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Eric K. Snyder, AICP, PP  
*Director*

County of Sussex

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20 October 2006

Ms. Eileen Swan, Executive Director  
Office of Smart Growth  
N.J. Dept. of Community Affairs  
101 South Broad Street  
Trenton, N.J. 08625

Re: Request for Additional Information

Dear Ms. Swan:

In response to your letter requesting additional information regarding the Sussex County Strategic Growth Plan Plan Endorsement petition, I have the following for your consideration:

1. All minutes and other documentation delivered to OSG offices.
2. Build out does not and will not incorporate the Highlands until the Highlands have provided their material. This is per agreement with OSG and Dante DiPirro. It is important to note that the build out calculations are not to be taken as endorsement of the eventual development of the County. Rather, they should be looked at in view of the resource capabilities of the County and the consequent reasonableness of the numbers. This also goes to balance anticipated actual demand for commercial and industrial development in particular.

The time frames for build-out are indefinite. They are based on overall zoning and vary by municipality. The variations ranges from near build-out at the present (Branchville) to a fifty year or more horizon (Montague, Wantage, Frankford). The market and available land will be the prime determinants of the pace of development.

3. As to the PIA, we look forward to being provided with the format from OSG. I am sure the negotiations will prove fruitful and result in an acceptable implementation strategy.
4. The transportation issues raised are very important to the County. We have been working with DOT and NJ Transit to support the various initiatives for long term projects. Of particular importance is the Lackawanna Cut-Off. This project is tied the Access to the Region's Core (ARC) program and the new tunnel into Manhattan.

The issues of warehousing are limited in Sussex County. The major freight movement concerns again relate to the Cut-Off. As improvements are made to the Port Authority facilities and ocean shipping increasingly

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favors the east coast, warehouse traffic between distribution centers in Pennsylvania and the port will have an enormous and deleterious effect on traffic along the I-80 corridor. This will have a negative impact on both commuter traffic and movement of goods to and from Sussex County.

The Strategic Growth Plan strongly favors center based development in part as a means by which critical mass may be achieved to improve mass transit opportunities. Connecting existing and proposed centers and nodes will be a major element in altering the commutation patterns of County residents and employees.

The County already has an access code similar to the State Highway Access Code. The County requires access to be from lower order roadways unless there is a physical or regulatory impediment to the same.

We will provide the asterisk requested.

5. The Strategic Growth Plan is not intended to be the vehicle for new center designation. Rather, it will serve to identify appropriate locations where, at the discretion of a municipality, growth may be focused.

If there are any other matters you wish us to discuss, please let me know. Thank you very much for your continued assistance in this matter.

Very truly yours,

Eric K. Snyder, AICP, PP  
Planning Director

c: Board of Chosen Freeholders  
County Administrator  
Strategic Growth Advisory Committee  
Planning Board