

**WOOLWICH TOWNSHIP JOINT LAND USE BOARD  
REGULAR MEETING  
MAY 20, 2021**

Chairman Maugeri called the meeting to order at 7:01 PM

Adequate notice of this meeting had been provided in accordance with the Open Public Meetings Act.

Chairman Maugeri led all present in the Pledge of Allegiance.

Roll call of JLUB members:

Sal Barbagallo- Present, John Casella – Present, Carolyn Grasso - Present, Chief Jaramillo – Present, John Juliano - Present, Joseph Kauffman- Present, Mayor Marino - Present, Deputy Mayor Matthias - Present, Chairman Maugeri – Present, Bob Rushton - Present, Dawn Varallo-Absent.

JLUB Solicitor, B. Lozuke and JLUB Planner, A. Jones and JLUB Engineer P. Breier also in attendance.

Next on the agenda was the approval of the minutes.

-May 6, 2021- C. Grasso made a motion to adopt the minutes, Chief Jaramillo seconded the motion. All were in Favor.

New Business

-JLUB #2021-009 WH Development, LLC, 570 Commerce Blvd. Carlstadt, NJ 07072. Block 59, Lots 6, 6.01, 6.02, 8 and 10, Block 62, Lots 2 and 3. Preliminary and Final Major Site Plan w/ Bulk Variance

Attorney for the applicant, Mr. Clint Allen introduces the project and refers to the handouts given the board which include the exhibit pages, witness list and list of variances requested. (Included as addendum to the minutes).

Mr. Allen describes the campus style layout for these warehouses that will meet the requirements of the redevelopment plan and also be appropriate for the location. Mr. Allen points out a discrepancy on some of his plans that show the building height of 50 feet, his buildings will be 60 feet tall, in compliance with the Redevelopment plan.

Mr. Lozuke confirms all notices have been approved prior to the meeting and asks Mr. Allen to label the Witness & Exhibit list as A-11. Mr. Allen calls his witness up to be sworn in by the JLUB solicitor Mr. Lozuke. All witnesses are sworn in and state their individual addresses for the record.

Mr. Ippolito, the Engineer who created the plans for the application restates his qualifications and is accepted by the committee as a qualified expert engineer. Mr. Ippolito starts with Exhibit A-1, an overall aerial plan of the project. Various details are pointed out, including the entrances from Rt. 322, parking lot size that will exceed the requirement, loading docks for the trucks and what sides of each building they will be on. Trailer storage on two of the lots will hold overnight trailers. Two-way traffic loop is pointed out around all the North side buildings and on the South side; there is two-way traffic, with one exception close to office employees' parking. Solid waste management will be dealt with by trash compactors on the loading docks and they will be shielded from view by landscaping.

Storm-water management system has been drafted to DEP and all other regulatory requirements and agency approvals. The roof rain will come down to the underground basins to help with recharging excess storm water so that the basins are not overloaded.

Landscaping package will include significant berms along Rt. 322 on the North and South track. A length of the South track belongs to the DOT and cannot be touched. The perimeter has landscaping to continue to enhance the existing barrier of tree lines and adding to that buffer. Exhibits A-8.a,b,c,d & e will show the building with the landscaping, berms and trees to shield view from the roadway.

Signage to be two signs on Rt. 322, one at the North entrance, the other at the South entrance to identify the property itself. Once on the campus a small monument sign to describe the tenet associated with each building. Exhibit A-10 shows what the monument signs will look like. A variance will be requested for the number of signs needed on the campus to direct traffic to the correct building.

J. Kauffman asks about the buffer between Cassandra Lane and the project. (Response on the audio is unclear) Chairman Maugeri asks for the question and answer be said again so that he could hear it. Mr. Ippolito confirms that there is to be screening of Building B from the residential area on Cassandra Lane.

J. Kauffman asks about the grading of Building B and the buffer and if the project will be on a similar or lower grade than the sight line. Mr. Sewekow shows a swale after the tree line then back up again, but no real elevation change. C. Grasso and J. Kauffman restate that they were asking if there is any elevation change that could help screen, but there is not.

Mr. Pembroke testifies to the board that he was recently on the site and response to the question about the density of the existing tree line and that it is a mature line of trees. They do not want to remove this in order to create a buffer or berm as it is mature line of trees and shrubs.

C. Grasso asks if the trees that are pre-existing are deciduous trees? Mr. Pembroke confirms that most of them are. The plan is to then increase the mix of the types of trees.

A. Jones confirms that as a condition of approval, the applicant will comply with the requirements of the landscape architect representing the township.

A. Jones then points out a lighting variance that will be required, that there are areas where lighting is less than the requirement. Mr. Jones does not want them to necessarily change this as he sees it being a positive to the residents in the area, but it will have to be a variance request. Discussion continues that some areas of the plan show light spill as detailed in the professional's letter, and that the applicant will comply with the request to fix those areas.

Mr. Lozuke asks about the exact areas should be identified for the resolution. Mr. Jones states that Building A,B,C,E are under lit per the code. Mr. Ippolito shows on the exhibit where the patterns on the ground where the lighting is not overlapping, but shows a small area where the light on the parking lot has very small patches do not meet. It's how the fixture throws the light out. Brief discussion follows.

Mr. Allen calls his architect, Mr. Murdoch and after his credentials are given asks for him to be qualified as an expert architect for this project, approval is given.

Mr. Murdoch describes how architecture of warehouses, which is a growing industry, has become "integrated industry" as building that serves our lives as we live today. These buildings are part of our daily lives. Exhibit A-5 shows how the design, when next to a residential area, is flipped to have the most decorative part of the building face Cassandra Lane as Building C shows on the plans.

Exhibit A-9.a shows the basic layout of building A. Mr. Murdoch shows how the offices on the building are bumped out to create an articulated façade to meet the requirements of the Redevelopment Plan, but also to change up the building materials, create shadow and breaks with the windows to reduce the scale of the building. A-9.c also shows how this break down of the look of the building works. Exhibit A-6.a shows sight lines are broken up by trees and there will only be small areas of the building can be seen.

Mr. Allen calls up Mr. Landgraf as the Planner for this project. Mr. Landgraf gives his qualifications and asks he be accepted as an expert for this project, and it is confirmed.

Mr. Landgraf begins to discuss the requirements they are seeking relief from with their variance list (Exhibit A-12). A detailed discussion follows for each listed on the exhibit and why they need relief from each.

Mr. Lozuke asks Mr. Landgraf to identify the variances that will actually affect the residents. Only the buffering variance relates to the residents, as the buffer requirement would mean that the tree line would have to be removed.

As for use, Mr. Lozuke states that this project is a pre-existing permitted use for this site in the zoning code and therefore not an issue for this meeting and points this out for the record. Mr. Landgraf confirms as well.

Mr. Jones comments that he doesn't believe that the buffer variance is needed as they meet the code, even on the Cassandra Lane part as previously described in earlier testimony. The only residential area is near the race track. The only areas that need a buffer variance is between Building B and D. Parking and general buffer standards.

Chairman calls a recess at 8:55pm.

The meeting resumes at 9:05pm.

Next are the professional review letters. A. Jones begins with his letter dated April 8, 2021. He starts by stating the items in his long review letter with the testimony tonight and the applicant's response letter, they will be compliant with most all of his concerns have been addressed.

Mr. Lozuke asks if we could clarify for the record and the public, what variances are being requested and if they could call mark Exhibit A-12 the provided variance list from the applicant. Mr. Allen agrees. Mr. Jones then goes down the list removing items that are now in compliance and therefore will not need a waiver.

Ms. Shawna Gilroy from 312 Back Creek Rd. asks about landscaping on all residential buffering, as she is close to Cassandra Lane, but didn't hear it in the testimony earlier. Mr. Allen replies about the COA. Her second question is about storm-water management. Her concern is if there is a comprehensive report, not just the professional's opinion. Ms. Gilroy was shown the large storm-water management report that is required prior to this meeting.

Ms. Enright from 63 Cassandra Ln. is concerned about sight lines described in the previous testimony. Second question is about property values with this project. Third question is about noise and if the landscaping will help buffer this sound. Are there any literal barriers available? Mr. Allen NJDEP noise control regulation that they have to meet as well as a sound engineer who is making a determination about their sound level. This is a performance standard that they will have to meet anyway, and can make it a COA. Lastly the question is about traffic volumes stated earlier, are not the daily volume, but for one hour. The peak am/pm hour. The timing of the lights is also being addressed.

Ms. Tracey Morrow from 54 Cassandra Ln. expresses concern about the project disturbing the neighborhood with a commercial site such as this. She also expresses concern about dust and debris and pests while the site is under construction. Lastly she asked about a tax abatement for this project, as of this meeting there isn't one.

With no one from the public coming forth to speak, Chairman asks for a motion to close to the public. Mayor Marino made a motion to close to the public, seconded by J. Juliano. All were in favor.

J. Casella asks about the basin on the Harrison side, and concern with the construction of the drainage on it. Mr. Ippolito states that they are working with the DEP on that.

J. Juliano asks for the length of time this use has been permitted? Chairman and Mayor both confirm that this property has always been zoned as commercial with warehouses. The only change recently is the sewer service install.

C. Grasso asks about the sound study and would have liked to have it before to know what the impact could be. Mr. Allen states that they are doing this now and would be happy to provide that study to the JLUB professionals when completed. Concerns are expressed regarding not the ambient noise from the TP but the intermediate noise that could cause complaints by the residents.

With no more questions, Chairman asks for a motion for this application.

B. Rushton makes a motion to approve the application with the listed variances in exhibit A-12, and including any and all others mentioned in earlier testimony. There were 3 Conditions of Approval, 1. Working with the JLUB professionals on a visual barrier to the project at the residential border, 2. The traffic light enhancements need to be completed prior to a CO on the first building, 3. Meet the DEP sound requirements for noise. Motion was seconded by J. Juliano.

Roll Call as follows:

**S. Barbagallo – Yes, J. Casella – Yes, C. Grasso – Yes, Chief Jaramillo – Yes, J. Juliano – Yes, Mayor Marino – Yes, Dept. Mayor N. Matthias - Yes, B. Rushton – Yes, Chairman Maugeri –Yes**

With nothing else on the Agenda, Chairman Maugeri asks for a motion to adjourn. J. Casella makes the motion, seconded by C. Grasso. All were in favor.

The JLUB meeting adjourned at approximately 10:31 PM.

Respectfully Submitted,

Shannon Kilpatrick  
Joint Land Use Secretary

***Minutes not verbatim, audio recording on file***

**WH Development, LLC**  
**Application for Preliminary Major Site Plan Approval,**  
**Final Major Site Plan Approval and Bulk Variance Approval**

**Application #2021-09**

Witness List & Exhibit List

Witness List

1. Mike Pembroke / WH Development, LLC
2. Douglas G. Bartels, P.E. / WH Development, LLC
3. Alan J. Ippolito, P.E. / Consulting Engineer Services
4. Michael R. Brown, P.E., PTOE, CME / Consulting Engineer Services
5. Russell Sewekow, L.L.A. / Consulting Engineer Services
6. Scot H. Murdoch, AIA / KSS Architects
7. Lance B. Landgraf, P.P., AICP / L. B. Landgraf & Associates, LLC

Exhibit List

- A-1 Overall Aerial Photograph
- A-2 Overall Aerial Photograph w/ Site Plan Overlay
- A-3 Rendering of Overall Site Plan
- A-4 Rendering of North Tract Site Plan
- A-5 Rendering of South Tract Site Plan
- A-6.a. Landscape Cross Section from Route 322 (North Tract)
- A-6.b. Landscape Cross Section from Route 322 (South Tract)
- A-7.a Highway Improvements Exhibit
- A-7.b Truck Turning Exhibit – North Tract
- A-7.c. Truck Turning Exhibit – South Tract
- A-8.a. Rendered Building Elevation – Building “A” (North Tract)
- A-8.b Rendered Building Elevation – Building “B” (South Tract)
- A-8.c Rendered Entrance Drive – Building “A” (North Tract)
- A-8.d Rendered Route 322 Westbound View – Building “A” (North Tract)
- A-8.e Rendered Route 322 Eastbound View – Buildings “B” & “C” (South Tract)
- A-9.a Building Floor Plan – Building “A” (North Tract)
- A-9.b Building Elevations – Building “A” (North Tract)
- A-9.c Building Floor Plan – Building “C” (South Tract)
- A-9.d Building Elevation – Building “C” (South Tract)
- A-10 Site Identification & Directional Signage

Exhibit A-11

**WH Development, LLC**  
**Application for Preliminary Major Site Plan Approval,**  
**Final Major Site Plan Approval and Bulk Variance Approval**

**Application #2021-09**

Variance List

North Tract

- Section IX.B.G(2) - Rear yard setback
- Section IX.B.G(2) - Semi-trailer trucks setback
- Section IX.B.G(2) - Multi-use pathway along 322
- Section IX.B.G(2) - Front buffer
- Section IX.B.G(2) - Side buffer (to non-residential)

South Tract

- Section IX.B.G(2) - Front yard setback
- Section IX.B.G(2) - One side yard setback
- Section IX.B.G(2) - Parking setback to residential
- Section IX.B.G(2) - Multi use pathway along 322
- Section IX.B.G(2) - Front buffer
- Section IX.B.G(2) - Rear buffer (to residential)
- Section 203-81.B(4)(e) - Lighting at property line

Both North Tract and South Tract

- Section IX.B.G(1) - ~~Written design concept statement~~
- Section IX.B.G(3)(a) - Driveway width
- Section IX.B.G(3)(b) - ~~Screening of loading bays~~
- Section IX.B.G(3)(d) - ~~Off street parking~~
- Section IX.B.G(3)(c) - ~~Porous pavement~~
- Section IX.B.G(6)(d) - ~~Irrigation~~
- Section IX.B.H(1)(a) - ~~Screening mechanical equipment~~
- Section IX.B.H(1)(b) - ~~Façade treatments~~
- Section IX.B.H.(1)(c)[2] - Window area
- Section 203-68.I(3)(a)[1] - Parking islands
- Section 203-68.I(5) - ~~Loading area screening~~
- Section 203-69.G(1) - ~~Compensatory planting~~
- Section 203-71.B - Trash enclosure
- Section 203-81.B(4)(b) - Lighting levels
- Section 203-81.B(15)(c) - Parking space dimensions
- Section 203-151.E(2)(h)[1] - Number of signs
- Section 203-151.E(2)(h)[3] - Signage content



**consulting engineer services**  
Engineers, Planners, and Land Surveyors

Norman K. Rodgers, III, PE, PLS, CME, CPWM  
President

Marie Baaden, PE, CME, Vice President  
Municipal Services

Tony Lecane, Vice President  
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Henry J. Haley, PE, PP, CME  
CEO Emeritus

May 10, 2021

Ms. Shannon Kilpatrick, Secretary  
Township of Woolwich Joint Land Use Board  
120 Village Green Drive  
Woolwich Township, NJ 08085

**RE: Proposed Warehouse Development  
WH Development, LLC  
Preliminary/Final Major Site Plan  
Block 59, Lots 6, 6.01, 6.02, 8 & 10; Block 62, Lots 2 & 3  
Woolwich Township, Gloucester County, NJ  
Response to JLUB Engineer Review Letter**

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Michael C. Dupras, MS  
Alan J. Ippolito, PE, CME  
Lorlanne M. Lawyer, PLS  
Erik R. Littlehales, PE  
Jarod Thomas, PE

Dear Ms. Kilpatrick:

Consulting Engineer Services (CES) is in receipt of the April 23, 2021 review letter prepared by the Woolwich Township Joint Land Use Board ("JLUB") Engineer, Paul D. Breier, P.E., P.P. for the above project. Below is a point-by-point response to Paul's review comments (our response will follow the numbering in Paul's letter):

Technical Review

1. *Access*: No response required.
2. *Bulk Requirements*

Testimony will be provided by the Applicant to the JLUB hearing in support of the variances requested in the site plan application.

3. *Circulation*

- A. *North Site*: No response required.
- B. *South Site*: No response required.

- C. *I recommend that a truck maneuvering plan, or details, be added showing the paths for a WB-67 tractor-trailer both north and south site from Route 322 and accessing the loading docks and trailer storage areas for each building. Also, the plan should show the path for the largest fire truck gaining open access to all four sides of each building.*

A truck turning plan is attached and will be used as one of Applicant's exhibits for presentation to the JLUB at the May 20, 2021 public hearing. Testimony will be provided by the Applicant as required to further address this comment.

645 Berlin-Cross Keys Road, Suite 1, Sicklerville, NJ 08081  
856-228-2200 Fax 856-232-2346 design@ces-1.com www.ces-1.com  
NJ Certificate of Authorization #24GA27957700

- D. I recommend that the access roads be labeled for ease of reference during the review process and also during construction phase. For example: Road "A" East, Road "A" West and Road "C", "D" and "B".*

Applicant will agree that the access roads will be labeled on the site plans as a condition of JLUB site plan approval.

4. *Curbs: No response required.*
5. *Environmental: No response required.*
6. *Fire Official: The County Fire Marshall should review the pertinent plans for this project and comment on the access to and around the buildings, height of building, fire hydrants, fire department connections and any other related issues.*

The plans will be submitted to the Fire Marshall for review as a condition of a JLUB site plan approval.

7. *Fencing: No response required.*
8. *Grading and Drainage: The proposed grading and drainage facilities are generally acceptable. I recommend that the steeper slopes on the berms, basins and cut & fill areas be labeled as 5:1 or similar. The high and low point arrows should be added to the plans along the main access roads and driveways. The plans show the location and size of the roof drain leader and header pipes for each building and connections to the storm sewer pipes.*

Steep slope designations and high/low point arrows will be added to the plans as a condition of site plan approval.

9. *Parking*

A. *No response required.*

- B. *All of the regular spaces are shown as 9' wide by 18' long. However, the Ordinance requires that 50% of the spaces be 10' by 20'. Also, there are many rows of contiguous spaces that do not have a landscaped island as required by the Ordinance. I recommend that all of the regular spaces be made 10' wide for more efficient and safer parking and a few islands be added where required – given that the number of proposed spaces is much greater than the required number based on 1 space per 2,500 s.f. of warehouse space. For example, in the Building B south parking area this change to 10' wide and adding 3 islands would result in 148 spaces. The current number is 171 spaces and the required is 128.*

The amount of proposed parking shown on the plans is based on the applicant's experience with other warehouse projects, 1,385 spaces are provided where 874 spaces are required. The proposed 9' wide parking spaces are considered a "Standard" width given that, unlike a retail/commercial or office use, vehicles are not constantly pulling into or out of a parking space. Once an employee parks, their vehicle stays parked until the end of their work shift. There are also many areas where landscaped islands are provided with less than 20 spaces between islands. The parking layout as shown meets the plans meets the Ordinance requirement when viewed in total.

C. No response required.

10. *Paving: The propose interior roads, access drives and parking areas are to be paved with asphalt section consisting of 2" thick surface course, 4" HMA base course and 6" DGA subbase on a compacted subgrade. The truck parking next to the buildings at the loading docks and the trailer storage spaces will have concrete dolly pads along the length of each row. The pads are 8" thick on a compacted soil base. A construction joint detail for the concrete pads is also provided. Testimony should be provided to verify that the proposed asphalt section is adequate for the weight of the design tractor-trailer and the anticipated frequency and volume of trips for each building and also for the common access roads. I recommend a heavy-duty pavement section with a 2.5" surface course and a 5" base course in these areas.*

The proposed 2"/4"/6" pavement section meets Gloucester County's requirements for Major Collector Roadway Pavement Section, which will be adequate for this project. Testimony will be provided by Applicant during the JLUB hearing with regard to the adequacy the proposed pavement design for the project

11. *Sidewalks and Curb Ramps*

- A. *Sidewalks are provided at the edge of the automobile parking space rows fronting on each building. These walks are Class 'B' concrete 4" thick on 4" thick stone base. They are 6' wide at these locations allowing for some overhang from the parked cars. In other areas along the interior roads the sidewalks are 5' wide. I recommend that the sidewalks at Buildings B and C be increased to 6' wide at the three rows of parking facing the buildings.*

The Applicant will agree that sidewalks will be revised to show 6' from face of curb as may be needed as a condition of JLUB site plan approval.

- B. *The ADA-compliant curb ramps at each crosswalk or end of sidewalk are shown on the Site Plan drawings and details are provided. At the proposed handicap parking areas, the edge of pavement is flush with the depressed curb, creating a continuous ramp. The length of flush curb in front of the handicap spaces at Office C-2, and the other labels, should be shown on Sheet 15.*

The length of flush curb in front of the ADA spaces will be shown on Sheet 15 as a condition of a JLUB site plan approval.

- C. *A proposed easement for a future shared-use path is shown on the North site on Rt. 322 from the NJ Turnpike property to the main entrance to the site. As shown, the path would be constructed over the landscape berms. The tentative location of the path should be shown on the various plans for this portion of the project and any utility, grading, landscaping, or signage conflict be adjusted accordingly.*

The proposed future path, if required, can be constructed within the widened right-of way of Route 322.

- D. *On the south side of Rt.322 the plans show a continuous path from the bridge over the Turnpike to the entrance road to the South Site and from the east side of the intersection to the end of the project's frontage. The path is a combination of 6' wide concrete sidewalk for 400 feet east of the bridge, then an 8' wide asphalt path of 1,50 feet to the intersection and another 885*



*feet to the eastern project limit. The internal sidewalk for the South Site connects to the path on the east side of the intersection. A crosswalk over Rt. 322 connects to the internal sidewalk for the North Site. The western portion of the sidewalk and path is situated in the right-of-way of Rt. 322. The eastern portion of the path is partially in the R.O.W. and on the project site. An easement may be required.*

A pedestrian/sidewalk easement will be provided, if required, as a condition of a JLUB site plan approval.

12. *Sight Triangles: The proposed sight triangles are shown at the intersection of the two exit lanes with Rt. 322 for the North Site. The triangles for the South Site should also be shown. It appears that the proposed landscape buffer plantings along both side of Rt. 322/CR 536 are out of the clear area. The lines should be sown on the landscape plans to verify.*

The sight triangles will be shown on the South Site at the intersection and on the landscape plans, both North and South Sites, to verify clear area as a condition of a JLUB site plan approval.

### 13. Signs

- A. *Proposed Stop signs and stop bars are shown throughout the project in the driveways, aisles and parking lots. Handicap parking signs mounted on breakaway posts are shown at each of the respective spaces. "No Trucks Allowed" signs (TB-156) are shown at entrance points to the automobile parking areas and at other locations on the interior roads that are restricted to only automobiles. Various other traffic control signs and pavement markings are placed throughout the overall site to direct both trucks and automobiles to the future tenants' loading and parking areas, and also to direct all traffic to the intersection at Rt. 322. Any "Fire Department Connection" and "Fire Lane" sign locations should be shown on the site plans.*

Fire Department Connection and Fire Lane signs will be provided as may be required as a condition of a JLUB site plan approval.

- B. No response required.

14. *Solid Waste: Sets of trash dumpsters and compactors are proposed for each building. Buildings A and B will have 4 sets, one at each corner of the loading docks and next to the ramp into the building. Building D will have a set at the northeast corner and at the southeast corner. Building C will have a set at the NE corner and at the NW corner. Testimony should be provided regarding the size of the dumpsters and compactors, pick-up schedule, and any provision for collection of material for recycling.*

The size of proposed dumpsters and compactors are not known at this time and are dependent on the tenant occupying the building and the tenants needs with respect to the amount of refuse and recyclable materials a particular tenant may generate.

### 15. Stormwater Management

- A. *The project's storm sewer system and infiltration/detention basins are designed to comply with the NJDEP Stormwater Management regulations (NJAC 7:8) and the State soil erosion control standards. The report indicates that the SWM design adequately addresses the standards for peak flow attenuation, volume reduction, site stability, nonstructural strategies to reduce the*

*impact of the development to the site's water resources, and the Low Impact Development Checklist. Testimony should be provided regarding the project's compliance the new "Green Infrastructure" requirements.*

Per NJDEP regulations, a complete application was submitted and accepted by Woolwich Township prior to the March 2, 2021 deadline for implementation for "Green Infrastructure" requirements. Additionally, the Stormwater Management design is subject to review by NJDEP for various permits that are required for the project. NJDEP has accepted the permit application as technically complete and is reviewing the Stormwater Management design under the regulations in effect prior to March 2, 2021. Therefore, the project is not subject to the "Green Infrastructure" requirements.

B. No response required.

C. *I recommend that each aboveground basin have an access point from a paved surface to allow for maintenance equipment to reach the side slopes and bottom area. The access area should be approximately 10' wide with a maximum slope of 10:1, consisting of DGA or similar material to support the equipment.*

An 8-foot wide DGA access to each aboveground basin will be provided as a condition of a JLUB site plan approval.

D. *Easements should be created for each basin area to allow Township officials entry in order to conduct routine evaluations of the SWM facilities.*

Basin access easements will be provided as a condition of a JLUB site plan approval.

E. *Testimony should be provided to summarize the design of the overall SWM system, compliance with the applicable regulations, and the impacts to adjacent properties.*

The Stormwater Management Report provides a detailed description of the overall stormwater system. CES has also provided additional details to the Board Engineer. Testimony provided by Applicant during the JLUB hearing will include a brief description of the Stormwater Management system.

F. *A Basin Maintenance Manual should be submitted for review prior to final approval.*

A Basin Maintenance Manual will be provided for review as a condition of a JLUB site plan approval.

## 16. Traffic

A. No response required.

B. *Testimony should be provided to summarize the existing conditions on Rt. 322 and the adjacent connecting road in the traffic study area, the future "build" and "no build" traffic conditions, the design of the new intersection, the progression (synchronized) analysis, and the final expected levels of service at the new intersection and the various nearby intersections along Rt. 322 from Kings Highway to Tomlin Station Road.*

Testimony by the Applicant will be provided during the JLUB hearing as requested.

#### 17. Utilities

- A. *Water: At Building A the plans show a proposed 12" CLDIP water main extending around the building with stubs extending out to service the various fire hydrants. At the southwest corner, the 12" main is shown extending into the building to connect to a fire pump. Any fire department connection should be shown and labeled. The main also connects to a proposed 300,000 gallon fire water tank located across from the loading docks at the SW corner. At the NE corner of the building the water main also extends inside to a backflow preventer. Also, as shown on Sheet 24, there are a proposed 4" domestic water service and a proposed 12" fire service line extending from a proposed 12" water main in Tomlin Station Road into the building at the NE corner. A meter vault is proposed for the 2 services lines on the subject property. Testimony should be provided regarding the authorization for and availability of water from this connection, to include sufficient pressure at the proposed building. Copies of all approvals for the off-site water main should be submitted to the Board. A copy of any hydrant testing for flow and pressure should be submitted. Testimony should be provided to explain the purpose of the fire water tank and the 12" water main loop in conjunction with the 12" fire service line from Tomlin Station Road.*

The purpose of the on-site fire water tank(s) is to meet the 20-minute Fire Insurance company requirement for fire suppression. Fire pumps will be designed to provide adequate fire suppression for the building use and construction. Testimony will be provided by the Applicant during the JLUB hearing as requested. Copies of approvals from NJ American Water Company will be provided when received.

*For the South Site, a new 16" CLDIP water main to connect to an existing main in Pancoast Road, extend to Rt. 322, under the road in a casing pipe, and under the Turnpike in a casing pipe to the northwest corner of the site. The 16" water main then extends to the Rt. 322 right-of-way near the Turnpike bridge and continues east along the project frontage to a point 140 feet from the South Site access drive where a cap and blow-off will terminate the line.*

*Building D also has a 12" water main loop that connects to a second fire water tank located across the parking lot at the SW corner and connects to a fire pump inside the SE corner of the building. The easterly leg of this loop is an 8" main located in the west truck drive aisle of Building B. From the proposed 16" main a 2" domestic water service connects to the building and the 12" fire service line connects to the 12" loop.*

*The fire water main for Building B extends from the D loop with a 12" main around the south and east side to another 12" Tee. These Tees are connected with an 8" main. The 12" loop main connects to a proposed fire pump in the NE corner of the building. Connections from the 16" water main are shown at the NW corner of Building B. The fire service line connects to the 12" loop and the 4" domestic service connects to the Office B-1.*

*For Building C, a 12" main extends from each of the 12" tees near Building B and continues to the east. One main runs in the southerly access drive in the parking lot, the other in the truck access drive on the north side. These mains connect on the east side to form the loop. The connection to the fire pump is at the NW corner of the building. A 2" domestic service from the 16" main also connects in this location. The 12" fire service from the 16" main connects to the loop in the access drive to the north of the building corner.*

*The location of proposed gate valves on the 4" – 16" water mains should be shown on the utility plans as may be required by DEP, NFPA and water company regulations, and per county and local codes.*

Valves will be shown as required by AQUA New Jersey during their review of the application submitted for water main extension.

- B. *Sanitary Sewer: The utility plans for Building A show a proposed sanitary pipe layout inside the building, extending out on the east side and connecting to a proposed sanitary sewer manhole. From this point the sanitary sewer continues to a manhole in the main access drive of the North Site and then extends under Rt. 322 in a steel casing pipe to a manhole in the South Site access drive.*

*At Building D, the sanitary sewer lateral extends from the east wall to a manhole adjacent to the trailer parking spaces. The sewer main extends north to the main access road and east to Building B. The main then extends to the east through the north parking lot of Building B to a manhole (#7) in the access road to Building C. The sewer from the North Site connects at this manhole. The sewer main then runs south along the access road to a manhole #10 near the entrance to the parking lot for Building C.*

*The sanitary sewer lateral for Building B exists the building at the middle of the east wall and connects to a short sanitary sewer line that connects to manhole #10. The line then continues to a manhole (#11) near the SW corner of Building C. The sanitary sewer lateral for Building C exists on the south wall and connects to a sanitary sewer line that runs west to manhole #11. At this manhole all of the sewage from the project (North Site and South Site) is piped into a proposed pump station located across from the SW corner of Building C.*

*The discharge from the pump station is pumped through a 4" force main that extends along the access road west of Building C to the access road for Buildings B and D. Here the main continues along this road to the west of Building D to the location where the 16" water main crosses under the Turnpike. The 4" force main is also installed through a casing pipe under the Turnpike and under Rt. 322 to the end of Pancoast Road. From this point the force main is installed via open cut to an existing sanitary manhole approximately 1,100 feet northwest on Pancoast Road.*

*Testimony should be provided regarding the authorization for this connection, including sufficient capacity in the existing downstream piping and any pump stations, and at the receiving treatment facility. Copies of all approvals for the proposed sanitary sewer extension should be submitted to the Board.*

CES and the Applicant have had preliminary meetings with all stakeholders including Woolwich Township, Harrison Township and AQUA New Jersey regarding the proposed sewer improvements for this project. An application for review/approval of the proposed improvements has been submitted to AQUA New Jersey and Woolwich Township. Copies of approvals will be submitted to the JLUB upon receipt as a condition of a JLUB site plan approval for this application.

18. Wetlands: No response required.

19. *Miscellaneous: I recommend the following changes or additions on the overall plan.*

Except as noted below for specific comments, the plans will be revised to address the recommendations/changes below. Plan revisions will be coordinated with the Board engineer as may be required.

- A. *Sheet 3 – Add the proposed road names/labels on the overall plan.*
- B. *Sheets 4 & 5 – Show the road names. Show the outline and label of the basins.*
- C. *Sheet 9 – Show the sand area in Basin C.*
- D. *Sheet 12 – The label for the Tenant sign next to Office D-1 should be revised to “D-1”. The R1-1 sign across from Basin H should be a TB-156. Add the 65’ dimension of the truck drive on the eastside of Building D.*
- E. *Sheet 13 – Add the dimension (40’) of the drive entrance to the west of Office B-1. Change the sidewalk at the north side of Building B to 6’ wide. The Tenant Directional Sign near the main entrance should include “C-2”. The next three Directional Signs along the road passing Building B should have the “D-2” revised to “B-2”.*
- F. *Sheet 14 – Clarify the 106.01’ dimension at the property line northwest of Office B-2. Remove the “R1-1” text near the west corner of B-2. Add a TB-156 sign at the south end of the truck loading areas on both sides of Building B.*
- G. *Sheet 15 – Label the asphalt pathway. Widen the sidewalk along the parking area for Building c to 6 feet. Add the various handicap parking labels at Office C-2. Remove the WB-67 truck outline at the NE corner of the building. A detail of the truck left-turn movement from the main access road to the loading area for Building C should be added. Should the 30’ wide 2-lane area be widened?. If the 20’ wide exit lane is one-way, I recommend adding two “Do Not Enter” signs on the north side of the stop bar.*

CES does not believe that the 30’ wide, 2 lane area needs to be widened because the proposed island at this location is striped, the occurrence of a conflict between a truck leaving the loading dock area to make a left turn and a truck making a right turn into the loading dock area will be relatively rare and the truck drivers will yield to each other as necessary. Furthermore, the slight delay resulting from this yielding will not impact traffic along Route 322.

- H. *Sheet 16 – Show the sand area in Basin C. Show the sanitary line to the south and east of Office A-1 and in the main access road (as shown on Sheets 19-22).*

The sand area in basin C will be shown on the plans.

Regarding the sanitary sewer, the purpose of Sheet 16 is to show grading scheme for the site. To that end, CES typically shows the location of proposed drainage structures to confirm that such structures are located at low points in the grading scheme. CES believes that showing the proposed sanitary sewer on the grading plan does not provide any additional useful information for evaluating the proposed grading scheme.

- I. *Sheet 17 – Do not show the sanitary line in the building (as per other plans).*

- J. *Sheet 18 – Show the sanitary sewer lateral with labels and the sanitary sewer line passing Office A-1. Show the location of the embankment core.*

Regarding the sanitary sewer, the purpose of Sheet 16 is to show grading scheme for the site. To that end, CES typically shows the location of proposed drainage structures to confirm that such structures are located at low points in the grading scheme. CES believes that showing the proposed sanitary sewer on the grading plan does not provide any additional useful information for evaluating the proposed grading scheme.

The embankment core for Basin D, as approved by NJDEP Bureau of Dam Safety, will be shown on the plan.

- K. *Sheet 19 – Show the sanitary sewer lateral from Building D. Do not show the label for A/R MH #3. Revise the water main label at the Turnpike to 16" and add reference to Sheet 54 in the note for the utility marker. Clarify the "See notes" in Basin H.*

Regarding the sanitary sewer, the purpose of Sheet 16 is to show grading scheme for the site. To that end, CES typically shows the location of proposed drainage structures to confirm that such structures are located at low points in the grading scheme. CES believes that showing the proposed sanitary sewer on the grading plan does not provide any additional useful information for evaluating the proposed grading scheme.

The label for A/R Manhole #3 will be removed.

The proposed utility crossings under the NJ Turnpike will be removed as they are not pertinent to the site grading.

The "See Notes" in Basin H will be removed.

- L. *Sheet 20 – Show the sanitary sewer lateral from Building B. Do not show the labels for A/R MH # 2 and #3. Adjust the labels for San MH #14 and #15. Address the text conflicts in C-1. Verify the grate elevation of OFS M with the profile and detail.*

Regarding the sanitary sewer, the purpose of Sheet 16 is to show grading scheme for the site. To that end, CES typically shows the location of proposed drainage structures to confirm that such structures are located at low points in the grading scheme. CES believes that showing the proposed sanitary sewer on the grading plan does not provide any additional useful information for evaluating the proposed grading scheme and the sanitary sewer lines will be removed from the plan.

The label for A/R Manhole #3 will be removed.

Text conflicts will be addressed as needed.

The grate elevation of OFS M will be coordinated as required.

- M. *Sheet 22 – Add a label for the Static WSE in the irrigation pond. Show the core wall locations. Shift the "Retaining Wall" text in wetlands B./*
- N. *Sheet 23 – Show the locations of the blue reflective pavement markers (RPMs) in the travel lane at each fire hydrant.*

- O. *Sheet 24 – Show the RPMs. Revise the label of the 8" GV on the north side of the Building to 12". The meter vault on the new water and fire service lines should be relocated to adjacent to the access road at the NE corner of Building A so that it can be easily accessed by a maintenance vehicle and crew and also be in a more secure area.*

The blue RPM's will be shown at proposed fire hydrants per Township ordinance.

With all due respect, the proposed water system and meter vault are the jurisdiction of NJ American Water Company and the plans have been submitted to NJ American Water Company for review/approval. Your review comments will be taken under advisement during consultations with NJ American Water Company and the plans will be revised as may be needed in consultation with NJ American Water Company.

- P. *Sheet – 25 – Add RPMs.*

- Q. *Sheet 26 – Add FF elevation and the RPMs. Is a backflow preventer required for the 2" w.s. connection? The tee at the 12" fire service connection to the 12" loop should be a 12"X12". Relocate the meter vault ('D') from the landscape berm and the State R.O.W. to the grass area at the NE corner of Basin H. Add the leader line at MH 12.*

The finish floor elevation for Building D will be provided and the blue RPM's will be shown at the fire hydrants per Township ordinance.

With all due respect, the proposed water system and meter vaults are the jurisdiction of AQUA New Jersey and the plans have been submitted to AQUA New Jersey for review/approval. The need for backflow preventers, location of proposed meter vaults and other issues will be coordinated with AQUA New Jersey. Your review comments will be taken under advisement during consultations with AQUA New Jersey and the plans revised as may be needed in consultation with AQUA New Jersey.

- R. *Sheet 27 – Add RPMs. Revise the Tee on the north side of B-1 to 12"X12". Move the meter vault 'B' to the grass area just north of this Tee. Move meter vault 'C' to the flat grass are on the north side of the access road. Remove the text for the 88 contour near inlet G44. Clarify the pipe material of the sanitary sewer from MH16 to MH17. Several pipe clearances are less than 6 inches. The engineer should evaluate changing various pipe slopes and inverts, including matching inverts in some structures, in order to gain greater clearance at all such crossings.*

The blue RPM's will be shown at proposed fire hydrants per Township ordinance.

There is no "88" contour at inlet G44 on the plan.

With all due respect, the proposed water and sanitary sewer system are the jurisdiction of AQUA New Jersey and the plans have submitted to AQUA New Jersey for review/approval. Your review comments will be taken under advisement during consultations with AQUA New Jersey and the plans revised as may be needed in consultation with AQUA New Jersey.

- S. *Sheet 28 – Add RPMs. Fix text in General Construction Note 15.*

- T. *Sheet 29 – Add RPMs. Fix the Tee to 12"X12" near the NW corner of Building C. on the south side of the building. The fire hydrant near MH20 is on a roof drain leader and close to a door.*

*The hydrant should be shifted 10' or so. The INV OUT at OFS G should be 60.83.*

- U. *Sheet 30 – Show the clearance dimension between the casings. On Pancoast Road view indicate the area to be repaved after the pipes are installed.*

With all due respect, the utility crossing under the NJ Turnpike and Route 322 are the jurisdiction of the NJ Turnpike Authority (NJTA) and NJ Department of Transportation (NJDOT), respectively. Plans for these crossings have been submitted to each entity for review/approval and the plans will be revised as may be needed in consultation with the entity having jurisdiction.

The area of pavement restoration at the utility crossing on Route 322 is the jurisdiction of NJDOT. Plans for this crossing have been submitted to NJDOT for review/approval and the plans will be revised as may be needed in consultation with NJDOT.

- V. *Sheets 31 thru 37 – Show the monument signs by the main entrances and the other Tenant/Directional signs. Shift the landscaping as required.*
- W. *Sheet 33 – The light poles behind the curb along the edge of the trailer parking spaces near Basin D should be shifted back so that the trailers do not hit the poles during parking operations. One QW tree should be shifted away from a light pole past the NE end of trailer parking area.*
- X. *Sheet 44 – Verify the location of the light pole at the western corner of Basin G.*
- Y. *Sheet 49 – On SS-SAN A at Station 0+25 the 30" HDPE pipe is labeled as RCP on Sheet 27. For MH7 to MH6 the pipe is labeled PVC. However, two 48" pipes have minimal clearance over the pipe. Consider increasing the clearance and changing the 8" pipe to DIP. On SS-SAN B, the pipe slopes between MHs 13, 14 & 15 are shown as 0.41 and 0.28. The plan (Sheet 26) shows 0.35. The inverts should be revised on the profile and Sheet 26. At 5+60 show the crossing pipe. On Sheet 26 it is labeled as 36"; on Sheet 52 the clearance is shown as 0.8'. Near 10+00 show the water service and fire service lines coming from the meter vault. At 15+30 there is only 0.37' of clearance above the 48" HDPE. The elevation at MH7 should be revised to match those on the SAN A profile.*

SS-SAN A at station 0+25, the 30" HDPE pipe is labeled as HDPE on Sheet 27.

With all due respect, the proposed sanitary sewer system is the jurisdiction of AQUA New Jersey and the plans have been submitted to AQUA New Jersey for review/approval. Your review comments will be taken under advisement during consultations with AQUA New Jersey and the plans revised as may be needed in consultation with AQUA New Jersey.

- Z. *Sheet 50 – The two crossing pipes near 1+00 of the force main profile should be labeled as 30". On STMG1 at 27+10 show the 8" PVC below the 48" HDPE. Change the 8" to DIP.*
- AA. *Sheet 51 – On STMG2, the INV OUT should be 72.09. Show the 8" PVC pipe at 11+70 and 17+20. Adjust the label of INL G49. On STMG7 show the 8" PVC crossing pipe at 8+65. The clearance above the 8" pipe is shown as 0.22 ft. Check if the 48" pipe can be raised (match inverts at G49?). On STMG8, G9 & G11, show the crossing pipes. On G9 add the dimension to the 8" PVC; delete (or move) the 5.3' dimension. On G11, the 4" force main has*



*only 0.6' clearance below the 15" HDPE pipe. The force main profile should be adjusted in this location to provide a minimum clearance of 18". On STMG15, at OFS M, the GR elevation is 83.64 on the plans. Check if the 48" HDPE pipe can be lowered 6" to increase the clearance under the 8" PVC (or change to 42" pipe).*

BB. *Sheet 52 – On STMH2, clarify the type of pipe from H13 to H15 (on the plan also). Near H17 the clearance is shown as 0.8'; on Sheet 49 it is 0.72'.*

CC. *Sheet 53 – On STMW3m at MHW20 the INV OUT should be 61.01.*

DD. *Sheets 54 & 55 – Label the Pancoast Road portions of the profiles.*

EE. *Sheet 59 – At the Concrete Low Flow Channel Detail, dimension the depth of the channel arc.*

FF. *Sheet 62 – At OFS B detail, the RIM ELEV should be 90.29 per Sheet 25. At OFS G detail, the 48" pipe invert should be 60.83 and the bottom of basin should be 67.50.*

GG. *Sheet 63 – At OFS M the RIM ELEV should be 83.64 per the plan. At OFS N the RIM ELEV should be 77.51 per the plan. At the irrigation pond OFS, the top of Basin is labeled 68.00 on Sheet 59.*

HH. *Sheets 66 & 67 – Revise the notes for the Pipeline Crossings and in the Casing & Carrier Pipe Detail to eliminate or change the references Conrail and Kings Highway.*

II. *Sheet 68 – On the Meter Vault details add "Section A-A labels and change the 10" fire service label to 12".*

JJ. *If any easements are required for the off-site utilities or stormwater facilities they should be clearly delineated on the plans. Legal descriptions would also be required.*

KK. *Monumentation – The Road Widening Plans for Rt. 322/CR 536 and for Tomlin Station Road show proposed monuments at ends and corners of the widened R.O.W. or road easement. I recommend that they be shown on the various site drawings to verify there are no conflicts and to show the elevation relative to the proposed grading.*

20. *An engineers estimate of the site improvements should be submitted to the Board for information and the Township Engineer for review and determination of the performance bond and inspection escrow amounts once all plan revisions have been approved.*

Acknowledged.

21. *Outside Agency Approvals: The applicant shall provide copies of all approvals or certifications from any agency or company having jurisdiction over any part of this project to include:*

- (a) New Jersey department of Transportation*
- (b) New Jersey Turnpike*
- (c) New Jersey Department of Environmental Protection (Wetlands GP and FHA IP)*
- (d) New Jersey Department of Environmental Protection (TWA)*
- (e) County of Gloucester (Planning Board and Highway department)*
- (f) Gloucester County Utilities Authority*

- (g) Gloucester County Soil Conservation District*
- (h) Harrison Township Planning Board*
- (i) Logan Township MUA as applicable*
- (j) NJ American Water Company*
- (k) AQUA New Jersey*

The Applicant will agree to provide the JLUB with copies of those above-listed approvals that are applicable to the proposed site plan development as a condition of a JLUB approval of this application.

Please do not hesitate to contact me should you have any questions or require any additional information.

Very truly yours,



Alan J. Ippolito, PE  
Project Manager

Enc.

cc: Douglas Bartels, PE, WH Development, LLC  
Clint Allen, Esq. ✓  
Paul Breier, PE, Federici & Akin  
Ashton Jones, PP, Remington & Vernick Engineers



**consulting engineer services**  
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 Erik R. Littlehales, PE  
 Jarod Thomas, PE

May 10, 2021

Ms. Shannon Kilpatrick, Secretary  
 Township of Woolwich Joint Land Use Board  
 120 Village Green Drive  
 Woolwich Township, NJ 08085

**RE: Proposed Warehouse Development  
 WH Development, LLC  
 Preliminary/Final Major Site Plan  
 Block 59, Lots 6, 6.01, 6.02, 8 & 10; Block 62, Lots 2 & 3  
 Woolwich Township, Gloucester County, NJ  
 Response to JLUB Planner Review Letter**

Dear Ms. Kilpatrick:

Consulting Engineer Services (CES) is in receipt of the April 8, 2021 review letter prepared by the Woolwich Township Joint Land Use Board Planner, Ashton G. Jones, P.P., AICP, CFM for the above project. Below is a point-by-point response to Ashton's review comments (our response will follow the numbering in Ashton's letter):

I. GENERAL INFORMATION

No response required.

II. SUBMISSION INFORMATION

No response required.

III. ZONING REQUIREMENTS

A. Use: Acknowledge proposed use is an allowed use in the zone.

B. Area and Bulk Requirements: Summary acknowledged.

C. Notes:

1. FAR calculations shall be clearly shown on the plans to determine conformance with Township standards.

The ratio is based on total floor area divided by the tract area for those buildings and lots, or portion thereof, located in Woolwich Township, calculated as follows:

North Tract: 157,427 SF (Floor Area) / 748,796 SF (Tract Area) = 0.21

South Tract: 1,086,892 SF (Floor Area) / 3,019,144 SF (Tract Area) = 0.36

645 Berlin-Cross Keys Road, Suite 1, Sicklerville, NJ 08081  
 856-228-2200 Fax 856-232-2346 design@ces-1.com www.ces-1.com  
 NJ Certificate of Authorization #24GA27957700

Applicant will agree, as a condition of the Joint Land Use Board's ("JLUB") approval of this Application, to revise its Site Plans to depict the FAR calculations.

2. *The Parking and Loading setback for Semi-Trailer Trucks (From External Rights of Way) may be reduced from 100 to 75 feet where enhanced landscape screening and berming is utilized to the satisfaction of the Joint Land Use Board.*

Applicant's Site Plans (Sheets 31 through 37) depict enhanced landscaping on 7 foot to 10-foot-high berms that provide excellent screening for the tractor trailer parking and loading areas located near the external rights of way adjacent to the property. Applicant will be prepared to provide the JLUB with testimony during the hearing on this Application to describe and discuss the proposed perimeter landscaped berm screening of tractor trailer parking and loading area. The Applicant will also agree, as a condition of the JLUB's approval of this Application, to work with the JLUB planner to determine where additional, enhanced landscaping will be needed to further screen the tractor trailer loading and parking areas.

3. *Upon demonstration of sufficient site design constraints to the satisfaction of the Joint Land Use Board, the multi-use pathway may be reduced to 8 feet.*

The multi-use path on the south side of Route 322 is 8 feet wide and should be sufficient given that:

- a. The path does not connect to any existing pathway/sidewalk along Route 322 in Harrison Township and pedestrian use will be limited to employees of the proposed warehouse development.
  - b. The pathway/sidewalk ultimately connects to an existing 6-foot-wide sidewalk on the Route 322 Bridge crossing over the NJ Turnpike.
4. *A buffer shall not be required along the municipal boundary shared with Harrison Township for properties held in common ownership.*

Acknowledged.

#### IV. PERFORMANCE STANDARDS

- A. *Streets Per Section IX.B.G(3)(a), no driveway shall exceed 50 feet. The plans indicate a driveway which is 55 feet in width on the north tract and 51 on the south tract. A variance is required.*

Wider driveway width is required to provide sufficient turning movement(s) for tractor-trailers entering and leaving the site at the intersection with US Route 322. Absent the requested wider driveway width, it is anticipated that the tractor trailer turning movements will be restricted due to a narrow driveway. That could result in rear trailer wheels crossing over the driveway curbing and adjacent lawn area. A variance has been requested to allow for the wider driveway width to prevent damage to curbing and lawn areas. Applicant will be prepared to provide testimony to the JLUB in support of the requested variance.

- B. *Parking and Loading 1. Per Section IX.B.G(3)(d) of the Kings Landing Redevelopment Plan, the minimum requirement for off street parking is one space per 1,500 square feet for distribution/warehouse facilities, and one space per 2,500 square feet for warehouses. The parking calculations for this project are as follows:*

	<i>Building Area</i>	<i>Parking Required</i>	<i>Parking Provided</i>
<i>Building A *</i>	<i>933,610 sf</i>	<i>643 spaces</i>	<i>637 spaces</i>
<i>Building B</i>	<i>639,578 sf</i>	<i>427 spaces</i>	<i>346 spaces</i>
<i>Building C *</i>	<i>312,317 sf</i>	<i>209 spaces</i>	<i>156 spaces</i>
<i>Building D</i>	<i>266,890 sf</i>	<i>178 spaces</i>	<i>140 spaces + 106 banked *</i>

*\*Buildings are proposed over municipal boundaries. Parking has been calculated as if they were entirely located within Woolwich Township.*

- a. The application indicates the proposed use of the property as warehouse/distribution; therefore, the distribution/warehouse parking requirement must be met, or a variance requested. Per the table above, if the proposed use is as a distribution/warehousing facility, every building except D would appear to require a variance. Testimony should be provided as to the proposed use, wither distribution or warehouse, and the need for a variance.*

The site data information on Site Plan Sheet 2 clearly denotes the proposed use as Warehouse, not Warehouse/Distribution, which is subject to the parking requirement of 1 space per 2,500 square feet of building space as noted in the parking calculations on Plan Sheet 2. Proposed parking equates to approximately 1 parking space per 1,706 square feet (without the banked parking at Building D) to approximately 1 parking space per 1,575 square feet (with the banked parking at Building D) and is consistent with applicants' operating experience of other warehouse developments. Applicant will be prepared to provide testimony to the JLUB in support of the proposed use being a "Warehouse" as that term is defined in the Commercial Development ("CD") zone portion of the Kings Landing Redevelopment Plan.

- b. As to Building D, the applicant is utilizing banked parking. Per Section IX.B.G(3)(d)[5], testimony and evidence that the parking demands for the proposed use will not require the number of spaces specified should be provided.*

The banked parking is being provided and may be utilized dependent upon the ultimate tenant(s) for Building D and is consistent with Applicant's operating experience of other warehouse developments. Applicant will be prepared to provide testimony to the JLUB, during the hearing on this Application, in connection with demonstrating that the amount of proposed parking depicted on the Site Plans is sufficient to meet anticipated parking demand.

- 2. Per Section IX.B.G(3)(c) of the Redevelopment Plan, porous pavement should be considered to the greatest extent practicable. Testimony should be provided.*

The stormwater management design utilizes subsurface stormwater infiltration facilities on each side of each building. This design provides opportunity for greater stormwater infiltration as compared to the limited quantity of infiltration capacity of porous paving. The overall groundwater infiltration exceeds the requirement of the NJDEP Stormwater regulations. Also, Applicant is concerned with the durability and maintenance requirements associated with porous pavement which are prohibitive.

- 3. Per Section 203-81.B(15)(c), at least 50% of all parking spaces for office and industrial uses shall be 10 ft. x 20 ft, with the remainder being 9 ft. x 18 ft. The plans indicate that all parking stalls are 9 feet by 18 feet. The plans should be revised, or a variance requested.*

The proposed parking is for use by employees of the tenants for the various buildings and 9'X18' are generally found to be acceptable for parking by private vehicles. For that reason, Applicant expects there will be a low parking space turnover rate outside of regular daily shift change periods as compared to a high turn-over shopping center parking lot that would require 10'X 20' parking spaces. Also given the nature of the proposed use, the smaller parking spaces minimize the amount of impervious cover and total increase in stormwater runoff to be managed. Applicant will provide testimony to the JLUB in support of the requested variance to allow for 9'X18' parking spaces.

#### C. Pedestrian Circulation

*Per Section IX.B.G(2), a multi-use pathway 12 feet in width shall be provided along Route 322. The plan allows for the path to be reduced to 8 ft. if sufficient site design constraints exist. The plans indicate a pathway easement along the north side of Route 322, but no pathway has been provided. The plans indicate a pathway with a variable width of 6-8 feet along the south side of Route 322. The plans should be revised, or a variance requested.*

A variance was requested in the application on the grounds that the proposed path ultimately connects to an existing 6-foot-wide sidewalk on the bridge crossing the NJ Turnpike. This sidewalk is a limiting factor with regards to the amount of pedestrian traffic the proposed path can accommodate. In addition, the proposed 8-foot-wide path allows for a larger area to accommodate the enhanced landscaped berms at the perimeter of the site. Notwithstanding the proposed 8' width of the pathway, Applicant will be prepared to provide testimony to the JLUB concerning the adequacy of the pedestrian circulation being provided.

#### D. Planting Design

- 1. Per Section IX.B.G(3)(b) of the Redevelopment Plan, no loading bays or semi-trailer truck parking shall be visible from Route 322 and from adjacent residential uses or zones. Loading bays shall be screened from public view through use of screen walls, fences, vegetation, berms, other landscape treatment, or a combination thereof. Proposed screening along the east side of the property adjacent to Building B does not appear to be substantial. Testimony should be provided, plans revised, or a variance requested.*

Applicant will agree, as a condition of the JLUB's approval of the Application, to work with the JLUB Planner in connection with revising the Site Plans, at the referenced area, to provide a screen planting of a greater evergreen composition, as needed, in conjunction with the existing preserved wooded area which is also provided.

- 2. Per Section IX.B.G(6)(d) of the Redevelopment Plan, buffer areas shall utilize underground irrigation systems. Plans should be revised, or a variance requested.*

As a condition of the JLUB's approval of the Application, Applicant will agree that the Site Plans will be revised to indicate the utilization of underground irrigation systems at buffer areas.

- 3. Per Section IX.B.F(4), generous landscape buffers should be provided. Additional landscaping is required along all southern tract parcel boundaries. Plans should be revised, or a variance requested.*

The landscape buffers were designed based on Woolwich Township Ordinance Section 203-69, with some modification to better suit the scale and context of the site. As a condition of the JLUB's approval of the Application, Applicant will agree that the plans will be revised, as needed, to better screen areas of priority, such as boundaries adjacent to a residential use, as mentioned in RVE comment D.1. Our office will coordinate with the township planner to identify and revise areas of concern.

4. *Per Sections 177-6 203-68.G(1), compensatory planting is required for existing trees within the tree protection zone. The plans should be revised to indicate compensatory plantings, or a variance requested. Compensatory plantings should be shaded to clearly identify those trees.*
5. *Per Section 177-6, a tree preservation plan should be provided and should illustrate trees to be removed and proposed compensatory plantings.*

As a condition of the JLUB's approval of this Application, Applicant will agree that a tree preservation plan will be prepared in accordance with the referenced section, and compensatory plantings will be illustrated on the landscape plan.

6. *Per Section 203-68.I(3)(a)[1], one planting island, a minimum of nine feet wide by 18 feet long, spaced not more than 180 feet apart, or every 20 parking stalls shall be provided. The plans indicate more than 20 parking spaces without a parking lot island adjacent to Building A, B, C, D. A variance has been requested. It appears that there are several large islands with little planting where such landscaping could be installed. Appropriate justification should be provided for the variance.*

Most of the landscaped islands throughout the development are extensively planted and appropriate variances have been requested and justification for same has been provided in the application materials (See attached list of variances). Our office will work with the township professionals to reallocate proposed plantings as needed. The increased spacing of planted islands will allow for greater pedestrian and driver visibility for safety purposes at the office entrance to each building. The increased planted island distance will also allow for better parking area lighting near each building entrance. Applicant will be prepared to present testimony to the JLUB during the hearing on this Application in support of the requested variance.

7. *Per Section 203-68.I(5), loading areas shall be screened. Additional landscaping should be provided, or a variance requested.*

As a condition of the JLUB's approval of this Application, Applicant will agree to work with the JLUB professionals to identify and revise specific areas in need of further screening at loading areas.

8. *It appears that different hatch patterns are proposed for the same seed mixtures. The same hatch pattern should be consistently used throughout for clarity.*

The specification of multiple seed mixes is intentional in response to varying soil conditions as to be determined in the field. Their conditional use, at the discretion and responsibility of the contractor, is acknowledged under the Meadow Seeding Notes, on Sheet 45.

9. *Meadow Mix 183 is a native detention basin seed mixture, yet it is proposed along the slopes of berms. Our office recommends that a dry tolerant seed mixture should be specified for uplands locations.*

The specified seed mixture at the referenced area will be revised.

*10. A landscape maintenance plan should be provided for the meadow areas and should include seeding, mowing and weeding schedules and information.*

The plans will be revised to include a landscape maintenance plan for the meadow areas.

*11. The applicant proposes many trees that are to be installed at large sizes. Our office questions whether the applicant will be able to find good quality plants at that size. Testimony should be provided.*

The Applicant has prior experience with size specifications of proposed trees as shown on the plans. Testimony will be provided during the JLUB hearing on this Application in support of the proposed planting size specifications.

*12. Our office recommends that the Emerald Sentinel cultivar of Eastern Redcedar should be specified to ensure a uniform look.*

Applicant will agree as a condition of the JLUB's approval of the Application that the plans will be revised to indicate a selected cultivar of Eastern Red Cedar.

~~*13. The plant schedule has an overabundance of Maple and Juniper species. Additional native tree species (such as Hornbeam, Basswood or American Elm) should be provided to reduce the potential of plant pests and diseases.*~~

Applicant will agree as a condition of the JLUB's approval of the Application that the plans will be revised to include a more diverse native palette of tree species.

*14. Due to the problems associated with following plant material, alternative species should be specified:*

- Scarlet Oak and Pin Oak – bacterial leaf scorch*
- White Pine – White Pine weevil*
- Sugar Maple – lack of heat tolerance*

Applicant will agree as a condition of the JLUB's approval of the Application that the plans will be revised to specify alternative species in lieu of select species.

#### E. Lighting

*1. Per the Redevelopment Plan, which references Section 203-81.B(4)(a), illumination for all parking facilities shall be provided during nighttime operating hours. Direct illumination shall be shielded from streets and adjoining properties, and adequate provision shall be made to shield residential uses from the glare of motor vehicles. Testimony should be provided.*

Direct illumination is shielded from adjacent properties and roadways. Illumination levels at the tract boundaries are generally well below the maximum of 0.25 footcandles allowed under the Ordinance. The extensive berming and landscaping at the perimeter of projects provides sufficient shielding of motor vehicle headlight glare from impacting adjacent residential properties. Testimony will be



provided by the Applicant's professionals to the JLUB with regard to the proposed site lighting during the hearing on this Application.

- 2. Per the Redevelopment Plan, which references Section 203-81.B(4)(b), the minimum lighting in any portion of the parking lot shall not be less than 0.25 footcandles. The plans indicate locations within the parking lot of Building A, Building B, Building C, and Building D which are less than 0.25 footcandles. The plans should be revised, or a variance requested.*

The areas with less than 0.25 footcandles are very small, isolated areas and the layout of lighting fixtures can be adjusted to comply with the 0.25 footcandle requirement. Applicant will agree as a condition of the JLUB's approval of the Application to revise the Site Plans to address this comment.

- 3. Per the Redevelopment Plan, which references Section 203-81.B(4)(e), a maximum of 0.25 footcandles is permitted at any property and/or right-of-way line. Buildings C and D contain lighting levels at the property line which are greater than 0.25 footcandles. The plans should be revised, or a variance requested.*

At Building C, the condition noted is adjacent to a drainage swale running along the eastern boundary of the tract which is heavily wooded and does not adversely impact the adjacent commercial property. At Building D, the condition noted occurs at the northwest corner of the tract, adjacent to the NJ Turnpike and Route 322 rights-of-way and the higher light levels at the property boundary will not adversely impact motorists due to the significant offsets from the travel lanes. Light shields will be provided to reduce the light levels to 0.25 footcandles at the property line. Applicant requests a variance if needed and will prepared to present testimony to the JLUB in support of the same.

- 4. Per the Redevelopment Plan, which references Section 203-81.B(4)(f), lighting levels should be reduced after hours. Testimony should be provided.*

Consistent with Ordinance Section 203-81(4)(f), the proposed lighting plan should take into consideration the hours of operation of the proposed use. The lights should be designed so that they can be reduced or turned off when they are not necessary. As condition of the JLUB's approval of the Application, the Applicant will agree to reduce the site lighting levels after working hours for the building parking areas unless the building tenant is running a 24-hour operation.

- 5. An additional light fixture appears to be warranted at the Route 322 entrance for Building B. If lighting exists in these areas, the location of those fixtures and their lighting levels should be provided.*

As a condition of the JLUB approval of the Application, additional lighting at the Route 322 entrance for Building B will be provided as needed.

- 6. It appears a portion of the Isogrid is missing from Sheet 41 east of Basin H.*

The Isogrid will be added to Sheet 41 as needed.

F. Trash Enclosure (Solid Waste Management)

1. *Per Section 203-71.A, all trash enclosures shall be located so as to be hidden from passing motorists. Testimony should be provided that the proposed trash enclosures will not be seen from adjacent roadways.*

All proposed refuse/recycling collection containers are located in the loading dock area of the buildings. Given their location and the proposed extensive perimeter berming and landscaping for the project, these collection facilities will not be visible from adjacent roadways or to the general public. Applicant will be prepared to provide testimony concerning the possible location of the proposed collection containers during the JLUB hearing on this Application.

2. *Per Section 203-71.B, all trash disposal units shall be enclosed by a decorative fence or masonry wall a minimum height of six feet with either welded steel panel or solid wooden gates. It does not appear that the proposed trash dumpsters will be screened or enclosed. Plans should be revised, or a variance requested.*

All proposed refuse/recycling collection containers are located in the loading dock area of the buildings. Given their location and the proposed extensive perimeter berming and landscaping for the project, these collection facilities will not be visible from adjacent roadways or to the general public. The sealed, self-enclosed design of the collection containers is intended to prevent the occurrence of visible and wind-blown refuse typically associated with standard trash dumpsters. Therefore, providing an enclosure is not warranted. Applicant hereby requests a variance if required from providing refuse area enclosures.

G. Signage

1. *Per Section 203-151, a comprehensive sign plan shall be provided which has a consistent sign design theme throughout the sector. The color of letters and backgrounds shall be carefully considered in relation to the color of the materials of the building(s) and where the signs are proposed to be located. Materials and colors of proposed signage shall be provided.*

As a condition of the JLUB's approval of the Application, Applicant will agree that the sign details pertaining to color, and materials will be revised accordingly and submitted for review as part of the site plan conformance review submission.

2. *Per Section 203-151.E(2)(h)[1], major identification of freestanding office buildings shall be limited to one building mounted sign and one ground mounted sign. The plans contain various ground mounted signs, including site identification signage and directional signage throughout the site to indicate points of egress and parking. A variance is required as each building contains two freestanding signs.*

Applicant requests a variance to allow two (2) ground mounted signs identifying building tenant(s) because the proposed buildings are anticipated to be multi-tenant and the additional signs will aid traffic circulating through the site to identify each building tenant.

3. *Per Section 203-151.E(2)(h)[2], building-mounted signage shall either be internally illuminated reverse channel, internally illuminated channel letters, or signs with external sources of illumination. Testimony should be provided if the buildings are to contain building mounted signs.*

Applicant will be prepared to provide testimony to the JLUB with respect to building mounted signs.

4. *Per Section 203-151.E(2)(h)[3], the ground-mounted signs shall be limited to 100 square feet and shall not exceed a height of eight feet, excluding the sign base. Sign text is limited to name and logo. Illumination, if desired, can be external or internal. The proposed site identification signs comply with the dimension requirements of this section, but the signs contain tenant information as well as address information. The plans should be revised, or a variance requested.*

The Applicant is requesting variance relief to provide tenant name and address. The proposed monument signs are intended to provide way-finding assistance to motorists navigating the site. Based on the size of the project, the number of different buildings, the lack of façade signs and extensive on-site landscaping, the monument signs must depict both the tenant names and addresses so as to promote safe, efficient motorist wayfinding. Applicant will be prepared to provide testimony to the JLUB in support of the requested variance.

5. *The applicant should address the requirements of Section 203-151.J, Sign Illumination. Testimony should be provided.*

The ground mounted signs will be internally illuminated.

#### H. Blocks and Lots

1. *Per Section IX.B.G(2) of the Redevelopment Plan, the following bulk variances are requested for Building A. Testimony should be provided.*

	<i>Required</i>	<i>Proposed</i>
<i>Principal Building - Rear Yard</i>	<i>100 ft.</i>	<i>0 ft.</i>
<i>Parking setback - Semi-trailer (from NJ Turnpike)</i>	<i>100 ft.</i>	<i>84.4 ft.</i>
<i>Buffer - front yard</i>	<i>75 ft.</i>	<i>41.4 ft.</i>
	<i>Required</i>	<i>Proposed</i>
<i>Buffer - side (non-residential)</i>	<i>50 ft.</i>	<i>43.02 ft.</i>
<i>Buffer - rear (non-residential)</i>	<i>50 ft.</i>	<i>0 ft.</i>

Testimony will be provided to the JLUB in support of the requested variances. Justification for the requested variances is as follows:

1. Section IX. B. G. (2) Building Setback – Rear Yard: 100 feet required; 0 feet proposed. Project includes contiguous lands in Harrison Township. Building straddles municipal boundary with Harrison Township. Consistent with the New Jersey Municipal Land Use Law (“MLUL”), the building setbacks apply to exterior outbound property boundaries and not to municipal boundaries that cross over the property.
2. Section IX. B. G. (3) (f) [2] Setback for Parking of Semi-Trailer Truck from External Right-of-Way: 100 feet required; 84.64 feet proposed. Semi-trailer storage area adjacent to New Jersey Turnpike (a limited access highway). Proposed landscape buffering along Turnpike will be sufficient to mitigate visual impact based on vehicle speeds on Turnpike.

3. Section IX. B. G. (2) Pedestrian Buffer – Front adjacent to Non-Residential Zone: 75 feet required; 41.4 feet proposed. Project is adjacent to New Jersey Turnpike (a limited access highway). Reduced buffer depth will be sufficient based on vehicle speeds on Turnpike.
  4. Section IX. B. G. (2) Pedestrian Buffer – Side adjacent to Non-Residential Zone: 50 feet required; 40.32 feet proposed. Project is adjacent to maintenance yard for New Jersey Turnpike. Deviation is minor and proposed landscaping will provide an adequate buffer.
  5. Section IX. B. G. (2) Pedestrian Buffer – Rear adjacent to Non-Residential Zone: 50 feet required; 0 feet proposed. Project includes contiguous lands in Harrison Township. Building and parking straddle municipal boundary with Harrison Township. Consistent with the MLUL, the buffer requirement does not apply to the municipal boundary crossing over the property.
2. *Per Section IX.B.G(2) of the Redevelopment Plan, the following bulk variances are requested for the South Tract. Testimony should be provided.*

	<i>Required</i>	<i>Proposed</i>	<i>Notes</i>
<i>Principal Building- Rear Yard</i>	<i>100 ft.</i>	<i>77.35 ft. (Building D)</i>	
<i>Principal Building – Side Yard</i>	<i>100 ft.</i>	<i>0 ft. (Building C)</i>	
<i>Parking Setback – from Commercial/Residential</i>	<i>75 ft.</i>	<i>51.45 ft. (Building B and D)</i>	<i>Enhanced landscaping not provided</i>
<i>Buffer – Front Yard (NJTP/3220)</i>	<i>75 ft.</i>	<i>37.63/42 ft. (Building B and D)</i>	<i>Enhanced landscaping not provided</i>
<i>Buffer – Rear (Residential)</i>	<i>75 ft.</i>	<i>51 ft. (Building B)</i>	<i>Enhanced landscaping not provided</i>

Testimony will be provided to the JLUB in support of the requested variances. Justification for the requested variances is as follows:

1. Section IX. B. G. (2) Building Setback – Front Yard: 100 feet required; 77.35 feet proposed. Project is adjacent to New Jersey Turnpike (a limited access highway). Reduced yard depth will be sufficient based on:
  - a. Turnpike is depressed relative to the property and,
  - b. Vehicle speeds on Turnpike.
2. Section IX. B. G. (2) Building Setback – Side Yard: 100 feet required; 0 feet proposed. Project includes contiguous lands in Harrison Township. Building straddles municipal boundary with Harrison Township. Consistent with the MLUL, the building setback applies only to exterior property lines and not to a municipal boundary crossing over the property.
3. Section IX. B. G. (3) (f) [3] Parking and Loading Setback adjacent to Lot Lines shared with Residential and Commercial Use: 75 feet required; 51.45 feet proposed. Project is adjacent to an

existing racetrack and the existing landscape buffer along the property line contiguous with Block 59, Lot 3 will not be disturbed.

4. Section IX. B. G. (2) Pedestrian Buffer Front: 75 feet required; 42 feet provided. Area is located adjacent of the right-of-way for US Route 322. The width of the right-of-way at this location puts the right-of-way line approximately 90 feet from the edge of the proposed road widening associated with the project. When coupled with the 42-foot width of the proposed buffer, the purpose and intent of the 75-foot buffer requirement is satisfied.
5. Section IX. B. G. (2) Pedestrian Buffer – Front adjacent to Non-Residential Zone: 75 feet required; 37.63 feet proposed. Project is adjacent to New Jersey Turnpike (a limited access highway). Reduced buffer depth will be sufficient based on vehicle speeds on Turnpike.
6. Section IX. B. G. (2) Pedestrian Buffer – Rear adjacent to Residential Zone: 75 feet required; 51 feet proposed. Project is adjacent to an existing racetrack and the existing landscape buffer along the property line contiguous with Block 59, Lot 3 will not be disturbed.
3. *Lots should be consolidated. The applicant must obtain the correct block and lot numbers from the Tax Assessor. Written verification must be received by this office prior to final review and signature of the deeds and/or plats.*

Applicant will agree that the lots for each tract will be consolidated as a condition of Site Plan approval. Deeds of Consolidation, along with their respective metes and bounds descriptions, will be provided for review and approval by the JLUB professionals.

#### I. Fences

*Per Section 203-169, all fences and walls shall be designed as integrated parts of the overall architectural and site design. All materials shall be durable and finished in textures and colors complementary to the overall architectural design. A detail should be provided of the proposed retaining wall adjacent to Buildings C and D to determine compliance.*

As a condition of JLUB approval of the Application, construction details will be provided and submitted for review as part of the site plan conformance review submission. Applicant will be prepared to provide testimony to the JLUB regarding the proposed materials and construction of the proposed retaining wall.

#### J. Environmental Impacts

1. *The Environmental Impact Report did not identify any adverse environmental condition that would impact the development and impacts on the environment resulting from the development appear to be typical of what is expected from this type of development.*

Acknowledged. No response required.

2. *The report should address the presence or absence of pesticides or other agricultural chemicals that may be present in the soils.*

Applicant will agree as a condition of the Joint Land Use Board (JLUB) approval of this application to provide test results with respect to the absence/presence of pesticides or other agricultural chemicals.

3. *Wetlands have been identified on site. A Letter of Interpretation from New Jersey Department of Environmental Protection confirming the absence or presence of wetlands and transition areas should be provided prior to final approval.*

See attached Letter of Interpretation from NJDEP, dated September 11, 2020.

#### K. Site Safety

*The applicant and owner are reminded that site safety is their responsibility. The plan should note that "The owner, or his representative, is to designate an individual responsible for construction site safety during the course of site improvements pursuant to N.J.A.C. 5:23-2.21 (e) of the N.J. Uniform Construction Code and CFR 1926.32 (f) (OSHA Competent Person)".*

See Note 14 on Site Plan Sheet 2 for the appropriate note that addresses this comment.

#### L. Miscellaneous

1. *Per Section IX.B.H(1)(a), with the exception of materials related to rooftop solar or a vegetated green roof, all rooftop equipment shall be screened from view. A note should be added to the plans, or a variance requested.*

As a condition of the JLUB approval of the Application, rooftop equipment screen will be provided and noted on the Site Plan. Applicant will be prepared to provide testimony to the JLUB, during the hearing on this Application, regarding the proposed screening of roof top equipment.

2. *Per Section IX.B.H(1)(b), blank facades or walls exceeding 100 feet in length shall not be permitted. Testimony should be provided regarding the use of decorative patterns on exterior finished, metal, or synthetic paneling, fenestration, horizontal banding, and vegetated "green" walls or espaliers, or a combination thereof.*

Testimony will be provided by the Applicant during the JLUB hearing on the Application with regard to the proposed building exterior finishes and fenestration.

3. *Per Section IX.B.H(1)(c)[2], the minimum area of window opening on facades of office spaces and employee entrances shall be 40%. Testimony should be provided, and the plans should be revised, or a variance requested.*

Applicant will be prepared to provide testimony to the JLUB with respect to the amount of window opening(s) on facades of office spaces and employee entrances.

4. *Per Section IX.B.G(1), developers shall submit with their application for development, a written design concept statement that supports the reasoning behind the proposed design and site plan and explains how and why the project design is consistent with the intent of the CD Zone.*

The intent of the Commercial Development (CD) Zone is to allow "...sales and services necessary to sustain the regional community with commercial, office and light industrial locations..." and "Recognizing significant changes currently underway in the retail economy resulting from internet-

based eCommerce, and the logistics framework necessary to support this growing industry, which includes warehousing...within proximity to major highways...” and “...to provide locations for sales and service necessary to sustain the regional community with uses that are auto-dependent, that are single- and multi-use buildings and that may or may not be on individual lots.

The proposed site development plan meets the design intent of the CD Zone by:

- a. Providing an allowable use, warehousing, which is situated along a major highway, Route 322, in accordance with the goals of the Kings Landing Redevelopment Plan.
- b. The proximity of the site to the NJ Turnpike, Interchange 2, helps to minimize the amount of truck traffic that may potentially use the local roadway network.
- c. The site plan has been designed to substantially conform with the bulk and design requirements of the CD Zone.
- d. Significant landscaping of the project site and the architectural design of the buildings provides an enhanced and pleasing public views cape from the adjacent public roadways

5. *The applicant should provide testimony regarding conformance with Affordable Housing requirements.*

Applicant will comply with the MLUL Statewide Non-residential Development Fee Act (N.J.S.A. 40:55D-8.1) and Affordable Housing Development Fee for Non-Residential Development in accordance with Ordinance Section 203-92.

## V. SUMMARY OF VARIANCES AND WAIVERS

List of Variances and waivers is acknowledged and have been applied for as appropriate. Written justification (see attached) was provided in the application package. Testimony will be provided by the Applicant and its professionals during the JLUB hearing on this Application in support of each requested variance.

## VI. OUTSIDE AGENCY APPROVALS

*This plan may be subject to the review and approval of the following outside agencies, if not already received. Evidence of these approvals must be submitted to the Township and this office prior to the final signature of plans:*

1. *Gloucester County Planning Board. Acknowledged.*
2. *Gloucester County Soil Conservation District. Acknowledged.*
3. *Harrison Township. Acknowledged.*
4. *New Jersey Department of Environmental Protection. Acknowledged.*
5. *New Jersey Department of Transportation. Acknowledged.*
6. *Any others as may be necessary. Acknowledged.*

Please do not hesitate to contact me should you have any questions or require any additional information.

Very truly yours,



Alan J. Ippolito, PE  
Project Manager

Enc.

cc: Douglas Bartels, PE, WH Development, LLC  
Clint Allen, Esq. ✓  
Ashton Jones, PP, Remington & Vernick Engineers  
Paul Breier, PE, Federici & Akin





## State of New Jersey

PHILIP D. MURPHY  
Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION

CATHERINE R. McCABE  
Commissioner

SHEILA Y. OLIVER  
Lt. Governor

Division of Land Resource Protection  
Mail Code 501-02A  
P.O. Box 420  
Trenton, New Jersey 08625-0420  
[www.nj.gov/dep/landuse](http://www.nj.gov/dep/landuse)

September 11, 2020

Edward Russo  
Russo Acquisitions, LLC  
570 Commerce Boulevard  
Carlstadt, New Jersey 07072

RE: Freshwater Wetlands Letter of Interpretation: Line Verification  
File No.: 0800-19-0002.1 - Activity Number: FWW190001  
Applicant: *Russo Acquisitions, LLC*  
Block / Lot: **59 / 10** - Woolwich Twp., Gloucester Co.  
Block / Lot: **46 / 2** - Harrison Twp., Gloucester Co.

Dear Mr. Russo:

This letter is in response to your request for a Letter of Interpretation to have Division of Land Use Regulation (Division) staff verify the boundary of the freshwater wetlands and/or State open waters on the referenced property.

In accordance with agreements between the State of New Jersey Department of Environmental Protection, the U.S. Army Corps of Engineers Philadelphia and New York Districts, and the U.S. Environmental Protection Agency, the NJDEP, the Division is the lead agency for establishing the extent of State and Federally regulated wetlands and waters. The USEPA and/or USACE retain the right to reevaluate and modify the jurisdictional determination at any time should the information prove to be incomplete or inaccurate.

Based upon the information submitted, and upon a site inspection conducted by Division staff on August 25<sup>th</sup>, 2020, the Division has determined that the wetlands and waters boundary line(s) as shown on the plan map entitled: "PLAN OF WETLANDS RUSSO TRACT, BLOCK 59, LOT 10, WOOLWICH TOWNSHIP, GLOUCESTER COUNTY, NJ BLOCK 46, LOT 2, HARRISON TOWNSHIP, GLOUCESTER COUNTY, NJ", consisting of one (1) sheet, dated October 24<sup>th</sup>, 2019, last revised September 9<sup>th</sup>, 2020, and prepared by Consulting Engineer Services (Adam R. Grant, P.L.S.), is accurate as shown.

*The freshwater wetlands and waters boundary line(s), as determined in this letter, must be shown on any future site development plans. The line(s) should be labeled with the above file number and the following note:*

***"Freshwater Wetlands/Waters Boundary Line as verified by NJDEP"***

**Wetlands Resource Value Classification (“RVC”)**

In addition, the Division has determined that the resource value and the standard transition area or buffer required adjacent to the delineated wetlands are as follows:

- **State open waters:** A1 -thru- A24 [0-ft. buffer]
- **Intermediate transition areas:** TB1D -thru- TB13, TC1 -thru- TC9 [50-ft. wetland buffer]
- **Intermediate:** All remaining freshwater wetland *points* and *line segments* [50-ft. wetland buffer]

RVC may affect requirements for wetland and/or transition area permitting. This classification may affect the requirements for an Individual Wetlands Permit (see N.J.A.C. 7:7A-9 and 10), the types of Statewide General Permits available for the property (see N.J.A.C. 7:7A-5 and 7) and any modification available through a transition area waiver (see N.J.A.C. 7:7A-8). Please refer to the Freshwater Wetlands Protection Act (N.J.S.A. 13:9B-1 et seq.) and implementing rules for additional information.

Wetlands resource value classification is based on the best information available to the Department. The classification is subject to reevaluation at any time if additional or updated information is made available, including, but not limited to, information supplied by the applicant.

**General Information**

Pursuant to the Freshwater Wetlands Protection Act Rules, you are entitled to rely upon this jurisdictional determination for a period of five years from the date of this letter unless it is determined that the letter is based on inaccurate or incomplete information. Should additional information be disclosed or discovered, the Division reserves the right to void the original letter of interpretation and issue a revised letter of interpretation.

Regulated activities proposed within a wetland, wetland transition area or water area, as defined by N.J.A.C. 7:7A-2.2 and 2.3 of the Freshwater Wetlands Protection Act rules, require a permit from this office unless specifically exempted at N.J.A.C. 7:7A-2.4. The approved plan and supporting jurisdictional limit information are now part of the Division's public records.

This letter in no way legalizes any fill which may have been placed, or other regulated activities which may have occurred on-site. This determination of jurisdiction extent or presence does not make a finding that wetlands or water areas are “isolated” or part of a surface water tributary system unless specifically called out in this letter as such. Furthermore, obtaining this determination does not affect your responsibility to obtain any local, State, or Federal permits which may be required.

*Please be advised that any surface water features onsite or adjacent to the site may possess flood hazard areas and/or riparian zones and development within these areas may be subject to the Flood Hazard Area Control Act rules at N.J.A.C. 7:13. The Division can verify the extent of flood hazard areas and/or riparian zones through a flood hazard area verification under the application procedures set forth at N.J.A.C. 7:13-5.1.*

**Recording**

Within 90 calendar days of the date of this letter, the applicant shall submit the following information to the clerk of each county in which the site is located, and shall send proof to the Division that this information is recorded on the deed of each lot referenced in the letter of interpretation:

1. The Department file number for the letter of interpretation;

2. The approval and expiration date of the letter of interpretation;
3. A metes and bounds description of the wetland boundary approved under the letter of interpretation;
4. The width and location of any transition area approved under the letter of interpretation; and
5. The following statement: “The State of New Jersey has determined that all or a portion of this lot lies in a freshwater wetland and/or transition area. Certain activities in wetlands and transition areas are regulated by the New Jersey Department of Environmental Protection and some activities may be prohibited on this site or may first require a freshwater wetland permit. Contact the Division of Land Use Regulation at (609) 292-0060 or <http://www.nj.gov/landuse> for more information prior to any construction onsite.”

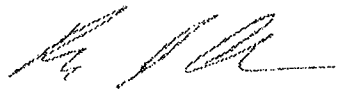
Failure to have this information recorded in the deed of each lot and/or to submit proof of recording to the Division constitutes a violation of the Freshwater Wetlands Protection Act rules and may result in suspension or termination of the letter of interpretation and/or subject the applicant to enforcement action pursuant to N.J.A.C. 7:7A-22.

#### Appeal Process

In accordance with N.J.A.C. 7:7A-21, any person who is aggrieved by this decision may request a hearing within 30 days of the date the decision is published in the DEP Bulletin by writing to: New Jersey Department of Environmental Protection, Office of Legal Affairs, Attention: Adjudicatory Hearing Requests, Mail Code 401-04L, P.O. Box 402, 401 East State Street, 7<sup>th</sup> Floor, Trenton, NJ 08625-0402. This request must include a completed copy of the Administrative Hearing Request Checklist found at [www.state.nj.us/dep/landuse/forms](http://www.state.nj.us/dep/landuse/forms). Hearing requests received after 30 days of publication notice may be denied. The DEP Bulletin is available on the Department's website at [www.state.nj.us/dep/bulletin](http://www.state.nj.us/dep/bulletin). In addition to your hearing request, you may file a request with the Office of Dispute Resolution to engage in alternative dispute resolution. Please see the website [www.nj.gov/dep/odrn](http://www.nj.gov/dep/odrn) for more information on this process.

Please contact Brett Kosowski of our staff by e-mail at [Brett.Kosowski@dep.nj.gov](mailto:Brett.Kosowski@dep.nj.gov) or by phone at (609) 777-0454 should you have any questions regarding this letter. Be sure to indicate the Department's file number in all communication.

Sincerely,



Ryan J. Anderson, Manager  
Division of Land Resource Protection

c: Municipal Clerk & Construction Official  
Agent (original) Michael C. Dupras, 645 Berlin-Cross Keys Rd., Suite 1, Sicklerville, NJ 08081.



State of New Jersey

PHILIP D. MURPHY  
Governor

SHEILA Y. OLIVER  
Lt. Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Division of Land Use Regulation  
Mail Code 501-02A  
P.O. Box 420  
Trenton, New Jersey 08625-0420  
[www.nj.gov/dep/landuse](http://www.nj.gov/dep/landuse)

CATHERINE R. McCABE  
Commissioner

Edward Russo, Manager  
Russo Acquisitions, LLC  
570 Commerce Boulevard  
Carlstadt, New Jersey 07072

MAR 03 2020

RE: Letter of Interpretation: Presence/Absence Determination  
File No.: 0824-19-0005.1  
Activity Number: FWW200001  
Applicant: *Russo Acquisitions, LLC*  
Block(s) / Lot(s): [59 / 6, 6.01, 6.02, and 8]  
Woolwich Twp., Gloucester Co.

Dear Mr. Russo:

This letter is in response to your request for a Letter of Interpretation from the Division of Land Use Regulation indicating the presence or absence of freshwater wetlands and waters on the referenced property.

In accordance with agreements between the State of New Jersey Department of Environmental Protection, the U.S. Army Corps of Engineers Philadelphia and New York Districts, and the U.S. Environmental Protection Agency, the NJDEP, Division of Land Use Regulation is the lead agency for establishing the extent of State and Federally regulated wetlands and waters. The USEPA and/or USACE retains the right to reevaluate and modify the jurisdictional determination at any time should the information prove to be incomplete or inaccurate.

Based upon the information submitted, and upon a site inspection conducted by the staff of the Department on *February 25<sup>th</sup>, 2020*, the Division of Land Use Regulation has determined that **freshwater wetlands and waters are not present** on the referenced property. In addition, the Department has determined that **no part of the above referenced property occurs within a transition area or buffer** as designated in N.J.A.C. 7:7A-3.3(d)1 and 2.

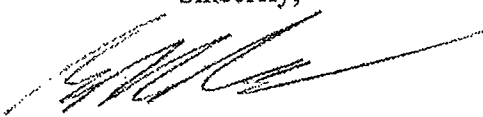
Pursuant to the Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A), you are entitled to rely upon this jurisdictional determination for a period of five years from the date of this letter. This letter in no way legalizes any fill which may have been placed, or other regulated activities which may have been conducted on this site. This determination does not affect your responsibility to obtain any State, Federal, county or municipal permits which may be required.

*The Department has not determined if any off-site features would be regulated under the Flood Hazard Area Control Act Rules (FHACAR), N.J.A.C. 7:13, which could extend jurisdiction on the subject property. In order to determine if the proposed project is regulated by the FHACAR, the applicant may submit an Applicability Determination in accordance with N.J.A.C. 7:13-2.5.*

In accordance with N.J.A.C. 7:7A-21, any person who is aggrieved by this decision may request a hearing within 30 days of the date the decision is published in the DEP Bulletin by writing to: New Jersey Department of Environmental Protection, Office of Legal Affairs, Attention: Adjudicatory Hearing Requests, Mail Code 401-04L, P.O. Box 402, 401 East State Street, 7<sup>th</sup> Floor, Trenton, NJ 08625-0402. This request must include a completed copy of the Administrative Hearing Request Checklist found at [www.state.nj.us/dep/landuse/forms](http://www.state.nj.us/dep/landuse/forms). Hearing requests received after 30 days of publication notice may be denied. The DEP Bulletin is available on the Department's website at [www.state.nj.us/dep/bulletin](http://www.state.nj.us/dep/bulletin). In addition to your hearing request, you may file a request with the Office of Dispute Resolution to engage in alternative dispute resolution. Please see the website [www.nj.gov/dep/odr](http://www.nj.gov/dep/odr) for more information on this process.

Please contact Brett N. Kosowski of our staff by e-mail at [Brett.Kosowski@dep.nj.gov](mailto:Brett.Kosowski@dep.nj.gov) or (609) 777-0454 should you have any questions regarding this letter. Be sure to indicate the Department's file number in all communication.

Sincerely,



Bob Kozachek, Environmental Specialist 3  
Division of Land Use Regulation

c: Township Clerk  
Township Construction Official  
Agent (original) Michael C. Dupras, Consulting Engineer Services, 645 Berlin-Cross Keys Rd., Suite 1, Sicklerville, NJ 08081



## State of New Jersey

PHILIP D. MURPHY  
Governor

SHEILA Y. OLIVER  
Lt. Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Division of Land Resource Protection  
Mail Code 501-02A  
P.O. Box 420  
Trenton, New Jersey 08625-0420  
[www.nj.gov/dep/landuse](http://www.nj.gov/dep/landuse)

CATHERINE R. McCABE  
Commissioner

August 28, 2020

Edward Russo  
Russo Acquisitions, LLC  
570 Commerce Blvd  
Carlstadt, NJ 07072

RE: Letter of Interpretation - **Presence/Absence Determination**  
File No.: 0808-20-0001.1 - Activity Number: FWW200001  
Applicant: *Russo Acquisitions, LLC*  
Block(s) and Lot(s): **49 and 3, 3.01, 4**  
Harrison Twp., Gloucester Co.

Dear Mr. Russo,

This letter is in response to your request for a Letter of Interpretation from the Division of Land Resource Protection indicating the presence or absence of freshwater wetlands and waters on the referenced property.

In accordance with agreements between the State of New Jersey Department of Environmental Protection, the U.S. Army Corps of Engineers Philadelphia and New York Districts, and the U.S. Environmental Protection Agency, the NJDEP, Division of Land Resource Protection is the lead agency for establishing the extent of State and Federally regulated wetlands and waters. The USEPA and/or USACE retains the right to reevaluate and modify the jurisdictional determination at any time should the information prove to be incomplete or inaccurate.

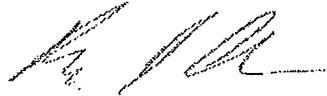
Based upon the information submitted, and upon a site inspection conducted by the staff of the Department on August 20, 2020, the Division of Land Resource Protection has determined that **freshwater wetlands and waters are not present** on the referenced property. In addition, the Department has determined **that no part of the above referenced property occurs within a transition area or buffer** as designated in N.J.A.C. 7:7A-3.3(d)1 and 2.

Pursuant to the Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A), you are entitled to rely upon this jurisdictional determination for a period of five years from the date of this letter. This letter in no way legalizes any fill which may have been placed, or other regulated activities which may have been conducted on this site. This determination does not affect your responsibility to obtain any State, Federal, county or municipal permits which may be required.

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Sincerely,



Ryan J. Anderson, Manager  
Division of Land Resource Protection

c: Township Clerk & Construction Official  
Agent



## State of New Jersey

PHILIP D. MURPHY  
Governor

SHEILA Y. OLIVER  
Lt. Governor

DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Division of Land Use Regulation  
Mail Code 501-02A  
P.O. Box 420  
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[www.nj.gov/dep/landuse](http://www.nj.gov/dep/landuse)

CATHERINE R. McCABE  
Commissioner

Edward Russo, Manager  
Russo Acquisitions, LLC  
570 Commerce Boulevard  
Carlstadt, NJ 08046

April 6, 2020

RE: Letter of Interpretation: Presence/Absence Determination  
File No.: 0800-19-0001.1 Activity Number: FWW190001  
Applicant: *Russo Acquisitions, LLC*

- Block(s) / Lot(s): [62 / 2 & 3]  
Woolwich Twp., Gloucester Co.
- Block(s) / Lot(s): [47 / 1 & 2]  
Harrison Twp., Gloucester Co.

Dear Mr. Russo:

This letter is in response to your request for a Letter of Interpretation from the Division of Land Use Regulation indicating the presence or absence of freshwater wetlands and waters on the referenced property.

In accordance with agreements between the State of New Jersey Department of Environmental Protection, the U.S. Army Corps of Engineers Philadelphia and New York Districts, and the U.S. Environmental Protection Agency, the NJDEP, Division of Land Use Regulation is the lead agency for establishing the extent of State and Federally regulated wetlands and waters. The USEPA and/or USACE retains the right to reevaluate and modify the jurisdictional determination at any time should the information prove to be incomplete or inaccurate.

Based upon the information submitted, and upon a site inspection conducted by the staff of the Department on *March 19<sup>th</sup>, 2020*, the Division of Land Use Regulation has determined that **freshwater wetlands and waters are not present** on the referenced property. In addition, the Department has determined that **no part of the above referenced property occurs within a transition area or buffer** as designated in N.J.A.C. 7:7A-3.3(d)1 and 2.

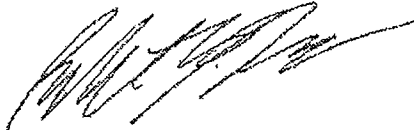


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Sincerely,



Bob Kozachek, Environmental Specialist 3  
Division of Land Use Regulation

c: Township Clerk  
Township Construction Official  
Agent (original) Michael C. Dupras, Consulting Eng., Services, 645 Berlin-Cross Keys Rd., Suite, Sicklerville, NJ 08081



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307 Greentree Road  
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856-589-1400  
Fax 856-582-7976

April 23, 2021  
File# 20304

Woolwich Township Joint Land Use Board  
120 Village Green Drive  
Woolwich, NJ 08085

Attention: Shannon Kilpatrick, Secretary

**Re: Proposed Warehouse Development - Application No. JLUB-2021-09  
WH Development, LLC  
Preliminary & Final Major Site Plan Application  
Block 59, Lots 6, 6.01, 6.02, 8 and 10; Block 62, Lots 2 and 3  
Engineer Review Letter No. 1**

Dear Chairman Maugeri & Members of the Board;

We received the following items for review as part of the application for Major Site Plan Approval to permit construction of four (4) warehouse buildings totaling over 2.1 million square feet and related site improvements on active farm land located on the north and south sides of Mullica Hill - Bridgeport Road (a.k.a. Route 322 & CR 536) and between the NJ Turnpike and Tomlin Station Road (C.R. 607).

- o Letter by Clint Allen, Esq., Applicant's Attorney 2/09/2021
- o Joint Land Use Board Application 2/05/2021
- o Submission Checklist 1/25/2021
- o List of Variance Requests
- o List of Submission Checklist Waiver Requests
- o Preliminary & Final Major Site Plan drawings prepared by Consulting Engineer Services  
Sheets 1 through 78 1/08/2021
- o Roadway Improvements Tomlin Station Road (CR 607) by CES 1/08/2021  
Sheets 1 through 7
- o Roadway Improvements Swedesboro Road (US 322 / CR 536) by CES 01/08/2021  
Sheets 1 through 50



- Architectural Elevations, Floor Plans and Roof Plans by KSS Architects  
Sheets 1 through 9
- Grant of Easement to Aqua New Jersey, Inc. for Block 62, Lot 3
- Stormwater Management Report by CES January 2021
- Supplemental Stormwater Subsurface Investigation Summary Letter Report  
prepared by RPM Engineering 3/20/2020
- Supplemental Stormwater Subsurface Investigation Summary Letter Report  
prepared by RPM Engineering 12/24/2020
- Environmental Impact Statement by CES December 2020
- Traffic Impact Study by CES Rev. January 2021
- Plan of Survey by CES 12/10/2020

### Property Location:

The overall subject property is located on the north side of Mullica Hill - Bridgeport Road (U. S. Route 322/CR 536) between the NJ Turnpike and the maintenance yard on the west side and Tomlin Station Road (C.R. 607) and commercial development on the east side (the North Site), and also on the south side of Mullica Hill - Bridgeport Road between the Turnpike to the west and residential, wetlands and commercial development to the east (the South Site). The project encompasses 160.32 acres with 87.25 acres in Woolwich Township and 73.07 acres in Harrison Township. The lots constituting the overall project are primarily active farm land (row crops) with small wooded areas, and 2 houses and outbuildings on the south side of Mullica Hill - Bridgeport Road across from the NJTP maintenance yard. The Woolwich portion of the site is situated in the Commercial Development Zone (Kings Landing Redevelopment Plan). This warehouse development is a permitted use in this zone and overlay.

The section of Mullica Hill - Bridgeport Road in Woolwich Township is designated as Rt. 322 and is under the jurisdiction of the NJDOT; the section in Harrison Township is designated as CR 536 and is under the jurisdiction of Gloucester County.

### Project Description:

The applicant requests preliminary and final approval of a major site plan, with bulk variances and submission waivers as outlined on attachments to the Site Plan application. As indicated in Mr. Allen's letter of February 9, 2021 the applicant is designated as a Conditional Redeveloper for this site.

As shown on the plans this proposed warehouse development includes four warehouse buildings with a total area of 2,182,101 square feet. The North Site includes 17.75 acres of land in Woolwich Township. Building "A", with an area of 963,316 s.f., will be situated here. The South Site includes 69.50 acres in Woolwich. Buildings "B" (639,578 s.f.), "C" (312,317 s.f.) and "D" (266,890 s.f.) will be located in this area of the project. A total of 1,385 passenger vehicle parking spaces will be situated throughout the development. Each building will have loading dock spaces and trailer



storage areas. There will also be a total of eleven onsite interconnected stormwater management basins and an existing irrigation pond. Other site improvements include landscaping, lighting, storm sewer and utility facilities. Route 322/CR 536 will be widened on both sides along the project frontage to include left-turn lanes and a new traffic signal at the access drives to both the North and South sites. Tomlin Station Road will also be improved along a portion of the project frontage (wholly within Harrison Township).

### Technical Review

1. Access. A new access road will be constructed for ingress and egress to the North Site and to the South Site along Route 322. For the North Site Drive the ingress lane is 28' wide with a 60-foot curb radius. The egress lane is 27' wide with a 50' curb radius. At the South Site Drive the ingress lane is 24' wide and the curb radius is 50 feet. The egress lane is 27' wide with a 60-foot curb radius. The intersection will be fully signalized and Rt. 322 widened (83' west side, 78' east side) to provide left-turn only lanes at all four approaches, a thru/right-turn lane at each of the Site egress drives, and two thru lanes and a right-turn only lane on both westbound and eastbound Rt. 322 / CR 536.
2. Bulk Requirements. A table of bulk requirements and values for the North Site and for the South Site are shown on Sheet 2 including where the variances are required. Testimony should be provided to support the request for each variance.
3. Circulation.
  - A. North Site – Building A: The proposed truck parking areas are located along the long sides of the building, the east and west sides. The automobile parking lots are located at the southwest and northwest corners, near the proposed office spaces A-1 and A-2. A two-way 28-foot wide access road is proposed on the north, east and west sides of the building, branching off from the main access road from Rt. 322 at the southeast corner of the building. These roads connect to the truck parking/loading areas and to provide access to the automobile parking area at the northwest corner. The access road on the south side is 28' wide, but one-way out from the SW corner to the main access road. The drive aisles in the automobile parking areas are two-way and 24 feet wide.
  - B. South Site – The main access road from Rt. 322 branches off approximately 340 feet into the site with one road leading directly to Building C and continuing to the south side of Building B. The other road parallels Rt. 322 and extends west to the north side of Building B and continues to the west side of Building D. Additional access roads extend from this road to the truck parking/loading areas that are located along the east side of Building D and the west side of Building B. The truck parking/loading area for Building C is located along its north side. The automobile parking lots are located on the west side of Building B, on the north and south sides of Building D and the south side of Building C – all near the proposed 2 office spaces for each building. The main access roads are



two-way and 30-foot wide. Past Building B the access road reduces to 26' wide and continues through the Building D parking area and along the south side to the SE corner. The access road past Building C narrows to 26' wide near the SE corner of Building B and continues around the south side of the building and parking area, connecting to the truck access drive on the west side. The access drive along the south and east sides of Building C (and through its parking area) is also 26' wide and two-way. The drive aisles in the other automobile parking areas are two-way and 24 feet wide.

- C. I recommend that a truck maneuvering plan, or appropriate details, be added showing the paths for a WB-67 tractor-trailer entering both the north and south site from Route 322 and accessing the loading docks and trailer parking areas for each building. Also, the plan should show the path for the largest fire department truck gaining open access to all four sides of each building.
  - D. I recommend that the access roads be labeled for ease of reference during the review process and also during the construction phase. For example: Road "A" East, Road "A" West, and Road "C", "D" and "B".
4. Curbs. Concrete vertical curb is proposed along the internal access roads and driveways and within the parking areas. The proposed curb is 6"x8"x18" with a 6" face and the concrete is 4,000 psi. The detail is included on the plans. On Rt. 322/CR 536 and on Tomlin Station Road (CR 607) the curb is 8"x9"x16" with a 4" face and is NJDOT Class B concrete.
5. Environmental.
- A. Review of the Environmental Impact Report shows that the report addresses the conditions of the site and potential effects of the proposed development in accordance with Section 163-13 Subtitle X of the Township Ordinance. Following are summarized assessments from the report.
    - 1) Air Quality – Due to the site's location along the two major highway corridors the emissions from the construction activities, the daily vehicular traffic once the project is complete, and the HVAC operations are expected to have a minimal impact to the local air quality.
    - 2) Traffic – The results of the Traffic Impact Study took into account current conditions along Rt. 322 and surrounding intersections, additional known developments in the area, increases in traffic per 2024 build-out volumes, and the traffic generated by this project – along with the extensive roadway improvements and signalized intersection. All movements at the existing intersections and the new access roads are expected to operate at acceptable levels of service during the worst-case AM and PM peak hour periods.
    - 3) Water Quality – Impacts to groundwater are expected to be minimal. All



wastewater will be directed off-site for treatment. The stormwater basins re designed to meet State Water Quality standards.

- 4) Site Hydrology, Wetlands and Flood Hazard Areas – The SWM basins are also designed to meet the standards for recharge to groundwater and water quantity control. The project will require Freshwater Wetlands general permits for wetlands disturbances and Flood Hazard Area individual permit for minor riparian buffer disturbances.
  - 5) Geology and Soil – Impacts to the soil will be limited to the clearing and grading activities necessary for the roadway, utility, buildings and basins construction.
  - 6) Topography and Slope – Impacts are unavoidable for this development. All necessary erosion control measures will be employed.
  - 7) Vegetation – A majority of the project area is cleared fields for agricultural use. There will be clearing of existing trees, however, compensated by the proposed landscaping.
  - 8) Wildlife and Habitat – No threatened or endangered species were identified for this site. Due to the cleared and farming nature of most of the site, its habitat value is considered low. The existing farm irrigation pond is to remain.
  - 9) Noise – Noise will increase significantly above existing levels during the construction phase. Afterwards, the noise levels will reduce to that of the truck traffic and loading/unloading activities.
  - 10) Historic and Archeological Resources – No impacts to NJ or National Register of Historic Places will occur.
  - 11) Public Utilities – The site area is currently serviced by all necessary utilities for the proposed development. Extensions will be installed to the proposed warehouses.
6. Fire Official. The County Fire Marshall should review the pertinent plans for this project and comment on the access to and around the buildings, height of buildings, fire hydrants, fire department connections and any other related issues.
  7. Fencing. Fencing is proposed for the pump station site. The fencing is labeled as 6-foot high black vinyl coated chain link with stranded barbed wire on top. A 12-foot wide slide gate is provided on the west side for access to the station equipment. Details are included on Sheet 69.
  8. Grading & Drainage. The proposed grading and drainage facilities within the site are generally acceptable. I recommend that the steeper side slopes on the berms, basins and



cut & fill areas should be labeled as 5:1 or similar. The high and low point arrows should be added to the plans along the main access roads and driveways. The plans show the location and size of the roof drain leader and header pipes for each building and connections to the storm sewer pipes.

9. Parking.

- A. Sheet 2 shows the Parking Calculations based on the Woolwich Township regulations of 1 space per 2,500 square feet of gross floor area for warehouses. For the North Site and Building A this equates to 386 spaces required. A total of 637 are proposed in the two parking areas. Of these there are 7 handicap spaces in the southwest parking area and 10 in the northwest area. For the South Site the calculations show that 488 spaces are required. A total of 748 spaces are provided in the four parking areas for Buildings B, C and D. Building D has 132 regular spaces and 8 handicap spaces located along its west side, plus 106 spaces "banked" for future construction located to the west of the parking area. Building B has a total of 334 regular spaces and 12 handicap spaces in the two parking areas, north side and south side. There are a total of 148 regular spaces and 8 handicap spaces proposed for Building C in the parking area located along the south side of the building.
- B. All of the regular spaces are shown as 9' wide by 18' long. However, the Ordinance requires that 50% of the spaces be 10' by 20'. Also, there are many rows of contiguous spaces that do not have a landscaped island as required by the Ordinance. I recommend that all of the regular spaces be made 10' wide to provide for more efficient and safer parking, and a few islands be added where required – given that the number of proposed spaces is much greater than the required number based on 1 space per 2,500 s.f. of warehouse space. For example, in the Building B south parking area this change to 10' wide and adding 3 islands would result in 148 spaces. The current number is 171 and the required is 128.
- C. Building A has 176 total loading docks along the east and west sides of the building, with 115 trailer storage spaces across a 65-foot wide drive aisle to the west and 267 trailer storage spaces in 3 rows to the east of the building. Building D has 46 loading docks along the east side of the building and 81 trailer storage spaces across the 65' wide truck access drive. Building B has a total of 185 loading docks on the east and west sides of the building, with 104 trailer spaces to the west across the 65' wide drive. For Building C there are 48 loading docks on the north side of the building and 62 trailer spaces across the 65' wide drive. All spaces at the loading docks are 75' long and the storage spaces are 55' long.

10. Paving. The proposed interior roads, access drives and parking areas are to be paved with an asphalt section consisting of 2" thick HMA surface course, 4" HMA base course, and 6" DGA subbase on a compacted subgrade. The truck parking areas next to the buildings at



the loading docks and the trailer storage spaces will have concrete dolly pads along the length of each row. The pads are 8" thick on a compacted soil base. A construction joint detail for the concrete pads is also provided. Testimony should be provided to verify that the proposed asphalt section is adequate for the weight of the design tractor trailer and the anticipated frequency and volume of trips for each building and also for the common access roads. I recommend a heavy-duty pavement section with a 2.5" surface course and a 5" base course in these areas.

#### 11. Sidewalks and Curb Ramps.

- A. Sidewalks are proposed at the edge of the automobile parking space rows fronting on each building. These walks are Class 'B' concrete, 4" thick on a 4" thick stone base. They are 6' wide at these locations, allowing for some overhang from the parked cars. In other areas along the interior roads the sidewalks are 5' wide. I recommend that the sidewalks at Buildings B and C be increased to 6' wide at the three rows of parking facing the buildings.
- B. The ADA-compliant curb ramps at each crosswalk or end of sidewalk are shown on the Site Plan drawings and details are provided. At the proposed handicap parking areas the edge of pavement is flush with the depressed curb, creating a continuous ramp. The length of the flush curb in front of the handicap spaces at Office C-2, and the other labels, should be shown on Sheet 15.
- C. A proposed easement for a future shared-use path is shown along the frontage of the North Site on Rt. 322 from the NJ Turnpike property to the main entrance to the site. As shown, the path would be constructed over the proposed landscaped berms. The tentative location of the path should be shown on the various plans for this portion of the project and any utility, grading, landscaping, or signage conflicts be adjusted accordingly.
- D. On the south side of Rt. 322 the plans show a continuous path from the bridge over the Turnpike to the entrance road to the South Site and from the east side of the intersection to the end of the project's frontage. The path is a combination 6' wide concrete sidewalk for 400 feet east of the bridge, then an 8' wide asphalt path for 1,050 feet to the intersection and another 885 feet to the eastern project limit. The internal sidewalk for the South Site connects to the path on the east side of the intersection. A crosswalk over Rt. 322 connects to the internal sidewalk for the North Site. The western portion of the sidewalk and path is situated in the right-of-way of Rt. 322. The eastern portion of the path is partially in the R.O.W. and on the project site. An easement may be required.

12. Sight Triangles. The proposed sight triangles are shown at the intersection of the two exit lanes with Rt. 322 for the North Site. The triangles for the South Site should also be shown. It appears that the proposed landscape buffer plantings along both sides of Rt. 322/CR 536





are out of the clear sight area. The lines should be shown on the landscape plans to verify.

### 13. Signs.

- A. Proposed Stop signs and Stop bars are shown throughout the project in the driveways, aisles and parking lots. Handicap parking signs mounted on breakaway posts are shown at each of the respective spaces. "No Trucks Allowed" signs (TB-156) are shown at entrance points to the automobile parking areas and at other locations on the interior roads that are restricted to only automobiles. Various other traffic control signs and pavement markings are placed throughout the overall site to direct both trucks and automobiles to the future tenants' loading and parking areas, and also to direct all traffic back to the intersection at Rt. 322. Any "Fire Department Connection" and "Fire Lane" sign locations should be shown on the site plans.
- B. Site identification signs are shown on the plans. An 8'-4" long by 7' high monument sign is proposed along the Rt. 322 frontage on the east side of the South entrance road, facing both east and west. A second similar sign is proposed along Rt. 322 east of the North entrance road. Details of the signs are shown on Sheet 57.

- ### 14. Solid Waste.
- Sets of trash dumpsters and compactors are proposed for each building. Buildings A and B will have 4 sets, one at each corner at the end of the loading docks and next to the ramp into the building. Building D will have a set at the northeast corner and at the southeast corner. Building C will have a set at the NE corner and at the NW corner. Testimony should be provided regarding the size of the dumpsters and compactors, pick-up schedule, and any provision for collection of material for recycling.

### 15. Stormwater Management.

- A. The project's storm sewer system and infiltration/detention basins are designed to comply with the NJDEP Stormwater Management regulations (N.J.A.C. 7:8) and the State soil erosion control standards. The report indicates that the SWM design adequately addresses the standards for peak flow attenuation, volume reduction, groundwater recharge and groundwater mounding, water quality storm infiltration, off-site stability, nonstructural strategies to reduce the impact of the development to the site's water resources, and includes the Low Impact Development Checklist. Testimony should be provided regarding the projects compliance the new "Green Infrastructure" requirements.
- B. Under developed conditions there will be 2 detention/infiltration basins and 2 underground basins in the North Site, and 2 detention/infiltration basins and 4 underground basins plus the existing irrigation pond in the South Site.
- C. I recommend that each aboveground basin have an access point from a paved surface to allow for maintenance equipment to reach the side slopes and bottom area. The access



area should be approximately 10' wide with a maximum slope of 10:1, consisting of DGA or similar material to support the equipment.

- D. Easements should be created for each basin area to allow Township officials entry in order to conduct any routine evaluation of the SWM facilities.
- E. Testimony should be provided to summarize the design of the overall SWM system, compliance with the applicable regulations, and the impacts to adjacent properties.
- F. A Basin Maintenance Manual should be submitted for review prior to final approval.

#### 16. Traffic.

- A. The submitted Traffic Impact Study appears to be generally satisfactory and conforms to federal, NJDOT, and industry standards. For the "Build-Out" scenario the future traffic volumes were projected out to 2024 when this project is expected to be complete and fully occupied.
- B. Testimony should be provided to summarize the existing conditions on Rt. 322 and the adjacent connecting road in the traffic study area, the future "build" and "no build" traffic conditions, the design of the new intersection, the progression (synchronizing) analysis, and the final expected levels of service at the new intersection and the various nearby intersections along Rt. 322 from Kings highway to Tomlin Station Road.

#### 17. Utilities.

- A. Water: At Building A the plans show a proposed 12" CLDIP water main extending around the building with stubs extending out to service the various fire hydrants. At the southwest corner the 12" main is shown extending into the building to connect to a fire pump. Any fire department connection should be shown and labeled. The main also connects to a proposed 300,000 gallon fire water tank located across from the loading docks at the SW corner. At the NE corner of the building the water main also extends inside to a backflow preventer. Also, as shown on Sheet 24, there are a proposed 4" domestic water service and a proposed 12" fire service line extending from a proposed 12" water main in Tomlin Station Road into the building at the NE corner. A meter vault is proposed for the 2 services lines on the subject property. Testimony should be provided regarding the authorization for and availability of water from this connection, to include sufficient pressure at the proposed building. Copies of all approvals for the off-site water main should be submitted to the Board. A copy of any hydrant testing for flow and pressure should also be submitted. Testimony should also be provided to explain the purpose of the fire water tank and the 12" water main loop in conjunction with the 12" fire service line from Tomlin Station Road.

For the South Site, a new 16" CLDIP water main is proposed to connect to an existing



main in Pancoast Road, extend to Rt. 322, under the road in a casing pipe, and under the Turnpike in a casing pipe to the northwest corner of the site. The 16" water main then extends to the Rt. 322 right-of-way near the Turnpike bridge and continues east along the project frontage to a point 140 feet from the South Site access drive where a cap and blow off will terminate the line.

Building D also has a 12" water main loop that connects to a second fire water tank located across the parking lot at the SW corner and connects to a fire pump inside the SE corner of the building. The easterly leg of this loop is an 8" main located in the west truck drive aisle of Building B. From the proposed 16" main a 2" domestic water service and a 12" fire service both extend to the NE corner of the building. The 2" service connects to the building and the 12" fire service line connects to the 12" loop.

The fire water main for Building B extends from the D loop with a 12" main around the north side to a 12" Tee past the NE corner and another 12" main around the south and east side to another 12" Tee. These Tees are connected with an 8" main. The 12" loop main connects to a proposed fire pump in the NE corner of the building. Connections from the 16" water main are shown at the NW corner of Building B. The fire service line connects to the 12" loop and the 4" domestic service connects to Office B-1.

For Building C, a 12" main extends from each of the 12" tees near Building B and continues to the east. One main runs in the southerly access drive in the parking lot, the other in the truck access drive on the north side. These mains connect on the east side to form the loop. The connection to the fire pump is at the NW corner of the building. A 2" domestic service from the 16" main also connects in this location. The 12" fire service from the 16" main connects to the loop in the access drive to the north of the building corner.

The location of proposed gate valves on the 4" – 16" water mains should be shown on the utility plans as may be required by DEP, NFPA and water company regulations, and per county and local codes.

- B. Sanitary Sewer: The utility plans for Building A show a proposed sanitary pipe layout inside the building, extending out on the east side and connecting to a proposed sanitary sewer manhole. From this point the sanitary sewer continues to a manhole in the main access drive of the North Site and then extends under Rt. 322 in a steel casing pipe to a manhole in the South Site access drive.

At Building D the sanitary sewer lateral extends from the east wall to a manhole adjacent to the trailer parking spaces. The sewer main extends north to the main access road and east toward Building B. The main then extends to the east through the north parking lot of Building B to a manhole (#7) in the access road to Building C. The sewer from the North Site connects at this manhole. The sewer main then runs south along the access road to manhole #10 near the entrance to the parking lot for Building C.



The sanitary sewer lateral for Building B exits the building at the middle of the east wall and connects to a short sanitary sewer line that connects to manhole #10. The line then continues to a manhole (#11) near the SW corner of Building C. The sanitary sewer lateral for Building C exits on the south wall and connects to a sanitary sewer line that runs west to manhole #11. At this manhole all of the sewage from the project (North and South sites) is piped into a proposed pump station located across from the SW corner of Building C.

The discharge from the pump station is pumped through a 4" force main that extends along the access road west of Building C to the access road for Buildings B and D. Here the main continues along this road to the west of Building D to the location where the 16" water main crosses under the Turnpike. The 4" force main is also installed through a casing pipe under the Turnpike and under Rt. 322 to the end of Pancoast Road. From this point the force main is installed via open-cut to an existing sanitary manhole approximately 1,100 feet northwest on Pancoast Road.

Testimony should be provided regarding the authorization for this connection, including sufficient capacity in the existing downstream piping and any pump stations, and at the receiving treatment facility. Copies of all approvals for the proposed sanitary sewer extension should be submitted to the Board.

18. Wetlands. Note 10 on Sheet 2 states that the freshwater wetlands lines were verified by NJDEP with an LOI-Line Verification letter dated 9/11/2020. Copies of various wetlands permits are included in the Environmental Impact Report.
19. Miscellaneous. I recommend the following changes or additions to the plans.
  - A. Sheet 3 – Add the proposed road names/labels on the overall plan.
  - B. Sheets 4 & 5 – Show the road names. Show the outline and label of the basins.
  - C. Sheet 9 – Show the sand area in Basin C.
  - D. Sheet 12 – The label for the Tenant sign next to Office D-1 should be revised to "D-1". The R1-1 sign across from Basin H should be a TB-156. Add the 65' dimension of the truck drive on the east side of Building D.
  - E. Sheet 13 – Add the dimension (40') of the drive entrance to the west of Office B-1. Change the sidewalk at the north side of Building B to 6' wide. The Tenant Directional Sign near the main entrance should include "C-2". The next three Directional Signs along the road passing Building C should have the "D-2" revised to "B-2".
  - F. Sheet 14 – Clarify the 106.01' dimension at the property line northwest of Office B-2. Remove the "R1-1" text near the west corner of B-2. Add a TB-156 sign at the south end



of the truck loading areas on both sides of Building B.

- G. Sheet 15 – Label the asphalt pathway. Widen the sidewalk along the parking area for Building C to 6 feet. Add the various handicap parking labels at Office C-2. Remove the WB-67 truck outline at the NE corner of the building. A detail of the truck left-turn movement from the main access road to the loading area for Building C should be added. Should the 30' wide 2-lane area be widened? If the 20' wide exit lane is one-way, I recommend adding two "Do Not Enter" signs on the north side of the Stop bar.
- H. Sheet 16 – Show the sand area in Basin C. Show the sanitary line to the south and east of Office A-1 and in the main access road (as shown on Sheets 19-22).
- I. Sheet 17 – Do not show the sanitary sewer line in the building (as per other plans).
- J. Sheet 18 – Show the sanitary sewer lateral with labels and the sanitary sewer line passing Office A-1. Show the location of the embankment core.
- K. Sheet 19 – Show the sanitary sewer lateral from Building D. Do not show the label for A/R MH #3. Revise the water main label at the Turnpike to 16" and add reference to Sheet 54 in the note for the utility marker. Clarify the "See Notes" in Basin H.
- L. Sheet 20 – Show the sanitary sewer lateral from Building B. Do not show the labels for A/R MHs #2 and #3. Adjust the labels for San MHs #14 and #15. Address the text conflicts in C-1. Verify the grate elevation of OFS M with the profile and detail.
- M. Sheet 22 – Add a label for the Static WSE in the Irrigation Pond. Show the core wall locations. Shift the "Retaining Wall" text in wetlands B.
- N. Sheet 23 – Show the location of the blue reflective pavement markers (RPMs) in the travel lane at each fire hydrant.
- O. Sheet 24 – Show the RPMs. Revise the label of the 8" GV on the north side of the building to 12". The meter vault on the new water & fire service lines should be relocated to adjacent to the access road at the NE corner of Building A so that it can be easily accessed by a maintenance vehicle & crew, and also be in a more secure area.
- P. Sheet 25 – Add the RPMs.
- Q. Sheet 26 – Add the FF elevation and the RPMs. Is a backflow preventer required for the 2" w.s. connection? The Tee at the 12" fire service connection to the 12" loop should be a 12"x12". Relocate the meter vault ('D') from the landscape berm and the State R.O.W. to the grass area at the NE corner of Basin H. add the leader line at MH 12.
- R. Sheet 27 – Add the RPMs. Revise the Tee on the north side of B-1 to 12"x12". Move meter vault 'B' to the grass area just north of this Tee. Move meter vault 'C' to the flat



grass area on the north side of the access road. Remove the text for the 88 contour near Inlet G44. Clarify the pipe material of sanitary sewer from MH16 to MH7. Several pipe clearances are less than 6 inches. The engineer should evaluate changing various pipe slopes and inverts, including matching inverts in some structures, in order to gain greater clearance at all such crossings.

- S. Sheet 28 – Add the RPMs. Fix text in General Construction Note 13.
- T. Sheet 29 – Add the RPMs. Fix the Tee to 12"x12" near the NW corner of Building C. on the south side of the building, the fire hydrant near MH20 is on a roof drain leader and close to a door. The hydrant should be shifted 10' or so. The INV OUT at OFS G should be 60.83.
- U. Sheet 30 – Show the clearance dimension between the casings. On the Pancoast Road view indicate the area to be repaved after the pipes are installed.
- V. Sheets 31 thru 37 – Show the monument signs by the main entrances, and the other Tenant/Directional signs. Shift the landscaping as required.
- W. Sheet 33 – The light poles behind the curb along the edge of the trailer parking spaces near Basin D should be shifted back so that the trailers do not hit the poles during parking operations. One QW tree should be shifted away from a light pole past the NE end of the trailer parking area.
- X. Sheet 44 – Verify the location of the light pole at the western corner of Basin G.
- Y. Sheet 49 – On SS-SAN A, at Station 0+25± the 30" HDPE pipe is labeled as RCP on Sheet 27. For MH7 to MH6, the pipe is labeled PVC. However, two 48" pipes have minimal clearance over the pipe. Consider increasing the clearance and changing the 8" pipe to DIP. On SS-SAN B, the pipe slopes between MHs 13, 14 & 15 are shown as 0.41 and 0.28. The plan (Sheet 26) shows 0.35. The inverts at MH14 should be revised on the profile and Sheet 26. At 5+60± show the crossing pipe. On Sheet 26 it is labeled as 36"; on Sheet 52 the clearance is shown as 0.80'. Near 10+00 show the water service and fire service lines coming from the meter vault. At 15+30± there is only 0.37' of clearance above the 48" HDPE. The elevation shown at MH7 should be revised to match those on the SAN A profile.
- Z. Sheet 50 – The two crossing pipes near 1+00 of the force main profile should be labeled as 30". On STMG1 at 27+10± show the 8" PVC below the 48" HDPE. Change the 8" to DIP.
- AA. Sheet 51 – On STMG2, at MHG32, the INV OUT should be 72.09. Show the 8" PVC pipe at 11+70 and 17+20. Adjust the label of INL G49. On STMG7 show the 8" PVC crossing pipe at 8+65±. The clearance above the 8" pipe is shown as 0.22 ft. Check if the 48"



pipe can be raised (match inverts at G49?). On STMG8, G9 & G11 show the crossing pipes. On G9 add the dimension to the 8" PVC; delete (or move) the 5.3' dimension. On G11, the 4" force main has only 0.6' clearance below the 15" HDPE pipe. The force main profile should be adjusted in this location to provide a minimum clearance of 18". On STMG15, at OFS M, the GR elevation is 83.64 on the plans. Check if the 48" HDPE pipe can be lowered 6" to increase the clearance under the 8" PVC (or change to 42" pipe).

BB. Sheet 52 – On STMH2 clarify the type of pipe from H13 to H15 (on the plan also). Near H17 the clearance is shown as 0.80'; on Sheet 49 it is 0.72'.

CC. Sheet 53 – On STMW3, at MHW20 the INV OUT should be 61.01.

DD. Sheets 54 & 55 – Label the Pancoast Road portions of the profiles.

EE. Sheet 59 – At the Concrete Low Flow Channel Detail, dimension the depth of the channel arc.

FF. Sheet 62 – At OFS B detail, the RIM ELEV should be 90.29 per Sheet 25. At OFS G detail, the 48" pipe invert should be 60.83 and the bottom of basin should be 67.50.

GG. Sheet 63 – At OFS M the RIM ELEV should be 83.64 per the plan. At OFS N the RIM ELEV should be 77.51 per the plan. At the Irrigation Pond OFS, the Top of Basin is labeled as 68.00 on Sheet 59.

HH. Sheets 66 & 67 – Revise the notes for the Pipeline Crossings and in the Casing & Carrier Pipe Detail to eliminate or change the references to Conrail and Kings Highway.

II. Sheet 68 – On the Meter Vault details add "Section A-A" labels and change the 10" Fire Service label to 12".

JJ. If any easements are required for the off-site utilities or stormwater facilities they should be clearly delineated on the plans. Legal descriptions would also be required.

KK. Monumentation – The Road Widening Plans for Rt. 322/CR 536 and for Tomlin Station Road show the proposed monuments at ends and corners of the widened R.O.W. or road easement. I recommend that they be shown on the various site drawings to verify there are no conflicts and to show the elevation relative to the proposed grading.

20. An engineer's estimate of the site improvements should be submitted to the Board for information and the Township Engineer for review and determination of the performance bond and inspection escrow amounts once all plan revisions have been approved.

21. Outside Agency Approvals. The applicant shall provide copies of all approvals or certifications from any agency or company having jurisdiction over any part of this project, to include:



- (a) New Jersey Department of Transportation
- (b) New Jersey Turnpike
- (c) New Jersey Department of Environmental Protection (Wetlands GP and FHA IP)
- (d) New Jersey Department of Environmental Protection (TWA)
- (e) County of Gloucester (Planning Board and Highway Dept.)
- (f) Gloucester County Utilities Authority
- (g) Gloucester County Soil Conservation District
- (h) Harrison Township Planning Board
- (i) Logan Twp. MUA as applicable.
- (j) NJ American Water Company
- (k) Aqua New Jersey

### Recommendations

The comments and recommendations above are presented for the Board's review and consideration and for response from the applicant as warranted. If you should have any questions please do not hesitate to contact me.

Very truly yours,

  
Paul D. Breier, P.E., P.P.  
Board Engineer

cc:

Brian Lozuke, Esq. Board Attorney  
Ashton G. Jones, P.P., Board Planner  
Clint B. Allen, Esq., Applicant's Attorney





April 8, 2021

Woolwich Township  
Joint Land Use Board  
Joe Maugeri, Chairman  
120 Village Green Drive  
Woolwich Township, NJ 08085

Attention: Shannon Kilpatrick, Secretary

**Re: Preliminary and Final Major Site Plan w/ Bulk Variance  
WH Development, LLC  
570 Commerce Blvd.  
Carlstadt, NJ 07072  
Block 59, Lots 6, 6.01, 6.02, 8 and 10  
Block 62, Lots 2 and 3  
Application #2021-09  
Our file #08-24-P-124**

Dear Board Members:

We have reviewed the following Preliminary and Final Major Site Plan submission, received February 16, 2021, consisting of the following:

Sheet	Title	Date	Latest Revision Date
1 of 78	Cover Sheet	01/08/2021	---
2 of 78	Site Data Sheet	01/08/2021	---
3 of 78	Overall Plan	01/08/2021	---
4 of 78	Overall Plan/Index Sheet-North Side	01/08/2021	---
5 of 78	Overall Plan/Index Sheet-South Side	01/08/2021	---
6 of 78	Surrounding Features Plan	01/08/2021	---
7 of 78	Existing Conditions/Demolition Plan-North Side	01/08/2021	---
8 of 78	Existing Conditions/Demolition Plan-South Side	01/08/2021	---
9 of 78	Site Plan/North Side-Sheet A	01/08/2021	---
10 of 78	Site Plan/North Side-Sheet B	01/08/2021	---
11 of 78	Site Plan/North Side-Sheet C	01/08/2021	---
12 of 78	Site Plan/South Side-Sheet D	01/08/2021	---
13 of 78	Site Plan/South Side-Sheet E	01/08/2021	---
14 of 78	Site Plan/South Side-Sheet F	01/08/2021	---
15 of 78	Site Plan/South Side-Sheet G	01/08/2021	---
16 of 78	Grading Plan/North Side-Sheet A	01/08/2021	---
17 of 78	Grading Plan/North Side-Sheet B	01/08/2021	---

Sheet	Title	Date	Latest Revision Date
18 of 78	Grading Plan/North Side-Sheet C	01/08/2021	---
19 of 78	Grading Plan/South Side-Sheet D	01/08/2021	---
20 of 78	Grading Plan/South Side-Sheet E	01/08/2021	---
21 of 78	Grading Plan/South Side-Sheet F	01/08/2021	---
22 of 78	Grading Plan/South Side-Sheet G	01/08/2021	---
23 of 78	Drainage & Utility Plan/North Side- Sheet A	01/08/2021	---
24 of 78	Drainage & Utility Plan/North Side- Sheet B	01/08/2021	---
25 of 78	Drainage & Utility Plan/North Side- Sheet C	01/08/2021	---
26 of 78	Drainage & Utility Plan/South Side- Sheet D	01/08/2021	---
27 of 78	Drainage & Utility Plan/South Side- Sheet E	01/08/2021	---
28 of 78	Drainage & Utility Plan/South Side- Sheet F	01/08/2021	---
29 of 78	Drainage & Utility Plan/South Side- Sheet G	01/08/2021	---
30 of 78	Off Site Water and Sewer	01/08/2021	---
31 of 78	Landscaping Plan/North Side-Sheet A	01/08/2021	---
32 of 78	Landscaping Plan/North Side-Sheet B	01/08/2021	---
33 of 78	Landscaping Plan/North Side-Sheet C	01/08/2021	---
34 of 78	Landscaping Plan/South Side-Sheet D	01/08/2021	---
35 of 78	Landscaping Plan/South Side-Sheet E	01/08/2021	---
36 of 78	Landscaping Plan/South Side-Sheet F	01/08/2021	---
37 of 78	Landscaping Plan/South Side-Sheet G	01/08/2021	---
38 of 78	Lighting Plan/North Side-Sheet A	01/08/2021	---
39 of 78	Lighting Plan/North Side-Sheet B	01/08/2021	---
40 of 78	Lighting Plan/North Side-Sheet C	01/08/2021	---
41 of 78	Lighting Plan/South Side-Sheet D	01/08/2021	---
42 of 78	Lighting Plan/South Side-Sheet E	01/08/2021	---
43 of 78	Lighting Plan/South Side-Sheet F	01/08/2021	---
44 of 78	Lighting Plan/South Side-Sheet G	01/08/2021	---
45 of 78	Landscaping and Lighting Notes and Details-Sheet A	01/08/2021	---
46 of 78	Landscaping and Lighting Notes and Details-Sheet B	01/08/2021	---
47 of 78	Profiles/North Side-Sheet A	01/08/2021	---
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52 of 78	Profiles/South Side-Sheet F	01/08/2021	---
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54 of 78	Profile Off Site Sanitary Sewer Extension	01/08/2021	---
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56 of 78	Construction Details	01/08/2021	---

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57 of 78	Construction Details	01/08/2021	---
58 of 78	Storm Sewer Details	01/08/2021	---
59 of 78	Storm Sewer/Basin Details	01/08/2021	---
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61 of 78	Storm Basin Details	01/08/2021	---
62 of 78	Storm Basin Details	01/08/2021	---
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64 of 78	Storm Basin Details	01/08/2021	---
65 of 78	Sanitary Sewer Details	01/08/2021	---
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69 of 78	Pump Station Plan and Details	01/08/2021	---
70 of 78	Pump Station Details	01/08/2021	---
71 of 78	Soil Erosion & Sediment Control Plan/North Side-Sheet A	01/08/2021	---
72 of 78	Soil Erosion & Sediment Control Plan/North Side-Sheet B	01/08/2021	---
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74 of 78	Soil Erosion & Sediment Control Plan/South Side-Sheet D	01/08/2021	---
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78 of 78	Soil Erosion & Sediment Control Notes and Details	01/08/2021	---
1 of 1	Plan of Survey	12/10/2020	---
1 of 50	Cover Sheet - Roadway Improvements US 322/CR 536	01/28/2021	---
2 of 50	Legend & Notes	01/28/2021	---
3 of 50	Typical Sections	01/28/2021	---
4 of 50	Typical Sections	01/28/2021	---
5 of 50	Construction Plan & Profile	01/28/2021	---
6 of 50	Construction Plan & Profile	01/28/2021	---
7 of 50	Construction Plan & Profile	01/28/2021	---
8 of 50	Construction Plan & Profile	01/28/2021	---
9 of 50	Traffic Signal Plan	01/28/2021	---

Sheet	Title	Date	Latest Revision Date
10 of 50	Electrical Plan	01/28/2021	---
11 of 50	Signage & Striping Plan	01/28/2021	---
12 of 50	Signage & Striping Plan	01/28/2021	---
13 of 50	Soil Erosion & Sediment Control	01/28/2021	---
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15 of 50	Soil Erosion & Sediment Control	01/28/2021	---
16 of 50	Cross Sections	01/28/2021	---
17 of 50	Cross Sections	01/28/2021	---
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27 of 50	Cross Sections	01/28/2021	---
28 of 50	Cross Sections	01/28/2021	---
29 of 50	Cross Sections	01/28/2021	---
30 of 50	Cross Sections	01/28/2021	---
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35 of 50	Cross Sections	01/28/2021	---
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Sheet	Title	Date	Latest Revision Date
1 of 7	Cover Sheet – Roadway Improvements Tomlin Station Road (CR 607)	01/28/2021	---
2 of 7	Typical Section, Notes & Legend	01/28/2021	---
3 of 7	Construction Plan & Profile	01/28/2021	---
4 of 7	Construction Plan & Profile	01/28/2021	---
5 of 7	Cross Sections	01/28/2021	---
6 of 7	Cross Sections	01/28/2021	---
7 of 7	Construction Details	01/28/2021	---
1 of 1	Stormwater Management Report	01/2021	---
1 of 1	Traffic Impact Study	03/2020	01/2021

The site plans and drainage calculations were prepared, signed, and sealed by Alan J. Ippolito, P.E., Consulting Engineer Services, 645 Berlin-Cross Keys Road, Suite 1, Sicklerville, NJ 08081.

The Roadway Design Plans, and Traffic Impact Study were prepared, signed, and sealed by Michael R. Brown, P.E., P.T.O.E., C.M.E., Consulting Engineer Services.

The Plan of Survey was prepared, signed, and sealed by Adam R Grant, P.L.S., Consulting Engineer Services.

The Environmental Impact Report was prepared, and signed by Michael C. Dupras, M.S., Consulting Engineer Services.

**I. GENERAL INFORMATION**

**Applicant/Owner:** WH Development, LLC  
 570 Commerce Blvd.  
 Carlstadt, NJ 07072

**Proposal:** The applicant seeks Preliminary and Final Major Site Plan approval with bulk variances to construct four warehousing buildings, totaling 2,182,101 square feet in both Woolwich and Harrison Township. Also included are 1,385 passenger vehicle parking spaces, 629 tractor trailer parking spaces and other related site improvements. The buildings are proposed on two tracts totaling 160.33 acres, 87.25 acres of which are in Woolwich Township.

**Zoning:** CD – Commercial Development Zone  
 (Kings Landing Redevelopment Area)

**II. SUBMISSION INFORMATION**

The requirements for completeness are included in the Woolwich Township Joint Land Use Board (JLUB) Submission Requirement Checklist. The application has been deemed complete.

**III. ZONING REQUIREMENTS**

A. **Use:** The applicant's proposed use is in conformance with the permitted principal uses of the CD – Commercial Development zone.

B. **Area and Bulk Requirements:**

**North Tract (Building A)**

Code Reference	Item	Required	Proposed	Status
Redevelopment Plan	Lot Area	2 ac.	17.751 ac.	C
Redevelopment Plan	Lot Depth	250 ft	1,022 ft	C
Redevelopment Plan	Lot Width	200 ft	832 ft	C
Redevelopment Plan	Impervious Coverage	75%	57%	C
Redevelopment Plan	Floor Area Ratio	0.45 <sup>(1)</sup>	0.21	C
Redevelopment Plan	Building Height	60 ft/ 3 stories	50 ft	C
	Principal Bldg. Setback			
Redevelopment Plan	Front Yard	100 ft	180.75 ft	C
Redevelopment Plan	Rear Yard	100 ft	NA	NA
Redevelopment Plan	One Side Yard	100 ft	221.2 ft/0 ft	C/V
	Parking & Loading Setbacks			
Redevelopment Plan	Autos & light trucks (From external ROW)	75 ft	±90 ft.	C
Redevelopment Plan	Semi-trailer trucks (From external ROW)	100 ft <sup>(2)</sup>	84.4 ft	V
Redevelopment Plan	Residential or commercial zone or use	75 ft	N/A	N/A
	Sidewalk/multi-use pathways			
Redevelopment Plan	Multi Use Pathway (along Route 322)	12 ft <sup>(3)</sup>	0 ft	V
	Sidewalk width (internal)	5 ft	5 ft	C
	Buffers			
Redevelopment Plan	Front	75 ft	41.4 ft	V

Code Reference	Item	Required	Proposed	Status
Redevelopment Plan	Side (to non-residential zone)	50 ft	43.02 ft	V
Redevelopment Plan	Rear (to non-residential zone)	50 ft <sup>(4)</sup>	N/A	N/A

**South Building (Building B, C, and D)**

Code Reference	Item	Required	Proposed	Status
Redevelopment Plan	Lot Area	2 ac.	69.31 ac.	C
Redevelopment Plan	Lot Depth	250 ft	2,080 ft	C
Redevelopment Plan	Lot Width	200 ft	1,618 ft	C
Redevelopment Plan	Impervious Coverage	75%	74.78%	C
Redevelopment Plan	Floor Area Ratio	0.45 <sup>(1)</sup>	0.36	C
Redevelopment Plan	Building Height	60 ft/ 3 stories	50 ft	C
	Principal Bldg. Setback			
Redevelopment Plan	Front Yard	100 ft	77.35 ft	V
Redevelopment Plan	Rear Yard	100 ft	107.01 ft	C
Redevelopment Plan	One Side Yard	100 ft	0 ft	V
	Parking & Loading Setbacks			
Redevelopment Plan	Autos & light trucks (From external ROW)	75 ft	75 ft	C
Redevelopment Plan	Semi-trailer trucks (From external ROW)	100 ft <sup>(2)</sup>	115 ft	C
Redevelopment Plan	Residential or commercial zone or use	75 ft	51.45 ft	V
	Sidewalk/multi-use pathways			
Redevelopment Plan	Multi Use Pathway (along Route 322)	12 ft <sup>(3)</sup>	6 ft	V
Redevelopment Plan	Sidewalk width (internal)	5 ft	5 ft	C
	Buffers			
Redevelopment Plan	Front -NJTP/322	75 ft	37.63/42ft	V/V
Redevelopment Plan	Side (to residential zone)	75 ft	75 ft	C
Redevelopment Plan	Side (to non-residential zone)	50 ft <sup>(4)</sup>	N/A	N/A
Redevelopment Plan	Rear (to residential zone)	75 ft	51 ft	V

C – Conformance.      N/A - Not applicable.      Variance required.

C. **Notes:**

1. FAR calculations shall be clearly shown on the plans to determine conformance with Township standards.
2. The Parking and Loading setback for Semi-Trailer Trucks (From External Rights of Way) may be reduced from 100 to 75 feet where enhanced landscape screening and berming is utilized to the satisfaction of the Joint Land Use Board.
3. Upon demonstration of sufficient site design constraints to the satisfaction of the Joint Land Use Board, the multi-use pathway may be reduced to 8 feet.
4. A buffer shall not be required along the municipal boundary shared with Harrison Township for properties held in common ownership.

IV. **PERFORMANCE STANDARDS**

A. **Streets**

Per Section IX.B.G(3)(a), no driveway shall exceed 50 feet. The plans indicate a driveway which is 55 feet in width on the north tract and 51 on the south tract. A variance is required.

B. **Parking and Loading**

1. Per Section IX.B.G(3)(d) of the Kings Landing Redevelopment Plan, the minimum requirement for off street parking is one space per 1,500 square feet for distribution/warehouse facilities, and one space per 2,500 square feet for warehouses. The parking calculations for this project are as follows:

	<b>Building Area</b>	<b>Parking Required</b>	<b>Parking Provided</b>
Building A *	933,610 sf	643 spaces	637 spaces
Building B	639,578 sf	427 spaces	346 spaces
Building C *	312,317 sf	209 spaces	156 spaces
Building D	266,890 sf	178 spaces	140 spaces + 106 banked

\* Buildings are proposed over municipal boundaries. Parking has been calculated as if they were entirely located within Woolwich Township.

- a. The application indicates the proposed use of the property as warehouse/distribution; therefore, the distribution/warehouse parking requirement must be met, or a variance requested. Per the



table above, if the proposed use is as a distribution/warehousing facility, every building except D would appear to require a variance. Testimony should be provided as to the proposed use, wither distribution or warehouse, and the need for a variance.

- b. As to Building D, the applicant is utilizing banked parking. Per Section IX.B.G(3)(d)[5], testimony and evidence that the parking demands for the proposed use will not require the number of spaces specified should be provided.
2. Per Section IX.B.G(3)(c) of the Redevelopment Plan, porous pavement should be considered to the greatest extent practicable. Testimony should be provided.
3. Per Section 203-81.B(15)(c), at least 50% of all parking spaces for office and industrial uses shall be 10 ft. x 20 ft, with the remainder being 9 ft. x 18 ft. The plans indicate that all parking stalls are 9 feet by 18 feet. The plans should be revised, or a variance requested.

C. **Pedestrian Circulation**

Per Section IX.B.G(2), a multi-use pathway 12 feet in width shall be provided along Route 322. The plan allows for the path to be reduced to 8 ft. if sufficient site design constraints exist. The plans indicate a pathway easement along the north side of Route 322, but no pathway has been provided. The plans indicate a pathway with a variable width of 6-8 feet along the south side of Route 322. The plans should be revised, or a variance requested.

D. **Planting Design**

1. Per Section IX.B.G(3)(b) of the Redevelopment Plan, no loading bays or semi-trailer truck parking shall be visible from Route 322 and from adjacent residential uses or zones. Loading bays shall be screened from public view through us of screen walls, fences, vegetation, berms, other landscape treatment, or a combination thereof. Proposed screening along the east side of the property adjacent to Building B does not appear to be substantial. Testimony should be provided, plans revised, or a variance requested.
2. Per Section IX.B.G(6)(d) of the Redevelopment Plan, buffer areas shall utilize underground irrigation systems. Plans should be revised or a variance requested.

3. Per Section IX.B.F(4), generous landscape buffers should be provided. Additional landscaping is required along all southern tract parcel boundaries. Plans should be revised or a variance requested.
4. Per Sections 177-6 203-68.G(1), compensatory planting is required for existing trees within the tree protection zone. The plans should be revised to indicate compensatory plantings, or a variance requested. Compensatory plantings should be shaded to clearly identify those trees.
5. Per Section 177-6, a tree preservation plan should be provided and should illustrate trees to be removed and proposed compensatory plantings.
6. Per Section 203-68.I(3)(a)[1], one planting island, a minimum of nine feet wide by 18 feet long, spaced not more than 180 feet apart, or every 20 parking stalls shall be provided. The plans indicate more than 20 parking spaces without a parking lot island adjacent to Building A, B, C, D. A variance has been requested. It appears that there are several large islands with little planting where such landscaping could be installed. Appropriate justification should be provided for the variance.
7. Per Section 203-68.I(5), loading areas shall be screened. Additional landscaping should be provided or a variance requested.
8. It appears that different hatch patterns are proposed for the same seed mixtures. The same hatch pattern should be consistently used throughout for clarity.
9. Meadow Mix 183 is a native detention basin seed mixture, yet it is proposed along the slopes of berms. Our office recommends that a dry-tolerant seed mixture should be specified for uplands locations.
10. A landscape maintenance plan should be provided for the meadow areas and should include seeding, mowing and weeding schedules and information.
11. The applicant proposes many trees that are to be installed at large sizes. Our office questions whether the applicant will be able to find good quality plants at that size. Testimony should be provided.
12. Our office recommends that the Emerald Sentinel cultivar of Eastern Redcedar should be specified to ensure a uniform look.
13. The plant schedule has an overabundance of Maple and Juniper species. Additional native tree species (such as Hornbeam, Basswood or American

Elm) should be provided to reduce the potential of plant pests and diseases.

14. Due to the problems associated with following plant material, alternative species should be specified:

- Scarlet Oak and Pin Oak – bacterial leaf scorch
- White Pine – White Pine weevil
- Sugar Maple – lack of heat tolerance

E. **Lighting**

1. Per the Redevelopment Plan, which references Section 203-81.B(4)(a), illumination for all parking facilities shall be provided during nighttime operating hours. Direct illumination shall be shielded from streets and adjoining properties, and adequate provision shall be made to shield residential uses from the glare of motor vehicles. Testimony should be provided.
2. Per the Redevelopment Plan, which references Section 203-81.B(4)(b), the minimum lighting in any portion of the parking lot shall not be less than 0.25 footcandles. The plans indicate locations within the parking lot of Building A, Building B, Building C, and Building D which are less than 0.25 footcandles. The plans should be revised or a variance requested.
3. Per the Redevelopment Plan, which references Section 203-81.B(4)(e), a maximum of 0.25 footcandles is permitted at any property and/or right-of-way line. Buildings C and D contain lighting levels at the property line which are greater than 0.25 footcandles. The plans should be revised or a variance requested.
4. Per the Redevelopment Plan, which references Section 203-81.B(4)(f), lighting levels should be reduced after hours. Testimony should be provided.
5. An additional light fixture appears to be warranted at the Route 322 entrance for Building B. If lighting exists in these areas, the location of those fixtures and their lighting levels should be provided.
6. It appears a portion of the Isogrid is missing from Sheet 41 east of Basin H.

F. **Trash Enclosure (Solid Waste Management)**

1. Per Section 203-71.A, all trash enclosures shall be located so as to be hidden from passing motorists. Testimony should be provided that the proposed trash enclosures will not be seen from adjacent roadways.
2. Per Section 203-71.B, all trash disposal units shall be enclosed by a decorative fence or masonry wall a minimum height of six feet with either welded steel panel or solid wooden gates. It does not appear that the proposed trash dumpsters will be screened or enclosed. Plans should be revised or a variance requested.

G. **Signage**

1. Per Section 203-151, a comprehensive sign plan shall be provided which has a consistent sign design theme throughout the sector. The color of letters and backgrounds shall be carefully considered in relation to the color of the materials of the building(s) and where the signs are proposed to be located. Materials and colors of proposed signage shall be provided.
2. Per Section 203-151.E(2)(h)[1], major identification of freestanding office buildings shall be limited to one building mounted sign and one ground mounted sign. The plans contain various ground mounted signs, including site identification signage and directional signage throughout the site to indicate points of egress and parking. A variance is required as each building contains two freestanding signs.
3. Per Section 203-151.E(2)(h)[2], building-mounted signage shall either be internally illuminated reverse channel, internally illuminated channel letters, or signs with external sources of illumination. Testimony should be provided if the buildings are to contain building mounted signs.
4. Per Section 203-151.E(2)(h)[3], the ground-mounted signs shall be limited to 100 square feet and shall not exceed a height of eight feet, excluding the sign base. Sign text is limited to name and logo. Illumination, if desired, can be external or internal. The proposed site identification signs comply with the dimension requirements of this section, but the signs contain tenant information as well as address information. The plans should be revised, or a variance requested.
5. The applicant should address the requirements of Section 203-151.J, Sign Illumination. Testimony should be provided.

H. **Blocks and Lots**

1. Per Section IX.B.G(2) of the Redevelopment Plan, the following bulk variances are requested for Building A. Testimony should be provided.

	<b>Required</b>	<b>Proposed</b>
Principal Building - Rear Yard	100 ft.	0 ft.
Parking setback - Semi-trailer (from NJ Turnpike)	100 ft.	84.4 ft.
Buffer - front yard	75 ft.	41.4 ft.
Buffer - side (non-residential)	50 ft.	43.02 ft.
Buffer - rear (non-residential)	50 ft.	0 ft.

2. Per Section IX.B.G(2) of the Redevelopment Plan, the following bulk variances are requested for the South Tract. Testimony should be provided.

	<b>Required</b>	<b>Proposed</b>	<b>Notes</b>
Principal Building - front Yard	100 ft.	77.35 ft. (Building D)	
Principal Building - side Yard	100 ft.	0 ft. (Building C)	
Parking setback - from commercial/residential	75 ft.	51.45 ft (Building B and D)	Enhanced landscaping not provided.
Buffer - front yard (NJTP/322)	75 ft.	37.63/42 ft (Building B and D)	Enhanced landscaping not provided.
Buffer - rear (residential)	75 ft.	51 ft. (building B)	Enhanced landscaping not provided.

3. Lots should be consolidated. The applicant must obtain the correct block and lot numbers from the Tax Assessor. Written verification must be received by this office prior to final review and signature of the deeds and/or plats.

I. **Fences**

Per Section 203-169, all fences and walls shall be designed as integrated parts of the overall architectural and site design. All materials shall be durable and finished in textures and colors complementary to the overall architectural design. A detail should be provided of the proposed retaining wall adjacent to Buildings C and D to determine compliance.

J. **Environmental Impacts**

1. The Environmental Impact Report did not identify any adverse environmental condition that would impact the development and impacts on the environment resulting from the development appear to be typical of what is expected from this type of development.
2. The report should address the presence or absence of pesticides or other agricultural chemicals that may be present in the soils.
3. Wetlands have been identified on site. A Letter of Interpretation from New Jersey Department of Environmental Protection confirming the absence or presence of wetlands and transition areas should be provided prior to final approval.

K. **Site Safety**

The applicant and owner are reminded that site safety is their responsibility. The plan should note that “The owner, or his representative, is to designate an individual responsible for construction site safety during the course of site improvements pursuant to N.J.A.C. 5:23-2.21 (e) of the N.J. Uniform Construction Code and CFR 1926.32 (f) (OSHA Competent Person)”.

L. **Miscellaneous**

1. Per Section IX.B.H(1)(a), with the exception of materials related to rooftop solar or a vegetated green roof, all rooftop equipment shall be screened from view. A note should be added to the plans, or a variance requested.
2. Per Section IX.B.H(1)(b), blank facades or walls exceeding 100 feet in length shall not be permitted. Testimony should be provided regarding the use of decorative patterns on exterior finished, metal or synthetic paneling, fenestration, horizontal banding, and vegetated “green” walls or espaliers, or a combination thereof.
3. Per Section IX.B.H(1)(c)[2], the minimum area of window opening on facades of office spaces and employee entrances shall be 40%. Testimony should be provided, and the plans should be revised, or a variance requested.
4. Per Section IX.B.G(1), developers shall submit with their application for development, a written design concept statement that supports the reasoning behind the proposed design and site plan and explains how and why the project design is consistent with the intent of the CD Zone.

5. The applicant should provide testimony regarding conformance with Affordable Housing requirements.

**V. SUMMARY OF VARIANCES AND WAIVERS**

<b>Variances:</b>	<b>North Tract</b>	
	Section IX.B.G(2) -	Rear yard setback
	Section IX.B.G(2) -	Semi-trailer trucks setback
	Section IX.B.G(2) -	Multi-use pathway along 322
	Section IX.B.G(2) -	Front buffer
	Section IX.B.G(2) -	Side buffer (to non-residential)
	<b>South Tract</b>	
	Section IX.B.G(2) -	Front yard setback
	Section IX.B.G(2) -	One side yard setback
	Section IX.B.G(2) -	Parking setback to residential
	Section IX.B.G(2) -	Multi use pathway along 322
	Section IX.B.G(2) -	Front buffer
	Section IX.B.G(2) -	Rear buffer (to residential)
	Section 203-81.B(4)(e) -	Lighting at property line
	<b>Both Tracts</b>	
	Section IX.B.G(1) -	Written design concept statement
	Section IX.B.G(3)(a) -	Driveway width
	Section IX.B.G(3)(b) -	Screening of loading bays
	Section IX.B.G(3)(d) -	Off street parking
	Section IX.B.G(3)(c) -	Porous pavement
	Section IX.B.G(6)(d) -	Irrigation
	Section IX.B.H(1)(a) -	Screening mechanical equipment
	Section IX.B.H(1)(b) -	Façade treatments
	Section IX.B.H(1)(c)[2] -	Window area
	Section 203-68.I(3)(a)[1] -	Parking islands
	Section 203-68.I(5) -	Loading area screening
	Section 203-69.G(1) -	Compensatory planting
	Section 203-71.B -	Trash enclosure
	Section 203-81.B(4)(b) -	Lighting levels
	Section 203-81.B(15)(c) -	Parking space dimensions
	Section 203-151.E(2)(h)[1] -	Number of signs
	Section 203-151.E(2)(h)[3] -	Signage content
<b>Waivers:</b>	None	

**VI. OUTSIDE AGENCY APPROVALS**

This plan may be subject to the review and approval of the following outside agencies, if not already received. Evidence of these approvals must be submitted to the Township and this office prior to the final signature of plans:

1. Gloucester County Planning Board.
2. Gloucester County Soil Conservation District.
3. Harrison Township.
4. New Jersey Department of Environmental Protection.
5. New Jersey Department of Transportation.
6. Any others as may be necessary.

It is the applicant's responsibility to submit this application and plans to these agencies.

When plans are resubmitted, they are to be accompanied with a point-by-point response to all underlined items.

If you have any questions regarding this matter, please do not hesitate to call.

Sincerely yours,

**REMINGTON & VERNICK ENGINEERS, INC.**



Ashton G. Jones, P.P., AICP, CFM

AGJ/MD/KT/jlm

cc: WH Development, LLC  
Alan J. Ippolito, P.E. (via email)  
Paul Breier, P.E. (via email)  
Clint Allen, Esq. (via email)  
Brian Lozuke, Esq. (via email)  
County Planning Board (via email)





# New Jersey Turnpike Authority

1 TURNPIKE PLAZA - P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095  
TELEPHONE (732) 750-5300

PHILIP D. MURPHY  
GOVERNOR

SHEILA Y. OLIVER  
LIEUTENANT GOVERNOR

RAPHAEL SALERMO, *Commissioner*  
JOHN M. KELLER, *Executive Director*

May 19, 2021

**VIA EMAIL**

Clint B. Allen, Esquire  
(callen@archerlaw.com)  
Archer & Greiner  
One Centennial Square  
P.O. Box 3000  
Haddonfield, New Jersey 08033

**RE: Applicant: WH Development, LLC  
Block 59, Lots 6, 6.01, 6.02, 8 & 10 and Block 62, Lots 2 & 3  
Proposed Warehouse Development  
Woolwich Township, Gloucester County  
Initial Review Comments**

Dear Mr. Allen:


On May 13, 2021, the New Jersey Turnpike Authority ("Authority") received a Public Hearing notice from Woolwich Township for the Public Hearing to be held on May 20, 2021 for the above reference project. Due to two License to Cross applications for utilities servicing the proposed development, the Authority was aware of the project. On March 5, 2021 the Authority received site plans electronically from Consulting Engineer Services on behalf of the WH Development, LLC.

The Authority has reviewed the preliminary and final major site plans dated January 8, 2021 with a revision date of February 11, 2021 for the above referenced project consisting of a 2,182,101 SF proposed warehouse development which abuts the New Jersey Turnpike between Milepost 13 – 13.4. Please be advised the Authority has recently commenced preliminary engineering and environmental services for the NJ Turnpike Interchange 1 – 4 Widening Program. The proposed site plan development will have significant traffic impacts at NJ Turnpike Interchange 2. Therefore, coordination with the Authority must occur to fully understand the impacts of this site plan development as it relates to the NJ Turnpike Improvement Program.

Drainage is also a concern in this area. Therefore, it is requested that the Applicant submit a Drainage Report to the Authority to clearly explain how additional stormwater runoff will be addressed including impacts on adjacent owners (if any). Additionally, assuming public water service and sanitary sewer connections are planned for this warehouse, the Authority requests consideration be given to providing these services to our Turnpike Maintenance District 1. Finally, the Public Hearing stipulates multiple various public hearing submissions. The Authority requests the opportunity to perform complete technical review of future applications with plans.

**The Authority requests that this letter be read into the record of the hearing, for purposes of documenting our concerns.** Please be advised that the Authority has sent more detailed comments to the applicant's engineer in the attached letter dated May 12, 2021. Should you have any questions, please contact the undersigned (name & number) or by email at (email address)

Sincerely,

  
Mariann G. Zagh  
Senior In-house Attorney

LKN/PS  
Attachments

cc: Robert J. Fischer, P.E.  
Lamis Malak, P.E.  
Maynard Abuan, P.E.  
Paul Saenger  
Shannon Kilpatrick (Woolwich Township) skilpatrick@woolwichtwp.org  
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File, w/att.