

April 26, 2021

Eastampton Township  
Land Use Board Secretary  
12 Manor House Court  
Eastampton, NJ 08060

Attention: Jill Torpey

RE: Rockefeller Group Development Corporation  
Block 800, Lot 9.03  
Preliminary and Final Major Site Plan  
NJSH Route 206

Dear Ms. Torpey:

Enclosed please find the following documents related to the above referenced project:

1. Sixteen (16) copies the Project Description
2. Sixteen (16) copies of Engineering Site Plans revised through April 22, 2021
3. Sixteen (16) copies Stormwater Management report revised through April 22, 2021
4. Sixteen (16) copies Operation & Maintenance Manual revised through April 22, 2021
5. Sixteen (16) copies Environmental Assessment Report dated February 12, 2021
6. Sixteen (16) copies of the Geotechnical report dated April 23, 2021
7. Sixteen (16) copies of the Truck Movement Plans dated April 22, 2021
8. Sixteen (16) copies of updated ALTA Survey
9. Sixteen (16) copies of Architectural plans
10. Tax Collector Certification
11. NJDEP Letter of Interpretation (LOI)

This information has been revised in response to the professional reports and comments. Specifically, they have been addressed as noted below.

**With Respect to the Review Letter from Board Planning Consultant, Mark A. Remsa, Professional Planner-Landscape Architect, dated March 22, 2021 we offer the following responses:**

1. Existing Site.
  - No comment.
2. Proposal.
  - No comment.
3. Zoning Compliance and Bulk Variances.
  - a) No comment.
  - b) Bulk Variances:
    - 1) The two spaces at the southern driveway and the US Route 206 within the minimum parking setback have been removed and the land-banked parking is now being proposed (see sheet 4).

- 2) The revised plans provide a continuous full 25 feet of planted area across the frontage.
- 3) The project provides 43.5 feet of green space along the northern property line and 55 feet of green space along the southern property line (30 feet encumbered by a water line easement). The revised planting plan, however, significantly increases the quantities of evergreens along both boundaries, with 16 additional evergreens and extensive shrub massing provided along the northern property line and 21 additional evergreens placed along the southern boundary.
- 4) The revised frontage buffer composition includes a substantial increase in evergreens and evergreen/semi-evergreen shrubs achieving a mixture with a minimum of 23% evergreen trees, 9% deciduous trees, 29% evergreen shrubs and 34% deciduous shrubs.
- 5) The pedestrian easement has been relocated to be 15 feet away from US 206 property boundary and a future 6-foot-wide pedestrian/bicycle path is shown on the plans (see sheet 4).
- 6) The previous land-banked parking along the southern façade is now shown to be constructed parking. The stormwater management report already includes the proposed impervious of this future parking (see sheet 4 and the stormwater management report).
- 7) A free stand sign detail has been added to sheet 19.

4. Design Exception.

- a) The project provides sufficient buffering.

5. Site Plan Comments.

a) Sheet 3:

- 1) Sheet 3 has been revised to show 54 loading dock spaces to be proposed.
- 2) Sheet 3 has been revised to show 96 trailer parking spaces to be proposed.
- 3) The zoning table has been updated to reflect the bulk variances for the "planted buffer width" and the applicant's desire not to stripe 58 parking spaces within the project's northwest trailer storage area.
- 4) The zoning table in sheet three has been fixed to show the entire table.

b) Sheet 4:

- 1) Sheet 4 has been revised to show the monument sign label and dimensioned from the property line.
- 2) The parking setbacks are now shown.
- 3) An alternative parking detail view has been added to sheet 4, which shows the layout for the car parking at the trailer storage area should it be needed at a future date.
- 4) The guard house in the norther driveway has been label and dimensioned from the proposed curb.
- 5) See comment response for the traffic section. In addition, testimony will be provided by Karl Pehnke, Traffic Engineer.
- 6) Although the previously submitted design meets the standard, the sound barrier has been revised as requested.
- 7) The pedestrian easement has been relocated to be 15 feet away from US 206 property boundary and a future 6-foot-wide path has been added for graphical purposes.

- c) The easement has been relocated and the bicycle/pedestrian path has been designed to be away from any swales and ditches.

d) Sheet 11:

1. The plan graphics and overwrites have been adjusted and corrected respectively to produce a cleaner plan.
  2. The revised plans address the comments in section 3.b.(4) and section 4a of the Planner's report.
  3. The revised landscape plan depicts the upland seeding specifications and a maintenance program as requested.
  4. The revised plan provides additional native evergreens and shrubs.
- e) Additional Items:
1. A sound barrier detail has been added to sheet 16.
  2. A monument sign detail has been added to sheet 16.

6. Traffic Impact (TIS) Comments.

(Comments addressed by Karl Pehnke, Traffic Engineer from Langan)

- a. Informational, No Response Required
- b. The proposed Access driveways fall under the jurisdiction of NJDOT. An access permit application has been filed with the office of Major Access. The applicant is proposing to widen Route 206 in accordance with the requirements of the State Highway Access Code to provide a left turn lane and shoulder. Based on the proximity of the project driveway to Lina Lane, a private street located just north of the project, the left turn lane will be extended to Lina Lane. The widening will improve the safety of traffic flow along this section of Route 206. The applicant has discussed the projected Levels of Service and proposed driveway turning movements with NJDOT. The outbound left-turn movement is anticipated to operate at LOS F during the AM & PM peak hours under the Build condition. However, 95th percentile queues for this movement are approximately 1 vehicle during AM peak hour and 4 vehicles during PM peak hour. The driveway will provide adequate queue area to allow right-turning vehicles to pass left-turning vehicles. Further, the projected Volume to Capacity Ratio during the AM Peak Hour is .25 and PM Peak hour is .74 which is below the capacity of the left turn movement. The driveway sight lines meet design requirements. Accordingly, based on the analyses, proposed improvements, and our pre-application meeting with NJDOT, we expect that NJDOT will permit the driveway movements as proposed.

**With Respect to the Review Letter from Board Engineering Consultant, Environmental Resolutions, Inc. dated April 1, 2021 we offer the following responses:**

Completeness.

4. Tax Certification was provided as part of the original submission. Additional copy attached.
- 6/7. Environmental Assessment Report is attached.
11. Architectural Plans are attached.
15. A summary of the project was submitted as part of the original cover letter. A separate document has been provided as part of this submission
23. The cover sheet has been revised to include the property owners within 200 feet of the site from the Pemberton Township.
32. Attached is the Geotechnical Report.
- 41/42. Attached is the NJDEP-LOI. Application has been made to other agencies. The permits of the corresponding agencies will be provided upon receipt.

#### Zoning – Business Park (BP) Zoning District.

1. Statement of Fact.
2. Statement of Fact.
3. The land-banked parking has been removed from the project.

#### General Comments.

1. A signature line for the owner/applicant has been added to the cover sheet.
2. The “approved by” signature block has been moved away from the fold area.
3. The property owners list has been updated to include the property owner from Pemberton Township.
4. The Zoning Chart on sheet 3 has been fixed to show the full chart.
5. The reference to Block 10, part of lot 11 has been removed, the correct lot and block number are: Block 800, Lot 9.03.
6. The plans have been revised to match the ALTA survey area for the site.
7. Attached is most recent survey. An LOI was issued by the NJDEP for the site which does not include the area, so it was removed.
8. NJDEP Flood Hazard and Wetland approvals will be submitted upon receipt.
9. Sheet 2 has been revised to include an aerial image that shows the existing conditions and surroundings areas.
10. Truck movement Plans are attached.

#### Site Plan Comments.

1. An alternative parking detail view has been added to sheet 4, which shows the layout for the car parking at the trailer storage area. It is the intention of the applicant to request a parking variance to stripe the area as trailer storage. Should the future tenant need additional parking, it would be restriped per the alternate detail provided. There will still be adequate trailer storage remaining in that scenario.
2. It is anticipated that the office users for the western office will utilize the southern drive and not cross the loading area. See additional response in the traffic section. In addition, testimony will be provided by Karl Pehnke, Traffic Engineer.
3. Sound barrier detail has been added to sheet 19.
4. The ADA spaces have been reconfigured as requested.
5. Flush curb is to be installed along the ADA parking spaces. The bollard signs have been provided.
6. The proposed pavement thickness in sheet 15 has been revised as requested.

#### Lighting and Landscaping.

1. Statement of Fact.
2. The proposed site lighting will not cause an adverse impact for the traffic on Route 206. A mounting height of 25 feet is lower than the standard 26-foot mounting height of a utility company or NJDOT streetlight. The specified fixtures are “Dark Sky Compliant” producing zero uplight as seen in the BUG ratings on Sheet #20. In addition, the light levels at the driveway entrance do not exceed the NJDOT standard of 0.2 footcandles at the travel lane of a highway without streetlights. Finally, the landscape plan has been revised to incorporate a significant increase in the number of evergreen trees along the frontage which will in turn limit light source visibility over time.

3. The proposed mounting height is not excessive and is lower than a typical streetlight. The reduction in mounting height reduces the horizontal spread of light, in turn, likely resulting in additional pole locations causing more visible point sources of light. In addition, the calculations demonstrate zero horizontal light spillage along the residential project's boundary lines, the actual residential units are more than 300 feet further west and southwest from the tract property line.
4. No response required.

#### Stormwater Design and Grading.

1. Statement of Fact
  - a) Statement of Fact.
  - b) Statement of Fact.
  - c) Statement of Fact.
2. BMP Manual
  - a) Two soil test pits are within the wet pond area and attached is the Geotechnical report. These tests support the surface water elevation provided.
  - b) For each pipeline discharging into the wet pond a trash guard plus screen device was added to the last downstream inlet, to screen the runoff right before discharging into the wet pond (see sheet 5 & 17). The maintenance of the ACF Environmental Trash Guard Plus is included in the revised O&M manual.
  - c) The outlet control structure cannot be moved to the bottom of the wet pond since the discharging point elevation is higher than the bottom of the basin. A note has been added to sheet five stating that in case of emergency or for maintenance purposes the wet pond will be mechanically drained.
  - d) Pond aerators have been added to the wet pond (see sheet 5 & 17).
  - e) The bottom of the basin has been raised to provide a permanent pool of six feet (6') deep. This is within the recommended parameters of the BMP.
3. Stormwater Management
  - a) The Stormwater Management Report has been revised to show that peak flows for area EDA-1A is reduced in the proposed condition.
  - b) The SWM has been updated to use Delmarva hydrograph.
  - c) Although the time of concentration are similar, the stormwater management report has been revised to separate impervious from pervious when running the stormwater calculations.
  - d) Pipe Calculations
    - i. The majority of the pipes have a velocity greater than or equal to 2.5 ft./sec. The few pipes that do not meet these criteria are steep pipes with very small drainage areas that do not create enough velocity. To mitigate this condition, an inlet filter or trash rack has been added at the inlets or headwall of the three pipes that have a velocity of less than 2.5 ft./sec. (see appendix C of the Stormwater Management Report and sheet 5 & 17). The maintenance for these inlet filters is included in the O&M manual.
    - ii. The pipe calculations have been reanalyzed and show a reduction in time of concentrations.
  - e) Infiltration
    - i. As shown in Appendix D of the Stormwater Management Report, the groundwater recharge requirement is met thorough collecting the runoff from the proposed building and infiltrating by the means of a proposed infiltration trench.
    - ii. The infiltration trench design has been revised and detailed to comply with the groundwater requirement. A weir has been added to manhole B5.1 to keep the runoff

within the infiltration basin and only allowing the excess runoff to bypass the infiltration trench into the proposed drainage system (see sheet 5, 7 & 16). The trench has been broken into sections that allow the individual roof leaders to infiltrate the entire wetted perimeter of the trench.

- iii. Soil replacement with a minimum permeability rate of 1 inch/hour has been proposed at the bottom of the infiltration trench to 3 feet below or up to the seasonal high-water table (see attached Geotechnical report and sheet 7 & 16).
- iv. Attached is the Geotechnical report.
- f) Log locations have been shown on the plans.
- g) Drainage Area Maps
  - i. Additional existing topography beyond the site has now been provided.
  - ii. The soil borings and test pits have been added to the Proposed Drainage Area Map.
  - iii. A hatch for the existing drainage areas has been added to the Proposed Drainage Area Maps for comparison.
  - iv. A yard inlet is not required since the proposed runoff flowing into the south property has been drastically decreased (see Summary tables in the Stormwater Management Report).

#### 4. Plan Comments:

- a) Guide rail has been added at the top of wall at the wet pond location.
- b) A 12 feet wide basin access has been added to the plans. Details of the grass stabilization has also been added.
  - i. Depressed curb has been added to the access entry.
  - ii. The area is delineated with grass ring pavers
  - iii. Access has been provided to the Outlet Control Structure.
- c) Grading & Utility
  - i. Infiltration trench detail have been modified (see sheet 16).
  - ii. Inspection ports have been added to the infiltration trench (see sheet 5 & 16).
  - iii. A series of manholes have been added to the infiltration trench for access and maintenance (see sheet 5 & 7).
  - iv. A note has been added to the plans stating that all-building downspouts will be equipped with gutter guards/filters (see sheet 5).
- d) Cross Section
  - i. The safety ledge dimensions have been called out in the wet pond cross section on sheet 16.
  - ii. Anti-seepage collar has been added to the discharging pipe from the wet pond.
- e) Retaining Wall
  - i. The modular concrete wall graphics have been modified to show the wall encroaching more into the wet pond where the wall is higher. Conflicting equipment has also been moved away from the wall for better construction.
  - ii. The notes for the Modular Concrete Block Retaining Wall detail in sheet 19 have been revised to include the requested note.
- f) The corrected Outlet Control Structure trash rack detail has been added to sheet 17.
- g) Basin Notes have been added to the plan set as requested.
- h) Summary tables for the wet pond haven added to sheet 5.

#### 5. Operations & Maintenance Manual

- a) Upon approval from the township the O&M manual will be deed recorded.

- b) The O&M manual includes the Grading & Utility plan and the associated storm details in the attachment section.
  - c) The requested note and individual BMP checklist have been added to the O&M manual as requested.
6. The name and address of the responsible individual who will be inspecting, performing maintenance, and repair of the stormwater management system is listed in the responsibility section of the O&M Manual.
  7. Spot elevations have been added to the ADA spaces (see sheet 5).

#### Traffic.

(Comments addressed by Karl Pehnke, Traffic Engineer from Langan Engineering)

1. Informational. No Response Required
2. A Major Access Permit Application with NJDOT has been filed with NJDOT. A copy of the permit, when approved, will be provided.
3. Informational. No Response Required
4. Testimony will be provided.
5. The applicant does not have a tenant at this time. The building is designed for typical warehouse/distribution operations. Tenants could have 24/7 operations or operate weekday hours only. In general, regardless, most operations have daytime shifts that begin prior to the morning peak hour with a mid to late afternoon end, or turnover to an evening shift. Truck traffic generally comprises approximately 15 to 25 percent of the traffic flow. Truck operations are contained in the truck curv along the north side of the building, while passenger car parking is provided separately along the sides and south side of the building. It is typical for trucks and passenger cars to share the same driveway connection with the adjacent roadway and some of the internal circulation system. The driveways and internal circulation system is designed with proper cart way widths and curb radii to accommodate the design vehicles.
6. The driveways are designed to separate truck operations from car circulation. The site is designed to accommodate the typical car traffic and truck traffic associated with warehouse/ distribution operations and little on-site queueing and or circulation delays are anticipated.

#### Utilities.

All outside agency approvals will be submitted upon received.

#### Administrative.

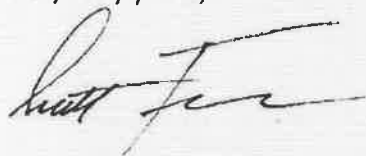
1. Applicant will comply.
2. Applicant will comply.
3. Applicant will comply.

#### Permits and Approvals.

All approvals and permits will be submitted upon received.

Should you have any questions regarding this application or require additional information, please do not hesitate to contact this office.

Very truly yours,

A handwritten signature in black ink, appearing to read "Scott Turner". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Scott Turner, PE, CME  
Vice President

ST/MM/hc  
Enclosures

cc: Mark Remsa, PP w/ enclosure  
Stacie Arcari, PE, Environmental Resolutions, Inc w/ enclosure on CD  
Michael Floyd, Esq. w/ enclosure

ec: Kim White, Township Manager  
Zac Csik, Rockefeller Logistics