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ZONING BOARD OF ADJUSTMENT
Thursday, August 1, 2019
APPROVED MINUTES

OPENING: The meeting was called to order by Vice-Chairman Daniel DiRenzo, Jr at 7:40 PM.

PLEDGE OF ALLEGIANCE: Led by Vice-Chairman Daniel DiRenzo, Jr.

OPMA STATEMENT: Read by Vice-Chairman Daniel DiRenzo, Jr. in compliance with the Sunshine Law.

ROLL CALL

- **Members in attendance:** Daniel DiRenzo, Jr.; Jeff Potter; Nacovin Norman; Ann Madden Tufano; Greg Bruno; and Jill Roth-Gutman.
- **Professionals in attendance:** Lorissa Luciani, PP, AICP, Director of Community Development; Natalie Shafiroff PP, AICP, Supervisor; Jeremy Noll, PE, Zoning Board Engineer; and Cosmas Diamantis, Esq., Zoning Board Solicitor.

ADMINISTRATIVE ITEMS

Solicitor Diamantis administered the oath to Greg Bruno (alternate member #1).

Adoption Meeting Minutes from July 18, 2019. Mr. DiRenzo made a motion, which was seconded by Ms. Tufano, to adopt the Meeting Minutes from July 18, 2019. Affirmative votes by DiRenzo, Potter, Tufano, and Roth-Gutman. Minutes were approved.

Prior to the first agenda item being heard, Mr. DiRenzo announced that application 19-Z-0021 was rescheduled to August 15, 2019 and new notice will be required.

AGENDA ITEMS:

19-Z-0008

Block(s) 7.01 & 9.01 Lot(s) 1 & 3 and 2 & 3
Zone: Highway Business (B2)

Cooper Health System & CHNJ Owner, LLC

2339 & 2349 Route 70 West and 3 & 11 South Harvard Avenue
Cherry Hill, NJ 08002

Relief Requested: A use (d1) variance and preliminary and final major site plan with bulk (C) variances, as well as a lot consolidation, to construct 56 off-site parking spaces for Cooper Health Systems, as well as to construct two (2) off-site multi-tenant signs for Cooper Health System and Crowne Plaza Hotel (located on the Crowne Plaza Hotel parcel at the new entrance locations).

Applicant's Representatives: Erin Szulewski, Esq. – Applicant's Attorney; Nathan Mosley, PTOE, PE, Traffic Engineer; Justin Auciello, PP, AICP, Planner; Kyle Humphries, PE, Engineer; Susan Bass Levin, Cooper Health System representative.

Exhibits Submitted: A-1: Existing Conditions Plan; A-2: Illustrative Site Layout; A-3: Sign Location Plan; A-4: Monument Sign Plan; A-5: Photograph of Current Property Conditions; A-6: rendering of proposed plan looking southeast; A-7: rendering of proposed plan looking north east.

Ms. Szulewski introduced the application including the address, zone, and block and lots associated with the proposed improvements which include the current uses of the Crown Plaza Hotel, the former Lockheed Martin Building currently being renovated by Cooper Health Systems, and the property formerly occupied by Hunter's Garage. She noted that two prior

approvals had been granted to the current applicant by the Planning Board, the first in 2016 for a preliminary and final major site plan approval for the renovation of the former Lockheed Martin Building by Cooper Health Systems and an amended site plan approval in 2018 to add a shared access lane for Cooper and Crown Plaza which included a dedicated left turn lane into the site from westbound Route 70. She stated that tonight's application was coming to the Zoning Board as it involved use (d) variance to construct a parking lot on two parcels adjacent to the Cooper Health parcel but located across South Harvard Ave, being the former site of Hunter's Garage and for the approval of two off-site, multi-tenant signs to be shared by Cooper Health and the Crown Plaza Hotel.

Susan Bass Levin was asked to testify on behalf of the applicant by Ms. Szulewski who asked her to explain the nature of the application that was being brought to the board. Ms. Bass Levin reiterated that prior approvals were granted by the Planning Board in 2016 and 2018 to construct the Cooper Cherry Hill Multi-Specialty Care Center and that part of the 2016 approval was a variance that allowed for 343 parking spaces where they were required to have 517 parking spaces. Since that time they had come to an agreement with the Crown Plaza Hotel located on adjacent parcel to share access to the property, which included a dedicated left turn lane into the site approved by DOT, and shared parking, since their uses typically occur on complementary hours, with Cooper using more parking during the weekdays between 9 and 5 and the hotel using more parking in the evenings and weekends. Tonight they were coming in front of the Zoning Board for approval to construct an employee parking lot and two multi-tenant signs to improve wayfinding.

Ms. Bass Levin explained that Cooper had purchased two lots on South Harvard Avenue to build an employee only parking lot which would be located on the side of the building where an employee only entrance was located as well as the employee locker room and break area. The parking lot was to include signage that it was for employee parking only and all ADA parking would still be located on the main site. Perimeter fencing would be installed and the buildings on site would be demolished.

Ms. Bass Levin then explained that while all of the façade signage had already been approved for the building they were asking for approvals from the Zoning Board for two multi-tenant signs to provide wayfinding on the site. The signs would be located at the main entrance with both Cooper and Crown Plaza identified on the sign and one would be located inside the site with the names of both sites and arrows indicating which direction to go to access each property. Both signs would be internally illuminated and double sided and were intended to improve the safety of the site for all users.

Ms. Roth Gutman asked why the proposed parking for which a variance was justified and granted in 2016 was no longer adequate.

Ms. Luciani noted that the approval in 2016 was granted, but that the applicant was required to monitor their parking need every 6 months for a period of 2 years due to the boards concerns that what was approved may not be sufficient.

Ms. Bass Levin noted that they felt the proposed parking would be sufficient for the use before total occupancy of the building and so they requested the variance at that time while they were still exploring options for expanding the parking area such as the cross access easement with the Crown Plaza and the purchase of these two lots on South Harvard Avenue. She noted that the addition of this parking lot would be better for staff because they would have parking that was close to the building entrance for employees and it would free up spaces closer to the building for patients.

Ms. Luciani noted that a comparison of other facilities similar to this one was presented and changes to the healthcare industry as a whole have made the township's parking requirements a bit obsolete and excessive which is part of the reason why the variance was granted but the applicant was required to continue to monitor parking need.

Ms. Szulewski asked Kyle Humphries, PE from T&M Associates to provide testimony as to the engineering of the site. Mr. Humphries provided his credentials and was accepted as an expert by the Zoning Board.

Mr. Humphries presented exhibit A-1 Existing Condition Plan showing the two lots located on South Harvard Avenue. He noted that the buildings were vacant, one had a lot of fire damage and was an imminent hazard. He also noted that currently there is no defined driveway access, just a depression along the entire frontage of the site. He noted the residential uses to the south and the east, as well as the Dunkin' Donuts being constructed to the north. He noted that of the 18,000 sf of the

lots was currently covered with impervious surface and one-third of that coverage was buildings. The buildings themselves are very close to the property lines and some other outbuildings are actually encroaching on adjacent properties.

Mr. Humphries went on to discuss the parking layout, circulation, and access to the building after Ms. Szulewski introduced exhibit A-2, the Illustrative Site Layout. Mr. Humphries noted that both structures would be entirely demolished and two way drive aisle access would be provided in two locations that would be 24' wide x 15' deep. There would be two landscape islands with trees and a perimeter landscape buffer and 8' high fencing. The building would be accessed by a crosswalk located mid-block on South Harvard Avenue that links to the main parking lot.

Ms. Szulewski asked if alternative layouts had been considered to alleviate the buffer variance request to allow for a 5' buffer to the residential uses where 25' is required.

Mr. Humphries stated that they had considered alternative layouts. However, the parking as designed was the most efficient to maximize the parking on the lot and that the 5' buffer was actually an improvement from the existing conditions since no buffer currently exists and the pavement goes all the way to the property line. He noted that angled parking with one-way circulation was considered but that actually ended up significantly reducing the number of parking spaces and reduced the parking setback from the street which created a safety concern, as the depth to the first parking space is already reduced.

Ms. Szulewski asked about the lighting on the site, to which Mr. Humphries responded that there would be two 18' light poles with double fixtures located on the parking islands that would provide sufficient light for the entire parking lot and the crosswalk.

Ms. Szulewski asked Mr. Humphries to describe the stormwater flow on the site to which he replied that the drainage currently runs from northeast to southwest which will stay the same with the proposed site improvements. The site does not include any curbing on the south and east in order to allow any water flow from the adjacent residential properties to continue to flow freely into the parking lot and out to South Harvard Avenue. There will be curbing on the north boundary of the site and parking blocks will keep cars from pulling to far forward into the buffer.

Ms. Szulewski asked Mr. Humphries if landscaping was proposed and if he would continue to work with the Township and Zoning Board Engineer in regard to making some improvements to the proposed landscaping, which he agreed to on behalf of the applicant.

Ms. Tufano asked about the ADA parking, noting that there was a lot on the main site but none proposed on the employee parking site.

Mr. Humphries indicated that additional ADA parking spaces were added to the main site required because of the additional parking and that any employees that required access to ADA parking would be directed to park on the main site. Ms. Luciani added that the purpose of ADA parking would not be served if it was located in the employee lot so it was added to the ADA parking in the spaces closest to the building.

Ms. Tufano also asked about the lighting levels at the crosswalk and what hours of the day the lighting in the parking lot would be on. Ms. Bass Levin responded by noting that while the office hours for patients are from 9-5 with shorter hours on the weekend, employees are often there before and after those hours so they anticipated the lights being on from 7am to 7pm most days.

Ms. Roth-Gutman asked if the crosswalk was a standard painted crosswalk or if would be lit up. Mr. Humphries indicated that it was a standard painted crosswalk. Ms. Luciani added that there would also be additional warning markings prior to the actual crosswalk. Mr. Humphries stated that the crosswalks and stop bars were in compliance with MUTCD standards.

Ms. Roth-Gutman asked if there was sufficient lighting being provided for the crosswalk, to which Mr. Humphries replied that the lighting met with the ordinance lighting requirements and Ms. Szulewski added that a design waiver was being requested for lighting levels at the property line to make sure the crosswalk was being sufficiently lit.

Ms. Roth-Gutman asked if they had considered putting in one-circulation in order to increase the buffer and Mr. Humphries responded that they had, but they would not be optimizing the space on the lot because one way drive aisles would require the parking to be angled which actually elongates the parking spaces. They would not have been able to fit in the number of parking spaces that they required.

Mr. Bruno asked what material would be used and noted that he was concerned that the lack of curbing would negatively impact the lot to the south. Mr. Humphries stated that the material would be bituminous pavement and Ms. Luciani noted that the sheet flow of the site will remain exactly the same as it is now which is out towards the street, not the property to the south.

Mr. Potter asked if it was a corner lot and if it required a 25' residential buffer to which Ms. Luciani responded that it is not a corner lot but that the 25' residential buffer is typically required but they are asking for the variance. Mr. Potter also asked what the material of the fence would be and who would be responsible for maintenance. Mr. Humphries said that the fence would be vinyl and that Cooper would be responsible for the maintenance of the fence on both sides.

Ms. Szulewski entered exhibit A-3 Sign Location Plan into the record and asked Mr. Humphries to discuss the sign proposal in more detail.

Mr. Humphries stated that the proposed sign 3 was a 10' monument sign located on Route 70 just prior to the entrance on the Crown Plaza property and sign 4 was a monument sign located internally along the shared access drive on Cooper's property.

Ms. Szulewski noted that the variance request due to the fact that they are both multi-tenant signs and off-site signs because one is located on the Crown Plaza property and one is located on the Cooper property. Ms. Szulewski asked Mr. Humphries if they had considered any alternatives to which Mr. Humphries replied that if they tried to place the sign on the property line it would be too far back to allow for adequate deceleration time.

Mr. DiRenzo asked that if the sign on Park Boulevard was already granted approval to which he was given an affirmative response from Mr. Humphries who noted that no variances were required for that signage.

Mr. Norman stated that there was already a lot of signage on the site and asked why this additional signage was necessary. Mr. Humphries replied that this signage would be located at the new entrance to the site which required signage to indicate the location of that entrance.

Ms. Roth-Gutman asked if the Crown Plaza had signage and Mr. Humphries replied that they do and that their monument sign would stay where it was. Mr. Humphries explained again that the intent of the signage was to provide adequate time for visitors to know that the entrance was coming up to allow for safe deceleration and that the interior signage was intended to make wayfinding easier once you were inside the site, using arrows to indicate which direction to go to access each site.

Ms. Roth-Gutman asked why sign 4 was necessary since the buildings were clearly marked. Mr. Humphries replied that the interior signage would draw a driver's attention to the sign instead of up and away from the roads to the buildings making it safer. Ms. Bass Levin noted that they could put more signage up without variances but this approach reduced the amount of signage that they would have to use for wayfinding.

Mr. Bruno asked if the signs were internally illuminated and Ms. Bass Levin noted that they were. Mr. DiRenzo also noted that the signs lined up with the entrances to each site where the shared access drive intersected with the parking lot access to both properties.

Mr. Potter asked for a clarification on why the Zoning Board was hearing the sign applications today to which Ms. Luciani replied that because of the shared access one of the signs was off-site for Cooper and off-site signage is not permitted.

Ms. Szulewski introduced A-4 Monument Sign Plan to show what the signs would look like.

Mr. Diamantis asked if the applicant would comply with all of the conditions set forth in the professional's review letters to which Ms. Szulewski replied that they would accept for the condition regarding the lighting of the signs which would be 24 hours because of the hotel operations. Ms. Arcari added that the board engineer was fine with all of the design waiver requests but would still like to work with the applicant in regard to the lighting levels at the property line and the height of the light poles in the parking lot to bring them down to a lower height since they are adjacent to residential lots and Mr. Humphries agreed to keep working with the professionals to address this issue.

Mr. Potter asked if the new parking lot would add to the heat island effect and increase the ambient temperature for the adjacent residential uses. Mr. Humphries stated that he could not speak directly to that issue but felt that the shade trees being provided on the landscape island would help reduce that impact. Mr. Potter asked if they considered a different kind of pavement to mitigate this impact, but Mr. Humphries noted that the pavement being proposed would be the best from a maintenance perspective. Ms. Roth-Gutman asked if the landscaping would mitigate the impacts, to which Mr. Humphries replied yes, and Ms. Luciani noted that there was only a 400 square foot in impervious surface from the current conditions.

Ms. Szulewski asked Justin Auciello, PP, AICP from Cofone Consulting to provide testimony as to the planning criteria for the variance requests. Mr. Auciello provided his credentials and was accepted as an expert by the Zoning Board.

Ms. Szulewski asked Mr. Auciello if he had reviewed the variance requests and evaluated them in regard to the Municipal Land Use Law.

Mr. Auciello said that he had reviewed all of the requests associated with the application which included the use variance for the off-site parking and the variances for lot coverage (80% proposed where only 75% is permitted), open space (20% proposed where 25% is required), parking lot setback and buffer requirements from residential (7.5' on the south property line and 5' on the east property line where 25' is required for both), right of way setback from South Harvard Avenue (6' proposed where 20' is required), as well as the two off-site, multi-tenant signs.

Mr. Auciello stated that the standards for use variances were established under the Medici case which require that first the applicant show that site is particularly suited to the use. Mr. Auciello noted that the parcels are zoned Highway Business (B2) where parking lots are commonplace though they are typically found in conjunction with a principal use. Here we have a parking lot that is associated with a principal use directly adjacent, but across South Harvard Avenue. The addition of this lot addresses potential parking shortages associated with the principal use and links the two uses with a crosswalk. He entered exhibit A-5 Photo of Existing Conditions and noted that the parking lot would also be a significant improvement over the current condition of the property, as well as a safer and better use than a currently vacant auto repair facility with dilapidated structures.

Mr. Auciello also stated that the applicant must show that the use of the property advances the purpose of the MLUL. He stated that proof of this can be found in that the use of the site as a parking lot which allows for sufficient space to create orderly, safe, and attractive conditions on the site which would be a low turnover, employee only parking lot. The relocating of the employee parking will allow for better access for visitors to the Cooper Health facility and the design of the parking lot, landscaping, and fencing will improve the visual environment for all adjacent properties.

Mr. Auciello next spoke to the negative criteria required to be met under the Medici proofs the first of which requires that the proposed use does not fracture the zone plan or deviate radically from the intent. Again, Mr. Auciello noted that parking lots are commonplace in the Highway Business (B2) zone and while this parking lot is stand-alone it is adjacent to the use it is serving so there is a clear purpose for the parking lot and it meets the intent of the zone plan and ordinance. To show that there was no substantial detriment to the community, another required proof, Mr. Auciello stated that the use of the lot would be a significant improvement, both from a use perspective and aesthetically, over the current use of the property. Ms. Roth-Gutman asked what other kinds of uses would be permitted on the site to which Mr. Auciello replied that any use permitted in the Highway Business (B2) zone including auto repair, restaurants, convenience stores, and others. Ms. Luciani noted that the Highway Business (B2) zone is one of the most permissive zones in the township and that the only reason the use variance was required was because Cooper did not want to deed restrict the lot to only ever be able to be used for parking. She also noted that the surrounding residential sites were also zoned B2.

Mr. Auciello went on to discuss the bulk (c) variances that were being requested. He noted that the variances being requested for the parking lot were due to the fact that the small size of the property made it impossible for Cooper to meet the need of the number of parking spaces required for their employees if they met all of the setback, lot cover, and open space requirements. He noted that, due to the size of the property, it is likely that any permitted use in the zone would be able to adequately meet the building and parking setbacks without requesting variances, and the current structures on the site do not meet these setbacks. As designed it is safer for all users and it actually improves upon the current conditions on the lot in regard to the variances being requested, including maximum building cover, minimum setbacks to adjacent properties, the buffer, and the driveway length.

In regard to the signage, Mr. Auciello noted that the requested sign variances allowed for the safer flow of traffic both accessing the site and circulating internally. As proposed, all the signage is very visible to drivers and it limits the number of signs that would have to be added if the variance wasn't granted which helps reduce visual clutter. He added that, in his professional opinion there is no impairment to the intent of the MLUL and no substantial detriment to the surrounding properties.

Ms. Luciani stated that, with the exception of the 2% increase in impervious surface all other conditions on the site of the propose parking lot were being improved.

Ms. Roth-Gutman asked how long Hunter's Garage had been vacant.

Ms. Shafiroff noted that the sites had been vacant for a long time but was potentially being used without a permit as a parking location for trucks belonging to an electrical repair business.

Mr. Potter noted that if three parking spaces could be removed it appeared that it was possible to get rid of a number of the variance requests. Mr. Humphries noted that they needed to maximize the parking on the site as much as possible and did not want to lose any parking. Ms. Bass Levin added that employee need is paramount and the current lot design is the best to meet that employee need.

Mr. Nacovin noted that there was no use on the site now so the parking lot is an intensification, to which Ms. Bass Levin responded that the proposed use was an improvement to a property that has been an eye-sore for the community. Ms. Luciani added that the lot would not stay vacant forever and that there are many other uses that would be permitted that would be much more intense than a parking lot.

Ms. Szulewski asked introduced Nathan Mosley, PE from Shropshire Associates to provide testimony as to the traffic impacts of the site. Mr. Mosley provided his credentials and was accepted as an expert by the Zoning Board.

Mr. Mosley noted again that the proposed use variance was much less intense from a traffic perspective than other uses that would be permitted on this site. He noted that the parking lot would typically generate around 50 trips per peak travel times for a total of about 100 trips per day because employees only come and go once per day.

Ms. Arcari asked Mr. Mosley to discuss the engineering of the crosswalk to which he replied that no stop bars were provided because they tend to confuse people but they agreed to stripe the crosswalk as requested by the Board's engineer. Ms. Tufano asked if the crosswalk would have any flashing lights to identify it as a crosswalk and Mr. Mosley replied that such measures were not necessary because of the very low volume of traffic on South Harvard Avenue so with the overhead lights the crosswalk should be visible enough to drivers. Ms. Luciani added that the street is on the list to be improved by the Township which would also help improve the condition of the roadway and the applicant's compliance with the Board engineer's comments was sufficient for the Township.

Ms. Szulewski identified all of the design waivers being requested and why which included not providing street trees due to the location of the overhead wires and the interference with the sight triangle; the reduced density of buffer and lack of trees being proposed in the landscaping because they are limited by the size of the buffer; the light levels at the property line along South Harvard Avenue to allow for the spill over to light the crosswalk; the lack of curbing to allow for property sheet flow across the parking lot; the 15' driveway depth to maximize the number of parking spaces and improve site

circulation; the increase horizontal illumination levels, again to allow for lighting at the crosswalk. She noted that they would work with Township professionals to address the pole heights and that landscaping irrigation would be provided.

Ms. Luciani noted that the Township still required a copy of the Phase I Environmental Site Assessment signed and sealed and a copy of the water utility easement. Mr. Humphries indicated that this would be provided and that they were not making any changes to the water utility easement.

Ms. Luciani noted on the record that the consolidation of the two lots for the parking lot would be a condition of approval.

Ms. Arcari stated that the applicant had addressed all of the concerns listed in the June 10, 2019 letter prepared by ERI and the requested items would be added as a condition of approval and they would continue to work with the applicant over the minor landscaping and lighting details.

Mr. Potter asked again if the applicant was not willing to lose the three parking spaces in order to increase the buffer. Ms. Bass Levin replied that in Cooper's opinion it was still best to maximize the parking spaces. Ms. Luciani also noted that the removal of the three parking spaces would still require variances to be approved, it would not get rid of any of the requests. Ms. Tufano also added that it seems, based on the testimony provided at the meeting that Cooper thinks that their parking need may still increase so losing any parking probably wouldn't be a good idea. Ms. Bass Levin stated the Ms. Tufano was correct and that while this is a good place to start their need may increase in the future.

Ms. Roth-Gutman noted that in 2016 they testified to 58 employees and the parking being requested was sufficient. Ms. Bass Levin noted that the nature of patient care is different than it used to be and patients do not typically need to stay at the facility for a long period of time so they want patients to be able to easily access the building and park as close as possible. Cooper feels that to make the investment in the two additional lots worth it they need to get as many employees off of the main lot as possible since their cars do not come in and out all day long and would take up patient parking closest to the building. Any decrease in this employee parking creates an undue hardship.

Ms. Szulewski entered exhibit A-6 Parking Lot Rendering (SE) an exhibit A-7 Parking Lot Rendering (NE) showing the landscaping and fence along each border and the interior of the lot to which all board members agreed these photos showed an attractive parking area that was a significant improvement over current conditions.

Public Comment: None.

Ms. Luciani noted that the Township professionals and applicant's professionals' workshopped extensively with alternative designs for the site and that this design was the most suitable for the needs of the applicant that incorporated the improvements that the Township wanted to see. Ms. Luciani also noted that all of the neighbors were adequately noticed and none of the reached out to the Township with concerns prior to the meeting nor did they show up to the meeting. The proposed improvements are a much better condition than what is present on the property today.

Ms. Roth-Gutman stated that she felt that the signage improved circulation and wayfinding on the site and she appreciated the applicant's efforts to reduce the amount of signage on the property. She added that the parking lot on South Harvard Avenue were a good improvement over what is there now and that she is happy with their efforts to beautify the site.

Mr. DiRenzo he understand the impact of residents in regard to buffers from commercial uses but he is in favor seeing that there is no neighborhood comments and that the proposed use is aesthetically much better. He also likes that the proposed lot lines up more directly with the employee entrance. He went on to say that he likes the proposed signage and that the interior signage provides enough time for you to see which way you need to go when you get to the internal intersection of the properties. For those reasons he was in favor of the application.

Ms. Tufano stated that she appreciates Cooper's efforts to get rid of a property that is an eyesore in the community and their proposal is a huge improvement. She appreciates the cooperative effort with the Crown Plaza to share parking and signage and appreciates the fact that the off-site parking for employees will benefit Cooper's patients. She believes that the application was well thought out and designed and safety concerns were alleviated.

Motion: Following a review of the application and conditions of approval by Solicitor Diamantis, a motion was made by Mr. Potter and seconded by Mr. Bruno, with affirmative votes for approval by DiRenzo, Potter, Norman, Tufano, Bruno, and Roth-Gutman for the use d(1) variance and preliminary and final major site plan with bulk (C) variances. Motion carries 6-0.

19-Z-0021

Block(s) 471.01 Lot(s) 7

Zone: Highway Business (B2) Zone and Residential (R1) Zone (Split Zone Lot)

Relief Requested: A use (d1) variance with preliminary major site plan only with bulk (C) variances to construct 64, one-bedroom multi-family units, which are 100% affordable senior and supportive needs housing units, accompanied by various site improvements including stormwater, landscaping, lighting and other site improvements.

RESCHEDULED TO AUGUST 15, 2019, NEW NOTICE REQUIRED.

Fortitude Realty, LLC

1991 Route 70 East

Cherry Hill, NJ 08003

RESOLUTIONS:

19-Z-0009

Block(s) 125.05 Lot(s) 5 & 6

Zone: Single-Family Residential (R3)

Relief Requested: A minor subdivision for a lot line adjustment as the existing dwelling located on Lot 6 is currently situated directly on the existing lot line and encroaching onto Lot 5. The proposal would shift the aforementioned lot line and respective lot dimensions and setbacks for both Lots 5 and 6. As such, all encroachments are being removed and no variances are being requested.

Thayer Properties, Inc. and Community Capital, LLC

510 & 514 Beechwood Avenue

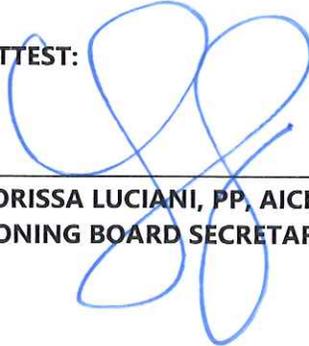
Cherry Hill, NJ 08002

Motion to Ratify: Following the review of the resolution, Mr. Potter made a motion which was seconded by Ms. Roth-Gutman, to memorialize the resolution for Thayer Properties, Inc. and Community Capital, LLC. Affirmative votes by DiRenzo, Potter, Tufano, and Roth-Gutman. The resolution is memorialized.

Meeting Adjourned: at 9:42 PM.

ADOPTED: 8/15/19

ATTEST:



LORISSA LUCIANI, PP, AICP
ZONING BOARD SECRETARY



JONATHAN RARDIN, CHAIRMAN