

FAQ About Old York Country Club Redevelopment For Warehouse Purpose

Question #1: How large could this warehouse be?

A: The maximum size that would be permitted is 1,300,000 square feet. The property, however, is 159 +/- acres in size. Therefore, the building comprises roughly 20% of the entire site.

Question #2: Would the warehouse be close to Old York Road?

A: No. The Plan would require a minimum distance from Old York Road of 1,000 feet (more than three football fields away).

Question #3: How far from Bordentown-Georgetown Road would it be allowed to sit?

A: A minimum of 1,900 feet away; and homes along Bordentown-Georgetown Road currently have a mature forested area of between 250' and 500' in depth which acts as a natural buffer and which will be required to remain. The adjoining farm property and home to the southeast will be screened because the Township will require a substantial buffer to screen the building(s) from view, no less than fifty feet (50') wide, with a berm fifteen feet (15') high, on top of which trees no shorter than twenty-five feet (25') in height at time of planting, will be installed. That buffer area would be approximately four (4) stories tall in the first year of planting, and will be required to be maintained in perpetuity.

Question #4: Could there be more than one building?

A: The Concept Plan provides for one building of 1,134,000 square feet. However, a second warehouse could be permitted if it was dedicated to cannabis cultivation or manufacture, but the total size of the warehouses cannot exceed 1,300,000 square feet of gross floor area.

Question #5: Do you know who/what business entity will occupy the building?

A: No. No tenant has been identified. But to address some of the concerns raised by residents, the following will not be permitted: parcel hub warehouses, fulfillment centers, and "last mile" distribution facilities.

Question #6: I heard someone say this warehouse will result in 4,000 cars driving to and from the site every day. Is that true?

A: No. The warehouse space will be limited in off-street parking to no more than four hundred (400) passenger vehicle parking spaces.

Question #7: Will tractor-trailers be able to enter Old York Road from west, and exit out onto Old York Road, returning in a westerly direction, toward Chesterfield?

A: No. The design will require all tractor-trailers to make only a right-hand turn into the site from Route 206, and only a left-hand turn out, thereby bringing all truck traffic from, and returning it to, Route 206. [See images below]



Driver Perspective Leaving the Proposed Warehouse



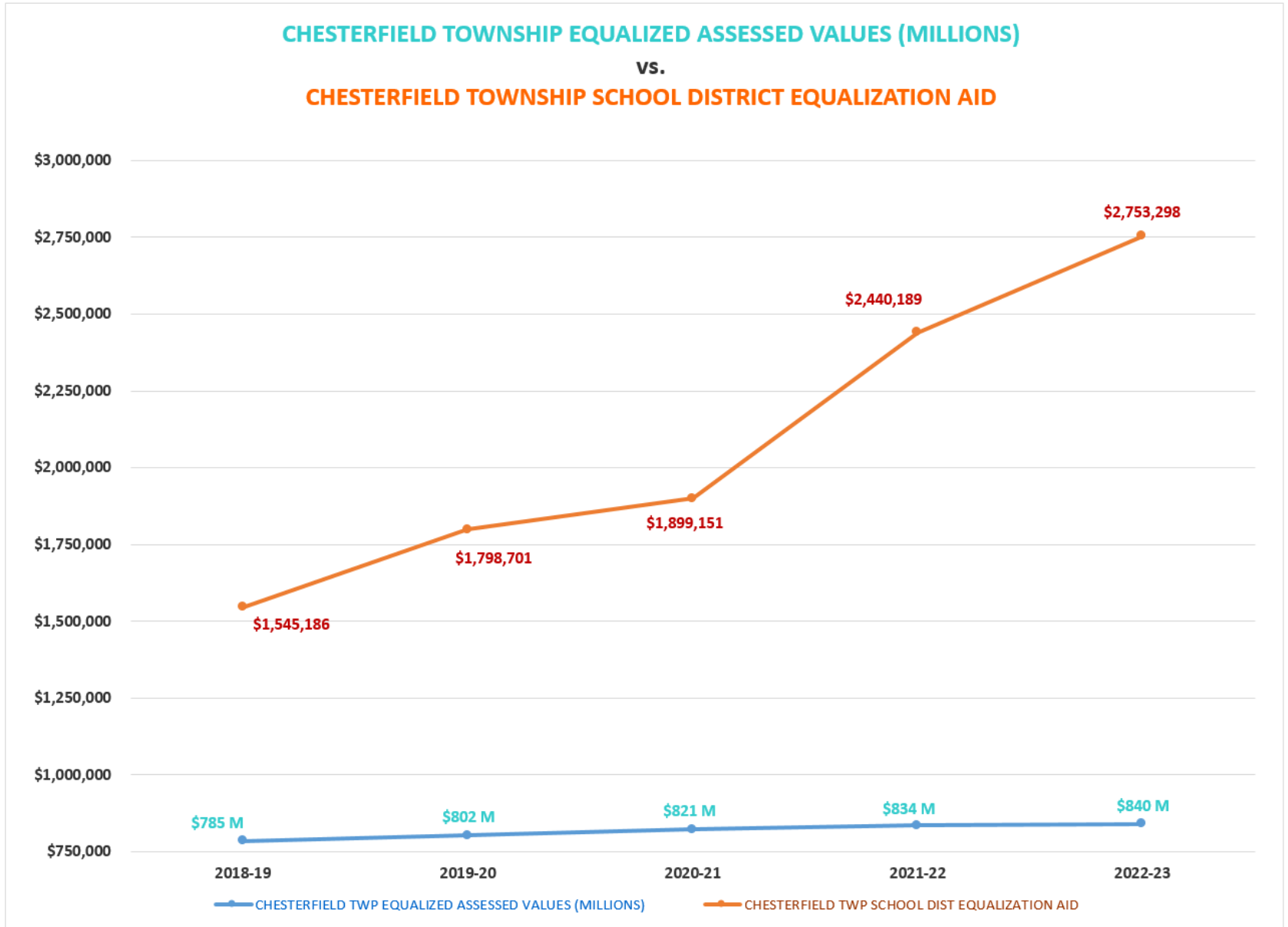
Example of Proposed Visual Indication of Left-Turn In Restriction Along Old York Road From the West

Question #8: It was reported that two tractor-trailers were recently seen near the elementary school in Old York Village. Is that true?

A: Yes – One tractor-trailer was a moving company and it was seen near the school. That tractor-trailer was moving a new family into their new home. A second tractor-trailer was also seen near the school and it was a dump trailer delivering mulch. The mulch was ordered by the township’s landscape contractor that was preparing to perform the annual initial mulching and cleanup of the common areas of Old York Village. The mulch delivery driver obviously maneuvered the wrong way on the circle before he entered the school parking lot and delivered the mulch in the lot.

Question #9: The School Board has expressed fear that increasing the Township’s equalized assessed values (“ratable base”) will cause it to lose \$241,628.00 in State equalization aid. Is this true?

A: It would be speculative to say “yes” or “no.” However, historical data for the last five (5) school years shows that the School District’s equalization aid from the State has actually RISEN with increased ratables. And the percentage increase in school aid (78%) is dramatically higher than the percentage increase in equalized assessed values (7%):



Question #10: Could that increase in State equalization aid be due to the fact that most of the increase in ratables is from new residential units, thereby increasing the student population?

A: While it is true that the vast majority of the increase in the Township’s ratables is comprised of residential units, local student population has actually decreased, or stabilized during those years:

2018-19	775
2019-20	761
2020-21	717
2021-22	708
2022-23	729*

**This number represents the school district estimate of students for 22/23 school year..
All information was obtained from Chesterfield School District Budget Records*

Question #11: Are there tax benefits to the community if this property is developed with a warehouse?

A: The Township’s Tax Assessor has conservatively estimated that the value of the property would be, for assessment purposes, and if the 1,300,000 square feet were built, approximately \$85,000,000.00.

The property is currently assessed as \$3,000,000.00. Currently, the Chesterfield School District receives \$42,000.00 in taxes. If the warehouse is built, and assessed at the Assessor’s estimates, based on the current tax rate it would generate approximately \$1,191,700.00 in School District taxes per year. The Township’s tax revenue from the property is currently \$11,789.96; that figure would jump to approximately \$334,050.00 per year.

Question #12: People have accused the Township Committee of “rushing into” this decision. Why is Committee doing that?

A: No one has rushed into anything. The discussion about developing the Old York Country Club with a warehouse has been going on for over two (2) years. It was first discussed publicly at the Planning Board on May 19, 2020. Since then, it has been discussed in public at numerous Township Committee meetings, including two (2) meetings that were devoted specifically to this topic: March 18, 2021 and August 3, 2022. Hours of public comment and Committee discussions have been devoted to this issue.

Question #13: There are those who say that OYCC did not really qualify as an “Area in Need of Rehabilitation”, and that a lot of what has been done has been “behind closed doors.” What is the Township’s response to this?

- A: (1) The Township Committee, in public session on February 27, 2020, voted unanimously to refer the matter to the Planning Board to conduct an investigation into whether the property qualified for that designation.
- (2) The Planning Board conducted a public hearing on May 19, 2020, on notice to the public, and discussed and voted, in public, to recommend the rehabilitation designation to the Township Committee.
- (3) The Township Committee, on May 28 2020, unanimously adopted a Resolution, in public, accepting that recommendation, and declaring the OYCC as an area in need of rehabilitation.
- (4) The State of New Jersey, Department of Community Affairs, approved that designation on April 27, 2021.

Question #14: Someone has indicated that the warehouse won’t pay full taxes if it isn’t fully occupied or used. Is that true?

A: The Township Tax Assessor has provided the following response:

No. That is not at all accurate. Taxes are predicated on the value of the land and improvements. To suggest that the property will have less value if the building is not fully occupied is not how municipal property assessments work.

Question #15: The County may have interest in the land as an operating golf course. Has this been explored?

A: The Township asked Burlington County about this by [letter](#) on February 26, 2021, and on March 19, 2021 a [response](#) was received back from the County. The County said there is no funding to purchase, or hire staff and provide the maintenance needed for a government-owned facility like OYCC. Burlington County is not inclined to operate a business in direct competition with the private sector.

Question #16: Will there be an access road entering and exiting onto Bordentown-Georgetown Rd? If so is this a paved road, what will this access road be used for, and was this requested by the township?

A: No access road is proposed using Bordentown-Georgetown Road. The only access road to the site is proposed from Old York Road and it is basically the same location as the existing access road for the OYCC.

Question #17: Have the developers or will the developers submit a landscaping site plan to the Environmental Commission to review?

A: As part of any application before the Chesterfield Township Planning Board there will be a significant volume of documents and plans submitted. Planning Board submissions are reviewed by various professionals, boards & commissions. In addition to the members of the Planning Board, Township Committee, and the landscape architect on staff with the Township Engineer, the Shade Tree Advisory Board, and the Environmental Commission will be tasked with reviewing and commenting on plans including the landscaping and buffering plans.

Question #18: How will waste from the warehouse be handled and how will it affect the local environment?

A: All private property owners, including warehouse owners, are required to provide for their own waste collection and recycling programs. The Township does not collect solid waste from private properties and this location is no exception. The owner/occupant will contract for his own solid waste collection. Materials generated and recycled from this facility will be accounted for and reported annually to Chesterfield Township. The annual NJDEP municipal tonnage grant received by Chesterfield Township stands to increase due to the high quantity of recycling generated by warehouse facilities.

Question #19: What is the plan for overflow parking of tractor trailers waiting to unload?

A: The site plan, which will be subject to review by the Planning Board, must be developed with sufficient vehicle loading and storage capacity to ensure all trucks/trailers have a parking space to occupy until such time as they are loaded/unloaded and sent out of the site.

Question #20: Has an access easement through Manheim been explored?

A: To the township's knowledge, no access easement through the Manheim site on the opposite side of the creek has been investigated or proposed. This is likely due in part to the substantial grade change between the Manheim Property in Mansfield and the low-lying areas of the property in Chesterfield Township. None is required under this proposed Redevelopment Plan.

Question #21: What are the expected hours that construction will occur during?

A: Absent any restrictions that may be imposed for this particular site, and barring any unforeseen circumstances requiring periodic deviation from the hours established by Section 92-4 of the Township Code, construction work hours will be limited to Mon-Fri 7AM to 7PM, Sat 7AM to 5PM, and no work will be permitted on Sunday and some holidays.

Question #22: What is the impact to the township once the "cat is let out of the bag" and the first warehouse is constructed? In this litigious world, what is to keep the next developer from using this sale as reason to allow them to purchase other properties within the Township?

A: Chesterfield Township has permanently preserved just over 7,956 acres of farmland and maintains additional open space. The incredible success of the TDR and other farmland preservation programs have effectively reduced the available land areas capable of hosting warehouse development down to just four locations of at least 50 acres. The OYCC property is one of the locations, with a second being the NJ State Prison Farm on Ward Avenue. The third and fourth properties are largely encumbered by wetlands and actual watercourses which effectively nullify their use for any large-scale development. Those two properties are located between Sykesville Road and Chesterfield-Georgetown Road.

Question #23: What is the storm drain plan in controlling runoff from the extensive amount of impervious surfaces from running into and contaminating the wetlands and creek?

A: The existing site operates under prior NJ standards that likely didn't take the possibility of climate change into consideration. There are [documented instances](#) where the lowest parts of the golf course near the stream and the adjacent stream corridors have flooded and ultimately overran nearby roadways. By using current NJ design criteria, and the State requirement to reduce the site runoff, the impact to nearby streams and properties must be reduced to within NJ regulations. Modern, well-designed and managed basins that meet NJDEP regulations will contain stormwater and provide bio-filtering and retention of sediments. Modern basins are designed and maintained to provide water quality that meets a higher standard than those of the past.

Question #24: Is this a complete 'speculative' build?

A: This is a Redevelopment Plan that establishes requirements for the property. There is no known "end user" at this early stage. However, Chesterfield Township will work to identify and define the type of end users which could occupy the facility. For instance, the township will not permit this facility to house "last-mile", "parcel hub", or fulfillment end-users.

Question #25: What other options has the Township Committee pursued for use of this land?

A: Please keep in mind the Township does not drive commercial markets. In this case, the commercial market responded and reacted to the land being available for purchase. The Township cannot attract a user to the site for something that does not make economic sense to a market. The Township does not pursue buyers for private property. The Township did inquire about use by the County, but the Township does not have the means by which to acquire, retain, and maintain such a property as OYCC, and the County has responded that it is not interested. (See FAQ #15 above)

Question #26: Will you guarantee there will be no parking along Route 660 or 545 during construction and after the building is completed?

A: These are County roads which do not permit parking on either side. Signage indicating parking prohibitions can be installed if in the opinion of the County Engineer it becomes necessary. In the event illegal parking occurs, the police departments of Chesterfield and Bordentown have jurisdiction to issue tickets. Bordentown Township is mentioned because one side of Old York Road near the OYCC property is in that municipality.

Question #27: Will construction traffic be required to use Rt 660 to Rt 206?

A: Chesterfield Township and Burlington County have the ability to restrict construction traffic from going North of Old York Road. This is something the Township will request from Burlington County.

Question #28: Is this slated to be a 5,10, or 30 year pilot? What are the reasons behind the length of the term? From a builder's perspective, what are the pro's and con's of a shorter term vs. A longer term?

A: The developer has not requested, and the Township has not offered, any financial incentives for the project.

Question #29: How much additional load will this new facility put on our public works department ?

A. Unlike residential development, commercial uses such as those proposed in the Redevelopment Plan generally, do not burden the public works department. All roadways beyond the entrance at the county road will be private and entirely maintained by the property owner. The same can be said for grass mowing, trash collection, recycling, stormwater management facilities, parking lots, etc.