



You couldn't pick a better place.

PLANNING BOARD
Monday, June 19, 2017
APPROVED MINUTES

OPENING: The meeting was called to order by Chairman John Osorio at 7:46 PM.

PLEDGE OF ALLEGIANCE: Led by John Osorio.

OPMA STATEMENT: Read by John Osorio in compliance with the Sunshine Law.

ROLL CALL

- **Members in attendance:** John Osorio; Hugh Dougherty; Carolyn Jacobs; Kevin McCormack; Moly Hung; Betty Adler; Marlyn Kalitan and Sheila Griffith.
- **Professionals in attendance:** Lorissa Luciani, PP, AICP, Director of Planning; James Burns, Esq., Solicitor; Stacey Arcari, PE, Planning Board Engineer; and Jacob Richman, PP, AICP, Planner.

ADMINISTRATIVE ITEMS

Adoption Meeting Minutes from June 5, 2017. Hugh Dougherty made a motion, which was seconded by Kevin McCormack, to adopt the Meeting Minutes from June 5, 2017. Affirmative votes by Adler, McCormack, Hung, Dougherty, Kalitan, and Griffith. Minutes are approved.

Agenda Item 1:

Recommendations for the Adoption of an Amendment to the Redevelopment Plan for Kennedy Hospital

Block(s) 343.01 Lot(s) 6, 7, 8, 9, & 10

2201 Chapel Avenue West

Zone: Institutional (IN) Zone

Cherry Hill, NJ

Robert Melvin, of Group Melvin Design, gave an overview of the prior approvals granted to Kennedy Hospital for the Redevelopment Plan including the original Redevelopment Plan which was adopted in 2014. Mr. Melvin explained that Phase I of construction has since been completed. Mr. Melvin added that prior to going into Phase II, Kennedy Hospital has requested some plan amendments, and as such, Mr. Melvin is before the Board to present those proposed amendments. Mr. Melvin went through the proposed changes to the Redevelopment Plan which includes the following: 1) A new front yard setback of 40' instead of 80' (to Chapel Avenue) for a new patient pavilion (the 40' setback of which will only occur at a single point as the rest of the building tapers back); 2) An increase in height from 75' to 88' (exclusive of mechanical equipment); 3) An additional façade sign on the proposed Patient Pavilion stair tower; and 4) A helipad to be located on top of the Patient Pavilion. Mr. Melvin explained that the current operations for medevac helicopters is to land on the football field of the adjacent Cherry Hill West High School and that having the helipad on top of the hospital will improve their operations and provide more efficient access. Additionally, the current helicopter operations require the Township's emergency personnel to be diverted to the football field to accept the helicopter, and that this will no longer be necessary if the helipad is on top of the hospital. Mr. Melvin added that there would be no increase in the frequency of helicopter landings. Furthermore, Mr. Melvin explained that Kennedy Hospital is not a Level 1 Trauma Center and as such, patients who need Level 1 trauma care would be transferred to a Level 1 Trauma Center. Mr. Melvin explained that the proposed Patient Pavilion will blend in with the existing aesthetics. With regard to the proposed façade sign, while the exact look of the sign is still being determined, it may consist of Kennedy Hospital's logo. Lastly, Mr. Melvin stressed that any and all proposed Redevelopment Plan amendments would need to go through site plan review at the Planning Board.

Public Discussion: Mr. Greg Bruno of 107 West Miami Avenue stated that while he believes the Kennedy Hospital Redevelopment Plan (including the 2014 version) is a great plan, he stated that he has concerns that if Jefferson buys Kennedy Hospital that they may convert this facility into a Level 1 Trauma Center which may result in increased helicopter usage. Mr. Bruno requested that there be a condition that prevents the hospital from becoming a Level 1 Trauma Center or if unable to enact such a condition then Mr. Bruno would be opposed to the new helipad. Solicitor Burns stated that the applicant would have to come back from site plan approval and that those matters would have to be vetted out at that time; however, the Planning Board does not have control over Kennedy Hospital's operations. Solicitor Burns added that NJDOT has jurisdiction over helipad operations and not the Planning Board. Ms. Luciani stated that the Planning Board

cannot preclude the designation of a Level 1 Trauma Center but can instead look at safety issues concerning existing helicopter usage. Ms. Luciani added that Kennedy Hospital is looking to improve the transfer of Level trauma patients.

Ms. Susan Druckenbrod of 162 Valley Run Drive asked what the Planning Board obligation is to the neighborhood. Ms. Druckenbrod stated that she is concerned about a helipad the possibility of increase helicopter traffic. Ms. Luciani reiterated that Kennedy Hospital is not looking to become a Level 1 Trauma Center. Solicitor Burns added that the Planning Board does not have the ability to regulate Kennedy Hospital's operations in terms of helicopter usage nor the possibility of the hospital becoming a Level 1 Trauma Center. Solicitor Burns explained that Kennedy Hospital can address the hospital's operations and the safety of the neighborhood at the site plan hearing. Ms. Jacobs explained what the Planning Board's site planning review jurisdiction entails and how they can protect the interests of the public. It was further noted that the helicopter can fly wherever and whenever there is a patient in need of those particular services.

Motion: Hugh Dougherty made a motion, which was seconded by Carolyn Jacobs, to recommend the Adoption of an Amendment to the Redevelopment Plan for Kennedy Hospital to Township Council. Affirmative votes by Osorio, Dougherty, Jacobs, Adler, McCormack, Hung, Kalitan and Griffith. The recommendation to Township Council is approved.

Agenda Item 2:

8752.2B5

Block(s) 54.02 Lot(s) 4.04 & 5
Zone: Regional Business (B4) Zone

Cherry Hill Partners at Park Place, LLC

Garden Park Boulevard
Cherry Hill, NJ

Relief Requested: A refiling of a previously approved Minor Subdivision (lot line adjustment) for Block 54.02, Lots 4.04 and 5.

Applicant's Representatives: Doug Wolfson, Esq. – Applicant's Attorney; and John Taikina, PP – Applicant.

Exhibits Submitted: None.

Mr. Wolfson stated that the applicant is back before the Board as their approvals for their previously approved minor subdivision expired. Specifically this previously approved minor subdivision was not filed in time with the County in order for it to be perfected. As such the 190-day timeframe to perfect the minor subdivision expired and they are now requesting new approvals for the minor subdivision.

Mr. Taikina discussed the proposed subdivision and stated that the only change from the previously approved subdivision and the one being presented before the Board tonight is a minor adjustment of the subdivision line between Phase 2A & 2B of the Garden State Park. Where the previously line was more jagged, the new subdivision line is a straight line.

Ms. Luciani clarified that the only way an extension of the 190-day timeframe can be granted is if an outside government agency holds up the minor subdivision from being perfected. Ms. Luciani explained that this did not happen with this particular case and as such, the applicant requires new approvals in order to proceed with the minor subdivision request. Ms. Luciani noted that the proposed minor subdivision does not require any new variances.

Public Discussion: None.

Motion: Following the reiteration of the conditions by Solicitor Burns, Hugh Dougherty made a motion, which was seconded by Marlyn Kalitan, to approve the application with the conditions as stated (including agreeing to maintain conditions of all prior approvals). Affirmative votes by Osorio, Dougherty, Jacobs, Adler, McCormack, Hung, Kalitan and Griffith. The application is approved.

Agenda Item 3:

16-P-0030

Block(s) 129.01 Lot(s) 1
Zone: Highway Business (B2) Zone

Triple C Development

1503 Chapel Avenue West
Cherry Hill, NJ

Relief Requested: A preliminary and final major site plan and preliminary and final major subdivision (due to extension of off-tract improvements for drainage) to redevelop the former Red Eagle Tavern site into a 6,810 SF AutoZone on proposed Lot 1.01 and a 3,760 SF Zippy's Car Wash on proposed Lot 1.02 along with various site improvements and minor subdivision to create two (2) lots at 1.187 acres and 1.323 acres in size, respectively.

CONTINUED FROM THE MAY 15, 2017 PLANNING BOARD MEETING

Applicant's Representatives: Damien Del Duca, Esq. – Applicant's Attorney; John Pettit, PE, PP – Applicant's Engineer & Planner; David Shropshire, PE, PTOE – Applicant's Traffic Engineering; Norman Dottie – Applicant's Acoustical Engineer; and Austin Evans – COO of Zippy's Car Wash.

Exhibits Submitted: A-7: Revised Color Site Plan Rendering; A-8: Truck Turning Template dated 6/8/17; A-9: Sample Truck Turning Templates from other Approved Site Plans; and A-10: Photograph of Zippy's Video Surveillance Room in Alabama.

Solicitor Burns announced that Ms. Kalitan was not at the prior hearing concerning Triple C Development; however she has signed a Certification that states that she has listened to the recording of the prior hearing. Therefore, Ms. Kalitan can participate in the resumption of the matter concerning Triple C Development.

Mr. Del Duca reintroduced the application for Triple C Development which consists of a proposal to construction a Zippy's Car Wash and an AutoZone. Mr. Del Duca stated that since their last hearing they have conducted a noise analysis and have submitted a revised site plan to address comments by the Board and its professionals. Exhibit A-7 was submitted and Mr. Del Duca reiterated that there is no bulk variances required with this application. Furthermore, only two (2) design waivers are being requested that related to the location of the street trees and to exceed the permitted width for the driveway along Chapel Avenue (which also falls under NJDOT jurisdiction). Traffic testimony will be provided regarding the size of the driveway and site circulation.

Mr. Pettit gave an overview of the proposed site plan and reiterated that the proposal is for a 6,810 SF AutoZone and a 3,760 SF Zippy's drive-through car wash. Mr. Pettit explained that NJDOT is going to approve their proposed 44' wide access driveway off of Chapel Avenue. This driveway will consist of 20' wide inbound lane and two (2) 12' wide outbound lanes consisting of a dedicated right turn lane and dedicated left turn lane. Mr. Pettit discussed the proposed parking layout and loading area for the AutoZone portion of the site and submitted the Exhibit A-8 to highlight the proposed truck turning movements. Mr. Pettit illustrated how a tractor trailer can access the site and loading area and then leave the site in a safe manner. Mr. Pettit discussed the proposed bypass lane for the car wash that exits out onto Woodland Avenue. With regard to deliveries, Zippy's receives deliveries once per month containing chemicals for the car wash. AutoZone will receive a maximum of two (2) deliveries per week via a WB-65. A discussion ensued regarding truck access and Mr. Pettit stated that the tractor trailer minimally encroaches upon the neighboring access lanes when entering and exiting the site via the Chapel Avenue driveway. Mr. Pettit stated that he looked at smaller tractor trailers such as the WB-40 and WB-50 (as well as Fire Trucks) and that there were still minimal encroachments when entering and exiting the site. Mr. Pettit stated that it is common for tractor trailer to encroach into oncoming traffic lanes, with the stipulation that you do not design a road around a tractor trailer, and that this happens all over South Jersey. Mr. Pettit stated that the only way to prevent such an encroachment is to increase the curb radius by that such a change would not be approved by NJDOT. Mr. Pettit noted that the reasons to design for the encroachment is due to the limited design criteria established via NJDOT's driveway standards and the he cannot speculate if wider driveways are a safer design alternative for accommodating all other traffic during non-delivery times.

Mr. Pettit discussed the circulated through the Zippy's portion of the site and reiterated that it is an automatic drive-through car wash with individual vacuuming stations in the parking area. Mr. Pettit affirmed that the car wash's bypass lane onto Woodland Avenue is an exit only driveway. Exhibit A-9 was submitted and Mr. Pettit discussed how these other approved plans show minor encroachments by tractor trailers, fire trucks, and refuse trucks. Solicitor Burns stated that while he understands the purpose of the exhibit, those plans deal with other approved sites that have their own set of unique circumstances. Mr. Pettit added that the submitted site plan is the best option in terms of promoting site safety. A discussion ensued regarding traffic safety issues along Chapel Avenue and the best route for trucks to enter the site. Solicitor Burns noted that the Planning Board can condition AutoZone deliveries to come from a particular direction along Chapel Avenue if they so choose. Mr. Del Duca stated that he will defer to his traffic engineer to discuss which route is the best option. Mr. Pettit discussed the proposed trash enclosure and the operations with regard to trash and recycling. Mr. Pettit noted that both sites will have trash and recycling facilities. Mr. Pettit stated he agrees to all of the comments noted in ERI's revised review letter.

Mr. Pettit provided details regarding the stormwater management plan for the site. Mr. Pettit stated that the soil borings were not conducted in the same location as the proposed basin as original location for the basin has since changed due to changing needs with the site plan. Mr. Pettit stated that he does not expect soil conditions to be different between the locations where the soil borings were taken and where the proposed basin is shown on the site plan; however, Mr. Pettit agreed that if new soil borings show a different set of results, then he will redesign the basin in collaboration with ERI to find a new solution. Mr. Pettit stated that vehicles will not bottom out when exiting onto Woodland Avenue. Mr. Pettit then went through the requested design waiver regarding the street tree location in that the trees are setback from road so as to prevent interference with the overhead wires. Mr. Pettit acknowledged the Areas of Concern (AOC) identified by their consultant and will be addressing them in Phase II of their environmental site investigation. Mr. Pettit reiterated the proposal for a 25' wide landscape buffer and an associated 6' high solid fence along the rear property line (adjacent to the residential properties). Mr. Pettit stated that the proposed major subdivision does not require any variances and that there will be cross-access easements between the two sites; however, no cross-parking easements are necessary as each site will have sufficient parking.

Mr. Evans gave an overview of the proposed Zippy's Car Wash and their operations. As the proposal is for an express (automated) car wash, the car wash can operate with minimal employees. The vacuuming, drive-through, and towel drying

are all done by the customers. Attendants will greet customers at the pay terminal to help them pick out what service they want for their vehicle. The circulation will consist of two (2) queuing lanes that will merge into one (1) lane after going through the pay terminal and gate. It will take approximately three (3) minutes for a vehicle to get through the car wash tunnel and then they can move over to the vacuum area. Mr. Evans estimated it takes a vehicle five (5) minutes to get through the site starting from the pay terminal. Mr. Evans detailed the vacuuming options and that typically customers spend 5 to 7 minutes vacuuming. Zippy's will be open 8am to 8pm every day except for Thanksgiving, Christmas, and Easter. The expected peak times are from 11am to pm and 4pm to 7pm on weekdays and 11am to 5pm on weekends. Weekends are typically busier. There will be a total of seven (7) employees with a total of 2 to 5 employees per shift. Mr. Evans stated that he does not have a concern with regard to AutoZone's deliveries and that he believes it will not affect Zippy's.

Mr. Evans noted that the queuing lanes can accommodate nine (9) vehicles each for a total of eighteen (18) vehicles. A discussion ensued regarding the usage of the bypass lane and Mr. Evans notes that Zippy's has been part of co-developments in the past. Mr. Evans estimated that only half the customers that utilize the car wash also utilize the vacuums. Mr. Evans clarified that the vacuums are only for customers who utilize their car wash. Mr. Del Duca noted that it will likely only take a minute for the WB-65 to maneuver from the bypass lane into AutoZone's loading center. Mr. Evans continued by noting that he expects business from AutoZone customers and vice versa. Mr. Evans believes there is sufficient employee parking and vacuum spaces to accommodate their expected customers. Mr. Evans explained that employees will park adjacent to the building with overflow directed to the vacuum spaces. It was explained that each vacuum stall will have a trash receptacle which will be managed by the employees. Mr. Del Duca stated that the applicant will provide a detail of the trash receptacles. A discussion ensued regarding the trash receptacles and it was determined that, at minimum, they shall be bolted to the concrete, and that the applicant will work with the Department of Community Development on an acceptable solution to all matters concerning these receptacles. Mr. Evans stated that they do not allow loud music to be played while on-site. Mr. Evans also discussed how they train their employees and how their surveillance system works. Mr. Evans elaborated on how they limit water usage at their establishments in that they utilize a reclamation system. Lastly, Mr. Evans noted that receive one (1) delivery per month via a FedEx type van, but that employees do basic supply runs.

Mr. Dottie stated that he assess the sound levels for the proposed uses per his June 9, 2017 report. Mr. Dottie stated that he has to hypothesize the sounds or test the sounds in the field. Mr. Dottie explained that he found a similar car wash in multiple locations throughout New Jersey and took sound measurements of the equipment and the ambient sound. Mr. Dottie detailed his methods in terms of the sound collection. Mr. Dottie then extrapolated those sound levels to the subject site and setback distances. Based upon his study, Mr. Dottie found that the sounds that will come from the Zippy's will reach a maximum of 63 decibels at the adjacent residential property lines and that the allowable limit is 65 decibels. Mr. Dottie explained that he took a conservative approach throughout his analysis and that he did not take into account other factors such as landscaping and fencing that will be established along this property line. Mr. Dottie stated he even did the analysis under the assumption that all vacuums would be in operation at the same time. As such, Zippy's will comply with all sound related requirements. Mr. Dottie stated that AutoZone will also comply; however, he was not able to get an estimate on the sound impacts of the Safety Kleen truck (the truck that comes to pick up used oil). Mr. Dottie stated that tractor trailers can be quieter than a fully operation car wash but he agreed, along with the applicant, to conduct a noise analysis when the site is fully operational to confirm compliance.

Mr. Shropshire reiterated that the applicant received conditional approval from NJDOT on May 3, 2017 for their proposed access. Mr. Shropshire stated that he followed up with NJDOT after NJDOT received letters of concern from the public concerning this project. Mr. Shropshire discussed the design of the Chapel Avenue access drivee and stated that NJDOT is hesitant to widen the driveway any more as an increase in the curb radius could lead to increased vehicular speeds into the site. Mr. Shropshire explained that it is rare for a driveway wider than 80' (as measured from curb cut to curb cut) to be approved and that you need a waiver just to go over 50'. Mr. Shropshire stated that you have to balance vehicular and delivery vehicle access with the turning movements. Mr. Shropshire stated that they have not asked for a wider driveway from NJDOT as the aforementioned encroachment issues would not end up being resolved. Mr. Shropshire believes it is more palatable for delivery vehicles to come from the east along Chapel Avenue as opposed to from the west (from Route 38) and enter the site. A discussion ensued regarding delivery vehicle access and if the driveway can adequately accommodate the trucks coming in. Mr. Shropshire stated that many other uses that are permitted in the Highway Business (B2) zone would require more frequent deliveries involving tractor trailers than the proposed AutoZone. Mr. Shropshire discussed his traffic analysis and the synergy between the two proposed uses. Mr. Shropshire does not believe the proposed use will have a material impact on the adjacent roadway systems or a material adverse impact on the neighboring residential area. Mr. Shropshire concluded by reiterating that the Chapel Avenue driveway is under NJDOT jurisdiction.

Mr. Del Duca clarified that the proposed AutoZone will have their store hours from 7:30am to 9pm or 7:00am to 10:00pm. Mr. Del Duca agreed to have AutoZone deliveries come from the east along Chapel Avenue.

Public Discussion: The Planning Board opened the hearing to the public and public testimony was received in opposition to the application. The full names and addresses of all members of the public who testified on the application, as well as the exact contents of their comments, are more accurately set forth on the record.

Ms. Tiffany Nguyen of 516 Woodland Avenue opposes the development to the potential for an increase in traffic and due to the Woodland neighborhood being landlocked. Ms. Nguyen stated that an increase in traffic could cause delays for emergency services should they need to get to the Woodland neighborhood.

Mr. Brad Barker of 513 Woodland Avenue asked whether the vacuums will be turned off at night to which the applicant stated that will be turned off at the close of business. Mr. Barker expressed concern about the sounds that may emanate from Zippy's and go across Woodland Avenue (near the bypass exit lane driveway) to which Ms. Luciani stated that sound measurements can only be taken at receiving property lines and not in the middle of a street. Mr. Barker stated that he is also concerned by the AutoZone pickup trucks exiting onto Woodland Avenue. Solicitor Burns responded that the site will have Title 39 enforcement and Ms. Luciani stated that it will be a condition of approval to restrict truck traffic onto Woodland Avenue.

Mr. James Johnson of 11 Jane Lane (but who also owns property at 665 Woodland Avenue) stated that he is concerned about traffic queuing at the corner of Woodland Avenue and Chapel Avenue. Mr. Johnson added that the traffic will be particularly difficult when school lets out at the end of the day.

Mr. Paul Petrella of 638 Third Avenue stated that he wants to restrict the usage of the bypass lane and re-direct people to the Chapel Avenue driveway. Ms. Luciani states that the neighborhood may be able to obtain a 'Local Traffic Only' sign to prevent unnecessary traffic coming through the neighborhood; however, it will have to be petitioned through the Cherry Hill Police Department's Traffic Safety Unit.

Mr. Robert Lang of 518 Woodland Avenue expressed concern about traffic and the amount of car washes in the hours and wanted to know how many cars can the car wash tunnel handle per hour. Mr. Evans estimated the maximum capacity is 75 cars per hour; however, they do not run their car wash tracks at this maximum speed. Mr. Shropshire stated that he estimates there will be 29 cars in and 29 cars out of the site per hour and he took into account, in his traffic analysis, the new Republic Bank down the road. Mr. Lang stated he is concerned about the car wash not having enough employees to handle maintenance duties around the property. Mr. Evans stated that they have the ability to bring in more workers on a shift if the volume of vehicles dictates the need for more employees. Mr. Evans submitted exhibit A-10 to showcase their surveillance facilities. Mr. Lang continued and stated that he disputes the noise projections from the sound engineer and wants to know what the horsepower is of the vacuums on the Zippy's site. Mr. Lang also expressed concern with the fact that the tunnel of the car wash faces parallel to Woodland Avenue. Mr. Lang stated he has 137 signatures on a petition to oppose the application.

Mr. Michael Losowski of 653 Woodland Avenue stated he is concerned about deteriorating quality of life and does not think the proposed uses are suitable for this site. Mr. Losowski stated he is concerned about backed up traffic, noise, and general safety. A discussion ensued regarding an inconsistency in the tax amp and survey of the subject site due to a Title issue. Ms. Luciani stated that she brought this issue to the Tax Assessor's attention. Mr. Losowski also expressed concern about the landscape buffer to which Ms. Luciani stated that it is a compliant landscape buffer.

Mr. Hassan Najimi of 512 Woodland Avenue asked for clarification with regarding to the types of plants being installed in the landscape buffer.

Following public comment, some of the Planning Board members noted their concerns with on-site circulation and deliveries, but that traffic concerns in the Woodland neighborhood would need to be looked at as a separate matter since the Board can only consider on-site circulation issues. Ms. Luciani noted that the neighborhood is landlocked and that the possibility of creating a connection through the Garden State Park has not been met favorably.

Motion: Following the reiteration of the conditions by Solicitor Burns, Hugh Dougherty made a motion, which was seconded by Carolyn Jacobs, to approve the application with the conditions as stated, as well as to add the condition that AutoZone deliveries take place only during off-peak hours during normal business hours as well as to send problem statements to NJDOT. Affirmative votes by Dougherty, Jacobs, Adler, McCormack, and Hung. No votes were cast by Osorio, Kalitan, and Griffith. The application is approved by a vote of 5 in favor and 3 against.

Resolution 1:

17-P-0010

Block(s) 493.01 Lot(s) 1

Zone: Industrial Restricted (IR) Zone

Relief Requested: A Site Plan Waiver with Bulk (C) Variances to install a back-up generator within a front yard setback.

Nuclear Diagnostic Products of Philadelphia

2 Keystone Avenue

Cherry Hill, NJ

Motion to Ratify: Following the review of the resolution, Hugh Dougherty made a motion which was seconded by Betty Adler, to memorialize the resolution for Nuclear Diagnostic Products of Philadelphia. Affirmative votes by Adler, McCormack, Hung, Dougherty, Kalitan, and Griffith. The resolution is memorialized.

Resolution 2:

8752.2B5

Block(s) 54.02 Lot(s) 4.04 & 5

Zone: Regional Business (B4) Zone

Cherry Hill Partners at Park Place, LLC

Garden Park Boulevard

Cherry Hill, NJ

Relief Requested: A refiling of a previously approved Minor Subdivision (lot line adjustment) for Block 54.02, Lots 4.04 and 5.

Motion to Ratify: Following the review of the resolution, John Osorio made a motion which was seconded by Hugh Dougherty, to memorialize the resolution for Cherry Hill Partners at Park Place, LLC. Affirmative votes by Osorio, Dougherty, Jacobs, Adler, McCormack, Hung, Kalitan and Griffith. The resolution is memorialized.

Resolution 3:

Recommendations for the Adoption of an Amendment to the Redevelopment Plan for Kennedy Hospital

Block(s) 343.01 Lot(s) 8, 9, & 10

Zone: Institutional (IN) Zone

2201 Chapel Avenue West

Cherry Hill, NJ

Motion to Ratify: Following the review of the resolution, Hugh Dougherty made a motion which was seconded by John Osorio, to memorialize the resolution for to recommend the Adoption of an Amendment to the Redevelopment Plan for Kennedy Hospital to Township Council. Affirmative votes by Osorio, Dougherty, Jacobs, Adler, McCormack, Hung, Kalitan and Griffith. The resolution is memorialized.

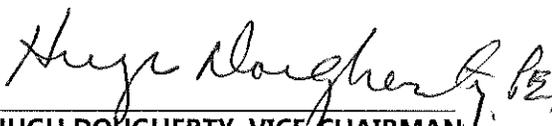
Meeting Adjourned: at 12:23 AM.

ADOPTED: 7/17/17

ATTEST:



LORISSA LUCIANI, PP, AICP
PLANNING BOARD SECRETARY



HUGH DOUGHERTY, VICE CHAIRMAN