

Louis Cappelli, Jr.
Freeholder Director
Barbara Holcomb
Freeholder
John Wolick
Director



Making It Better, Together.

CAMDEN COUNTY PLANNING BOARD
CHARLES J. DEPALMA COMPLEX
2311 EGG HARBOR ROAD
LINDENWOLD, NJ 08021

Board Members
Freeholder Barbara Holcomb – Alternate
George W. Jones – Chairman
Daniel P. Cosner – Vice Chairman
Thomas Schina – Secretary
Matthew Marrone
Ryan Doran
Joseph Pillo
Alexis M. Williams
Kevin Becica – County Engineer

April 28th, 2020

Meeting to be held virtually

Link to virtual location is available at:

<https://www.camdencounty.com/service/public-works/planning/planning-board-meetings/>

856.566.2978

1. Call Meeting To Order
2. Pledge of Allegiance
3. Roll Call
4. Public Comments on non-agenda items
5. Adoption of Minutes – from previous meeting – February 2020
6. Review of Projects for Board Action:
 - a. **SP-1 – Tonewood - SP-3-1-19** Barrington - redevelopment - new brewery
 - b. **SP-2 – Wawa - SP-34-5-19** Voorhees - redevelopment of an existing Wawa store into a new Wawa store with a gas station
7. Chairman's report
8. Attorney's Report
9. County Engineers Report
10. County Planning Report
11. New Business
12. Old Business
13. Adjournment

CC: Hon. Louis Cappelli, Jr., Esq, Freeholder Director
Hon. Barbara Holcomb, Freeholder
John Wolick, Director of Public Works
Kevin Becica, County Engineer
Andrew Levecchia, County Planner

Camden County Planning Board
County Public Works Complex, Lindenwold
6:00 PM
February 25, 2020

The meeting was convened at 6:00 PM by Chairman Mr. George Jones at the County Public Works Complex in Lindenwold. The Chairman announced that the meeting was duly advertised in accordance with the Open Public Meeting Act.

Mr. George Jones, Mr. Tom Schina, Mr. Matthew Marrone, Mr. Joe Pillo, Mr. Ryan Doran, and Ms. Kevin Becica, County Engineer were all present.

Planning Board Solicitor: Ms. Catherine Binowski was present.

Staff: Mr. Andrew Levecchia and Ms. Carol Sigman were present.

MINUTES

A motion was made to approve the minutes of the January 28, 2020 meeting by Mr. Pillo and seconded by Mr. Doran, all present were in favor.

Review of Projects for Board Action

1. SP-13-1-19/M-13-1-19

Wawa

Gibbsboro

Tim Prime, Esq., Cliff Quay, PE and James Angeloni, Developer were present for the application.

Applicant seeks approval to develop a Wawa Store with fuel sales on the corner of (CR 561) Haddonfield Berlin Rd/Lakeview Drive and (CR. 686) Clementon Rd. This is the site of the former Gibbsboro Super Jet gasoline station. The developer purchased several homes along (CR 686) Clementon Rd. and will consolidate the lots and demolish the homes.

The site will have 3 entrances. There will be a right in/right out on (CR 561), full access driveway on (CR 686) Clementon Rd and one-way right-in only driveway on (CR 686) Clementon Rd. The applicant is proposing striping changes along (Cr. 686) Clementon Rd. to provide a left turn lane in to the site and extending the left turn que at the intersection of CR 686 and Cr. 561.

Mr. Quay spoke regarding the truck movements for fuel and deliveries to the site. Ms. Becica requested that a condition of approval is directional signage regarding truck movements to not enter on the Haddon Ave. Cr. 561 entrance.

The applicant will also provide signage to patrons to exiting the site leading those who want to travel North bound on Centennial Blvd. to exit the site using the Clementon Rd. Driveway.

Stormwater on the site drains into a culvert that drains into the lake across Gibbsboro/Clementon Road through drainage easements on the road and into Kirkwood Lake. Ms. Becica asked if the basin was fenced in near baseball field. Mr. Quay said yes.

The County requested the applicant to install an additional 30 ft. of asphalt sidewalk along Clementon Rd. connecting the gap of sidewalk between the office building parking lot and Wawa site so that patrons can visit the site safely. As this is a request by the County, the County will waive the permits fess for this stretch of sidewalk and right of way occupation.

A motion was made by Mr. Doran and seconded by Mr. Pillo to approve this application; all present were in favor.

2. SP-12-12-19

Kiwi Offices

Cherry Hill

Robert Careless, Esq., Dave Shropshire, PE, and Rick Clemson, PE were present for the application.

The project is located in the southwest quadrant of the intersection of Haddonfield Road and Maple Avenue. The project wraps around the 7-11 convenience store which is an out-parcel. The application is for the renovation of an existing developed parcel containing two abutting but separate vacant office buildings totaling 33,336 square feet. The interiors of both buildings would be renovated to support general office, and the existing parking repaired and resurfaced. New pavement markings would be installed, and landscaping and lighting improvements made.

Access to and egress from the site is currently by two existing full movement driveways on Maple Avenue which are proposed to remain, and a full movement driveway on Haddonfield Road which is proposed to be moved south, further away from the signalized intersection of Haddonfield Road and Maple Avenue and modified to be a right turn in/ right turn out driveway.

Mr. Careless spoke and mentioned that the applicant will comply with the County Engineer Review letter comments.

The applicant was approved by Cherry Hill on February 3rd.

Mr. Clemson spoke about the right in, right out driveway on Haddonfield Rd. Will replace aprons on Maple Ave. driveways and sidewalks & Haddonfield Rd.

The applicant is requesting a waiver for spacing of driveways and a technical waiver for driveways on Maple Ave.

Mr. Shropshire spoke of traffic. 40 to 68 trips during peak hours. Restaurant and business not in use at same time.

A motion was made by Mr. Marrone and seconded by Mr. Pillo to approve this application; all present were in favor.

PUBLIC COMMENTS

None.

CHAIRMAN'S REPORT

None.

ATTORNEY'S REPORT

None.

COUNTY ENGINEER'S REPORT

Ms. Becica announced that a resolution appointing the new Assistant County Engineer, Bill England to the Planning Board.

COUNTY PLANNING REPORT

Development & Planning Regulations Updated.

NEW BUSINESS

None.

OLD BUSINESS

None

ADJOURNMENT

A motion was made to adjourn the meeting by Mr. Schina and seconded by Mr. Pillo; all present were in favor.

Respectfully Submitted,
Carol A. Sigman
Land Development & Review Clerk

CAMDEN COUNTY PLANNING BOARD Land Development Review				Review List for Meeting
				April 28, 2020
<i>Applications for Approval</i>				
	PROJECT NAME	PROJECT NO.	MUNICIPALITY	DESCRIPTION
SP-1	Tonewood	SP-3-1-19	Barrington	redevelopment of an existing commercial site into a brewery
SP-2	Wawa	SP-34-5-19	Voorhees	redevelopment of an existing Wawa store into a new Wawa store with gas station

STAFF REPORT MEETING OF:	RE:	Tonewood Brewery
	Plan:	SP-3-1-19
	Municipality:	Barrington
	Applicant:	Tonewood Brewing, LLC
	Abuts County Route:	Clements Bridge Rd. (Cr. 544) and Atlantic Ave. (Cr. 727)

The application is for the conversion of an existing vacant commercial property to an 8,700 square foot brewery with a 5,000 square foot tasting room/ retail shop. The property is located in the northeast quadrant of the intersection of Clements Bridge Road (County Route 573) and E. Atlantic Avenue (County Route 727). and is proposed to have access to/from E. Atlantic Avenue via a two-way driveway. Access to an employee only parking area is from Page Avenue, a local municipal street. A fence with a gate will separate the public and employee parking areas.

In addition to the public parking area, two handicapped parking spaces which also serve as the truck loading area are proposed on E. Atlantic Avenue.



Project Name

Tonewood Brewery

Block

58

Lot

1, 11-19

Town

Barrington



camdencounty

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ONLY COMES FROM THE ORIGINAL MAP OF THE STATE CLEARLY SHOWN WITH THE APPROPRIATE PROFESSIONAL'S EXHIBITED SEAL, MUST BE CANCELLED TO BE VALID CONTRACT.

THESE PLAY CARDS HAS BEEN PROVIDED WITHOUT THE MORTGAGE OF A TITLE COMPANY, AND COMPARISON AND/OR ANY DEFICIENCIES ARE NOT LIKELY TO BE FOUND ON OUTSTANDING RESULTS FROM THE COMPARISON.

THESE PLAY CARDS MUST BE RETURNED TO THE PLAY AND RECOMMENDED CANCELLATION ON MONTH-OF-WORK.

NO PRECATERING METHODS, AS STATED BY THE NEW JERSEY PRECATERING METHODS PROTECTION ACT (N.J.A. 17B:11-1), ARE PERMITTED TO BE GIVEN OR RECEIVED AS PART OF THIS SERVICE.

THE DIVERSITY OF THIS DRAWING IS THE PROPERTY OF FINANCIAL

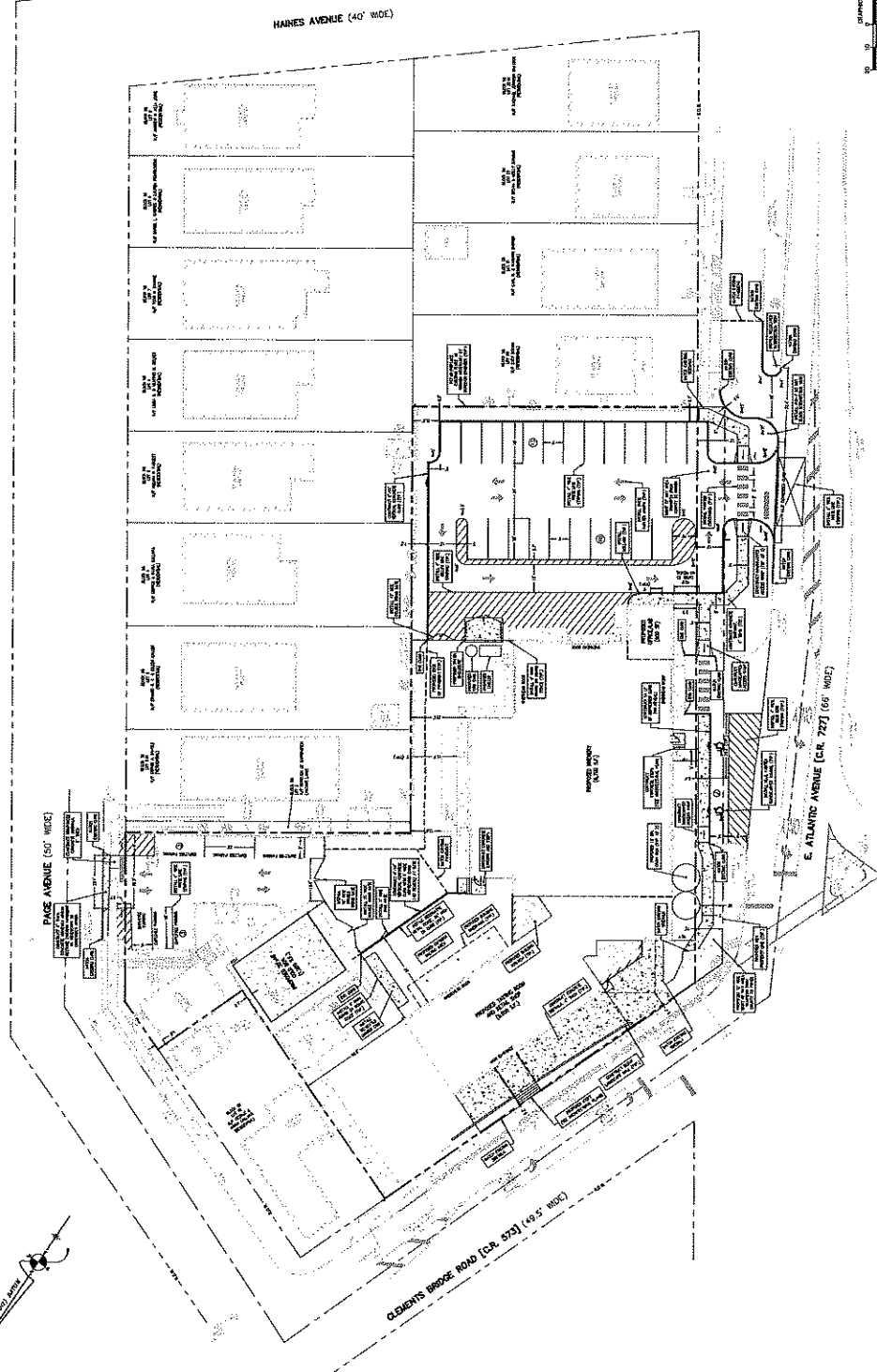
[illegible]

1. GENERAL INFORMATION NAME: DAVID JAMES
 2. DATE OF BIRTH: 12/15/1942 PLACE OF BIRTH: NEW YORK, NEW YORK
 3. EDUCATION: GRADUATE SCHOOL OF THE CITY COLLEGE OF NEW YORK
 4. EMPLOYMENT: NEW YORK CITY DEPARTMENT OF SOCIAL SERVICES
 5. RESIDENCE: 100 WEST 100TH STREET, NEW YORK, NEW YORK
 6. RELIGION: ROMAN CATHOLIC
 7. POLITICAL AFFILIATION: DEMOCRATIC PARTY
 8. ACTIVITY: MEMBER OF THE NEW YORK CITY DEPARTMENT OF SOCIAL SERVICES
 9. REMARKS: DAVID JAMES WAS BORN IN NEW YORK, NEW YORK, ON DECEMBER 15, 1942. HE GRADUATED FROM THE CITY COLLEGE OF NEW YORK IN 1964. HE IS CURRENTLY EMPLOYED BY THE NEW YORK CITY DEPARTMENT OF SOCIAL SERVICES. HE IS A ROMAN CATHOLIC AND A MEMBER OF THE DEMOCRATIC PARTY. HE IS CURRENTLY A MEMBER OF THE NEW YORK CITY DEPARTMENT OF SOCIAL SERVICES.

SS16C. STEPS/K. CLUE RAMP NOTES

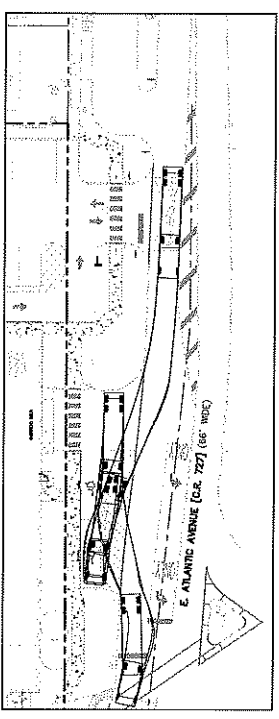
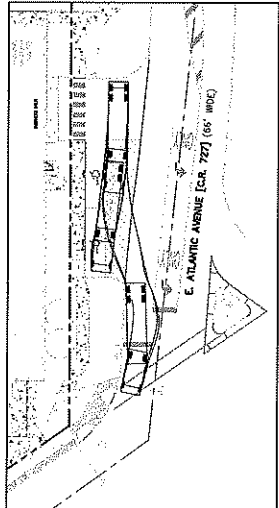
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44. [REDACTED]
45. [REDACTED]
46. [REDACTED]
47. [REDACTED]
48. [REDACTED]
49. [REDACTED]
50. [REDACTED]

1. THE PURPOSES OF THIS PLAN:



3-40 TRUCK PULL OUT AT LOADING AREA

WB-40 TRUCK PULL IN AT LOADING AREA





**CAMDEN COUNTY PLANNING BOARD
COUNTY ENGINEER'S REVIEW
OF SUBDIVISIONS AND
SITE DEVELOPMENT PLANS**

**COUNTY PLAN:
SP-3-1-19**

Tonewood Brewing, LLC

PROJECT NAME

Borough of Barrington

MUNICIPALITY

TYPE OF PLAN

TAX MAP DATA

REVIEW STATUS

X

SITE PLAN

PLATE: _____

Disapproved

PRELIMINARY PLAN

BLOCK: 58

OTHER

LOT (s): 1, 11 to 19 inclusive

NAME: Tonewood Brewing, LLC

ADDRESS: 50 Clements Bridges Road

CITY: Barrington Borough **STATE:** NJ **ZIP:** 08007

SITE ABUTS COUNTY HIGHWAY: Clements Bridge Road, County Route 573, E. Atlantic Avenue,
County Route 727

COUNTY ENGINEER'S REVIEW COMMENTS (see review status above)

GENERAL

The application is for the conversion of an existing vacant commercial property to an 8,700 square foot brewery with a 5,000 square foot tasting room/ retail shop. The property is located in the northeast quadrant of the intersection of Clements Bridge Road (County Route 573) and E. Atlantic Avenue (County Route 727). and is proposed to have access to/from E. Atlantic Avenue via a two-way driveway. Access to an employee only parking area is from Page Avenue, a local municipal street. A fence with a gate will separate the public and employee parking areas.

In addition to the public parking area, two handicapped parking spaces which also serve as the truck loading area are proposed on E. Atlantic Avenue.

The following documents have been reviewed:

1. Site plan entitled "Tonewood Brewing, LLC, Borough of Barrington, Camden County, New Jersey", prepared by Fralinger Engineering; dated November 1, 2019 with no revisions.

RIGHT OF WAY

1. The Camden County Master Plan indicates that Clements Bridge Road (CR 573) has a proposed right-of-way of 66 feet, with an existing right-of-way of 49.5 feet and that E. Atlantic Avenue (CR 727) has a proposed right-of-way of 66 feet, with an existing right-of-way of 50 feet. The Camden County 2017 Highway Master Plan Update recommends the following for both CR 573 and 727, "Corridor-wide intersection improvements focused on improving level of service, turning lanes and turning lane width, overall safety for motorized and nonmotorized users, complete streets investigation and improved air quality". The applicant is proposing a transfer of a 12-foot wide strip of land along the entire E. Atlantic Avenue frontage. This is contrary to the goals of the 2017 Master Plan Update. The applicant is required to provide additional right-of-way through a roadway easement to widen Clements Bridge Road from the centerline along the applicant's frontage. The following is noted:
 - a. The site plan should be revised to indicate the roadway easement to Camden County.
 - b. The metes and bounds description of the roadway easement prepared by a licensed surveyor in the State of New Jersey should be submitted for prior review and approval.
 - c. A copy of receipt of County filing of the road widening easement must be provided to the County Planning Department prior to issuance of final approval.

SITE PLAN

1. The plans should include a note indicating "All sidewalk and curb within the County right-of-way along the property frontage that is deteriorated or presents a tripping hazard shall be replaced under the direction of the County Engineer or his/her representative.
2. Sight triangle easements shall be required at all existing and proposed road or street intersections with a county road and at driveways as determined to be necessary by the County Engineer. Sight triangle easements should be in accordance with AASHTO standards and be shown on plans. The applicant shall be required to submit a deed of sight triangle easement to the County of Camden that describes the required easement area.
3. Two handicapped spaces are proposed on E. Atlantic Avenue within the County ROW. These two spaces also serve as the loading zone for truck deliveries and pick-up. The applicant should be prepared to testify and provide additional information about the use of this area for deliveries and describe the delivery schedule, type of truck and frequency of deliveries.
4. The applicant is requesting a land transfer of existing ROW from the County to locate grain silos as part of an esthetic improvement to the site. The applicant is required to provide a survey and metes and bounds of the area so that the County can proceed with the land transfer.

5. All existing and proposed curb ramps abutting or located on the site as part of this project shall be revised and or installed to meet the current ADA standards. There are two pedestrian curb ramps at the street corner abutting the subject property that do not meet current standards. The applicant shall revise the site plan to indicate these two ramps being reconstruction and add the appropriate curb ramp construction details.
6. Cobblestone pavers that are to remain exist along the entire Clements Bridge Road frontage. The pavers have settled and shifted to create an unsafe walking surface. The applicant shall revise the site plan to indicate that these cobblestone pavers will be reset, and cement sand mortar placed between the pavers to establish a safe and traversable surface.
7. Site Plans Must Conform with the Following Standards:
 - 3.3 Site Plan
 - 3.3.1.10.D Corner Radii / Curb Return Radii / Driveway Aprons
(Plan Does Not Conform) Plan must be revised to a minimum corner radius of 15'. Applicant shall verify that trucks turning out of the driveway do not cross the centerline of E. Atlantic Avenue. Increase corner radius if necessary.
 - 3.3.1.10.E Driveway and Apron Material ***(Plan Does Not Conform)*** The County recommends that the applicants engineer relook at the driveway configuration along E. Atlantic Ave. Cr. 727 and how it interacts with the local Atlantic Ave. connecting to the driveway and why the current configuration does not work for their purposes.
 - 3.3.1.10.F Americans with Disabilities Act (ADA) Requirements
(Plan Does Not Conform) Add detectable warning strips to the ramps crossing the driveway.
 - 3.3.1.14 Traffic Signs ***(Plan Does Not Conform)*** A note or detail shall be added to the plans indicating that the R1-1 sign shall be 30" x 30" in size and that all signs shall conform to the latest version of the MUTCD.
 - 3.3.1.16 Pavement Markings ***(Plan Does Not Conform)*** Plan shall be revised to indicate that the stop bar of the driveway to E. Atlantic Avenue shall be 24" wide white extruded thermoplastic material and located a minimum of 4' behind the depressed curb.

STORMWATER MANAGEMENT NJAC 7:8

8. The applicant is decreasing the impervious coverage by 0.2% and does not meet the definition of major development under the stormwater regulations. Stormwater improvements as required under NJAC 7:8 are not required.
9. The applicant is proposing to sheet flow the stormwater runoff from the public parking area across the driveway and into E. Atlantic Avenue. The applicant should install catch basins or a trench drain prior to the stormwater crossing the sidewalk to eliminate the runoff across the sidewalk. The stormwater would then be piped to the nearest stormwater main.

DETAILS

10. All construction or reconstruction within the County right-of-way is to be at County standards, and Federal ADA standards.
11. A County curb detail is needed. All curbing constructed within the County right-of-way shall be 9" wide at the base x 18" deep gray concrete with a 1" batter in the 8" wide top
12. All curb should be designed in accordance with County Design Standards-Roads, Chapter IX E.4.
13. All curb radii for all roadways and driveways should be checked to ensure that an emergency vehicle or delivery vehicle can exit the driveway without turning into oncoming traffic.
14. The handicap ramps in the Camden county right-of-way must meet the standards of the Proposed Accessibility Guidelines for pedestrian Facilities in the Public Right-of-way dated July 26, 2011.
15. The difference of elevation between the existing centerline of the County Highway and the new gutter line is to be as near to a 2.22% grade as possible.
16. All curbing constructed within the County right-of-way shall be at 9" x 18" gray concrete with a 1" batter in the 8" face.
17. Depressed curbing shall be installed at all driveways on County roads.
18. The following County standard details are required for improvements in the County right-of-way:

Details:

1. Standard 8"X9"X18" Concrete Vertical Curb
2. Standard Depressed Concrete Curb
3. Standard Vertical Concrete Curb Taper
4. Standard Concrete Sidewalk
5. Standard Concrete Driveway and Concrete Apron
6. Standard HMA Driveway Section: Adjacent to Reinforced Concrete Sidewalk and Apron
7. Milling and Resurfacing
8. Hot Mix Asphalt Pavement
9. Roadway Widening Roadway Restoration
 - A. Typical Roadway Restoration for Curb Installation
10. RCP Storm Sewer Installation (use for PVC installations)
 - A. Trench Restoration in Concrete Pavement
 - B. Trench Restoration in Concrete Pavement with HMA Pavement
 - C. Trench Restoration in HMA Pavement
11. Concrete Pavement Repair (Longitudinal Joint)
12. Concrete Pavement Repair (Full Depth and Transverse Expansion)
13. Concrete Pavement Repair

14. Concrete Pavement Repair (Concrete Vertical Curb Monolithic with Concrete Base Course)
15. Composite Asphalt Over Concrete Road Restoration
16. Concrete Road Slab Restoration
17. Concrete Road Transverse Expansion Joint
18. Mill and Pave Final Restoration
19. Curb Face Form

ADMINISTRATIVE

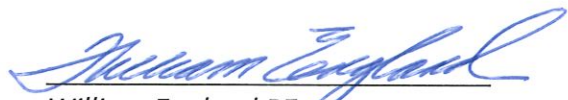
19. As a condition of approval, the applicant must submit two (2) sets of Final Site Plans and or Subdivision Plats at a size of 24 inches by 36 inches (24 x 36 only) and an electronic copy of the final site plan on disk or flash drive.
20. All Camden County Planning Board Approvals are contingent upon the Applicant satisfying all Camden County Engineering/Planning review comments outlined in this letter and formal written approval from the Camden County Planning Board will not be issued until such a time in the future that these requirements are satisfied.
21. All road openings and work to be performed in the County Right-of-way will require a Right of Way Access Permit or Road Opening Permit from the Camden County Department of Public Works, Permit Division <http://www.camdencounty.com/service/public-works/permits/>, 856-566-2980, Permit Division requirements may differ from County Planning Board Approval and must be followed by the applicant.
22. Camden County Planning Board Process – Once applicants are heard and approved by the County Planning Board, they must resubmit site plans and any requested reports/documents that conform with all Engineering comments depicted in this letter unless otherwise discussed at the Planning Board hearing. The Camden County Planning Board **does not** provide any applicant with an individual resolution of approval and will only issue an Approval Letter once conformance with the comments depicted in this letter are met.
23. All sections of the subdivision and site plan review act are to be complied with and shall become a part of the approval.
24. The applicant's site plan includes improvements to both local and county facilities. The Municipal Engineer will be providing review, inspection and certification of the project. The improvements to the County facilities shall be included in the inspection and certification of the Municipal Engineer. Copy of the final certification shall be furnished to the County Planning Board.
25. The Cost of any inspection work of improvements to County facilities shall be the responsibility of the applicant and shall be estimated by the Municipal Engineer and included in the total fee to the applicant. The municipal bond shall include the cost of the construction of the County facilities and/or improvements.
26. Underground irrigation systems shall not be located within the County right-of-way.

27. Underground electrical, telephone and fiber optic systems shall not be located within the right-of-way.

OUTSIDE AGENCY APPROVALS

28. Applicant is responsible for all environmental permits required.

29. Applicant is responsible for obtaining all Pinelands Commission permits and approvals.



William England PE
Assistant County Engineer



DATE



Cc: Applicant: Tonewood Brewing, LLC, eli@tonewoodbrewing.com
Applicant Attorney: Duncan M. Prime, Esq., duncan@primelaw.com
Applicant Engineer: Matt Baldino, PE, CME, mbaldino@fralinger.com
Municipal Planning Board Secretary: Pat Farinella, pfarinella@barringtonboro.com
Municipal Review Engineer: G. Jeffrey Hansen, PE, CME, jhanson@erinj.com

STAFF REPORT MEETING OF:	RE:	Wawa
	Plan:	SP-34-5-19
	Municipality:	Voorhees
	Applicant:	Voorhees WHR Partners, LLC
	Abuts County Route:	Burnt Mill Rd. (Cr. 670)

The applicant proposes to demolish an existing 3,088 SF Wawa convenience store and construct a 5,585 SF Wawa Food Market and 7,150 SF fueling canopy with associated driveways, parking areas, stormwater management, landscaping, lighting and other proposed site improvements to support this construction.

The current Wawa has driveways fronting both County Roads. The proposed plans will change the location of the driveways along White Horse Road. Access to Burnt Mill Road is shifting slightly to the east. Improvements to the traffic signalized intersection include restriping to provide an additional lane and associated capacity.

Proposed stormwater management will include an underground detention basin, roof drains, pipes and inlets. Overland flow from open space areas will continue to flow into an existing inlet within Burnt Mill Road. Some driveway runoff will contribute to the flow into an existing inlet along White Horse Road West. In addition, an underground detention basin is proposed to collect runoff from impervious surfaces associated with the majority of the proposed improvements. This stormwater will be discharged via an outlet control structure to the existing inlet within White Horse Road West.



Project Name

Wawa - 1702 Burnt Mill Rd

Block

178

Lot

2 & 11

Town

Voorhees



0 25 50 100
Feet

camdencounty

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**CAMDEN COUNTY PLANNING BOARD
COUNTY ENGINEER'S REVIEW
OF SUBDIVISIONS AND
SITE DEVELOPMENT PLANS**

**COUNTY PLAN:
SP-34-5-19**

Wawa – 1702 Burnt Mill Road
PROJECT NAME

Voorhees Township
MUNICIPALITY

TYPE OF PLAN

TAX MAP DATA

REVIEW STATUS

 X

SITE PLAN

PLATE: 15

 First Review

PRELIMINARY PLAN

BLOCK: 178

OTHER

LOT (s): 2 & 11

NAME: Voorhees WHR Partners, LLC

ADDRESS: 701 E. Route 70, Building 1, 2nd Floor

CITY: Marlton STATE: NJ ZIP: 08053

SITE ABUTS COUNTY HIGHWAY: Burnt Mill Road (County Route 670)

White Horse Road, West (County Route 673)

COUNTY ENGINEER'S REVIEW COMMENTS (see review status above)

GENERAL

The applicant proposes to demolish an existing 3,088 SF Wawa convenience store and construct a 5,585 SF Wawa Food Market and 7,150 SF fueling canopy with associated driveways, parking areas, stormwater management, landscaping, lighting and other proposed site improvements to support this construction.

The current Wawa has driveways fronting both County Roads. The proposed plans will change the location of the driveways along White Horse Road. Access to Burnt Mill Road is shifting slightly to the east. Improvements to the traffic signalized intersection include restriping to provide an additional lane and associated capacity.

Proposed stormwater management will include an underground detention basin, roof drains, pipes and inlets. Overland flow from open space areas will continue to flow into an existing inlet within Burnt Mill Road. Some driveway runoff will contribute to the flow into

an existing inlet along White Horse Road West. In addition, an underground detention basin is proposed to collect runoff from impervious surfaces associated with the majority of the proposed improvements. This stormwater will be discharged via an outlet control structure to the existing inlet within White Horse Road West.

The following documents have been reviewed:

1. Camden County Planning Board Application, prepared by Voorhees WHR Partners, LLC, dated June 18, 2019
2. Site plan entitled "Preliminary and Final Site Plan for Proposed Wawa Food Market and Fueling Station," prepared by Matthew Sharo, of Dynamic Engineering; dated June 4, 2019.
3. Stormwater Management and Water Quality Analysis Report for "Proposed Wawa Food Market and Fueling Station," prepared by Matthew Sharo, PE, PP, Dynamic Engineering; dated June 2019.
4. Traffic Impact Analysis for "Wawa Food Market and Fueling Station," prepared by Dolan and Dean Consulting Engineers, LLC, dated September 4, 2019.
5. Land Title Survey for "J&J Development Group", prepared by Dynamic Survey, LLC, dated February 1, 2019, revised through April 18, 2010.
6. Roadway Improvement Plan, prepared by Dynamic Engineering, dated July 24, 2019.
7. Sustainable Development Statement, prepared by Dynamic Engineering, dated June 2019
8. Municipal Engineering Review, prepared by CME Associates, dated February 5, 2020

RIGHT OF WAY

1. The Camden County Master Plan indicates that Burnt Mill Road (CR 670) has a proposed right-of-way of 66 feet, with an existing right-of-way of 60 feet. The applicant is required to provide additional right-of-way through a roadway easement to widen Burnt Mill Road from the centerline along the applicant's frontage. The following is noted:
 - a. The site plan should be revised to indicate the roadway easement dedicated to Camden County.
 - b. The metes and bounds description of the roadway easement prepared by a licensed surveyor in the State of New Jersey should be submitted for prior review and approval.
 - c. A copy of receipt of County filing of the road widening easement must be provided to the County Planning Department prior to issuance of final approval.
2. The Camden County Master Plan indicates that White Horse Road West (CR 673) has a proposed right-of-way of 66 feet, with an existing right-of-way of 49.5 feet. The applicant is required to provide additional right-of-way through a roadway easement to widen White Horse Road West from the centerline along the applicant's frontage. The following is noted:
 - a. The site plan should be revised to indicate the roadway easement dedicated to Camden County.
 - b. The metes and bounds description of the roadway easement prepared by a licensed surveyor in the State of New Jersey should be submitted for prior review and approval.
 - c. A copy of receipt of County filing of the road widening easement must be provided to the County Planning Department prior to issuance of final

approval.

3. Additional Right of Way is requested along the North East quadrant of the intersection of Burnt Mill Rd. and White Horse Rd. in which the current property line extends into the existing sidewalk and ADA ramp to be replaced. The County requests the additional Right of Way to allow for the public improvements of sidewalk and ADA ramp be located in the County Right of Way and not of private property. Applicant should prepare a Right of Way plan showing metes and bounds and a surveyed property description to allow for the transfer of property.
4. Roadway improvement are proposed within the County right-of-way as noted below:
 - a. Sidewalk along both County frontages will be reconstructed.
 - b. The Burnt Mill Road west leg at the White Horse Road will be widened to provide three approach lanes (L, T, R).
 - c. Reconfigured access along White Horse Road and Burnt Mill Road.
 - d. Repaving of Burnt Mill Road between White Horse Road and Chestnut Avenue will be completed. The applicant shall meet with the County Engineer prior to the start of the project to determine the limits of the new pavement.
 - e. Curbing is to be added along the north edge of Burnt Mill Road between the two existing inlets. The plans should be updated to show this curb. The applicant shall meet with the County Engineer prior the start of the project to determine the location of the curbline.

SITE PLAN

1. If the applicant proposes significant changes within the County right-of-way, the Site Plan set should be revised to include plan sheets for Improvements within the County right-of-way including but not limited to grading plans, roadway profiles and cross sections. **Driveway profiles should be provided to show that the driveways meet the County requirements. In addition, the applicant will be providing curb and roadway widening on Burnt Mill Road from White Horse Road to Chestnut Avenue. A paving plan sheet should be added to the plan set.**
2. The Demolition Plan should clearly show all improvements to be removed within the County right-of-way.
3. The plans should include a note indicating "All sidewalk and curb within the County right-of-way along the property frontage that is deteriorated or presents a tripping hazard shall be replaced under the direction of the County Engineer or his/her representative."
4. Sight triangle easements shall be required at all driveways as determined to be necessary by the County Engineer. Sight triangle easements should be in accordance with AASHTO standards and be shown on plans. The applicant shall be required to submit a deed of sight triangle easement to the County of Camden that describes the required easement area.
 - a. The sight line for White Horse Road should be increased to 355' to reflect the need to cross an additional lane.
 - b. The sight line for Burnt Mill Road shall be measured a minimum of 14.5' from curbline.
5. The sanitary manhole at the Burnt Mill Road driveway must be reset to be flush with the

driveway apron.

6. The sanitary manhole at the northern most White Horse Road driveway must be reset to be flush with the driveway apron.
7. A tapered curb is necessary at the Burnt Mill Road driveway.
8. Sidewalks along the frontage of White Horse Road and Burnt Mill Road will be installed with a 5' by 5' passing area, not exceeding 200 feet in intervals. Three areas along White Horse Road and one area along Burnt Mill Road will be necessary.
9. Curbing should be installed along Burnt Mill Road, fronting the property from White Horse Road to the new ADA ramp to be provided at the Chestnut Avenue intersection.
10. Site Plans Must Conform with the Following Standards:

3.3 Site Plan

3.3.1 Access Location, Access Spacing, Access Restrictions, and Intersection Design

3.3.1.2 Alternate Access (**Plan Does Not Conform**) A waiver may be required. The site plan shows that two (2) local roads have frontage to the property, Chestnut Avenue and South 2nd Street. Existing driveway accesses are available from the County roadways, though the application seeks a change in location of these access points. *Technical Waiver*

3.3.1.9 Spacing of New Driveways (**Plan Does Not Conform**) - There are two (2) access driveways located along White Horse Road. These existing driveways provide approximately 55 feet in separation. The project is proposing two (2), 2-way driveway access points from White Horse Road. The driveways will be relocated from their current location and will provide approximately 120 feet between the two. This section of the Development regulations require at least 400 feet between the closest edges of the driveways. A waiver will be required. See the Traffic section for additional comments. *Technical Waiver*

3.3.1.10 Access Geometry and Driveway Intersection Design

3.3.1.10.B Profile of a Driveway Approach to a County Road (**Plan Does Not Conform**) The plans do not provide a profile of the proposed driveways. Please include. *Technical Waiver*

3.3.1.10.E Driveway and Apron Material (**Plan Does Not Conform**) The construction details do not provide a County detail for the driveway and apron construction or material. In addition, this section of the County standards requires the driveway to be constructed of reinforced concrete for the full width of the driveway for a distance of at least 25' from the edge of the pavement of the county road including a 4' width of sidewalk. The plans are not clear as to this distance, a waiver may be required.

3.3.1.10.G Stop Sign and Stop Bar (**Plan Does Not Conform**) The plan shall be updated to provide that the stop bar striping shall be white.

3.3.1.10.K Centerline and Lane Transitions (**Plan Does Not Conform**) A roadway improvement plan has been provided which shows some striping improvements on the County road. See the "Roadway Improvement Plan" Section for further comment.

3.3.1.14 Traffic Signs (**Plan Does Not Conform**) Traffic control plans show various signs within the County ROW. The signs should be identified.

3.3.1.17 Maintenance of Traffic Control Devices (**Plan Does Not Conform**) Appropriate Traffic Control Plans and detour plans should be provided.

TRAFFIC

1. Since Burnt Mill Road is a primary roadway to reach Voorhees Town Center, a Saturday analysis is recommended.
2. The existing Wawa store generates about 50% more traffic in the morning than compared to empirical ITE data for convenience stores. The traffic engineer should evaluate if this increase will have an impact to driveways and/or the study intersection operations.
3. The Build Volumes at the signalized intersection do not match the addition of the No-Build Volumes and the Site-Generated Traffic Volumes. The traffic engineer should evaluate the Build volumes and respective analyses and determine if there will be a significant change in the results.
4. The intersection of White Horse Road and Burnt Mill Road is controlled via a three-phase traffic signal. The traffic report analyzed this intersection as two-phase operation. As such, the analysis should be updated to reflect the proper phasing and evaluate any impacts, specifically to the Burnt Mil Road left-turn lane storage.
5. The traffic study shows that minimum motorists are executing a left in/out of the site at the existing White Horse Road driveways (about 5% in the AM; 10% in the PM). In addition, the queue along White Horse Road will extend beyond the northern access. As a result, the northern access shall be converted to right in/out driveway.

ROADWAY IMPROVEMENT PLAN

1. As part of the intersection upgrades, the proposed stop bars along Burnt Mill Road must be offset from the crosswalks a minimum of 4 feet. New stop bars (24' SWL) will be necessary on the Burnt Mill Road approaches.
2. The crosswalk lines striping should be noted in width and color (6" SWL).
3. The stop bars, arrows, and ONLY markings should be noted as thermoplastic material.
4. The County's requirement for a bay taper is 75', whereas only 50' is proposed for the proposed left-turn lane on Burnt Mill Road. A 75-foot left-turn lane with a 60-foot bay taper is an alternative design that will not impact the scope of the improvements as identified.
5. The Burnt Mill Road right-turn lane width should be decreased to 12 feet to increase the width of the through lane to minimum 10'.
6. A turning-template should be provided for a bus (B-40) for turns from southbound White Horse Road to northbound Burnt Mill Road to ensure no encroachment with the proposed left-turn lane.
7. Along SB Burnt Mill Road, the following items are recommended:
 - a. The 4" SWL between the through and left-lane should be 8".
 - b. The lane line between through and right-lane to be restriped as an 8" SWL.
 - c. The cross-hatching striping should be identified (width/color/angle).
 - d. The existing lane use sign/RLMTR sign (2 series) need to be removed. New lane use sign (R3-8b) will be required.

- e. The existing right arrow and ONLY pavement markings to be repainted. Due to the extensive length of the right lane, a third series of the right arrow/ONLY be provided.
- 8. The following signal upgrades shall be incorporated to be approved by Camden County and Voorhees Township.
 - f. New ADA ramps at each corner and new push buttons (APS type).
 - g. Incorporate video detection on all approaches.
 - h. Update the signal timing to meet current standards. Implement free cycle operation during non-peak times particularly during overnight hours.
 - i. Install skirt to controller cabinet.
 - j. Replace sidewalk on either side of controller junction box so JB is flush.
 - k. Restripe approach lanes on NB Burnt Mill Road (lines, arrows, ONLY).
 - l. Restripe crosswalk striping along White Horse Road (both approaches).

STORMWATER MANAGEMENT NJAC 7:8

1. This project is classified as a major project for the purposes of stormwater management and must comply with the requirements of NJAC 7:8. The project must meet the following requirements:

- a. Address the rate and volume of runoff from the project site. This may be done in one of three ways as outlined in NJAC 7:8.
 - i. Reduce the peak rate of runoff from the project area by 50%, 25% and 20% for the 2-year, 10-year and 100-year storms, respectively; or
 - ii. Demonstrate that the rate of runoff for the project is not increased from the pre-developed condition at any point along the post-developed condition hydrograph; or
 - iii. Demonstrate that the peak rate of runoff is not increased and that the increase in volume and variation in timing will not have an adverse impact downstream impact.

The applicant must demonstrate that the project meets the stormwater quantity peak rate of runoff conditions and that the existing County storm pipe system has the capacity to handle the runoff directed into the County system from the proposed improvements. A hydraulic and hydrologic analysis and accompanying narrative should be provided to demonstrate that the County drainage system has the capacity to convey flows anticipated from the site without adversely impacting downstream County facilities or exceeding the capacity of the existing drainage system.

- b. Reduce the Total Suspended Solids (TSS) loading in stormwater by 80% for new impervious.

The plans provide a Stormfilter MTD to provide an 80% TSS removal rate for the proposed project. The stormwater flow entering the County system at the existing inlet is treated prior to entering the inlet. It appears that the plans meet this requirement.

- c. Demonstrate that the amount of groundwater recharge in the post-developed condition is equal to or greater than the pre-developed condition.

The project location is within a Metropolitan Planning Area (PA1) and thus is exempt from ground water recharge requirements ONLY within areas that are proposed to be

redeveloped. It appears as though a portion of the site to the southwest that is existing as wooded area and is proposed to be cleared will not be exempt from recharge requirements. Additionally, it does not appear as though this portion of the site is within a high pollutant loading area (HPLA) and would not be exempt from recharge. As a result, it appears as though recharge is required for this major development and has not been provided.

- d. Incorporate low impact development techniques to the maximum extent possible. *The stormwater report does not include a narrative of how low impact development techniques were addressed.*
2. According to 3.5.1, the storm sewer system must be designed to convey the peak runoff from a 25-year storm under full flow conditions. A minimum design velocity at full flow shall be 3 feet per second; the maximum design velocity shall not exceed 15 feet per second. The applicant should provide a summary and routings to indicate the peak velocities anticipated at the discharge point into the County drainage system in accordance with the above referenced conditions.
3. According to 3.5.2.1A, all storm sewer inlets adjacent to properties under development must meet Camden County Stormwater Permit Attachment –C with Bicycle safe grate and Type N eco piece (Camden County Detail 15). A note to this effect must be provided on the plan and inlets grates replaced should the County engineer require this.
4. The stormwater design to include the permeability tests of the soils under the infiltration system in accordance with the NJDEP BMP manual appendix E.
5. The depth of cover over a storm sewer pipe within the county ROW shall be a minimum of six (6) inches. A utility profile was not provided to demonstrate that this minimum has been met.

DETAILS

1. All construction or reconstruction within the County right-of-way is to be at County standards, and Federal ADA standards. The applicant should provide the County details as required for the various improvements within the County ROW. As a minimum, curbing, driveway apron, depressed curb, utility trench, and paving details should be provided.
2. All curb radii for all roadways and driveways should be checked to ensure that an emergency vehicle or delivery vehicle can exit the driveway without turning into oncoming traffic. A turning template has been provided for a gasoline tank and tractor trailer truck. The applicant should provide a template for emergency vehicles.
3. The difference of elevation between the existing centerline of the County Highway and the new gutter line is to be as near to a 2.22% grade as possible. Spot elevations have not been provided at the centerline of the County road to determine the grade.
4. The following County standard details are required for improvements in the County right-of-way:
 1. Standard 8"X9"X18" Concrete Vertical Curb
 2. Standard Depressed Concrete Curb
 3. Standard Vertical Concrete Curb Taper

4. Standard Concrete Sidewalk
 5. Standard Concrete Driveway and Concrete Apron
 6. Standard HMA Driveway Section: Adjacent to Reinforced Concrete Sidewalk and Apron
 7. Standard Pavement Marking Legend
 8. Standard Left Turn In and Left Turn Out Prohibited
 9. Milling and Resurfacing
 10. Roadway Widening Roadway Restoration
 - A. Typical Roadway Restoration for Curb Installation
 11. Asphalt Road Restoration: Gas Utility
 12. Curb Face Form
5. The applicant has agreed to the following conditions:
- a. Improvements along Burnt Mill Road
 - i. Provide curb along the northern edge of Burnt Mill Road from the existing curb at the inlet in the vicinity of White Horse Road to the inlet in the vicinity of Chestnut Avenue. Approximately 200LF of curbing to be provided.
 - ii. Improvements at the southeast corner of Burnt Mill and Chestnut Avenue. These improvements including continuing the sidewalk from the proposed driveway on Burnt Mill to the intersection and provide an ADA compliant ramp at the corner.


ADMINISTRATIVE

1. As a condition of approval, the applicant must submit two (2) sets of Final Site Plans and or Subdivision Plats at a size of 24 inches by 36 inches (24 x 36 only) and an electronic copy of the final site plan on disk or flash drive.
2. All Camden County Planning Board Approvals are contingent upon the Applicant satisfying all Camden County Engineering/Planning review comments outlined in this letter and formal written approval from the Camden County Planning Board will not be issued until such a time in the future that these requirements are satisfied.
3. All road openings and work to be performed in the County Right-of-way will require a Right of Way Access Permit or Road Opening Permit from the Camden County Department of Public Works, Permit Division <http://www.camdencounty.com/service/public-works/permits/>, 856-566-2980, Permit Division requirements may differ from County Planning Board Approval and must be followed by the applicant.
4. Camden County Planning Board Process – Once applicants approved by the County Planning Board, revised site plans and any requested reports/documents must be submitted conforming with all Engineering comments depicted in this letter unless otherwise discussed at the Planning Board hearing. The Camden County Planning Board **does not** provide any applicant with an individual resolution of approval and will only issue an Approval Letter once conformance with the comments depicted in this letter are met.

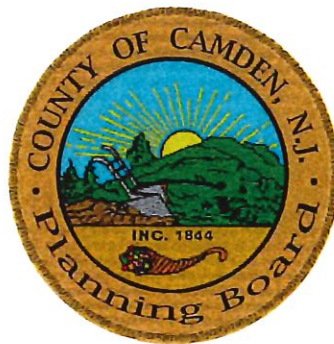
5. All sections of the subdivision and site plan review act are to be complied with and shall become a part of the approval.
6. The applicant's site plan includes improvements to both local and county facilities. The Municipal Engineer will be providing review, inspection and certification of the project. The improvements to the County facilities shall be included in the inspection and certification of the Municipal Engineer. Copy of the final certification shall be furnished to the County Planning Board.
7. The Cost of any inspection work of improvements to County facilities shall be the responsibility of the applicant and shall be estimated by the Municipal Engineer and included in the total fee to the applicant. The municipal bond shall include the cost of the construction of the County facilities and/or improvements.
8. Underground irrigation systems shall not be located within the County right-of-way.
9. Underground electrical, telephone and fiber optic systems shall not be located within the right-of-way.

OUTSIDE AGENCY APPROVALS

1. Applicant is responsible for all environmental permits required.


William England PE
Assistant County Engineer


DATE



Cc: Applicant: Voorhees WHR Partners, LLC (jim@j-developmentgroup.com)
Applicant Attorney: Timothy M. Prime, Esq. (tim@primelaw.com)
Applicant Engineer: Dynamic Engineering, Matthew Sharo (msharo@dynamie.com)
Municipal Planning Board Secretary: Wendy Flite (wflite@voorheesnj.com)
Municipal Review Engineer: Bennett Matlack, PE, CME, Zoning Board of Adjustment Engineer