



County of Burlington

Department of Public Works – Planning Board

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April 15, 2026

Danielle Scolori, Principal Engineer

RECEIVED

APR 21 2026

B.C.P.B. #S26-13-008

Mr. Anthony Saccomanno
Evesham Township Construction Official
984 Tuckerton Road
Marlton, NJ 08053

RE: FLAGSHIP CAR WASH – FLAGSHIP NJ PROPCO, LLC
Lot 2.02. Block 8.15. Sheet 1.01. 3.63 Acres.
Drawing No. Sheet 1 of 28 dated 1/30/26.
Supplemented by:
Sheets 2 through 28 of 28 all dated 1/30/26.
Survey, Sheet 1 of 1 dated 7/28/25 rev. 8/18/25.
Located on Maple Avenue, Route 607, Church Road, Route 616
and Greentree Road, Route 674 (ALL COUNTY).

Dear Mr. Saccomanno:

Please be advised that at its meeting of April 14, 2026, the Land Development Review Committee of the Burlington County Planning Board reviewed and conditionally approved this site plan.

In accordance with the Burlington County Land Development Review Resolution (LDRR), Section 4.11, where conditional approval has been granted to a formal site plan by the Committee, the applicant shall submit corrected drawings or plans within thirty (30) days (one hard copy AND an electronic copy to planning@co.burlington.nj.us). Otherwise, the conditional approval shall be considered a rejection.

In accordance with the LDRR, Section 4.12, the thirty (30) day period may be extended upon application by the applicant. The applicant shall demonstrate good cause to extend the time.

The conditional approval is subject to the plans being revised to address the following:

1. INFO – This site plan application proposes the redevelopment of a vacant 13,760sf retail building into a car wash facility (same 13,760sf total), 15 associated parking spaces, stormwater conveyance system and other miscellaneous on-site improvements. The site has frontage and/or access to Maple Avenue (CR #607), Church Road (CR #616), & Greentree Road (CR #674) in Evesham Township.

Conditions:

2. The sight triangle lengths are shown incorrectly on the plans. Revise the sight triangles to comply with AASHTO standards. Entire sight triangles are to be shown on the plans for the calculated length of the triangles in both directions to demonstrate that the sight triangles terminate in the correct travel lanes.
 - a. The sight triangles shown on CR #607 should be sized for a left turn, in both directions, for the biggest vehicle anticipated to access the site (SU Vehicle) for a design speed of 45mph (posted + 5mph) and crossing four (4) lanes of traffic.
 - b. The sight triangles shown on CR #616 should be sized for a right turn, only, for the biggest vehicle anticipated to access the site (SU Vehicle) for a design speed of 45mph (posted + 5mph). Remove the left-turn sight triangle from the plans.

3. The concrete gutter across the Church Road access is in poor condition and is to be removed and replaced per LDRR, Figure 21. Add the detail to the plans.
4. There are several locations of concrete curb along Church Road that will need to be replaced. Delineate the curb to be replaced on the plans. Add LDRR, Figure 8 to the plans.
5. All ADA access ramps are to be confirmed for compliance with ADA standards and any that are found to not be within compliance are to be replaced.
6. The right-in/right-out access to Church Road (CR #616) is to be revised and designed as per LDRR details, 5 and 6. The turning radii do not appear to have increased in size and are too small per county design standards.
7. The site access(es) to the county road do not require a stop sign or stop bar. Remove them from the plans. Alternatively, if the developer or Township wishes to keep the proposed stop signs and stop bars on the plan, add a note to the plan, "If the County is contacted in the future for maintenance or repair of the stop signs or stop bars within the county right-of-way, the lot owner will reimburse the County for expenses."
8. There are 'B' inlets located along the site frontage of all three (3) county roads that are not shown on the plans. These inlets are to be shown on the plans, as required. As per LDRR, Section 13.37, all 'B' inlets located within county right-of-way are to receive N-ECO curb pieces and grates. Revise the plans signifying the replacement of any curb headpieces and grates, along the sites frontage, that are not N-ECO and include a detail for N-ECO curb pieces on the plans.
9. As per LDRR, Figure 1, provide 1"=10' scale details of proposed elevations for all curb ramps at the proposed site access driveways to demonstrate compliance with ADA standards.
10. As per LDRR, Section 6.03A.17, the existing and proposed right-of-way widths dimensioned with respect to centerline are to be shown for Maple Avenue (CR #607), Church Road (CR #616) and Greentree Road (CR #674).
11. As per LDRR, Section 6.03A.18, the Ultimate half Right-Of-Way, measured with respect to centerline is to be shown, labeled and dimensioned on the plans for Maple Avenue (CR #607), Church Road (CR #616) and Greentree Road (CR #674), in Evesham Township, as per the Burlington County Highway Master Plan (<https://www.dvrpc.org/webmaps/BCHMP/>). Any front setback lines shown are to be measured from said line.
12. There are several details shown in the "Site Detail" plan sheets that are labeled for Camden County and NJDOT. Remove all Camden County and non-pertinent NJDOT details and replace with the appropriate Burlington County details taken from the LDRR.

Stormwater Management Comments

13. INFO - The submitted Stormwater Management Report appears to have been prepared in general conformance with the New Jersey State Stormwater Management Regulations. The report indicates that stormwater runoff generated by the proposed development will be less than the pre-existing site conditions as a result of the proposed stormwater management improvements.
14. It does not appear that the on-site stormwater basin is working as intended and is in poor condition. It is unclear whether or not the basin was intended as a wet pond. The pond was completely filled with water, with a four-day gap between the last rainstorm and the day of a site walk-through. Evaluate the basin and determine if a full rehabilitation would be warranted at this location. Revisions to the plans and supporting documents may be necessary.

Traffic Comments

15. Traffic comments are provided in the attached memo, dated April 2, 2026 from Traffic Planning and Design, Inc. (TPD).

We reserve the right to make additional comments as additional information is submitted.

April 15, 2026

If the applicant's engineer has any questions or is in need of additional assistance in the preparation of the requested revisions, Danielle Scoleri of this office should be contacted. She can be reached at (856) 642-3800.

In addition to the above, the following standard County requirements apply:

1. As a condition of this site plan approval, the owner of the site shall be responsible for any future costs associated with relocating underground utilities for the site.
2. No changes are to be made in the contour of the land which would direct additional surface drainage to a County Road, unless proper and adequate additional drainage facilities are provided by the developer to the outlet. Furthermore, no changes are to be made in the contour of the land which would arrest or impede existing drainage from a County road, or undermine or flood a County facility.
3. When activities or work is proposed within the County roads and rights-of-way, application is to be made to the Burlington County Department of Public Works/Engineering Division (856-642-3700) in accordance with the Policy, Procedures and Specifications Manual for: Road Occupancy, Road Opening, Driveway Access, Charitable Solicitation, Municipal Events. The policy and application forms can be found on the Burlington County website (co.burlington.nj.us) under "Departments>Public Works>Planning Board>Applications & Checklists."
4. A performance guarantee is required for all work done in the County right-of-way. The Land Development Staff will prepare a cost estimate for bonding purposes when revised plans are submitted for review. The applicant will be required to post a performance guarantee for 110% of the improvement costs in accordance with the Land Development Review Resolution.
5. In accordance with the Soil Erosion and Sediment Control Act, Chapter 251, P.L. 1975, approval of this project by the municipal authorities may be conditioned upon certification by the local Soil Conservation District or municipality of a plan for soil erosion and sediment control. We suggest that the developer contact the Burlington County Soil Conservation District which is located at 1971 Jacksonville-Jobstown Road, Columbus, NJ 08022. Their telephone number is (609) 267-7410.

COUNTY PLANNING BOARD APPROVAL IN NO WAY AFFECTS OR NEGATES ANY APPROVAL REQUIRED BY THE MUNICIPALITY.

Very truly yours,

BURLINGTON COUNTY PLANNING BOARD



Mia C. Baker, Administrative Clerk
Secretary to the Planning Board

Attachment to All (TPD Comments)

cc: Burlington County Department of Resource Conservation
Burlington County Economic Development Department
Jennifer A. Newton, Secretary, Evesham Twp. Planning Board
Municipal Planning Board Planner
Flagship New Jersey Propco, LLC, Atten: Kelly Stelling
290 N. Maple, LLC
BL Companies, Atten: Jose Lazo, PE
Shropshire Assoc., LLC, Atten: Nathan B. Mosley, PE
Damien O. Del Duca, Esq.

CERTIFIED MAIL TO FLAGSHIP NEW JERSEY PROPCO, LLC:
Receipt #9589 0710 5270 1820 5072 95



MEMO

To: Brian Stilts – Senior Engineer Civil

From: Bryan Proska, PE, PTOE – TPD

cc: TPD File

Date: April 2, 2026

Re: Flagship Car Wash (App No. S26-13-008)
Traffic Engineering Review – 1st Review
Evesham Township, Burlington County, NJ
Application No. S26-13-008
TPD No. BURL 004

As requested, TPD has conducted a traffic engineering review of the County Planning Board Application No. S26-13-008 for the proposed redevelopment on the property designated as Block 8.15, Lot 2.02 in Evesham Township.

The Applicant is seeking approval to redevelop a former Rite Aid building into a ±13,760 square-foot (SF) automated car wash with one (1) wet tunnel and two (2) dry tunnels. Vehicular access to the site is proposed via the existing full-access driveway to Maple Avenue (CR 607), the existing left-out restricted driveway to Church Road (CR 616) and the existing right-in only driveway on Greentree Road (CR 674).

The following items which TPD received were utilized in preparing this review:

- » *Traffic Engineering Assessment for Spotless Car Wash – Evesham Township*, prepared by Shropshire Associates LLC, dated February 2, 2026.

Based on our review of the items received, we offer the following comments for consideration:

TRAFFIC IMPACT STUDY COMMENTS

1. INFO – The size and operational characteristics of the proposed use are not directly comparable to standard ITE trip generation data for car wash uses. Accordingly, the traffic study utilized site-specific trip generation data from similar, existing facilities. Our office takes no exception to the trip generation methodology presented in the submitted traffic study.
2. Revise the traffic report to include Level of Service (LOS) and queue summary tables for all analyzed intersections and driveways.

3. The signalized intersections throughout the study area operate under coordinated signal control. The submitted traffic report assumed uncoordinated control in the Synchro analysis. Revise the operational analysis to reflect coordinated signal operations.
4. The operational analysis indicates that exiting vehicle queues from the Maple Avenue driveway are projected to impact the first internal intersection on the site. Pursuant to Section 12.07 of the LDRR, driveway entrances should be designed to minimize conflicting movements near the county roadway, with cross-aisles located as far from the county road as practicable. The Applicant should evaluate potential mitigation measures, such as "Do Not Block" intersection markings and signage, to prevent queuing and congestion from adversely affecting traffic operations on Maple Avenue.
5. Pursuant to Section 12.01 of the LDRR, the Applicant is required to implement improvements where measurable degradations in traffic flow quality are identified. Based on the submitted traffic report, the following county road approaches are projected to deteriorate no-build LOS E conditions, thereby necessitating mitigation:
 - » Westbound approach at Church Road and Greentree Road.
 - » Southwest approach at Greentree Road and Maple Avenue.
 - » Westbound approach at Church Road and Maple Avenue.

The Applicant should explore appropriate mitigative measures, such as signal timing modifications, to address site-generated traffic impacts at these locations.

We reserve the right to make additional comments as additional information is submitted. Please call if you have any questions.