical process to policy development and the recommended strategies and design standards needed to mitigate the impacts of climate change. This is described in Step Six below.

Step Four: Identify Critical Facilities

To fully assess climate change-related threats and vulnerabilities, it is imperative that a municipality

identify and map critical municipal facilities and infrastructure necessary to effectively respond to a climate change-related natural disaster. The 2021 amendment explicitly requires that such an analysis be undertaken, specifying that the climate change-related hazard vulnerability assessment “identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster.” Given their importance as part of the municipality’s response to a climate-related natural disaster, it is anticipated that these systems are “to be maintained at all times in an operational state.” Utilities may include municipal water and sewer systems that are under the jurisdiction of municipal operated utilities (MOUs) or local utility authorities, but possibly could include private water, electric and gas utility infrastructure if information on these systems are publicly available. Other critical facilities and essential infrastructure may include:

- Public buildings and community facilities (especially those used for shelters)
- Hospitals and Emergency Management Stations

- Police and fire stations
- Flood protection facilities, including dams and levees
- Stormwater management facilities, including inlets and detention basins
- Sewer infrastructure (including pump stations)
- Back-up generators
- Renewal electrical energy sources supplementing the electric grid (including solar and wind facilities)
- Wireless communication and data infrastructure
- Zero-emission vehicle fueling and charging infrastructure, including public electric vehicle (EV) charging stations and public hydrogen fueling stations
- Geospatial databases and GIS mapping of these facilities are available from a variety of public databases and can also be generated locally. In fact, a number of municipalities impacted by Superstorm Sandy have established a local GIS mapping portal as part of the Post-Sandy Planning Assistance Grant program administered by the New Jersey Department of Community Affairs and have physically identified and mapped local infrastructure, including manholes, water mains, fire hydrants, and stormwater inlets and outfalls.

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Step Five: Identify Impact on Other Elements of the Master Plan

To ensure that a municipality’s response to climate change-related hazards is comprehensive and coordinated with other community planning goals and objectives, the statute requires that as part of the vulnerability assessment a municipality must analyze the potential impact of natural hazards on “relevant components and elements of the master plan.” This is logical as the climate change-related hazard vulnerability assessment is part of the land use plan element of the master plan and, in accordance with the requirements of N.J.S.A. 40:55D-28.b.(2)(a), the land use element must state its relationship to the objectives, principles, assumptions, policies and

standards upon which the master plan is based and to the other elements of the master plan. Thus, the requirement in the 2021 amendment is consistent with and an extension of the requirements already set forth in the MLUL.


The extent of this analysis will be dependent on the number and type of optional plan elements that are included in the master plan. Relevant master plan elements may include the: Housing Plan Element, Circulation Plan Element, Utility Service Plan Element, Community Facilities Plan Element, Conservation Plan Element, Economic Plan Element, Green Buildings and Environmental Sustainability Plan Element, Public Access Plan Element.

The statute only requires that the components and elements of the master plan that are “relevant” need be addressed. It will be up to the municipality to determine relevancy and whether to include a specific plan element or component of the master plan in the analysis.

Step Six: Strategies and Design Standards

As set forth in N.J.S.A. 40:55D-62, a municipal zoning ordinance or any amendment or revision to the zoning ordinance shall either be substantially consistent with the land use plan element and the housing plan element of the master plan or designed to effectuate such plan elements. Because a climate change-related hazard vulnerability assessment is now required to be part of the land use plan element it follows that the municipality’s zoning ordinance, in turn, must be substantially consistent with and designed to effectuate the recommended strategies and design standards that will reduce or avoid the risks associated with the identified climate change-related hazards.

The fundamental purpose of the climate change-related hazard vulnerability assessment is to provide a municipality with a comprehensive and coordinated land use planning strategy that minimizes the costs and risks associated with climate change. This may include a variety of land use development and redevelopment policies and strategies, including:



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MONTVILLE OFFICE PARK
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 MONTVILLE, NEW JERSEY 07045

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- Zoning amendments that direct new development or more intensive development to more resilient areas of the municipality
- Site design and development regulations that promote resilient development
- Non-contiguous cluster ordinances that permit the clustering of development in areas that are less vulnerable to climate change-related hazards, while preserving areas that are more vulnerable and have a higher risk
- Open space acquisitions strategies (Blue or Green Acres) preserving areas most vulnerable to climate change-related hazards
- Development regulations that require the implementation of green infrastructure systems and sustainable site design
- Redevelopment plans that transform existing areas in need of redevelopment or rehabilitation into more resilient and sustainable development



The strategy and plan that is ultimately selected will be based on the type of municipality and the specific hazards that have been identified during the assessment. In addition to working with the municipal planner and other members of your professional and legal team, assistance in developing appropriate strategies can be obtained from a variety of public and private entities involved in promoting resilient and sustainable development, including the NJPO, New Jersey Chapter of the American Planning Association (APA-NJ), and NJDEP.

Step Seven: Policy Statement on the Relationship to Other Plans

The final component is the inclusion of “a specific policy statement on the consistency, coordination, and integration of the climate change-related hazard vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan.” This is similar to the requirement in N.J.S.A. 40:55D-28d., requiring that the master plan include a policy

statement indicating its relationship to the master plans of contiguous municipalities, the county master plan, the State Development and Redevelopment Plan, and the district solid waste management plan. As such, consistency with the listed plans is not mandated, but rather the statement should identify where there may be consistency and the potential for coordinative approaches to address climate change-related hazards.

This also is an opportunity to engage emergency management personnel, police and fire departments, the municipal engineering staff, and department of public works (DPW) in the development of and implementation of strategies to plan for and respond to climate change-related hazards.

Redevelopment Plans and Climate Change

Although the 2021 amendment doesn't reference redevelopment plans, redevelopment can be an important way to implement land use planning strategies to eliminate or reduce the impact of climate change-related hazards. If the area qualifies as an area in need of redevelopment or rehabilitation, a redevelopment plan can then be prepared that establishes specific design standards and building requirements in the redevelopment plan area to promote resiliency and sustainability. In fact, several municipalities impacted by Superstorm Sandy have adopted redevelopment plans that are part of their comprehensive strategy to recover from the impacts of that significant storm event and create opportunities for new more resilient development along the New Jersey coast.

Pursuant to N.J.S.A 40A-12A-7a(1), a redevelopment plan must describe its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements; and pursuant to N.J.S.A 40A-12A-7c., the redevelopment plan must describe its relationship to pertinent municipal development regulations as defined in the MLUL. Accordingly, if the land use plan element of the master plan includes a climate

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info@njplanning.com

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Glenn C. Kienz, Esq and Ronald D. Cucchiaro, Esq.

change-related hazard vulnerability assessment, the redevelopment plan must describe the relationship of the plan to the municipality's adopted land use policies designed to address climate change-related hazards and the municipal development regulations that implement these policies.

Summary and Conclusion

With the adoption of P.L. 2021, c. 6 any land use plan element of the municipal master plan adopted or amended after February 4, 2021 must include a climate change-related hazard vulnerability assessment.

These new statutory provisions require a step-by-step analysis to identify and evaluate the impact of climate change-related natural hazards on the municipality and establish the necessary foundation to develop and implement a land use planning strategy that minimizes the costs and risks associated with climate change-related hazards and the associated impacts on the community and its residents.

While some municipalities, such as coastal communities, may experience more significant impacts from climate change-related hazards, all municipalities in New Jersey will experience some impacts from climate change. In fact, all municipalities are subject to the new law, with any amendment to or adoption of a new land use plan element triggering the requirement to undertake a climate change-related hazard vulnerability assessment.

Cumulatively, the analysis is designed to provide a municipality with the necessary foundation to develop and implement a land use planning strategy that minimizes the costs and risks associated with climate change-related hazards and associated impacts on the community and its residents.

Such an assessment will require a significant effort on the part of the municipality and its professionals, as well as a comprehensive and coordinative planning approach that engages the public and a wide range of stakeholders, including emergency management

personnel that typically are not involved directly in the land use planning process. But ultimately such an effort should lead to more resilient communities and a reduced risk of loss and negative impacts resulting from climate change.

NJPO Honors Achievements in Planning

Every year NJPO honors Achievements in Planning, that are projects, large and small, that reflect good sense in planning; dedicated individuals, whose efforts through planning benefit their community's quality of life; agencies on every level of government generating model approaches to planning; and organizations and initiatives promoting the ideals of sound planning. This year, the NJPO award recipients are:

People

Meghan Hunscher

Meghan Hunscher is a licensed professional planner. After receiving her masters in City and Regional Planning from the University of Pennsylvania, she started her career with Pennoni as an associate planner. She moved to the public side of planning and became the division manager of the planning and zoning department for Montville. Meghan then took her talent to the county becoming the Executive director of the Morris County Economic Development Corporation. Apparently, the county found her work deserving of a promotion where they made her the president and CEO of MCEDC. During her time with the MCEDC, she also found she had the ability to be the President of the New Jersey Association of Planning and Zoning Administrators.



Joseph Demarco Esq.

Joseph Demarco, Esq. has been a catalyst for Bayonne's renewal. Since his appointment as the City's Business Administrator in 2014, he has thoughtfully and aggressively pursued the engagement of private capital for the public good and helped transform the City.



As Business Administrator, Joe immediately took on the role of facilitator to resolve long-standing legal disputes between the City, designated redevelopers and the Port Authority of New York and New Jersey related to redevelopment at the former Bayonne Military Ocean Terminal (MOTBY) that had halted all redevelopment activities. His efforts led to a timely and mutually beneficial resolution of those matters, releasing the potential for what would become one of New Jersey's most active redevelopment sites. To date, the redevelopment of the former base has resulted in the construction of thousands of residential units and millions of square feet in port-related warehousing. Hundreds of construction and permanent jobs have been created and the property has been returned to the productive tax rolls, mitigating the City's structural budget deficit.

Mr. Demarco has also championed the reintroduction of the City to its waterfront, which had been inaccessible to residents for a century due to the industrial uses that occupied the shoreline. Joe spearheaded aggressive redevelopment agreements that mandated high end waterfront walkways be built at redevelopers' expense, and helped lobby the State of New Jersey to secure funding for the City's marquee waterfront parks along the Kill van Kull and Newark Bay.

Eric Synder, AICP, PP

Eric has been a licensed planner since 1977 and is a charter member of AICP. In 1985 Eric formed Eric K. Snyder & Associates, Inc, which is a planning consulting firm serving both private and public clients.



Eric has been active with the New Jersey Chapter of the American Planning Association (APA) where he has served as the Northwest Area representative for the past 17 years.

Mr. Snyder also served as the Planning Director for Sussex County almost 13 years. During his tenure, he oversaw the comprehensive update to the land development standards which will guide development in the county for years to come.

Eric is a past president and active member of the NJ County Planners Association as well as NJPO lecturer and member of our board of planning consultants.

Projects

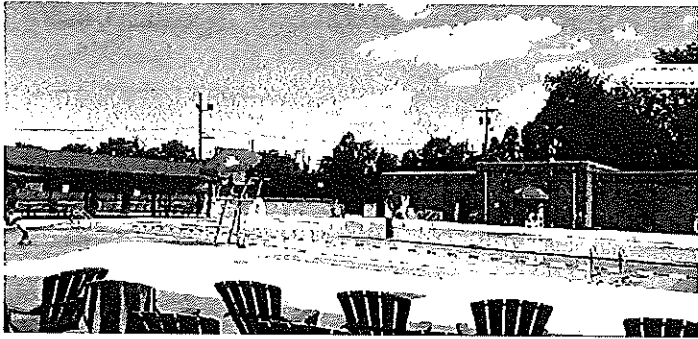
Miller Park Playground



Professional design services were provided for the preparation of construction drawings and construction observation and administration services for the improvements to Miller Park located in the City of Elizabeth. The site was treated as a blank

canvas and was completely re-designed. Improvements included new basketball and volleyball courts, exercise station area, splash pad, playground equipment for 2-5-year-olds and 5-12-year-olds, multiple seating areas, center shade structure, extensive landscaping, maintenance building, walkways, entry portals and site furnishings. This new park facility has created a renewed energy in the redevelopment of this neighborhood and serves as a public gathering space for all ages.

Hetzel Park Pool & Aquatic Complex



Professional design services were provided for the preparation of construction drawings and construction phase services for the New Hetzel Park Aquatic Complex. The previous pool structure and pool house were closed due to failing conditions. A new Aquatic Facility with modern new pool design, spray parks, lounging areas with shade structures and a new pool house with showers was implemented. Improvements include entirely new site layout, new multi-use pool for family use and lap swimming, splash pads, and lounging areas in sun and shaded areas. This new aquatic facility has created a renewed community spirit in the redevelopment of this neighborhood in Trenton.

Station Square at Fanwood

Station Square, a 35-unit townhouse rental community in downtown Fanwood required a massive environmental remediation to convert an abandoned and contaminated site of a former oil

company into a breathtaking residential development that has set a new bar for interior and exterior beauty and excellence in design. Painstaking effort was put into the quality and variety of exterior cladding materials, as well as interior details such as niches, window seats, and dormers.



This project was converted from a for-sale project and no affordable units, into a residential project that helped Fanwood meet its Fair Share Housing obligations. The project also includes 2 ADA accessible units occupied by the ARC of Union County.

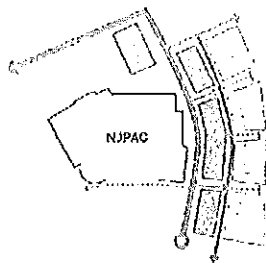
Through an intensive private-public partnership between the developer and local municipal officials, the resulting neighborhood is now the final piece and capstone of the Borough Redevelopment Plan in its downtown area, near Fanwood Station. It is walkable to the train station, local parks, and downtown lifestyle areas. A true enhancement to the quality of life and source of pride to all local residents.

Newark NJPAC

Exciting vision will create a vibrant neighborhood of shops, restaurants, residences and cultural assets. The New Jersey Performing Arts Center (NJPAC) has partnered with Center Street Owners and will break ground in 2022 on the next phase of a transformational masterplan that will expand the arts and education district surrounding its theaters. The approximately \$150 million project will create a vibrant new neighborhood of low-rise and high-rise multifamily buildings, retail establishments,

restaurants and cultural spaces, plus about 15 new townhomes and condos, on a portion of

Building Typologies & Access



the 7.3 acres of developable land on NJPAC's riverfront campus. This phase will include a total of roughly 350 rental residences (80% market rate, 20% affordable) that will be erected on the site, in addition to the condos and townhomes, which will be offered for sale.

Publications

Union Township Master Plan

The Master Plan for Union Township, adopted on March 25, 2021, updates and replaces the Township's 1982 Master Plan. It seeks to re-imagine a future Union Township, one that is responsive to the housing, transportation, and shopping needs of residents, businesses, visitors, and investors. It recognizes the challenges caused by eCommerce, climate change, mobile technologies, and even a global pandemic. Development of the Master Plan was guided by input from township officials and staff, stakeholder interviews, and community feedback. The goals, objectives, and actions seek to retrofit a suburban town, largely developed around the automobile and its connections to I-78 and the Parkway to meet the needs of an increasingly diverse population and a changing economy. Efforts to make the document reader-friendly include descriptions of how issues relate to residents and businesses.



TOWNSHIP OF UNION
MASTER PLAN



High Bridge Open Space & Recreation Plan

Recognizing the importance of open space in High Bridge for more than just recreation purposes, as well as the regional recreation role it plays, the Highlands Council awarded the Borough a grant to complete a new Open Space & Recreation Plan ("OSRP") in 2018. The OSRP is more than a needs analysis for playground equipment. High Bridge is the trail head for the 15-mile Columbia Trail, where more than 50,000 bikers/hikers depart each year. It is also home to the only mountain biking flow trail in the State. Additionally, the historic Lake Solitude Dam became an overnight destination due to a Tik Tok video, which drew thousands of visitors during the summer of 2020.

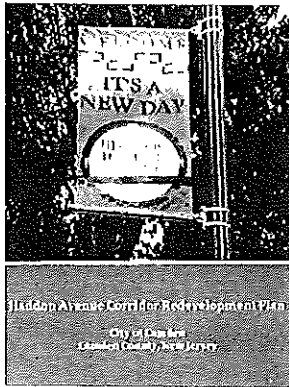


The OSRP includes a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for each Borough-owned park as well as a detailed action plan to address issues, enhance the Borough-owned facilities, and increase tourism. Included in the recommendations is the creation of an outdoor classroom for the Elementary School, as well as the construction of trail and park links to provide pedestrian and cyclist linkages within the Borough and to parks outside of the municipality.

To ensure the OSRP is a living document, the 70+ recommendations are prioritized, assigned to a department/committee, and given a time frame. Indicators to track progress are also included. The OSRP continues the planning work started in 2010 and demonstrates the Borough's long-term commitment to both open space planning and economic development.

Haddon Avenue, Camden

The County of Camden, with funding from a Transportation and Community Development Initiative (TCDI) grant from the Delaware Valley Regional Planning Commission (DVRPC) prepared a comprehensive economic development and planning study for the Haddon Avenue corridor in the City of Camden. The study provided the County and City with a comprehensive analysis of the corridor and information that will improve future neighborhood planning efforts along Haddon Avenue, including sustainable transit-oriented development (TOD).

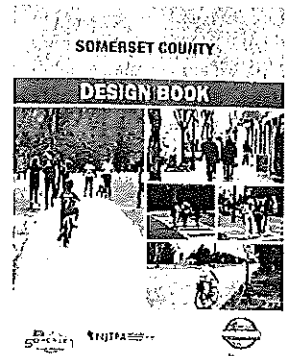


The project included an inclusive public outreach process, market feasibility study, TOD framework plan, and a redevelopment overlay plan that will be used as the basis for future redevelopment in the corridor. This collaborative approach recognizes that everyone will play an important role in working

together to transform the Haddon Avenue corridor into an economically vital and socially vibrant center for the community.

Somerset County: Connecting Vibrant Communities study

The Walk Bike Hike: Connecting Vibrant Communities Study (WBH Study) was finalized in July of 2019 and serves as a Framework Strategy designed to improve mobility and safety for Somerset County travelers of all ages and abilities. Developed via a robust public involvement process, the Framework Strategy in the WBH Study along with the Design Handbook will, over time and in a collaborative manner, guide the development of convenient, equitable, and interconnected travel routes, facilities, and networks. The Study includes more than 220 candidate walk, bike, and hike improvements, totaling almost 275 miles of new facilities across Somerset County.



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LAW OFFICE

Larry L. Wiener
Attorney-at-Law

141 West Main Street
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Fax 973.627.8544
Larry0405@msn.com



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