

Christopher J. Noll, PE, CME, PP  
*President & CEO*

Barbara J. Fegley, AICP, PP  
*Sec./Treas. & Sr. Vice President*

William H. Kirchner, PE, CME, N-2  
*Vice President*



Rakesh R. Darji, PE, PP, CME, CFM, Vice President  
Harry R. Fox, NICET III, CPSI  
G. Jeffrey Hanson, PE, CME  
Joseph R. Hirsh, PE, CME, CPWM  
C. Jeremy Noll, PE, CME, CPWM  
Joseph P. Orsino, Jr. CET  
Marc H. Selover, LSRP, PG  
Benjamin R. Weller, PE, CME, CPWM, S-3, C-3

April 1, 2021  
43117 00

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

Ms. Jill Torpey  
Land Use Board Secretary  
12 Manor House Court  
Eastampton, NJ 08060

Dear Ms. Torpey:

An application has been reviewed for Preliminary and Final Major Site Plan for the above referenced 27.64 acre site. The applicant is proposing to construct a 340,500 square foot warehouse facility with 4,500 square foot of office space with associated parking, stormwater management, lighting, landscaping, etc. The site is currently developed as a cultivated farm.

The property is located in the Business Park (BP) Zoning District. It is bounded to the north by Lina Lane (Epicore Bionetworks and a gymnastic school) and to the south by Growmark. The site fronts US-Route 206, a state highway and an access permit will be required. Powell Run and the Lennar housing development bound the site to the west. Wetlands, wetlands buffers and a riparian zone are shown on the site, which limits the proposed development area.

The following information has been submitted in support of this application as prepared by Menlo Engineering Associates.

1. Application, Checklist and Photographs
2. ALTA/NSPS Land Title Survey, prepared by Control Layouts, Inc., revised to January 12, 2021.
3. Preliminary and Final Major Site Plan, 11 Sheets, dated August 31, 2016.
4. Stormwater Management Report, dated January 12, 2021.
5. Stormwater Operations & Maintenance Manual, dated January 12, 2021
6. Environmental Assessment Report, dated February 12, 2021.
7. Traffic Report, prepared by Langan Engineering, dated February 17, 2021.

This information has been reviewed for conformance to the Submission Checklist, the Zoning Ordinances of Eastampton Township and the Township Master Plan. In conjunction with these requirements, the following comments are offered.

#### Completeness

The application is deemed incomplete. The following checklist items should be provided as a condition of approval or a waiver request with justification should be provided.

4. Tax Collector Certification. This should be provided as a condition of approval.
- 6/7. Environmental Impact Statement/Environmental Assessment: The applicant has provided a 'Environmental Assessment Report' which is more akin to an 'Environmental Impact Statement', both of which are required. An Environmental Assessment or a Phase 1 Environmental Assessment should be provided in accordance with the checklist.
11. Architectural Plans

15. Summary of Project
23. Property owners and property lines of all parcels within 200-feet identified in most recent tax map sheet. It appears that Pemberton Township properties are within 200 feet of the subject site, but are not identified on the address list. This should be provided.
32. Soil Boring and Percolation Information
- 41/42. The plans and reports indicates various permits have been obtained; however, a copy of the permits should be provided.

#### **Zoning - Business Park (BP) Zoning District**

1. The proposed warehouse use is a permitted principal use in the Business Park (BP) zoning district.
2. The Land Use Planning Board Planner has provided a report which addresses bulk requirements and design exceptions. We defer to his letter regarding compliance to these items.
3. Parking: We take no issue with the banking of parking spaces, provided the applicant can prove that the parking is not needed at this time. Should the parking be needed in the future, it is our recommendation that, at that time, the applicant may request administrative approval to proceed, with the posting of any required inspection escrow or bonding necessary at that time.

#### **General Comments**

1. A signature line should be provided for the owner / applicant.
2. The 'Approved By' signature block should be shifted to the right, out of the fold area.
3. It appears as though the properties in Pemberton Township are within 200 feet of the property in question. A 200-foot property owners list should be requested from Pemberton Township and added to the Cover Sheet. These properties will also require to be noticed.
4. The Zoning Chart on Sheet 3 is cut off at the bottom.
5. Some of the plans make reference to Block 10, part of Lot 11, while others do not. This reference should be clarified.
6. The property area on the Site Plans shows 1,204,108 square feet, where the ALTA survey shows 1,204,120 square feet. This should be clarified.
7. The ALTA survey indicates a wetlands area in the center of the property, where no other plan makes reference to it. This should be clarified.
8. Copies of all NJDEP approvals for wetlands, riparian buffer, etc. should be provided to our office.
9. An overall aerial plan should be provided which includes all the adjacent buildings, land uses, and zoning districts so that the board can clearly assess any anticipated impacts by the proposed use.
10. A Truck Circulation Plan should be provided for the site. This should include tractor trailers, emergency vehicles and trash/recycling vehicles. It is unclear where the trash/recycling vehicles will be accessing any interior areas. The applicant should discuss how the gate will be operated at the rear of the site and whether it may be accessible by the Fire Department if necessary.

#### **Site Plan Comments**

1. There is an area northwest of the proposed building which indicates that the site will either be used for 58 landbanked spaces or Tractor Trailer staging area. The applicant should clarify what this area is proposed to be constructed as. If the parking spaces are necessary in the future, the applicant should discuss how the Tractor Trailer staging area will be accommodated.

2. It appears that the building is proposed to have two (2) potential users, as there are two (2) offices and parking areas shown. As employee vehicles will be circulating through the loading dock and tractor trailer parking area, the applicant's traffic engineer should discuss the safety of the circulation in this area.
3. The plans indicate a sound barrier fence. A detail should be provided for this.
4. The site plan shows 435 parking spaces total. The ADA Standards for Accessible Design Table 208.2 illustrates that there should be a minimum of 9 ADA spaces total. § 208.2 Advisory states that the number of parking spaces required to be accessible is to be calculated separately for each parking facility; the required number is not to be based on the total number of parking spaces provided in all of the parking facilities provided on the site. § 208.2.4 states that for every six or fraction of six ADA parking spaces, at least one shall be van-accessible parking.
  - 11 total ADA accessible spaces are provided at the two office areas.
  - Western office area – 4 total (1 van-accessible)
  - Eastern office area – 7 total (1 van-accessible). It is our recommendation that two (2) van accessible spaces be provided at this location; however, we ultimately defer to the Construction Code Official.
5. If depressed curb is proposed along any portion of the length of the spaces, the signpost and sign should be mounted in a concrete-filled bollard and located inside the parking space, adjacent to the curb. The ADA Parking Stall Striping and Accessible Sign Detail on Sheet 15 should be revised accordingly.
6. The engineer should provide design information for the proposed pavement thicknesses, especially in the areas of the tractor trailer circulation and turn around area. We recommend that the 2.5 inch bituminous stabilized base proposed in the standard duty pavement detail be increased to 3 inches to account for variations in aggregate size.

#### Lighting and Landscaping

1. The mounting height of the proposed lights around the site is proposed to be 25-feet. The lighting does not appear to be excessive, especially at the property lines. The lights are a streamlined LED fixture, which is downward facing.
2. The applicant's professionals should address the impact of the lighting on the front of the building, and the interface of traffic on Route 206. While the lighting levels are not excessive, the commercial style mounting height of 25-feet may create glare and an intrusive visual impact to motorists. We would like to discuss whether these fixtures along the front of the building can be lowered to 8 to 10 feet to make the feel of the lighting less intrusive from the roadway and more in character with the office use, which is proposed at the front of the building.
3. The lighting on the rear of the building is mounted at 25-feet. As this area ultimately backs up to Powell Run and the Lennar residential housing area, we are requesting that a lower height of lighting be provided to reduce any visual impact to rear areas. We would like to work with the applicant regarding the rear lighting as this may be an issue with the neighboring property. Additionally, the applicant should discuss whether lighting in this area will be reduced in the evening.
4. We defer to the Planner's review of the landscaping for the site.

#### Stormwater Design and Grading

1. A wet pond at the western side of the building and parking area is proposed, which will discharge into drainage easement which drains into Powell Run. An infiltration trench, with a 42-inch perforated pipe, is also proposed on the south side of the building, within the drive aisle.

Since the project disturbs more than 1.0 acre of land and results in greater than 0.25 acre net increase in impervious coverage, it is classified as a major project for the purposes of stormwater management and must comply with the requirements of NJAC 7:8, *prior to* incorporation of the Green Infrastructure standards. The project must meet the following requirements:

- a. Address the rate and volume of runoff from the project site. This may be done in one of three methods as outlined in NJAC 7:8: 1.) Reduce the peak rate of runoff from the project area by 50%, 75% and 80% for the 2-year, 10-year and 100-year storms, respectively; or 2.) Demonstrate that the rate of runoff for the project is not increased from the pre-developed condition at any point along the post-developed condition hydrograph; or 3.) Demonstrate that the peak rate of runoff is not increased and that the increase in volume and variation in timing will not have an adverse downstream impact.
    - 1) *The Applicant proposes to attenuate the runoff such that the peak rates of runoff from the area of disturbance is reduced in accordance with the first method outlined above by utilizing the existing wet pond and a proposed forebay which are designed to attenuate the developed runoff.*
  - b. Reduce the Total Suspended Solids (TSS) loading in stormwater by 80% for new impervious.
    - 1) *The Applicant proposes to meet this requirement by the wet pond, which has been designed to address water quality to 90% TSS removal as recognized by the NJDEP.*
  - c. Demonstrate that the amount of groundwater recharge in the post-developed condition is equal to or greater than the pre-developed.
    - 1) *The Applicant states in the stormwater management report that this requirement is achieved through the proposed infiltration trench.*
2. NJ BMP Manual Chapter 11.6 – Wet Ponds (Non-GI).
- a. No soil logs are included in the plan set or stormwater report. It is unclear if the permanent pool elevation is supported or if a pond liner should be proposed since the clay core is shown extending down to elevation 48, but the bottom of pond is elevation 36. Pumping of groundwater to maintain the permanent pool is not permitted. Supporting documentation for the water surface elevation should be provided.
  - b. Pretreatment can extend the functional life of a wet pond and increase the pollutant removal capability of the system.
    - a. It is recommended that FlexStorm Inlet filters are installed on every inlet that captures runoff from motor vehicle surface.
    - b. Alternatively, a screen like ACF Environmental Trash Guard Plus or similar, can be added to the downstream pipe of each inlet to capture sediment.
    - c. Whichever method is chosen should be added to the O&M Manual.
  - c. It is recommended that the outlet structure should be located in a deep area of the permanent pool. The outlet structure is shown near the edge of the pond to facilitate accessibility for maintenance. The deepest part of the pond is over 30' away from its current location, which would limit the safe access of the outlet structure. The downside of the outlet structure being so far away from the deepest part of the pond is that the pond will never be able to be drained from the outlet structure for maintenance or an emergency.
 

The designer should see if the outlet structure location can be amended so that it could possibly be moved to the deepest part of the pond, be safely accessed, and provide a location for the pond to be mechanically drained to facilitate future maintenance.
  - d. If the designer feels that an adequate and regular inflow of surface or groundwater is not realistic to expect during mosquito breeding season, a pond aerator or fountain should be specified to maintain water surface agitation to mitigate the wet pond becoming a mosquito breeding habitat. The specified aerator or fountain maintenance should be included in the Stormwater Maintenance Report.
  - e. The designer should discuss whether thermal effects of the wet pond discharge would be expected to adversely impact wildlife downstream. The distance between the discharge and the closest body of water should be estimated.

## 3. Stormwater Management Report comments:

- a. Existing Runoff from EDA-1A is reduced in the proposed condition for every storm except the 100-year storm. The designer should address how the proposed stormwater management design meet the state requirements for this drainage area.
- b. BMP Manual Chapter 5, Page 25
  - i. The Delmarva DUH must be used in calculating pre-construction peak flowrates, unless the design engineer proves that the conditions for applicability are present anywhere in the watershed.
    1. The calculations utilize the SCS unit hydrograph. An explanation should be included why the SCS UH was chosen or the calculations should be updated to the DUH.
- c. BMP Manual Chapter 5, Page 11
  - i. When a site consists of impervious areas and pervious areas, the impervious areas and pervious areas must be separated unless the time of concentration is the same.
    1. Lines A & B time of concentration may need to be revisited depending if the pipe calculations are revised.
- d. Appendix C: Pipe Calculations.
  - i. NJDOT Roadway Design Manual, Chapter 10, 10.6.2.E. states that minimum self-cleaning velocity of 2.5 ft/sec should be maintained wherever possible. Several pipe runs are less than 2 ft/sec and should be revisited to see if they can be revised.
  - ii. The Tc for pipes are greater than would be expected. For example, looking at A2, the Tc is 21.8 minutes. A column for time in upstream pipe and cumulative time in upstream pipe in accordance with the referenced NJDOT chapter should be added to the pipe calculation charts to substantiate the Tc.
- e. Appendix D: Infiltration Calculations.
  - i. The NJGRS areas provided in the report do not seem to match up to the drainage area maps and HydroCAD calculations. If certain areas outlined in the maps were omitted in the NJGRS areas, an explanation outlining which areas were omitted and why should be added prior to the NJGRS.
  - ii. Calculations for the infiltration trench should be included, which would quantify the amount of storage and infiltration expected for this bed. This will substantiate the findings in the NJGRS. It is unclear how the infiltration trench functions; elevations for each storm, when it overflows, how it overflows, etc.
  - iii. The minimum permeability is shown as 0.5 in/hr but no permeability testing is included in the report. Permeability testing, or soil replacement if a minimum of 1 inch/hour is not achieved, should be included.
  - iv. The soil borings/logs should show the estimated seasonal high water table, which should show the bottom of stone set to 2 ft. above the ESHWT.
- f. The boring and test pit logs shown on Sheet 5 should be shown on the plans or included in the Stormwater Management Report.
- g. Two maps were included: Existing Drainage Area and Proposed Drainage Areas Plan.
  - i. Approximately 50-feet of topography should be provided on the southern end of the site on the Growmark property and north of the Lina Lane properties. The additional topography should support cutting the drainage areas off at the locations where they are cut on the northern end of the drainage area map and so that we may assess the impacts of offsite runoff to the south. This additional topography may be taken from aerial, lidar, or existing County topo.
  - ii. The boring/test pit locations should be shown on the Proposed Drainage Area Map.

- iii. Connected drainage areas should be included on the Proposed Map so that the correct EDA can be easily compared. Perhaps shading, hatching, or colors could be used.
- iv. The applicant is modifying the direction of flow from the site onto the property to the south. A yard drain system should be provided at the bottom of the slope to prevent runoff onto the neighboring property.

4. Plan comments:

- a. The plan indicates a wood split rail fence as along the top of the retaining wall adjacent to the wet pond. Our office recommends guide rail in lieu of the split rail fence for safety.
- b. A 12' wide basin access should be added to the plans. The surfacing should be called out and a detail provided. We recommend turf geogrid to mitigate potential erosion.
  - i. Depressed curb should be shown at the entry point to the access.
  - ii. The access should be delineated so that maintenance vehicles do not accidentally stray from the stabilized portion of the access (i.e. the access could be shown higher than the surrounding ground).
  - iii. An access should be shown extending to the outlet structure.
- c. Sheet 5 – Grading & Utility Plan
  - i. The infiltration trench appears to be partially in the drive aisle and partially in the banked parking area on the south side of the building. The Infiltration Trench construction detail on Sheet 16 is unclear as there is nothing shown above the pipe. A minimum dimension should be shown to top of pavement and grass, if different, in lieu of "Depth Varies." The elevations of the bottom of Soil Replacement Area, bottom of stone, and invert should be shown. The pipe is shown sitting its base in stone and should be shown fully encased within the stone area. The plans should clarify the construction of this infiltration trench and how it will be constructed in conjunction with the drive aisle and future (if needed) parking area.
  - ii. Inspection ports should be added so that the water level can be observed. A detail should be added to the plan set.
  - iii. A structure should be added to the middle of the infiltration trench pipe to allow for cleaning of the pipe, should the pipe ever need to be jetted.
  - iv. Gutter guard/filters should be specified for all connected building downspouts to mitigate debris entering the system. Inspection and maintenance of the downspouts connected to the infiltration trench should be included in the O&M.
- d. Sheet 16 – Wetpond Cross Section (A-A)
  - i. The safety ledge elevations and widths should be called out.
  - ii. The maintenance plan should include provisions to ensure the integrity of the anti-seepage component(s) is/are maintained for the life cycle of the wet pond.
- e. Sheet 17 – Modular Concrete Block Retaining Wall
  - i. The wall is over 20' high and shown as vertical in the plan set, while it's shown to have an offset in the detail. This could mean that the wall would encroach more into the wet pond in order to keep the site layout. The engineer should confirm that modular concrete retaining walls can be built in one vertical section to the maximum height shown, without horizontal offsets, as shown on Sheets 4 & 5.
    - 1. If it can, the expected horizontal difference between the block at the pond bottom and the block at the top of wall should be dimensioned and confirmed to fit within the layout shown in the plan set.
    - 2. If it cannot, an alternative retaining wall section should be proposed.
  - ii. The notes should reference that a pipe penetration detail should be included in the details for the wall design submittal.
- f. Sheet 17 – Outlet Control Structure Detail.

- i. A sloped trash rack similar to what is shown in the BMP Manual should be proposed in lieu of the riser box grating. The concern is that the flat grate could become clogged easier than a sloped trash rack. The peak of the sloped trash rack should extend above the expected 100-year surface to a.
    - g. Basin notes should be added to the plan set.
      - i. *(The appropriate construction notes from the NJ BMP manual chapter(s) should be included for each BMP included in the design.)*
      - ii. Where “engineer” is stated, it is meant to be the design engineer, licensed engineer working on behalf of the owner/contractor, or his/their designated representative(s) as appropriate.
      - iii. It is expected that, to the maximum extent practicable, the engineer will be onsite and providing guidance to the contractor for the entire duration of the infiltration trench. (i.e. the engineer will be onsite or available for the construction of the trench from excavation, placement of geotextile on sides of bottom of bed after excavation, as applicable, through to covering the trench.)
      - iii. The engineer must be onsite to inspect and certify, at a minimum, the following: extents and depth of soil replacement areas (if any), inspection and approval of K-4 soil replacement material (if applicable), trench bottom elevation, stone bed material, in-place depths of stone, wrapping the stone trench with fabric, and give the contractor written permission to start backfilling over the trench. The Township Engineer shall be copied on all written communication.
      - iv. It is the contractor’s responsibility to coordinate the anticipated schedule with the engineer at least two (2) weeks in advance of any activities they must certify prior to continuing construction activities so that parameters and expectations can be discussed.
      - v. The engineer must provide a certification stating that, while they were onsite on (dates) and (times), all construction was performed in accordance with the design plans.
      - vi. An as-built survey prepared by a licensed professional land surveyor, post-construction testing below the infiltration trench, and post-construction routing must be performed for each BMP (infiltration trench and wet pond). The permeability testing, if required must be completed in accordance with NJ Stormwater BMP Manual Chapter 12. If the as-built permeability testing shows a longer drain time than 72 hrs, corrective action must be taken. The Township Engineer must be notified at least one week in advance of the testing and copied on the results, including proposed subsequent corrective action(s), if needed. The Township Engineer may request that samples be collected at the same time testing is carried out.
    - h. A Basin Summary table for the wet pond and recharge BMP should be added to the plan set showing elevation, area, cumulative volume, storm, maximum water surface elevation, and allowable outflow. A note should be added under the appropriate table(s) referencing the latest stormwater management report. This will aid the engineer in post-construction routings.
5. The Applicant should revise the O&M Manual. The report must be reviewed and approved by our office prior to signature of final plans. The final report should be provided to the owner in portable document format (PDF) and also in an oversized three-ring binder so that completed inspection logs can be easily added to the report. We have the following general comments:
- a. The stormwater management maintenance plan and any future revisions should be recorded upon the deed of record for the property. This deed restriction should be prepared and forwarded to the Township Solicitor and Engineer and for review and approval and should require the owner to maintain stormwater facilities in a manner satisfactory to the Township. The following restriction should be incorporated.
    - i. The deed restriction should provide that in the event that the responsible party fails in its maintenance obligation, the Township has the right, but not the obligation, to enter upon the property to perform the necessary maintenance at the responsible party’s expense.

- b. The final report should include the final grading, utility, and associated storm details plans in the appendix.
  - c. Add a checklist for each individual basin/bed. The author should consider the layout of the maintenance checklists from an end-user point-of-view. Each checklist should be unique to the components identified as a wet pond or recharge BMP and included in the title of each checklist.
    - i. Add a note that the completed checklists must be sent to the Township at least annually, but if an item or items is/are identified as “urgent”, the checklist must be shared with the Township immediately.
    - i. Riprap aprons should be weeded and stones replaced as necessary.
    - ii. The inlet and pipe network should be included. A depth of silt/sediment should be added to let the inspector know that it’s time to remove the debris.
    - iii. The maintenance section of each BMP type should be consulted and dictate the checklist items. For example, the inlets and pipes onsite as well as the structures and pipes downstream of the wet pond outlet structure should be included.
    - iv. Add a discussion for each type of BMP for indications of basin failure.
6. The Applicant should provide the name, address, and phone number of the responsible individual(s) who will be inspecting, performing maintenance, and repair of the stormwater management systems, at a minimum, upon construction initiation and conveyance to the receiving party (if property is sold).
  7. Spot elevations should be provided for the ADA parking spaces to ensure compliance to the ADA requirements.

**Traffic**

1. The site fronts and has access to the US Route 206, which is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). There are two (2) stop controlled driveways proposed for the site. The north driveway is a full access driveway, which will be utilized by the tractor trailers but will also be available for employees. The south driveway, which is a right-in, right-out only, is a secondary access and will only serve passenger vehicles, as there is a ‘No Trucks’ sign posted at the driveway. Additionally, there is a gate in the rear. The applicant is proposing a northbound dedicated left turn lane on Route 206 for the northbound driveway, which will also be extended to provide a left turn lane for Lina Lane, and has been designed in accordance with the NJDOT Highway Access Code.
2. An NJDOT Major Access Permit will be required for this project and, as a condition of Planning Board approval, should be provided to the Planning Board’s professionals.
3. With the on-going Covid-19 Health Crisis, traffic volumes and patterns have changed. The traffic engineer has prepared trip generations based on what has become a standard practice during this period by utilizing historical data and adding growth rates to accommodate increases in vehicular volume. In addition, the traffic engineer has utilized the standard NJDOT Highway Access Permit data (HAPS) and data published the Institute of Transportation Engineers to estimate the trip generation for the proposed use. The traffic report states that the anticipated trip generation for the proposed warehouse will be approximately 69 trips (45 in, 24 out) during the weekday morning peak hour and 75 trips (18 in, 57 out) during the weekday evening peak hour.
4. The applicant’s traffic engineer should be prepared to discuss the traffic report, projected traffic impacts, traffic circulation on site and NJDOT requirements and permit timeframes with the Board.
5. The applicant should be prepared to discuss days/times of operation, potential users, etc. for the site. A discussion of the operations of the truck traffic versus the office traffic should be presented to the Board as both types of vehicles will be utilizing the same driveway and drive aisles. The traffic engineer should discuss whether it is standard practice to have both types of vehicles utilizing the same driveway or if they are typically separated.
6. The traffic engineer should discuss queuing on site during the peak hours and the impact to circulation and operations on site.



**Utilities**

An onsite sanitary lift station will be required to pump sewage to the pipe in the easement under Powell Run and into the newly constructed pump station at the Lennar site. Similarly, the onsite water service will be connected to the Lennar site via an easement under Powell Run. The application indicates that the applicant is working with PSE & G to attempt to extend the gas main to the site. All outside agency approvals will be required as a condition of approval.

**Administrative**

1. As a condition of Final Site Plan approval, the applicant will be required to post a Performance Bond for improvements. Our office will prepare and estimate and inspection escrow at that time.
2. The applicant is advised that the development may be subject to non-residential development fees assessed by the Township at the time of construction.
3. Prior to construction start, Ordinance requirements regarding review escrow, inspection escrows, pre-construction meeting, etc. must be met.

**Permits and Approvals**

The following permits and approvals are required as a condition of approval.

1. NJDEP
2. NJDOT
3. Eastampton Township Construction Office
4. Eastampton Township Fire Department
5. Eastampton Township Police Department
6. Burlington County Soil Conservation District
7. Burlington County Planning Board
8. MHMUA
9. New Jersey American Water
10. PSE & G
11. Any others as necessary

Should you have any questions, please feel free to call or email me at [sarcari@erinj.com](mailto:sarcari@erinj.com).

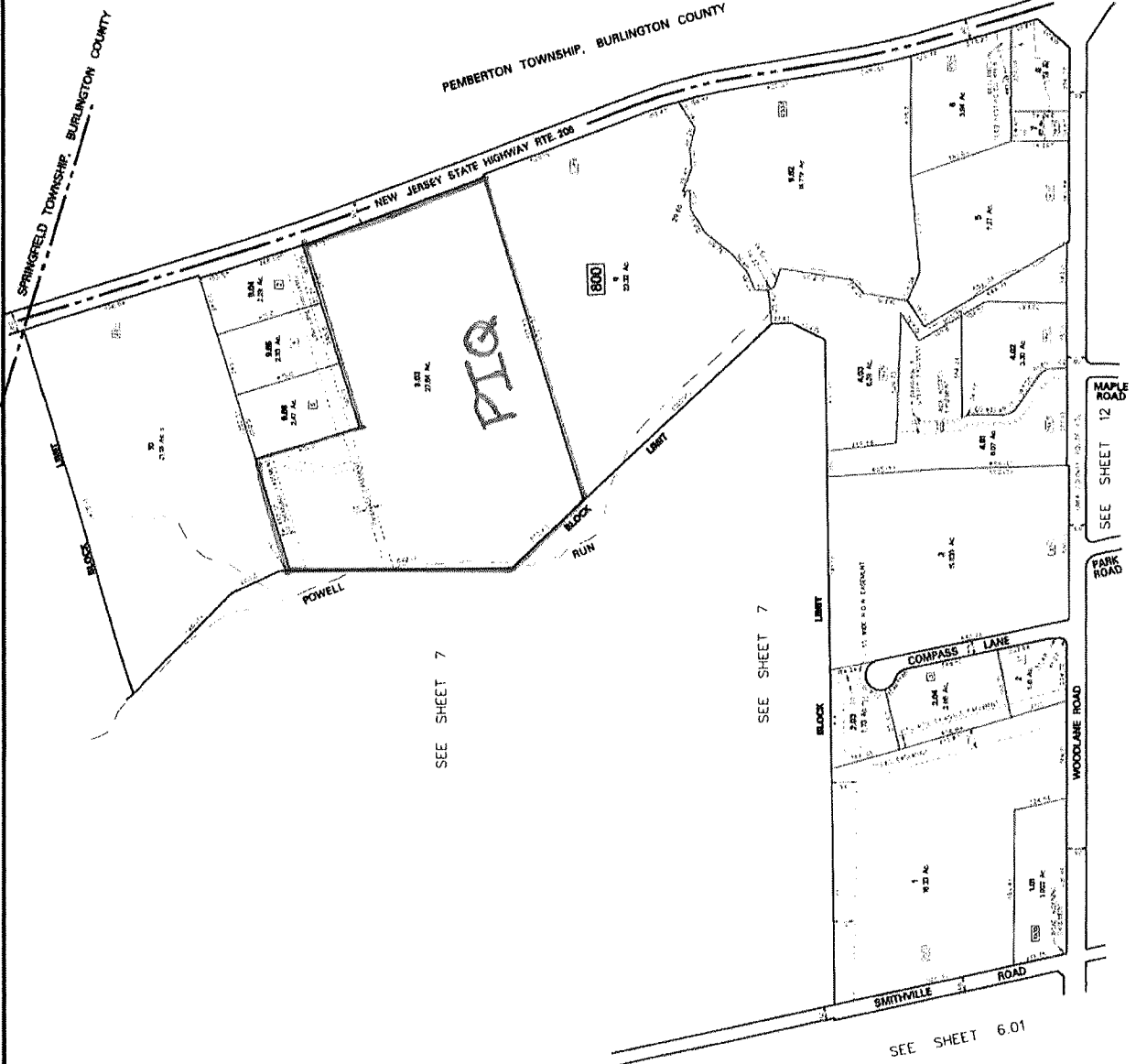
Sincerely,



Stacey Arcari, PE, PP, CME, PTOE  
Land Use Board Engineer

Enclosures: Zoning Map, Tax Map Inset, Aerial Map  
SEA/sea

Cc: David Serlin, Esquire (via email)  
M. Gene Blair, Eastampton Construction Official (via email)  
Kim White, Township Manager (via email)  
Michael Floyd, Esquire (via email)  
Scott Turner (via email)  
Karl Pehnke (via email)



NOTES:  
 1. ALL LOTS ARE COVERED ON THIS MAP  
 2. THIS SHEET IS A DIGITIZED COPY OF THE TAX MAP  
 3. ORIGINAL ORIGINAL APPRAISAL MAP FILED IN THE  
 OFFICE OF THE TOWNSHIP ENGINEER

☐ - DENOTES HOUSE NUMBERING

**TAX MAP**

**EASTAMPTON TOWNSHIP**  
 BURLINGTON COUNTY, NEW JERSEY  
 SCALE: 1"=200'  
 05/10/2012  
**PATRICK S. VITARELLI**  
 ENVIRONMENTAL RESOLUTIONS, INC.  
 525 FELLOWSHIP ROAD, SUITE 300  
 MT. LAUREL, NEW JERSEY  
 TO SHOW CONDITIONS AS OF 7/24/12

SEE SHEET 7

SEE SHEET 7

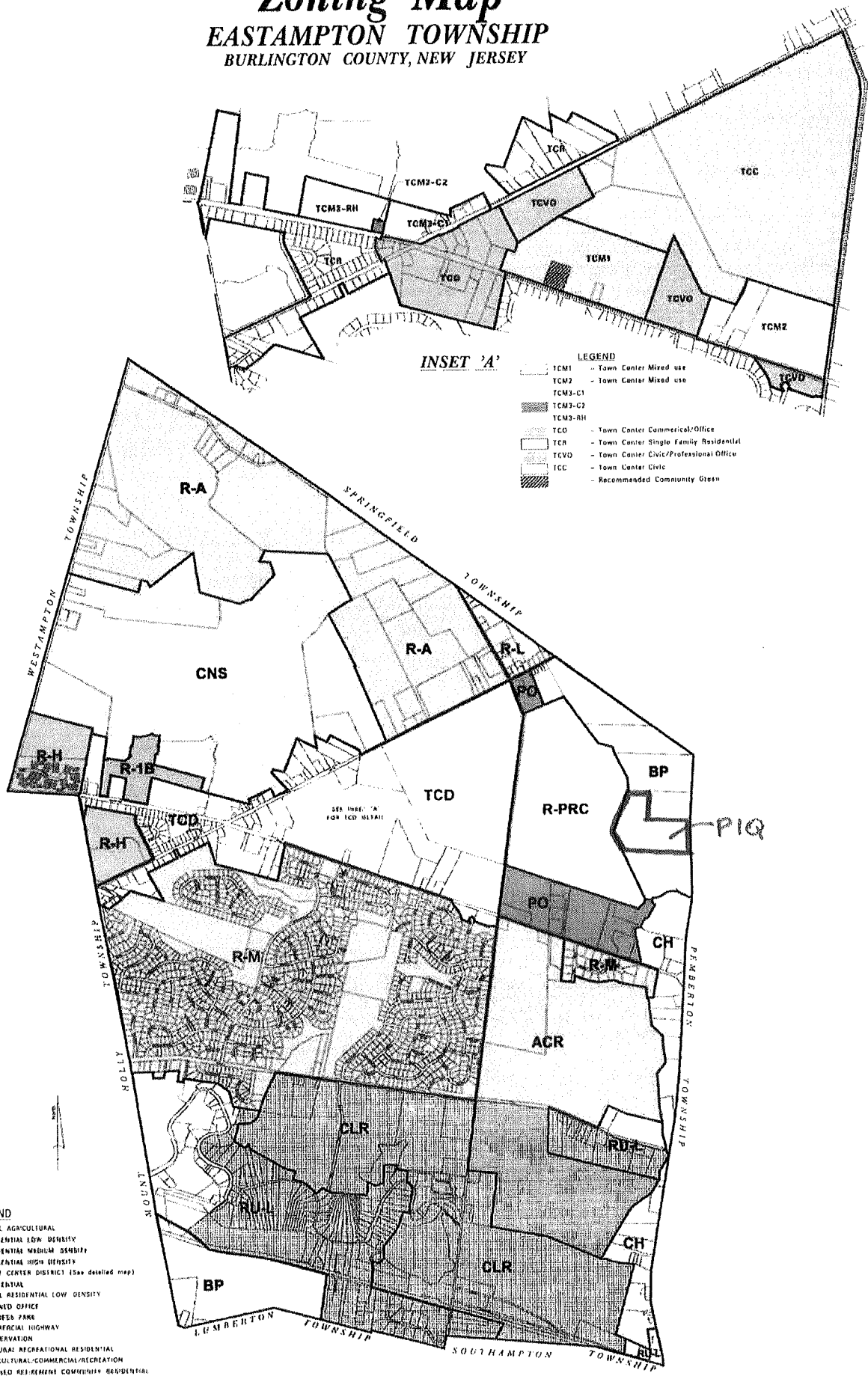
SEE SHEET 12  
 MAP ROAD

SEE SHEET 6.01

# Zoning Map

## EASTAMPTON TOWNSHIP

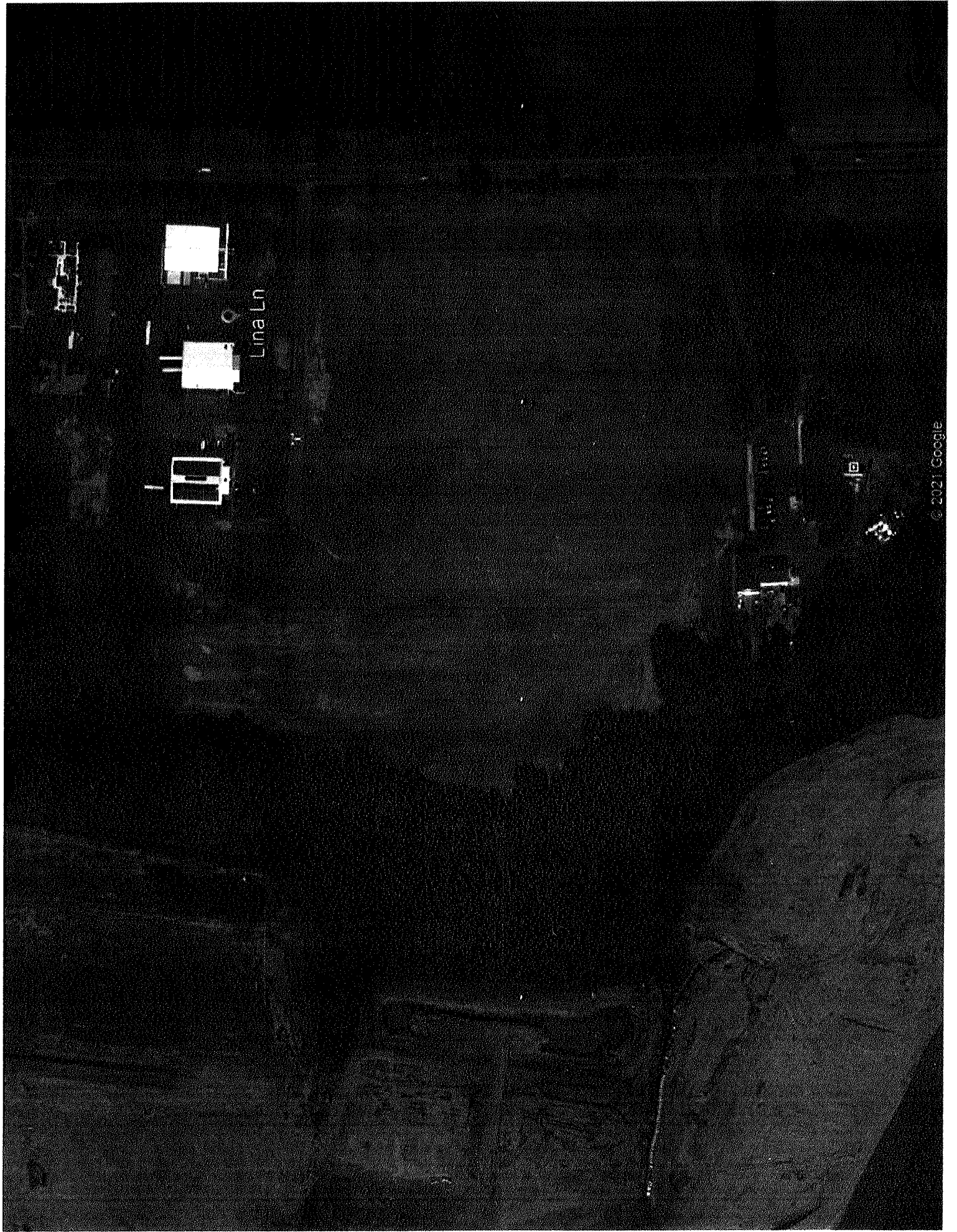
### BURLINGTON COUNTY, NEW JERSEY



**INSET 'A'**

- LEGEND**
- TCM1 - Town Center Mixed use
  - TCM2 - Town Center Mixed use
  - TCM3-C1
  - TCM3-C2
  - TCM3-RH
  - TCO - Town Center Commercial/Office
  - TCR - Town Center Single Family Residential
  - TCVO - Town Center Civic/Professional Office
  - TCC - Town Center Civic
  - Recommended Community Green

- LEGEND**
- R-A - RURAL AGRICULTURAL
  - R-L - RESIDENTIAL LOW DENSITY
  - R-M - RESIDENTIAL MEDIUM DENSITY
  - R-H - RESIDENTIAL HIGH DENSITY
  - TCD - TOWN CENTER DISTRICT (See detailed map)
  - RI-D - RESIDENTIAL
  - RI-L - RURAL RESIDENTIAL LOW DENSITY
  - PO - PLANNED OFFICE
  - BP - BIRCHMEAD PARK
  - CH - COMMERCIAL HIGHWAY
  - CNS - CONSERVATION
  - CLR - CULTURAL RECREATIONAL RESIDENTIAL
  - ACR - AGRICULTURAL COMMERCIAL/RECREATION
  - R-PRC - PLANNED RESIDENTIAL COMMUNITY RESIDENTIAL HISTORIC DISTRICT



Lina Ln

Christopher J. Noll, PE, CME, PP  
*President & CEO*

Barbara J. Fegley, AICP, PP  
*Sec./Treas. & Sr. Vice President*

William H. Kirchner, PE, CME, N-2  
*Vice President*



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Joseph P. Orsino, Jr. CET  
Marc H. Selover, LSRP, PG  
Benjamin R. Weller, PE, CME, CPWM, S-3, C-3

May 10, 2021 (Supersedes the April 1, 2021 Review Letter)  
43117 00

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

Ms. Jill Torpey  
Land Use Board Secretary  
12 Manor House Court  
Eastampton, NJ 08060

Dear Ms. Torpey:

An application has been reviewed for Preliminary and Final Major Site Plan for the above referenced 27.64 acre site. The applicant is proposing to construct a 340,500 square foot warehouse facility with 4,500 square foot of office space with associated parking, stormwater management, lighting, landscaping, etc. The site is currently developed as a cultivated farm.

The property is located in the Business Park (BP) Zoning District. It is bounded to the north by Lina Lane (Epicore Bionetworks and a gymnastic school) and to the south by Growmark. The site fronts US-Route 206, a state highway and an access permit will be required. Powell Run and the Lennar housing development bound the site to the west. Wetlands, wetlands buffers and a riparian zone are shown on the site, which limits the proposed development area.

The following information has been submitted in support of this application and to address our previous comments, as prepared by Menlo Engineering Associates:

1. Application, Checklist and Photographs
2. ALTA/NSPS Land Title Survey, prepared by Control Layouts, Inc., revised to March 28, 2021.
3. Preliminary and Final Major Site Plan, 20 Sheets, revised to April 22, 2021.
4. Stormwater Management Report, dated January 12, 2021, revised to April 22, 2021.
5. Stormwater Operations & Maintenance Manual, dated January 12, 2021, revised to April 22, 2021.
6. Environmental Assessment Report, dated February 12, 2021.
7. Phase 1 Environmental Site Assessment/Preliminary Assessment, prepared by Fennelly Environmental Associates, LLC, dated May 2020.
8. Soil Sampling Results, prepared by Fennelly Environmental Associates, LLC, dated July 8, 2020.
9. Delineation Sampling Results, prepared by Fennelly Environmental Associates, LLC, dated August 3, 2020.
10. Update on Remediation of Arsenic-Impacted Soil, prepared by Fennelly Environmental Associates, LLC, dated April 16, 2021.
11. Project Summary, dated April 2021.
12. Traffic Report, prepared by Langan Engineering, dated February 17, 2021.
13. Preliminary Geotechnical Report, prepared by Geo-Technology Associates, revised April 23, 2021.
14. Building Elevations, 3 Sheets, prepared by KSS Architects, dated January 27, 2021.
15. Truck Movement Plans, 3 Sheets, prepared by Menlo Engineering, dated April 22, 2021.
16. Response Letter from Menlo Engineering, dated April 26, 2021.

This information has been reviewed for conformance to our previous review letter, the Submission Checklist, the Zoning Ordinances of Eastampton Township and the Township Master Plan. In conjunction with these requirements, the following comments are offered.

### Completeness

The application is deemed technically complete.

### Zoning - Business Park (BP) Zoning District

1. The proposed warehouse use is a permitted principal use in the Business Park (BP) zoning district.
2. The Land Use Planning Board Planner has provided a report which addresses bulk requirements and design exceptions. We defer to his letter regarding compliance to these items.

### Site Plan Comments

1. It appears that the building is proposed to have two (2) potential users, as there are two (2) offices and parking areas shown. As employee vehicles will be circulating through the loading dock and tractor trailer parking area, the applicant's traffic engineer should discuss the safety of the circulation in this area.
2. The engineer has agreed to add guiderail near the basin; however, we cannot locate a detail on the plan. This should be provided.
3. The engineer should provide design information for the proposed pavement thicknesses, especially in the areas of the tractor trailer circulation and turn around area.

### Lighting and Landscaping

1. The mounting height of the proposed lights around the site is proposed to be 25-feet. The lighting does not appear to be excessive, especially at the property lines. The lights are a streamlined LED fixture, which is downward facing.
2. The applicant's professionals should address the impact of the lighting on the front of the building, and the interface of traffic on Route 206. While the lighting levels are not excessive, the commercial style mounting height of 25-feet may create glare and an intrusive visual impact to motorists. We would like to discuss whether these fixtures along the front of the building can be lowered to 8 to 10 feet to make the feel of the lighting less intrusive from the roadway and more in character with the office use, which is proposed at the front of the building. The engineer has submitted a response letter and should present testimony at the Board Hearing.
3. The lighting on the rear of the building is mounted at 25-feet. As this area ultimately backs up to Powell Run and the Lennar residential housing area, we are requesting that the engineer address whether a lower mounting height for the building fixtures will reduce any visual impact to rear areas. Additionally, the applicant should discuss whether lighting in this area will be reduced in the evening. The engineer has submitted a response letter and should present testimony at the Board Hearing.
4. We defer to the Planner's review of the landscaping for the site.

### Stormwater Design and Grading

1. A wet pond at the western side of the building and parking area is proposed, which will discharge into drainage easement which drains into Powell Run. An infiltration trench, with a 42-inch perforated pipe, is also proposed on the south side of the building, within the drive aisle.

Since the project disturbs more than 1.0 acre of land and results in greater than 0.25 acre net increase in impervious coverage, it is classified as a major project for the purposes of stormwater management and must comply with the requirements of NJAC 7:8, *prior to* incorporation of the Green Infrastructure standards. The project must meet the following requirements:

- a. Address the rate and volume of runoff from the project site. This may be done in one of three methods as outlined in NJAC 7:8: 1.) Reduce the peak rate of runoff from the project area by 50%, 75% and 80% for the 2-year, 10-year and 100-year storms, respectively; or 2.) Demonstrate that the rate of runoff for the project is not increased from the pre-developed condition at any point along the post-developed condition hydrograph; or 3.) Demonstrate that the peak rate of runoff is not increased and that the increase in volume and variation in timing will not have an adverse downstream impact.
  - 1) *The Applicant proposes to attenuate the runoff such that the peak rates of runoff from the area of disturbance is reduced in accordance with the first method outlined above by utilizing the existing wet pond which is designed to attenuate the developed runoff.*
- b. Reduce the Total Suspended Solids (TSS) loading in stormwater by 80% for new impervious.
  - 1) *The Applicant proposes to meet this requirement by the wet pond, which has been designed to address water quality to 90% TSS removal as recognized by the NJDEP.*
- c. Demonstrate that the amount of groundwater recharge in the post-developed condition is equal to or greater than the pre-developed.
  - 1) *The Applicant states in the stormwater management report that this requirement is achieved through the proposed infiltration trench.*

## 2. NJ BMP Manual Chapter 11.6 – Wet Ponds (Non-GI).

- a. The designer should discuss whether thermal effects of the wet pond discharge would be expected to adversely impact wildlife downstream. The distance between the discharge and the closest body of water should be estimated.

## 3. Plan comments:

- a. Sheet 16 – Infiltration Trench
  - i. The width and depth of the stone above 1.5'x25' stone bed area should be dimensioned.
- b. Sheet 19 – Modular Concrete Block Retaining Wall
  - i. The wall is over 20' high and shown as vertical in the plan set, while it's shown to have an offset in the detail. This could mean that the wall would encroach more into the wet pond in order to keep the site layout. The engineer should be prepared to testify whether the modular concrete block retaining wall detail shown can be built in one vertical section to the maximum height shown, without horizontal offsets, as shown on Sheets 4 & 5.
    1. If it cannot be built vertical, the expected horizontal difference between the block at the pond bottom and the block at the top of wall should be determined/estimated and shown in the plan set.
    2. If there is no room in the property and wet pond design for horizontal offsets, an alternative retaining wall section should be proposed.

## 4. The Applicant should revise the O&M Manual. The report must be reviewed and approved by our office prior to signature of final plans. The final report should be provided to the owner in portable document format (PDF) and also in an oversized three-ring binder so that completed inspection logs can be easily added to the report. We have the following general comments:

- a. The stormwater management maintenance plan and any future revisions should be recorded upon the deed of record for the property. This deed restriction should be prepared and forwarded to the Township Solicitor and Engineer and for review and approval and should require the owner to maintain stormwater facilities in a manner satisfactory to the Township. The following restriction should be incorporated.

- i. The deed restriction should provide that in the event that the responsible party fails in its maintenance obligation, the Township has the right, but not the obligation, to enter upon the property to perform the necessary maintenance at the responsible party's expense.

### Traffic

1. The site fronts and has access to the US Route 206, which is under the jurisdiction of the New Jersey Department of Transportation (NJDOT). There are two (2) stop controlled driveways proposed for the site. The north driveway is a full access driveway, which will be utilized by the tractor trailers but will also be available for employees. The south driveway, which is a right-in, right-out only, is a secondary access and will only serve passenger vehicles, as there is a 'No Trucks' sign posted at the driveway. Additionally, there is a gate in the rear. The applicant is proposing a northbound dedicated left turn lane on Route 206 for the northbound driveway, which will also be extended to provide a left turn lane for Lina Lane, and has been designed in accordance with the NJDOT Highway Access Code.
2. An NJDOT Major Access Permit will be required for this project and, as a condition of Planning Board approval, should be provided to the Planning Board's professionals.
3. With the on-going Covid-19 Health Crisis, traffic volumes and patterns have changed. The traffic engineer has prepared trip generations based on what has become a standard practice during this period by utilizing historical data and adding growth rates to accommodate increases in vehicular volume. In addition, the traffic engineer has utilized the standard NJDOT Highway Access Permit data (HAPS) and data published the Institute of Transportation Engineers to estimate the trip generation for the proposed use. The traffic report states that the anticipated trip generation for the proposed warehouse will be approximately 69 trips (45 in, 24 out) during the weekday morning peak hour and 75 trips (18 in, 57 out) during the weekday evening peak hour.
4. The applicant's traffic engineer should be prepared to discuss the traffic report, projected traffic impacts, traffic circulation on site and NJDOT requirements and permit timeframes with the Board.
5. The applicant should be prepared to discuss days/times of operation, potential users, etc. for the site. A discussion of the operations of the truck traffic versus the office traffic should be presented to the Board as both types of vehicles will be utilizing the same driveway and drive aisles. The traffic engineer should discuss whether it is standard practice to have both types of vehicles utilizing the same driveway or if they are typically separated.
6. The traffic engineer should discuss queuing on site during the peak hours and the impact to circulation and operations on site.

### Utilities

An onsite sanitary lift station will be required to pump sewage to the pipe in the easement under Powell Run and into the newly constructed pump station at the Lennar site. Similarly, the onsite water service will be connected to the Lennar site via an easement under Powell Run. The application indicates that the applicant is working with PSE & G to attempt to extend the gas main to the site. All outside agency approvals will be required as a condition of approval.

### Environmental

1. The Phase 1 Environmental Report recommended further soil sampling in areas of concern noted in the report. This soil sampling was completed and the results noted in the report of July 8, 2020, which indicated an exceedence of arsenic concentration at one of the sampling locations. Further sampling was completed and the results noted in the report of August 3, 2020, which noted that remediation was required to address the arsenic contamination. On February 26, 2021, remediation was completed under the oversight of an LSRP. The RAO letter should be submitted as a condition of final approval.



**Administrative**

1. Copies of all outside agency approvals, including the NJDEP approvals for wetlands, riparian buffer, etc. should be provided to our office as a condition of approval. The Planning Board Secretary has sent plans to the Fire Marshal and any comments should be addressed when received.
2. As a condition of Final Site Plan approval, the applicant will be required to post a Performance Bond for improvements. Our office will prepare and estimate and inspection escrow at that time.
3. The applicant is advised that the development may be subject to non-residential development fees assessed by the Township at the time of construction.
4. Prior to construction start, Ordinance requirements regarding review escrow, inspection escrows, pre-construction meeting, etc. must be met.

**Permits and Approvals**

The following permits and approvals are required as a condition of approval.

1. NJDEP
2. NJDOT
3. Eastampton Township Construction Office
4. Eastampton Township Fire Department
5. Eastampton Township Police Department
6. Burlington County Soil Conservation District
7. Burlington County Planning Board
8. MHMUA
9. New Jersey American Water
10. PSE & G
11. Any others as necessary

Should you have any questions, please feel free to call or email me at [sarcari@erinj.com](mailto:sarcari@erinj.com).

Sincerely,



Stacey Arcari, PE, PP, CME, PTOE  
Land Use Board Engineer

Enclosures: Zoning Map, Tax Map Inset, Aerial Map  
SEA/sea

Cc: David Serlin, Esquire (via email)  
M. Gene Blair, Eastampton Construction Official (via email)  
Kim White, Township Manager (via email)  
Michael Floyd, Esquire (via email)  
Scott Turner (via email)  
Karl Pehnke (via email)



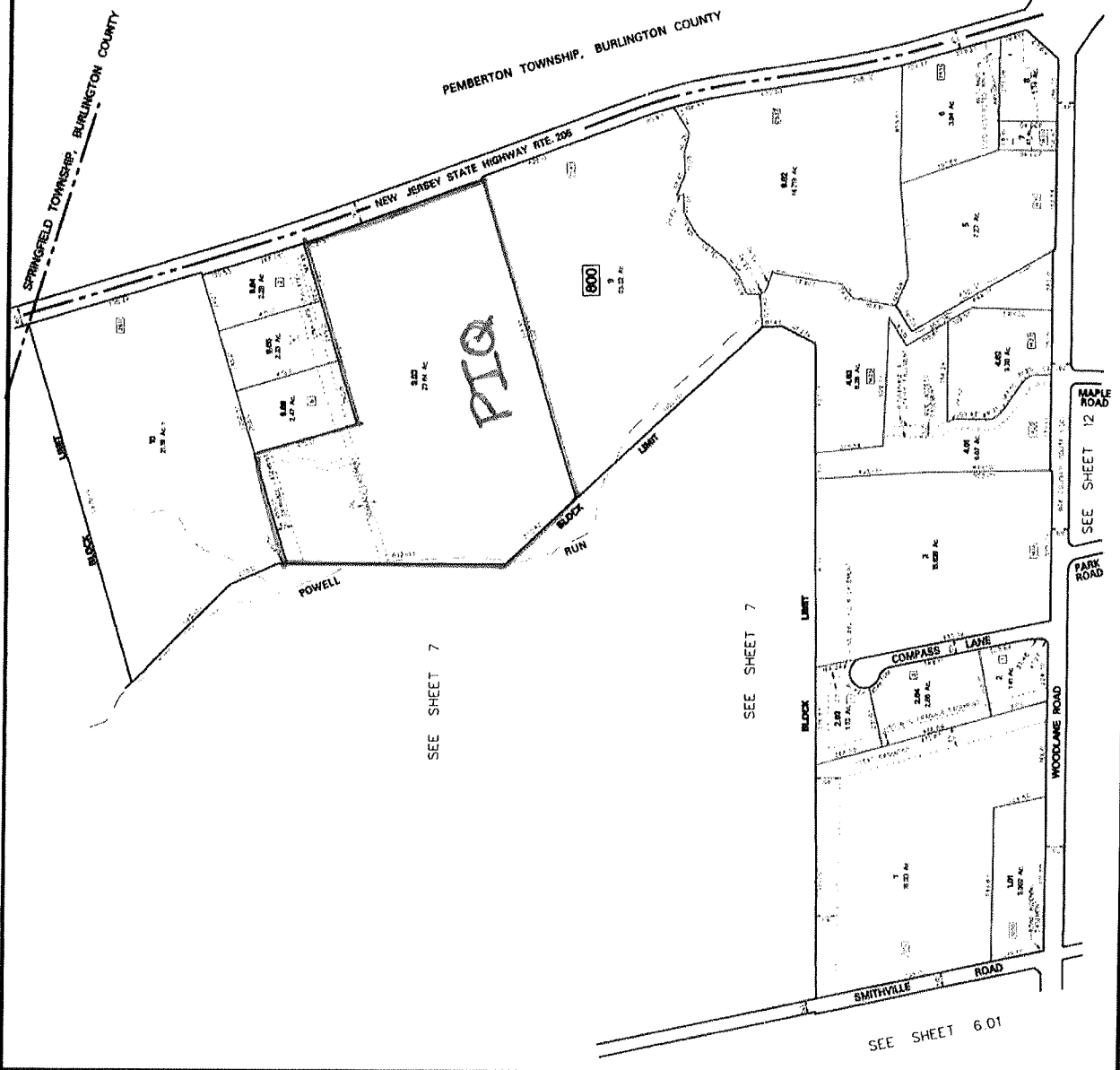
GENERIC ROAD NUMBERING

NOTE: APPRASE GIVEN ON THIS MAP  
DOES NOT INCLUDE ROAD AREAS  
UNLESS SPECIFICALLY NOTED  
ON THE ORIGINAL APPROVED MAP IN  
THE OFFICE OF THE TOWNSHIP ENGINEER

### TAX MAP

EASTAMPTON TOWNSHIP  
BURLINGTON COUNTY, NEW JERSEY  
SCALE: 1"=200'

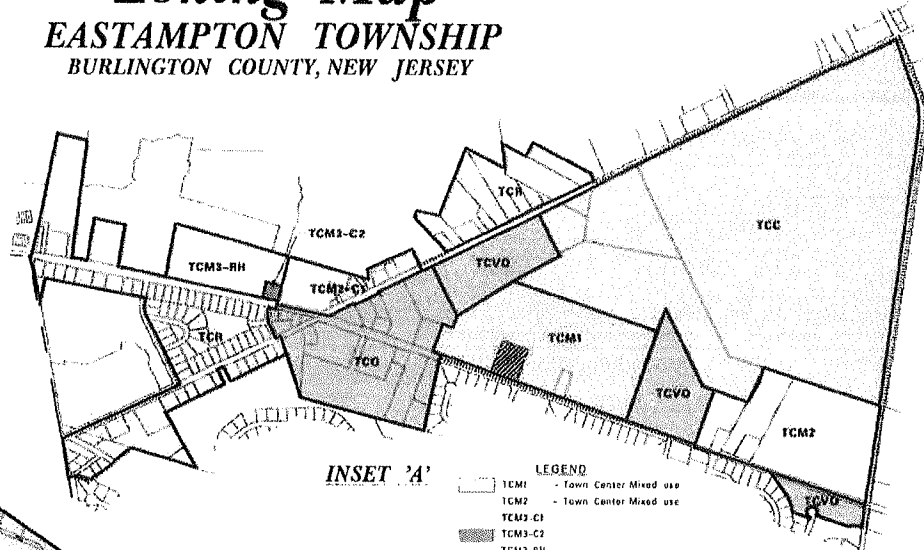
PATRICK S. VITARELLI  
ENVIRONMENTAL RESOLUTIONS, INC.  
352 FELLOWSHIP ROAD, SUITE 300  
MT. LAUREL, NEW JERSEY  
TO SHOW CONDITIONS AS OF 7/26/12



# Zoning Map

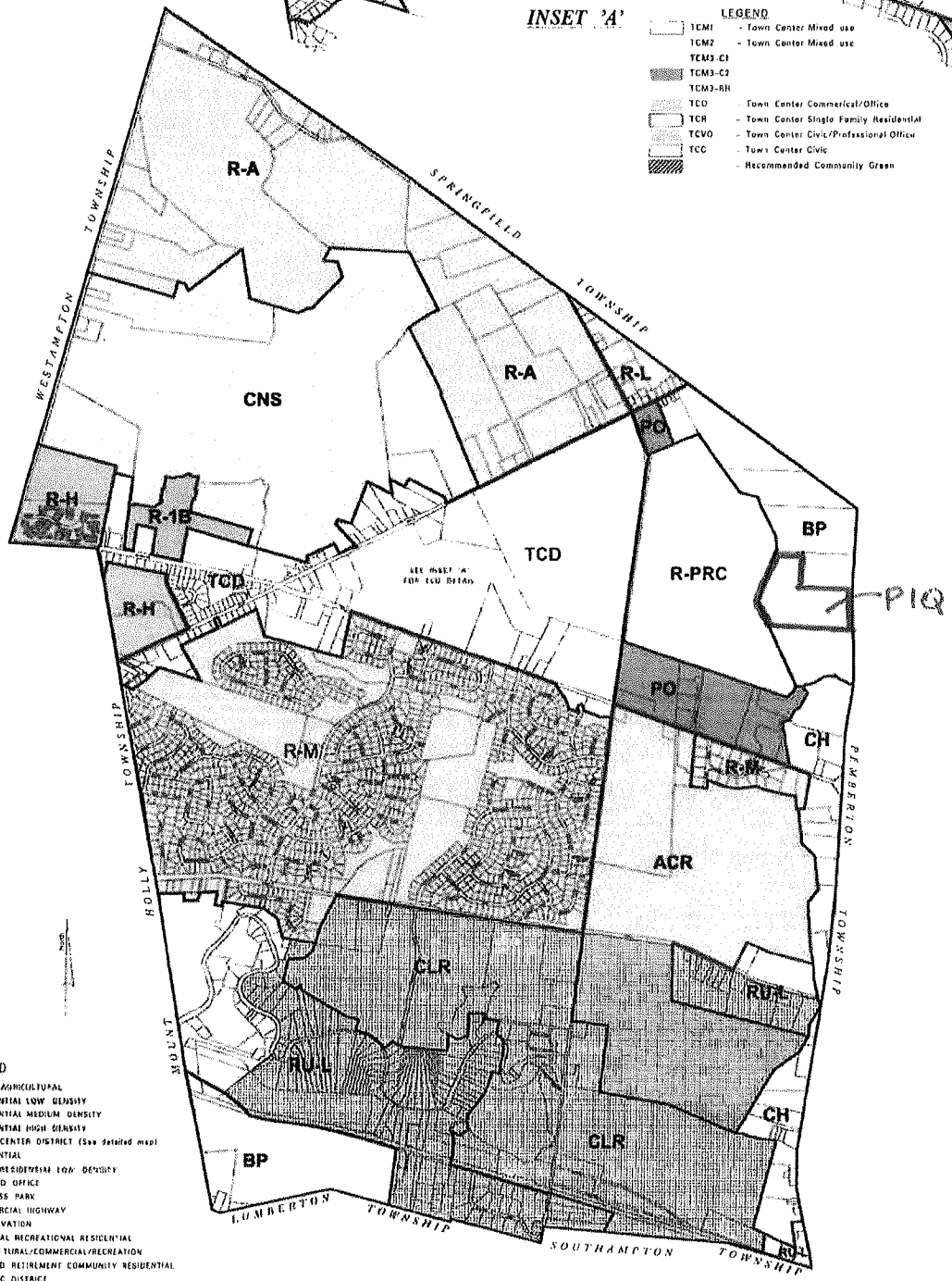
## EASTAMPTON TOWNSHIP

### BURLINGTON COUNTY, NEW JERSEY



INSET 'A'

- LEGEND**
- TCM1 - Town Center Mixed use
  - TCM2 - Town Center Mixed use
  - TCM3-C1
  - TCM3-C2
  - TCM3-RH
  - TCO
  - TCR - Town Center Single Family Residential
  - TCVO - Town Center Civic/Professional Office
  - YCC - Town Center Civic
  - Recommended Community Green



- LEGEND**
- R-A - RURAL AGRICULTURAL
  - R-L - RESIDENTIAL LOW DENSITY
  - R-M - RESIDENTIAL MEDIUM DENSITY
  - R-H - RESIDENTIAL HIGH DENSITY
  - TCD - TOWN CENTER DISTRICT (See Detailed Map)
  - R-I-B - RESIDENTIAL
  - R-U - RURAL RESIDENTIAL LOW DENSITY
  - PO - PLANNED OFFICE
  - BP - BUSINESS PARK
  - CH - COMMERCIAL HIGHWAY
  - CNS - CONSERVATION
  - CLR - CULTURAL RECREATIONAL RESIDENTIAL
  - ACR - AGRICULTURAL/COMMERCIAL/RECREATION
  - R-PRC - PLANNED RETIREMENT COMMUNITY RESIDENTIAL
  - HISTORIC DISTRICT

DATE: 10/1/01	PROJECT: ZONING MAP	SCALE: AS SHOWN
DRAWN BY: J. J. ...	CHECKED BY: J. J. ...	APPROVED BY: J. J. ...

**ZONING MAP**  
EASTAMPTON TOWNSHIP  
BURLINGTON COUNTY, NEW JERSEY

J. J. ...  
Blairstown, NJ

**ENVIRONMENTAL RESOLUTIONS, INC.**  
ENGINEERS, SCIENTISTS & PLANNERS  
200 EAST GATE DRIVE SUITE 103  
MILLSBORO, NEW JERSEY 08066-1700  
TEL: 856-234-7170 FAX: 856-234-0230

**MARK A. REMSA, PP, CLA, AICP, ASLA**  
PROFESSIONAL PLANNER – LANDSCAPE ARCHITECT  
10 DEWBERRY COURT  
MOUNT LAUREL, NEW JERSEY 08054  
(856) 979-6188  
Email [maremsa@aol.com](mailto:maremsa@aol.com)

To: Eastampton Land Use Board  
From: Mark A Remsa, PP, LLA  
Land Use Board Planner  
Date: March 22, 2021  
Subject: Rockefeller Group Development Corporation  
Block 800, Lot 9.03  
Preliminary and Final Major Site Plan

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We have reviewed the plans and documents submitted for the subject application and offer the following comments.

**DOCUMENTS REVIEWED:**

1. Land Use Planning Board Application with Checklist signed February 25, 2021.
2. Preliminary/Final Site Plan for Rockefeller Group Logistics at Eastampton, Eastampton Township, Burlington County, New Jersey, Block 800, Lot 9.03, sheet nos. 1 through 20 prepared by Menlo Engineering Associates and dated January 12, 2021 and revised February 12, 2021.
3. ALTANSPS Land Title Survey for Rockefeller Group Development Corporation, Block 800, Lot 9.03, Township of Eastampton, Burlington County, New Jersey, sheet no. 1 of 1 prepared by Control Layouts, Inc. and dated June 12, 2020 and revised through January 12, 2021.
4. Architectural drawings of Eastampton, Rockefeller Group Logistics, Burlington County, NJ, sheet nos. PB-1 through PB-3 prepared by KSS and dated February 19, 2021.
5. Environmental Assessment Report for the Rockefeller Group Logistics Facility at Eastampton, Block 800, Lot 9.03, Eastampton Township, Burlington County, New Jersey 08904 prepared by Menlo Engineering Associates and dated February 12, 2021.
6. Traffic Impact Study, Rockefeller, Eastampton, Eastampton Township, Burlington County, NJ prepared by Langan and dated February 17, 2021.
7. Five (5) 8-1/2-inch by 11-inch copies of photographs of what appears to be the subject site. The copies of the photographs are undated.

**TECHNICAL REVIEW:**

1. Existing Site: The existing site, which contains approximately 27.64 acres, is located along the western side of U.S. Route 206 in the eastern portion of Eastampton Township. The site is located about 4,000 feet south of the U.S. Route 206 and Monmouth Road intersection and about 36 feet south of the U.S. Route 206 and Lina Lane intersection, and has about 610 feet of frontage along the state highway. The current use of the site is open farmland with deciduous woodlands along the western and northwestern portions of the site. The site is irregularly shaped and gently undulates sloping from east to west where Powell Run forms a section of the site's western boundary. Freshwater wetlands that are associated with Powell Run exist along the western boundary of the site. Isolated wetlands exist in the approximate center of the site. Open waters exist in the northeastern and southern portions of the site. Surrounding land uses include: to the north are light industrial uses; to the east across U.S. Route 206 in neighboring Pemberton Township are farmland and a ground-mounted solar array; to the south is an industrial use; and to the west across Powell Run is an age-restricted housing development that is under construction. The site is zoned BP Business Park.
2. Proposal: The applicant seeks preliminary and final major site plan approval for a 345,000-square foot warehouse building and various on- and off-site improvements. The applicant proposes the following improvements:

<u>Description</u>	<u>Quantity</u>
Warehouse Building	
Total Gross Floor Area	345,000 square feet
Warehouse Space	340,500 square feet
Office Space	4,500 square feet
Building Height	47 feet
Loading Docks	54 spaces
Unobstructed	52 spaces
Occupied by Compactors	2 spaces
Ramps into Building	2
Total Passenger Vehicle Parking	445 spaces
Constructed Parking	182 spaces
Banked Parking <sup>1</sup>	263 spaces

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<sup>1</sup> Banked parking means that sufficient areas are provided for parking spaces but those spaces are not constructed unless needed at some time in the future. The areas where the spaces are banked remain as landscape areas until the parking spaces are needed.

<u>Description</u>	<u>Quantity</u>
Trailer Parking	96 spaces <sup>2</sup>
Driveways at US Route 206	2
Full movement to north and south US Route 206 at northeastern corner of site. Driveway for passenger vehicles and Tractor-trailers.	1
Right in from US Route 206 southbound and right out to US Route 206 southbound at southeastern corner of site. Driveway for only passenger vehicles	1
Left-turn center lane from US Route 206 northbound to Full-movement driveway	1
Stormwater management basin at western portion of site	1
Sanitary sewage pump station that sends effluent to the Lennar age-restricted development via an easement at the southwestern corner of the site	1
Water supply connecting to the Lennar age-restricted development via an easement at the southwestern corner of the site	N/A

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<sup>2</sup> Twenty-three trailer parking spaces in the northwestern corner of the site occupy an area where 58 passenger vehicular parking spaces are banked. If the 58 banked spaces are constructed, the amount of trailer parking spaces will be reduced to 73.

3. Zoning Compliance and Bulk Variances:

a. Use Compliance: The proposed warehouse use complies with the principal uses permitted in the BP zone.

b. Bulk Variances:

- |  |   |
|--|---|
| (1) Minimum Parking Setback from US Route 206 § 540-27.H.(1)   | Required = 50 feet<br>Proposed = 2 banked spaces at the southeastern corner of site.<br>Note: These two spaces are too close to the intersection of the southern driveway and US Route 206; they should be eliminated.  |
| (2) Landscape Requirements Front Yard Landscaped Planting Area Depth from Street Line § 540-27.J.(2) | Required = 25 feet<br>Proposed = Varies 15 feet to 20 feet.<br>Note: The depth of the area should be increased to comply with the ordinance.  |
| (3) Landscape Requirements Side Yard Landscape Area Width § 540-27.J.(3)                             | Required = 25 feet or 5% of average lot width, whichever is greater, up to a maximum of 35 feet. Average width is 610.98 feet = 30.5-foot wide landscape area<br>Proposed = 15 feet wide along northern and southern side yards.<br>Note: The southern side yard landscape area is restricted by the utility easement proposed along the southern property line. It is reasonable to increase the landscape area width to 25 feet because this area abuts Lina Lane and no neighboring buildings. |
| (4) Landscape Requirements Composition of Landscape Buffers § 540-27.K.(d)                           | Required =<br>Evergreen trees: 40%<br>Evergreen shrubs: 30%<br>Deciduous trees: 10%<br>Deciduous shrubs: 20%<br>Proposed = Buffer along   |

US Route 206

Plant Type	Buffer Section		
	Northern	Central	Southern
Evergreen trees	17%	17%	45%
Evergreen shrubs	59%	33%	0%
Deciduous trees	7%	18%	5%
Deciduous shrubs	17%	32%	50%

Note: The plans should be revised to bring the plant composition into closer conformity with the landscape buffer requirement. Additional conifers should be provided in the northern and central sections. Evergreen shrubs should be provided in the southern section.

- (5) Pedestrian Circulation Required  
 Bicycle/Pedestrian Path located Proposed = No path, only the  
 In a Pedestrian Access Ease- easement  
 ment along the street line Note: The location of the  
 § 540-27.M. easement coincides with the  
 existing and proposed drainage  
 swales and ditches along US  
 Route 206. This location  
 precludes the ability to construct  
 the path in the easement without  
 piping and filling the swales and  
 ditches. We recommend the  
 easement be relocated farther  
 west in the landscape buffer. We  
 recommend if the applicant does  
 not wish to construct the path  
 now, the applicant should remit  
 the amount for constructing the  
 path to the Township so it can  
 construct the path in the future.  
 The amount for constructing the  
 path should be reviewed and  
 approved by the Board Engineer.
  
- (6) Minimum Off-Street Parking Required = 1.25 spaces per  
 Spaces 1,000 square feet of gross floor  
 § 540-58.S. area (GFA). 345,000 square feet  
 GFA = 432 spaces  
 Proposed = 182 spaces built and  
 263 spaces banked. Although a



total of 445 spaces are provided including the banked parking spaces, a variance is required because the ordinance does not allow for banking parking spaces. In essence, this is a technical variance. It can be considered as a C.2 bulk variance because the all 445 spaces could be provided but less spaces are needed resulting in less impervious surface that generates less stormwater runoff.

Note: If the Land Use Board agrees that the banked parking should be approved, we recommend the following language for constructing the banked parking be considered for the resolution of approval.

Banked spaces may be constructed under either of the following two (2) procedures:

1. At the request of the Applicant: If the Applicant wishes to construct some or all of the banked spaces, the Applicant shall submit the appropriate plans and drawings to the Planning Department for distribution to the Zoning Officer (for tenancy review), Board Engineer, Board Planner and Building Code Official for their review and approval. Although a formal site plan application is not required, the Applicant shall submit the applicable site plan escrow fees to cover the cost of reviewing the application for the banked spaces to be built. After receiving approvals from the respective reviewers, the Applicant shall post the appropriate bonds and fees for improvements to the site and inspection of the improvements. The Applicant shall also obtain Building Permits and approvals/permits as required from other applicable agencies prior to the construction of the spaces.
2. At the determination of the Township: If the Township determines that the intensity of the use of the property requires that some or all of the bank spaces be constructed, the Zoning Officer shall send a written notice to the Applicant, or then property owner,

advising them of the same. The Applicant, or then property owner, shall within thirty (30) days of receipt of notice, or other such time as agreed to by the Board Engineer, submit the appropriate plans and drawings to the Planning Department for distribution to the Zoning Officer (for tenancy review), Board Engineer, Board Planner and Building Code Official for their review and approval. Although a formal site plan application is not required, the Applicant, or then property owner, shall submit the applicable site plan escrow fees to cover the cost of reviewing the application for the banked spaces to be built. After receiving approvals from the respective reviewers, the Applicant, or then property owner, shall post the appropriate bonds and fees for improvements to the site and inspection of the improvements. The Applicant, or then property owner, shall also obtain building permits and approvals/permits as required from other applicable agencies prior to the construction of the spaces.

- |   |   |
|---|---|
| <p>(7) Freestanding Sign<br/>Minimum Setback from Right-of-Way, Maximum Height and Maximum Area<br/>§ 540-52.E.(3), (4) and (6)</p> | <p>Required = 10-foot setback<br/>Permitted = 8-foot high and 50-square foot area<br/>Proposed = Plans lack setback dimension for sign and detail of sign showing the height and area of the sign</p> |
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4. Design Exception:

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|---|--|
| <p>a. Buffers. Industrial Zone to Residential Zone<br/>§ 460-73.A.(1)</p> | <p>Required = 3 times maximum height of building, 75-foot minimum. Adjacent residential zone is R-PRC along the western property line. Building is 47 feet high = 141 buffer<br/>Proposed = 70 feet in north section; more than 141 feet in center section; and 80 feet in southern section<br/>Note: The closest distance from the proposed building and the zone boundary is about 300 feet. In addition, the applicant preserves the existing woodlands</p> |
|---|--|

in the buffer and proposes an 8-foot high solid sound barrier where the buffer narrows from the central section to the northern section. These proposals should provide sufficient buffering.

5. Site Plan Comments:

a. Sheet no. 3:

- (1) The sheet must be revised to indicate 54 loading dock spaces are proposed, not 52 as shown on the sheet. It must be revised to clarify that trash compactors will occupy two of the loading dock spaces.
- (2) The sheet must be revised to indicate 96 trailer parking spaces are proposed, not 91 as shown on the sheet.
- (3) The sheet must be revised to indicate the bulk variances and design exception discussed above in section 3.b. of this report.
- (4) It appears the zoning table was "cut off" and should be fixed to provide additional information.

b. Sheet no. 4:

- (1) The monument sign must be labeled and dimensioned from the property line and proposed curb of the entrance drive.
- (2) The sheet must be revised to show the 50-foot parking setback line from US Route 206. In doing so, the revision will show two banked parking spaces along the southern driveway located within the 50-foot parking setback line. These two spaces should be eliminated because they are too close to US Route 206.
- (3) Enlargements of the proposed northwestern parking area should be provided to clearly show the trailer parking as one option and the banked parking as another option. The enlargements should provide dimensions of all parking and trailer storage spaces, drive aisles and radii of the painted lines for traffic control.
- (4) The guardhouse in the northern driveway should be labeled and dimensioned from proposed curbs.

- (5) The applicant must demonstrate that the northern driveway has sufficient stacking space for tractor-trailers waiting in a queue to be checked in at the guardhouse and for other vehicles to travel through the driveway to access the parking area in front of the building.
  - (6) The sound barrier should be modified in the following manner in order to be more effective: provide a barrier perpendicular to the building in the vicinity of the northwestern corner of the building between the ramp into the building and the small parking area, extending the barrier to a point that aligns with the southern end of barrier that is next to the stormwater management basin; and extend the barrier from its northern end next to the northwestern corner of the trailer storage/banked parking area in approximately 45-degrees for about 80 feet.
  - (7) The applicant shows an easement for a bicycle/pedestrian path that is parallel to US Route 206. Unfortunately, the easement coincides with the drainage swales and ditches that are the edge of the state highway thereby making it difficult to construct the path without piping and filling the swales and ditches. The sheet should be revised to show a path farther to the west away from the swales and ditches. The path should be designed so it can be incorporated into the landscape buffer, which the ordinance allows.
- c. Sheet no. 5: The plan shows the easement for a bicycle/pedestrian path along US Route 206 located in swales and ditches. The easement should be located farther west in the landscape buffer so that the path can be constructed without piping and filling the swales and ditches.
- d. Sheet no. 11:
- (1) The graphics of, labeling for and quantities of proposed landscape plants are difficult to discern because the graphics, labels and quantities overlap and are obscured. We believe that in some instances plants are not labeled and quantified. This issue is prominent in the landscape buffer along US Route 206. The sheet must be revised to clearly show which plants are proposed and how many of those plants are proposed.
  - (2) The landscape buffers must be revised according to our comments noted above in section 3.b.(4) and section 4.a. of this report.
  - (3) The applicant proposes natural grasses in open areas in the western portions of the site. We find this proposal to be acceptable

because the grasses will create a naturalized meadow that requires little maintenance and less energy expended for maintenance. The sheet must be revised to provide the specifications for the natural seed mix, the rate of seeding, soil preparation, mulching and method of seed application. In addition, the applicant must provide a maintenance manual for maintaining the natural grass areas, e.g., periodic mowing of and repairs to damaged natural grass areas.

- (4) The open areas along the western portion of the site should have additional Red Cedars and large-growing native shrubs, i.e., Arrowwood Viburnum, Red Twig Dogwood and Inkberry Holly. This change will improve the buffer and add native plant material in the landscape buffer.

e. Additional items:

- (1) The plans lack a detail of the proposed 8-foot high sound barrier. A detail of the sound barrier must be provided.
- (2) The plans lack a detail of the proposed monument identification sign. A detail of the sign must be provided.

6. Traffic Impact Study (TIS) Comments:

- a. The TIS assumes the proposed warehouse will be operational in 2024. All traffic projections and analyses of the TIS are based on this year of operations.
- b. The TIS indicates the weekday morning peak hour is 7:45 a.m. to 8:45 a.m. and the weekday afternoon peak hour is 5 p.m. to 6 p.m. The modal split between passenger vehicles and trucks is 80 percent and 20 percent, respectively. The trip distribution for passenger vehicles (PV) and trucks are:

<u>Direction</u>	<u>Passenger Vehicle</u>		<u>Truck</u>	
	<u>A.M. Peak</u>	<u>P.M. Peak</u>	<u>A.M. Peak</u>	<u>P.M. Peak</u>
US Rt. 206 North	60%	60%	90%	90%
US Rt. 206 South	40%	40%	10%	10%

The TIS projects the warehouse will generate 69 trips during the morning peak hour and 75 trips during the afternoon peak hour. Given the projected trips, modal split and trip distribution, the following traffic is projected:

Peak Hour	PV	Trips Trucks	Total	Trucks Traveling US Route 206	
				North	South
Morning	55	14	69	12	2
Afternoon	60	15	75	13	3

The TIS demonstrates that most of the truck traffic will arrive from and return to US Route 206 north. Few trucks will use US Route 206 south. Passenger vehicles conveying employees of and visitors to the warehouse will have a more even distribution.

The TIS identifies the two proposed driveways as Driveway 1 for the northern driveway and Driveway 2 for the southern driveway. Driveway 1 will experience almost all of the truck traffic and the majority of the passenger vehicle traffic. Left turns out of Driveway 1 will experience levels of service of F during the morning and afternoon peak hours. This means that vehicles waiting to turn left out of Driveway 1 to northbound US Route 206 will experience delays of more than 50 seconds. The TIS provides a confusing finding by indicating “[t]he eastbound left-turn approach [of Driveway 1] is expected to operate a LOS [level of service] F during the weekday AM and PM peak hours under the Build condition [the condition of the warehouse and improvements to US Route 206 having been constructed and being operational]; however, the expected number of vehicles making the eastbound left-turn movement are low.” The applicant must reconcile this finding with the fact that many of the passenger vehicles and almost all of the trucks will utilize Driveway 1 to make the left turn. The applicant must demonstrate that Driveway 1 can accommodate the traffic expected to utilize it.

We reserve the right for further comment in view of additional information provided by the applicant.

cc: Jill Torpey, Land Use Administrator, via email  
David Serlin, Esq., Land Use Board Attorney, via email  
Stacey Arcari, PE, Land Use Board Engineer, via email  
Rockefeller Group Development Corporation, Applicant  
Michael Floyd, Esq., Applicant's Attorney  
Scott Turner, PE, Applicant's Engineer

**MARK A. REMSA, PP, CLA, AICP, ASLA**  
**PROFESSIONAL PLANNER – LANDSCAPE ARCHITECT**  
**10 DEWBERRY COURT**  
**MOUNT LAUREL, NEW JERSEY 08054**  
**(856) 979-6188**  
Email [maremsa@aol.com](mailto:maremsa@aol.com)

To: Eastampton Land Use Board  
From: Mark A Remsa, PP, LLA  
Land Use Board Planner  
Date: March 22, 2021; Second Review April 29, 2021  
Subject: Rockefeller Group Development Corporation  
Block 800, Lot 9.03  
Preliminary and Final Major Site Plan

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We have reviewed the plans and documents submitted for the subject application and offer the following comments.

**DOCUMENTS REVIEWED:**

1. Land Use Planning Board Application with Checklist signed February 25, 2021.
2. Preliminary/Final Site Plan for Rockefeller Group Logistics at Eastampton, Eastampton Township, Burlington County, New Jersey, Block 800, Lot 9.03, sheet nos. 1 through 20 prepared by Menlo Engineering Associates and dated January 12, 2021 and revised February 12, 2021. Second Review: Revised April 22, 2021.
3. ALTA/NSPS Land Title Survey for Rockefeller Group Development Corporation, Block 800, Lot 9.03, Township of Eastampton, Burlington County, New Jersey, sheet no. 1 of 1 prepared by Control Layouts, Inc. and dated June 12, 2020 and revised through January 12, 2021. Second Review: Revised March 28, 2021.
4. Architectural drawings of Eastampton, Rockefeller Group Logistics, Burlington County, NJ, sheet nos. PB-1 through PB-3 prepared by KSS and dated February 19, 2021.
5. Environmental Assessment Report for the Rockefeller Group Logistics Facility at Eastampton, Block 800, Lot 9.03, Eastampton Township, Burlington County, New Jersey 08904 prepared by Menlo Engineering Associates and dated February 12, 2021.
6. Traffic Impact Study, Rockefeller, Eastampton, Eastampton Township, Burlington County, NJ prepared by Langan and dated February 17, 2021.
7. Five (5) 8-1/2-inch by 11-inch copies of photographs of what appears to be the subject site. The copies of the photographs are undated.

8. Second Review: Freshwater Wetlands Letter of Interpretation: Line Verification, File No.: 0311-08-0001.1, Activity Number: FWW160001, Applicant: US Home Corporation dba Lennar c/o Robert Calabro, Block(s) and Lots(s): [700, 9] [800, 9.03], Eastampton Township, Burlington County.
9. Second Review: Project Summary, undated.
10. Second Review: Letter to Jill Torpey, Eastampton Township, Land Use Board Secretary from Scott Turner of Menlo Engineering Associates, and dated April 26, 2021.

**TECHNICAL REVIEW (All comments were previously made unless otherwise indicated, and previous comments that were addressed have been removed from our planning report):**

1. Existing Site: The existing site, which contains approximately 27.64 acres, is located along the western side of U.S. Route 206 in the eastern portion of Eastampton Township. The site is located about 4,000 feet south of the U.S. Route 206 and Monmouth Road intersection and about 36 feet south of the U.S. Route 206 and Lina Lane intersection, and has about 610 feet of frontage along the state highway. The current use of the site is open farmland with deciduous woodlands along the western and northwestern portions of the site. The site is irregularly shaped and gently undulates sloping from east to west where Powell Run forms a section of the site's western boundary. Freshwater wetlands that are associated with Powell Run exist along the western boundary of the site. Isolated wetlands exist in the approximate center of the site. Open waters exist in the northeastern and southern portions of the site. Surrounding land uses include: to the north are light industrial uses; to the east across U.S. Route 206 in neighboring Pemberton Township are farmland and a ground-mounted solar array; to the south is an industrial use; and to the west across Powell Run is an age-restricted housing development that is under construction. The site is zoned BP Business Park.
2. Proposal: The applicant seeks preliminary and final major site plan approval for a 345,000-square foot warehouse building and various on- and off-site improvements. The applicant proposes the following improvements:

<u>Description</u>	<u>Quantity</u>
Warehouse Building	
Total Gross Floor Area	345,000 square feet
Warehouse Space	340,500 square feet
Office Space	4,500 square feet
Building Height	47 feet
Loading Docks	54 spaces
Unobstructed	52 spaces



Occupied by Compactors		2 spaces
Ramps into Building	2	
Driveways at US Route 206 Full movement to north and south US Route 206 at northeastern corner of site. Driveway for passenger vehicles and Tractor-trailers.	2	1
Right in from US Route 206 southbound and right out to US Route 206 southbound at southeastern corner of site. Driveway for only passenger vehicles		1
Left-turn center lane from US Route 206 northbound to Full-movement driveway <b>Second Review:</b> The left-turn center lane is extended to Lina Lane.	1	
Stormwater management basin at western portion of site	1	
Sanitary sewage pump station that sends effluent to the Lennar age-restricted develop- ment via an easement at the southwestern corner of the site	1	
Water supply connecting to the Lennar age-restricted develop- ment via an easement at the southwestern corner of the site		N/A
<b>Second Review:</b> Two Alternatives for Passenger Vehicle Parking and Truck Trailer Parking		

The northwestern portion of the paved area north of the proposed building is designed to have the ability to provide 23 truck trailer spaces (Alternative 1) and if additional passenger vehicle parking spaces are needed, the striping for the 23 truck trailer spaces would be removed and the area restriped to provide for 58 passenger vehicle parking spaces (Alternative 2). The alternatives are:

<u>Parking Type</u>	<u>Alternative 1</u>	<u>Alternative 2</u>
Passenger Vehicle	384	442
Truck Trailer	96	73

3. Zoning Compliance and Bulk Variances:

a. Use Compliance: The proposed warehouse use complies with the principal uses permitted in the BP zone.

b. Bulk Variances:

- |   |   |
|---|---|
| <p>(1) Landscape Requirements<br/>Side Yard Landscape Area<br/>Width<br/>§ 540-27.J.(3)</p>   | <p>Required = 25 feet or 5% of average lot width, whichever is greater, up to a maximum of 35 feet. Average width is 610.98 feet = 30.5-foot wide landscape area<br/>Proposed = 15 feet wide along northern and southern side yards. Note: The southern side yard landscape area is restricted by the utility easement proposed along the southern property line. It is reasonable to increase the landscape area width to 25 feet because this area abuts Lina Lane and no neighboring buildings. <b>Second Review:</b> 25 feet wide along the northern side yard, which we find to be satisfactory. 15 feet width remains along southern side yard.</p> |
| <p>(2) Landscape Requirements<br/>Composition of Landscape<br/>Buffers<br/>§ 540-27.K.(d)</p> | <p>Required =<br/>Evergreen trees: 40%<br/>Evergreen shrubs: 30%<br/>Deciduous trees: 10%<br/>Deciduous shrubs: 20%</p>   |

Proposed = Buffer along  
US Route 206

**Second Review:**

Evergreen trees: 25%  
Evergreen shrubs: 30%  
Deciduous trees: 10%  
Deciduous shrubs: 35%

Note: The plans were revised according to our previous comments that recommended increasing the evergreen trees and shrubs. Even though the percentage of evergreen trees is deficient, we find the landscape design to be effective and acceptable.

- (3) Pedestrian Circulation Required  
Bicycle/Pedestrian Path located Proposed = No path, only the  
In a Pedestrian Access Ease- easement  
ment along the street line  
§ 540-27.M. Note: The location of the  
easement coincides with the  
existing and proposed drainage  
swales and ditches along US  
Route 206. This location  
precludes the ability to construct  
the path in the easement without  
piping and filling the swales and  
ditches. We recommend the  
easement be relocated farther  
west in the landscape buffer. We  
recommend if the applicant does  
not wish to construct the path  
now, the applicant should remit  
the amount for constructing the  
path to the Township so it can  
construct the path in the future.  
The amount for constructing the  
path should be reviewed and  
approved by the Board Engineer.

**Second Review:** The path  
easement was moved according  
to our previous comment. Our  
previous comment about the  
applicant not constructing the  
path stands.

- |  |  |
|--|--|
| (4) Minimum Off-Street Parking Spaces<br>§ 540-58.S. | Required = 1.25 spaces per 1,000 square feet of gross floor area (GFA). 345,000 square feet GFA = 432 spaces<br><b>Second Review:</b><br>Proposed Alternative 1 = 384 spaces |
|--|--|

4. Site Plan Comments:

a. Sheet no. 3:

- (1) The sheet must be revised to indicate the bulk variances and design exception discussed above in section 3.b. of this report.

b. Sheet no. 4:

- (1) The monument sign must be labeled and dimensioned from the property line and proposed curb of the entrance drive. **Second Review:** The sheet was revised to label the sign and dimension it from the property line. The dimension from the sign to the proposed curb of the entrance drive must still be provided.
- (2) The applicant must demonstrate that the northern driveway has sufficient stacking space for tractor-trailers waiting in a queue to be checked in at the guardhouse and for other vehicles to travel through the driveway to access the parking area in front of the building. **Second Review:** In his letter, Mr. Turner provides an explanation about the operation of the driveway from traffic engineer Karl Pehnke. Please know Mr. Pehnke's explanation only addresses the operation for egressing the driveway, not the queuing of trucks waiting to be checked in at the guardhouse. This matter must still be addressed.

5. Traffic Impact Study (TIS) Comments:

- a. The TIS assumes the proposed warehouse will be operational in 2024. All traffic projections and analyses of the TIS are based on this year of operations.
- b. The TIS indicates the weekday morning peak hour is 7:45 a.m. to 8:45 a.m. and the weekday afternoon peak hour is 5 p.m. to 6 p.m. The modal split between passenger vehicles and trucks is 80 percent and 20 percent, respectively. The trip distribution for passenger vehicles (PV) and trucks are:

<u>Direction</u>	<u>Passenger Vehicle</u>		<u>Truck</u>	
	<u>A.M. Peak</u>	<u>P.M. Peak</u>	<u>A.M. Peak</u>	<u>P.M. Peak</u>
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The TIS projects the warehouse will generate 69 trips during the morning peak hour and 75 trips during the afternoon peak hour. Given the projected trips, modal split and trip distribution, the following traffic is projected:

<u>Peak Hour</u>	<u>PV</u>	<u>Trips</u> <u>Trucks</u>	<u>Total</u>	<u>Trucks Traveling</u> <u>US Route 206</u>	
				<u>North</u>	<u>South</u>
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The TIS demonstrates that most of the truck traffic will arrive from and return to US Route 206 north. Few trucks will use US Route 206 south. Passenger vehicles conveying employees of and visitors to the warehouse will have a more even distribution.

The TIS identifies the two proposed driveways as Driveway 1 for the northern driveway and Driveway 2 for the southern driveway. Driveway 1 will experience almost all of the truck traffic and the majority of the passenger vehicle traffic. Left turns out of Driveway 1 will experience levels of service of F during the morning and afternoon peak hours. This means that vehicles waiting to turn left out of Driveway 1 to northbound US Route 206 will experience delays of more than 50 seconds. The TIS provides a confusing finding by indicating “[t]he eastbound left-turn approach [of Driveway 1] is expected to operate a LOS [level of service] F during the weekday AM and PM peak hours under the Build condition [the condition of the warehouse and improvements to US Route 206 having been constructed and being operational]; however, the expected number of vehicles making the eastbound left-turn movement are low.” The applicant must reconcile this finding with the fact that many of the passenger vehicles and almost all of the trucks will utilize Driveway 1 to make the left turn. The applicant must demonstrate that Driveway 1 can accommodate the traffic expected to utilize it.

**Second Review:** In his letter, Mr. Turner provides an explanation about the operation of the driveway from traffic engineer Karl Pehnke. Mr. Pehnke clarifies that although the northern driveway will have a LOS F for left turns heading to US Route 206 northbound during the PM peak hour,

the capacity of the driveway to provide sufficient queuing space for egressing the site is adequate. He explains that the New Jersey Department of Transportation will also scrutinize the capacity aspects of the proposed driveways. We find his explanation to be satisfactory and recommend he explain this matter to the Board during the hearing for the application.

We reserve the right for further comment in view of additional information provided by the applicant.

cc: Jill Torpey, Land Use Administrator, via email  
David Serlin, Esq., Land Use Board Attorney, via email  
Stacey Arcari, PE, Land Use Board Engineer, via email  
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Scott Turner, PE, Applicant's Engineer