

July 7, 2025

Morris Township
50 Woodland Avenue
PO Box 7603
Convent Station, NJ 07961-7603

Attn: Sonia Santiago

**Re: Comment Response Letter
South Street Gardens Improvements
Block 7307 – Lot 8
383 South Street
Township of Morris, Morris County, NJ
DT # 5756-25-01551**

Dear Ms. Santiago:

Dynamic Traffic is in receipt of the June 6, 2025 comment letter from Bright View Engineering. In response, we have prepared an updated Traffic Impact Assessment dated June 23, 2025 and offer the following in response to the comments provided:

Traffic Assessment

- 1) The Traffic Impact Assessment provides trip generation estimates based on land uses from the ITE 11th Edition Trip Generation Manual and NJDOT HAPS rates. While this office is in general agreement with the calculations contained therewith, we recommend additional information / testimony be provided regarding the intended operation of the various components of the project including a comparison of the uses proposed to the land use categories utilized.

In particular, please clarify the intended operation of the space identified as 'Fast Casual Restaurant' in the traffic assessment. The site plans reference this space as a 'coffee café' and the architectural plans reference this space as 'welcome center / refreshments.' Depending on the intended use of the space, it may be appropriate to utilize a different land use code, such as LU 936, Coffee/Donut Shop without Drive Thru when estimating the trips from this portion of the site. Also, please clarify if this space will be branded /advertised separately from the garden center use.

Response: The café space will serve limited coffee/tea/refreshments and some limited food and will not be a separately branded or advertised user. LUC 936 includes uses similar to Dunkin', Starbucks, etc. that are heavily reliant on pass-by traffic and quick stops for morning coffee and a quick breakfast, primarily during morning commuter hours. The proposed café is not intended to nor will it be

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equipped to accommodate this type of quick service activity and not would generate that type of traffic, particularly in the early morning hours. It is rather an additional amenity for the use and enjoyment of patrons of the garden center. LUC 930 – Fast Casual Restaurant would include a use similar to a Panera Bread which is a much closer comparison to the national brands typically studied and reported to ITE. Notably, this type of use generates higher traffic volumes on weekends as opposed to weekday mornings which is anticipated at the subject location.

- 2) We recommend a capacity analysis be conducted for the intersection of South Avenue & Pear Street under full build out conditions to confirm safe and efficient access to the site can be provided. Since traffic associated with the garden center can be very seasonal in nature, we recommend the applicant's traffic engineer contact this office directly to discuss the availability of historical traffic data that may be coincidental with the project's peak usage by time of year.

Response: The revised Traffic Impact Assessment includes a capacity analysis of South Street and Pear Street based on historical traffic volumes as discussed.

Parking

- 3) The traffic impact assessment indicates that the 7 formal striped spaces on the south side of Pear Street will be sufficient to accommodate typical operations of the garden center, with space for up to 75 additional vehicles in the gravel lot on the west side of the site for a total of 82 parking spaces. 10 additional spaces are also identified on the north side of Pear Street. Based on Morris Township ordinances, a total of 81 parking spaces are required before considering any shared parking between the various uses on site.

Please provide testimony regarding the adequacy of the proposed parking, as well as how the unstriped gravel parking area will be managed, particularly during peak demand for the garden center, such as Mother's Day weekend.

Response: Testimony regarding the proposed parking supply will be provided.

Site Plan / Vehicle Circulation

- 4) Please clarify the intended vehicle circulation for the site, including if any directional signs will be provided directing patrons to the gravel parking lot.

Response: Permanent signage is unnecessary as the gravel parking lot will only be necessary seasonally and/or during events. During these times, a temporary "Additional Parking Ahead" sign could be posted to inform visitors of the location of the overflow parking.

- 5) The site plans include two 'Exit Pear Street Only' signs. Please clarify the purpose of these signs and the intended circulation pattern for the site. If the Whitney Avenue access is intended to ingress only, appropriate MUTCD compliant signs shall be installed including R5-1 (Do Not Enter) and/or R6-1 (One Way) signs.

Response: The Whitney Avenue access point is not intended to be open to the public during typical operations. It may be utilized as a secondary access to

facilitate ingress or egress at the beginning or end of an event in the event space as a “relief valve” for traffic arriving or departing at the same time. The intent of the signage proposed is to deter patrons from exiting at this location during typical operations. If it is utilized for egress after an event, staff will direct vehicles to utilize this location in addition to Pear Street if/when deemed beneficial.

- 6) Please add sight triangles for the intersection of South Street and Pear Street to the landscape plan and adjust plantings in this area accordingly to respect the necessary sight triangles.

Response: Sight triangles will be added to the intersection of South Street and Pear Street and any landscaping will be limited to avoid obstructing visibility.

- 7) The site plans indicate an existing monument sign located on the southwest corner of the intersection of South Street and Pear Street. The sign appears to be located within the intersection sight triangle and within the South Street Right of Way (ROW). We recommend the sign be relocated outside the ROW and outside the intersection sight triangle.

Response: The sign is existing and its location will be coordinated with Morris County to avoid visibility obstruction. A waiver has been requested from Morris County for the sign location.

- 8) Sheet 3 of the site plans include a vehicle turning template for a tractor trailer, indicating that the vehicle will access the site via Pear Street and utilize the gravel parking area for loading/unloading and maneuvering. With regard to this element of the project, please provide additional information / testimony regarding the following:

- a. Please confirm the size of the tractor trailer depicted on the site plan (i.e. WB-50)

Response: The tractor trailer depicted is a WB-50

- b. Please confirm the size of a typical delivery vehicle as well as the largest delivery vehicle anticipated on site.

Response: Typical delivery vehicles will include box trucks, pickup trucks, and delivery vans. The largest vehicle delivery would be the WB-50, but infrequent.

- c. How will large vehicle deliveries be managed to avoid conflicts between deliveries and patron parking in the gravel lot?

Response: Larger deliveries will be infrequent and can be managed and scheduled to not coincide with peak activity and potential use of the gravel parking area.

- d. Will any restrictions be placed on site limiting access of large wheelbase vehicles with regard to the Whitney Avenue access?

Response: Large wheelbase vehicles will be restricted to enter/exit along Pear Street as shown on the truck circulation plan.

- e. The site plans indicate a loading area south of the garden center building. Please clarify the use of this area, including if patrons and/or the tractor trailer indicated on the plans is intended to load / unload in that area.

Response: The tractor trailer will use the parking aisle for deliveries as shown. The smaller loading area will be used for vans/pick-up trucks as well as for a customer taking delivery of a larger order.

If you have any questions on the above, please do not hesitate to contact our office.

Sincerely,
Dynamic Traffic, LLC



Craig W. Peregoy, PE
Senior Principal