

The Chairperson called the meeting to order and stated it was being held in compliance with the "Open Public Meetings Act" and had been duly noticed and published as required by law.

Roll Call:

Present: Mr. DiNatale, Mr. Nicini, Mr. Kleinman, Mr. Rashatwar, Mr. Platt, Mr. Ravitz,
Ms. Augustine

Absent: Mr. Vandegrift, Ms. Branch, Mr. Schallenhammer, Mr. Schwenke

Also present are Justin Strausser, Board Solicitor, and Jeremy Noll, Board Engineer

Mr. Strausser swears in Board Engineer, Jeremy Noll.

NEW BUSINESS

PC#25-011

NIKI J&J Voorhees Cooper Partners LLC

Preliminary & Final Major Site Plan

67 Cooper Rd & 69 Route 73

Block 303, Lots 5 & 8

Appearing before the board is the applicant's attorney, Ms. CherylLynn Walters of law firm Nehmad, Davis & Goldstein. Ms. Walters testifies that the applicant is seeking preliminary & final major site plan approval for a new Wawa convenience store with fueling station. She notes that the subject site is located at 69 NJ Route 73 and 67 Cooper Rd, and the parcel itself is partially within both Voorhees Township and Berlin Township. Ms. Walters explains that the Voorhees portion of the site is in the MB Major Business zone, which permits the proposed use. She states that the bulk of the store and fueling area lies within the Berlin Township side of the site, and a small portion of the building and site is located on the Voorhees side. She notes that applications have been submitted to the Berlin Township land use board as well as Camden County Planning Board, the latter of which needs approvals from the municipal land use boards before review can proceed. Ms. Walters testifies that their Berlin Township land use board hearing is scheduled in October and adds that NJDOT approval would also be required for the application as NJ Route 73 falls under NJDOT's jurisdiction. She states that the traffic engineer will testify further on the NJDOT app.

At this time, the following professionals of the applicant's team are sworn in altogether: Aaron Chan, applicant's civil engineer, Betsy Dolan, applicant's traffic engineer, and Matthew Seckler, applicant's professional planner. Mr. Chan testifies on the application and briefly covers the unique layout of the subject site. He explains that the site has frontages on both Route 73 and Cooper, with the Voorhees side of the property being on the Cooper end. Mr. Chan states that on the Route 73 frontage there is currently a commercial center with a tanning salon and vape shop, and on the Cooper/Voorhees side there is one residential single-family home onsite with a detached garage and shed. He briefly goes through the properties surrounding the site, including a Wendys, Burger King, library, and other establishments.

Mr. Ravitz asks if ingress and egress for the business will be off Cooper Rd. Mr. Chan confirms this. Mr. Ravitz states that people may use the Cooper access to cross the site to reach Route 73. Ms. Walters states that those access items will be addressed during the traffic engineer's testimony. Mr. Ravitz asks if any representatives of Wawa are present to testify on the application. Ms. Walters replies that there are no Wawa representatives present tonight. Mr. Ravitz states that he would prefer to have an individual from Wawa present to testify on the application. Ms. Walters states that they have received comments from the board engineer on traffic calming techniques and the traffic engineer will also be testifying further regarding traffic around the site.

Mr. Chan continues his testimony on the application, and he gives an overview of the layout of the proposed Wawa store, noting that there will be 55 parking spaces for the site. He mentions that a

comment from the board engineer's letter requested having oversized parking stalls, which will be shown in a separate exhibit. He notes that a fully enclosed trash enclosure will be in a corner of the site with evergreen plantings surrounding it. Mr. Chan testifies that a right-in, right-out driveway is proposed on Route 73 along the south side of the property. He notes some additional features of the site, including the addition of three oversized parking spaces for trucks/larger vehicles on the back side of the building going towards Cooper, and sidewalk connections on both the Cooper and Route 73 sides of the property. He adds that two EV make-ready stalls are proposed to the left of the fueling canopy, and as a traffic calming technique textured paving on the long accessway from Cooper is also proposed to encourage reduced speeds on the driveway. Mr. Chan states that a bike rack is also proposed at a corner of the building.

For stormwater, Mr. Chan covers four proposed stormwater management basins for the site, with a mix of infiltration and bioretention basin types. He states that one bioretention and one infiltration basin are proposed towards the Cooper side, with the other two closer to Route 73. Mr. Chan notes that the stormwater management system was designed in accordance with the most recent NJDEP standards. Mr. Chan testifies on lighting proposed at the site, which includes freestanding poles and building-mounted fixtures. He states that the fixtures have LED lights and poles for the freestanding lights are back shielded to prevent light spillage onto surrounding roadways and properties. Mr. Chan notes that a pedestrian crosswalk is proposed across the Cooper accessway for easier connection to future sidewalks in the area, and lights at this portion of the site will have a higher footcandle output than the ordinance-set maximum, and he explains that this is more beneficial for safe pedestrian travel. Mr. Chan states that back shielding can also be added to these lights for further reduction of light spillage. Mr. Chan goes over the landscaping plan for the site, which includes a mix of deciduous, evergreen and flowering plantings. He notes that they also aim to keep many of the existing mature vegetation where possible but will have shrubs along the Wawa parking lot to help reduce headlight glare. He testifies that the open field behind the Wawa building will have a mix of shade and ornamental trees in a more random orientation to mimic natural conditions. Mr. Chan notes that a total of 40 deciduous, 9 flowering, and 48 evergreen trees are proposed across the site, along with nearly 200 shrubs. For tree replacement, Mr. Chan covers the tree replacement and demolition plan, noting that 39 trees would need to be replaced at the 1:1 ratio, and the applicant will be replanting at least 40 trees. He adds that the applicant also agrees to a 2-year maintenance plan for the replanted trees as noted in the board engineer's review letter. Mr. Chan states that all plantings will be native as well.

Regarding utilities, Mr. Chan testifies that a domestic line will run from the Cooper main for water, and for sewer, a lateral to the Route 73 main will be used. He states that gas will use an existing lateral onsite and for electric a connection to the Route 73 grid will be established. For sewer, Mr. Chan testifies that it will connect to the Berlin Township main, as the sewer connection point is within the Berlin portion. Mr. Noll asks if any issues were raised by Berlin Township regarding capacity for connecting to the Berlin sewer main. Ms. Walters states that no issues with sewer connection/capacity were raised at their pre-application conference.

Mr. Chan goes through the proposed architectural design of the Wawa development. He states the building will be composed of brick and stucco material. Mr. Platt asks if bollards will be placed in front of entrances as well. Mr. Chan notes that the standard Wawa design includes bollards around the entirety of the building. For signage, Mr. Chan states that on the façade facing Route 73 a 59-inch sign is proposed, and on the backside façade facing Cooper, a similar sign is proposed, but slightly smaller. He states that two 20 ft tall freestanding signs are proposed by both the Cooper Rd and Route 73 driveways, with the total sign area being 59.75 sq ft. Mr. Chan notes that the majority of the sign area is taken by the fuel prices, which account for 35.75 sq ft, and a design waiver would be required for this size.

Mr. Ravitz asks how the proposed signage may be reduced in size to be closer in compliance with township sign ordinances. Ms. Walters states that the only remaining waiver they would require for the proposed freestanding signage would be for the size of the digital copy display for prices. She adds that further testimony on why the waiver is needed will be provided by the traffic engineer. Mr. Ravitz asks if the freestanding signage on Cooper will be the same size as the one on Route 73. Ms. Walters confirms this. Mr. Ravitz states that the size of the Cooper sign would be a concern as it is a smaller road than Route 73. Mr. Chan states that they will provide alternative

options later. Mr. Chan describes a small directional sign that is proposed off the long Cooper accessway that will also be reduced in size to conform with township sign size regulations, eliminating another waiver request. Ms. Walters testifies that for the freestanding signage of Cooper Rd, the applicant could turn it into a monument sign, which would reduce the height and thereby some of the visual impact, but they would still request a waiver for the size of the digital copy part of the sign. Ms. Augustine asks what the ordinance requirement is for the digital copy portion of the sign. Ms. Walters states that the ordinance max requirement is 12 sq ft, and with the two required prices to be shown on the Wawa sign, the applicant is proposing ~36.5 sq ft. Mr. Chan testifies that the monument sign would be under 8 ft tall and would be wider to show the gas fuel prices side-by-side. Mr. Noll asks Mr. Chan if they have a detail of the monument sign. Mr. Chan confirms they do and states that they would likely request a waiver for sign mounting height between the original proposed taller freestanding sign and the monument sign. Mr. Noll requests that Mr. Chan works on getting the calculations for the mounting height to have the specific value noted in the waiver request for relief. Mr. Chan agrees to this. Mr. Ravitz asks if the signage proposed off Route 73 would fall under the review of Berlin Township. Ms. Walters confirms this. Mr. Ravitz asks what type of signage is proposed off Route 73. Ms. Walters states that it is the same freestanding sign that was originally proposed off Cooper Rd. Mr. Ravitz states to the public in attendance that the board would have no purview over signage or other improvements proposed off Route 73 as it falls under Berlin Township's jurisdiction. Ms. Augustine asks if a crosswalk had been proposed across Cooper Rd near the site entrance. Mr. Chan states that a crosswalk across the entrance accessway/drive into the site off Cooper is proposed, and a waiver for increased lighting has also been requested to allow safer illumination levels for pedestrians. Mr. Ravitz asks if any light from the crosswalk area would spill over onto adjacent residential properties. Mr. Chan states that there will not be. Mr. Ravitz asks if a lighting test will be performed for the site. Mr. Noll confirms this and adds that the waiver request for lighting near the Cooper access and crosswalk can be worded to note that the higher footcandles will be only to illuminate the crosswalk and right-of-way area of Cooper. Ms. Walters states that the applicant will also need to demonstrate that the light at the Cooper access won't negatively impact traffic on Cooper Rd. For the directional signage, Mr. Ravitz asks if it is being reduced in size down to 3 sq ft, with no Wawa logo being shown anymore. Ms. Walters confirms this and summarizes that the only current waiver being requested for signage is for the size of the digital copy portion of the Cooper monument sign to show the fuel prices.

Mr. Noll asks for testimony on the Wawa operations onsite. Mr. Chan provides the following testimony on the Wawa store operations: Hours will be typical Wawa 24/7 365, with usually three shifts throughout the day: 6am-2pm, 2pm-10pm, and 10pm-6am. The store will have a total of 40-50 employees, with 5-7 being full-time management positions. For deliveries to the store, dairy (milks, ice creams, as well as juices and teas) will occur on Tuesdays, Thursdays and Saturdays, and fresh bakery goods will be daily at 11pm. Fuel will generally be replenished daily at an off-peak time, such as 5am, or whenever onsite tanks become depleted, and fuel tank levels are checked by sensors. Box truck deliveries for chips, sodas and similar products will be done at off-peak times as well. Trash and recycling pickup will usually occur twice a week on Mondays and Thursdays around 6am and litter around the building is also monitored once per shift.

Mr. Chan states that the anticipated construction duration is generally 6-8 months and construction will usually occur from 7am-4pm or 5pm. Mr. Noll asks Mr. Chan if the plans show any employee-designated parking. Mr. Chan replies that there is no explicitly marked employee parking, and employees will generally park at the least desirable locations of the site, such as away from the nearest exits. Mr. Nicini asks how many spots are ADA designated. Mr. Chan states that there are 2 ADA parking stalls. Mr. Rashatwar asks if any solar systems are proposed at the site. Mr. Chan states that currently no solar is planned, but there are EV make ready spaces proposed. Ms. Augustine asks how many employees will be onsite each shift. Mr. Chan states that there will be a maximum of 10 employees per shift. Mr. Noll asks if any development is proposed in the open lot on the Cooper side of the site. Ms. Walters states in the current application, no development is proposed but in the future another application may be submitted to develop the open lot. Mr. Ravitz asks how large the open lot area is. Mr. Chan looks into the size of the lot. Meanwhile, Ms. Walters testifies that the applicant would agree to applying to the governing body for Title 39 enforcement, and the two pairs of lots each side of the property (Voorhees and Berlin) will be consolidated. Mr. Noll asks about adding no thru-traffic signage in relation to Title 39 Enforcement. The board, Mr. Noll and Ms. Walters discuss Title 39 Enforcement for the site and a

shared services agreement with Berlin Township's Police Department. Mr. Ravitz states that there will be issues with traffic cutting into the Wawa site from Cooper Rd to access Route 73, even if "no thru-traffic" or similar signage is installed. Mr. Noll testifies that Title Enforcement 39 should be noted as an option for the site and adds that having it in effect onsite can help with mitigating traffic issues.

Mr. Chan testifies that the monument sign off Cooper Rd will be 10ft tall in total and the fuel price digital copy portion of the sign will be around 20 sq ft in size. Mr. Noll notes that the waivers for sign height and size will still be needed, but they will be lessened waivers. Mr. DiNatale asks if the applicant agrees to the remaining comments from the board engineer Mr. Noll's review letter from September 3, 2025. Mr. Chan confirms this. Ms. Augustine asks if the item from the review letter regarding the existing house onsite and if the structure is being removed. Mr. Noll confirms that the plans show the house is to be demolished.

The applicant's traffic engineer, Ms. Betsy Dolan approaches to testify on the application. Ms. Dolan testifies that the applicant has submitted to NJDOT for a major access permit, which is the highest level of permitting issued as the proposed Wawa is a high traffic operation. She states that based on ITE data, the size of the Wawa building and fueling station is anticipated to generate close to 250 cars during the morning peak hour for exits and entrances, and in the evening peak hours the values are lower at 410 total trips and 205 cars. She adds that on Saturdays, 190 vehicles are anticipated to enter and exit during the peak hour. Ms. Dolan notes that thru traffic from Cooper Rd may enter the site to access Route 73, but predominant movements to the site are right-in, right-out. Ms. Dolan adds that with other Wawa locations relatively nearby, surrounding traffic may also end up going to a different site for service, such as if they are heading southbound on Route 73, which is towards another Wawa. She explains that NJDOT has also asked for the southbound left turn lane off Route 73 to be extended to accommodate larger queues to help distribute traffic flow. Mr. Nicini asks when the traffic counts in the study were taken. Ms. Dolan states that counts were taken in September when school was still in session. Ms. Dolan notes that the traffic study did not include data on trips to a Dunkin' store south of the site as it is mostly pass-by and also due to inflated background growth rates from DOT. Mr. Ravitz asks if a site across from Signal Hill, north of the subject property was accounted for in the traffic study. Ms. Dolan states that as the site is out of the area of influence of traffic around the site, and because they were not aware of the status of the development, it was not included. Mr. DiNatale asks about turns left on 73 near a Kohls that is north of the subject site. Ms. Dolan testifies that such access items are sometimes looked at by NJDOT. Regarding projected growth rates by NJDOT, Ms. Dolan states that it varies by county, but past growth rates pre-Covid were closer to 1%, and she reiterates that the current post-Covid 2.5% numbers from NJDOT seem to be aggressively correcting counts done during Covid. Ms. Augustine asks if the access onto Cooper Rd has separate lanes for left and right turns, or just one. Ms. Dolan states that the access is currently just one lane and explains that it is a more effective design due to the length of the access and as it also avoids sight-distance issues with having cars in both right and left turn lanes.

Mr. Ravitz states that from the current traffic study, the traffic level of service for the Cooper access could go down one level from D to E. Ms. Dolan notes that those LoS changes are for Cooper Rd eastbound during the morning peak hour, and westbound during Saturday peak hour. Mr. Ravitz states to the public that the traffic level of service could have gone even lower to F at the Cooper access. Ms. Dolan explains further to the public the meaning of traffic levels of service, noting that they are grades given by traffic engineers on inbound/outbound and site circulation traffic movements, with A being the highest (lowest or no wait times at intersections) to F (highest wait times). She adds that left turns in general have lower LoS as they take longer, and also that NJDOT often focuses more on improving traffic Levels of service on state highways like 73, which moves traffic to side streets like Cooper. Mr. Ravitz asks what trip generation manual was used in the traffic study. Ms. Dolan replies that a 12th version of the trip generation manual had recently come out, and while it has not been adopted by NJDOT yet, they compared it to the manual used in the study and got similar results. She states that with the higher growth rate from NJDOT accounted for too the traffic counts are more of an over-projection to be conservative, especially on the Route 73 access. Mr. Ravitz asks Ms. Dolan about her perspective on thru traffic from Cooper Rd possibly entering the site to cross through and access Route 73. Ms. Dolan goes through traffic calming techniques like adding textured pavement to the Cooper

access drive, and adds that the general higher traffic activity in the Wawa site itself would likely deter such thru traffic. Mr. DiNatale states that he agrees, noting that he also does not try crossing through other gas station-convenience stores to access roads due to the higher intensity of traffic within the sites. Mr. Ravitz states that he has seen thru traffic issues at other properties in the vicinity. Ms. Walters states that the applicant is willing to incorporate traffic calming techniques noted earlier as well as “no thru traffic” signage but notes that the development is a permitted use on the site and the applicant can only have so many conditions imposed on them with a permitted use. Mr. Platt asks about the Route 73 access to Lafayette Ave and whether an access from the Route 73 portion of the site can be designed/moved to prevent crossing Route 73 to access Lafayette. Ms. Dolan states that the location of the current proposed drive off Route 73 was designated by NJDOT, though the item that Mr. Platt noted had come up during their preapplication meeting and adds that they will be looking further into it.

Mr. Ravitz asks what will be done to the existing house on the property. Ms. Walters states that the house will be removed as part of construction of the Wawa. Mr. Ravitz asks if that is part of the site that may have future development. Ms. Walters states there is potential future development for this portion of the site but currently nothing is planned. Mr. Ravitz asks what the zoning designation is of the lot with the house. Mr. Noll states that it is also part of the MB zone of the overall site and adds that if a future home were proposed on that site it would have to go before the zoning board.

The applicant’s professional planner, Mr. Seckler approaches to testify and goes through the existing/remaining variances requested in the application. Mr. Seckler testifies that several of the variances for lot frontage, size, etc. can be considered C-1 and are particular to the site given its unique layout and being split between two municipalities. He notes that the lighting-related variance can be considered a C-2 variance and adds that the lighting change is necessary for safer pedestrian visibility and traffic movement. For waivers, he testifies that several have been eliminated and others reduced, with the size reduction of the fuel price signage of Cooper being reduced to a lower total sign area. He explains the need to have such waivers and states that the Cooper signage being changed from freestanding to monument is another necessary waiver as signage being lower to the ground is more appropriate with surrounding residences in the area. Mr. Seckler testifies that the proposed Wawa development is a permitted use within the MB zone that the property is in, and adds that the requested variances and waivers do not negatively impact the township’s ordinances. He states that the proposed project advances the economic development components of the township master plan. Mr. Ravitz reiterates that all lighting off of Cooper must have adequate back shielding and other measures in place to ensure that no light spillage onto adjacent residential properties occurs. Ms. Augustine asks if the night light functioning test has also been agreed to by the applicant. Mr. Seckler confirms this. Mr. Noll adds that he will conduct the test.

At this time, a 10-minute break is announced by board chairperson Ms. Augustine. Following the break, Ms. Augustine opens the meeting to the public.

Drew Winsly
37 Forrest Hills Dr

Mr. Winsly works in real estate for a national chain of retail stores and expresses concerns about the level of traffic at the Cooper access to the site and states that other properties in the township could be used for the development instead. Mr. Winsly testifies that traffic from Cooper will be shifted to the surrounding neighborhoods to bypass the road.

Jane Holloway
26 Mulhouse Dr, Berlin Township

Ms. Holloway asks about the oversized parking spaces and whether tractor trailers using the spaces could exit from either Cooper or Route 73. Ms. Walters states that the oversize spaces are for vehicles such as larger trucks or pickups, but not tractor trailers and there are no restrictions on site movements. She testifies that tractor trailers are only for deliveries to the store and leave after making deliveries. Ms. Holloway expresses concerns about larger vehicles turning left from Cooper and further increasing traffic on Cooper, and asks if two lanes could instead be

incorporated, one for left and one for right turns. Ms. Dolan explains that having two lanes is feasible, but there would be safety issues regarding sight distance if two vehicles are in each lane, as one could block the street line of sight of the other. Ms. Dolan adds that the traffic items will be reviewed further by the County and NJDOT.

Mr. DiNatale asks Ms. Dolan if DOT would be able to change the timing of traffic lights at the nearby Cooper and 73 intersection to improve traffic flow on Cooper. Ms. Dolan responds that they have discussed such traffic items with DOT but the agency does not intend to make such changes. Mr. Ravitz, Mr. DiNatale and Ms. Dolan continue to discuss traffic congestion issues around the site. Ms. Walters notes that as a condition of approval, the applicant can attempt to discuss changes to the surrounding site access drives and intersections with NJDOT to improve traffic flow.

Harry Dergarabedian
29 Forest Hills Dr

Mr. Dergarabedian expresses concerns regarding volume of traffic on Cooper from the proposed development. Mr. Dergarabedian asks why the Route 73 side of the site does not have two access ways. Ms. Dolan replies that DOT will not allow two access ways to Route 73. Mr. Dergarabedian states that the Cooper access should have a “no-left turns” sign for certain times such as 7-10am around peak traffic times. The board and the principal of the applicant, Mr. Jim Angeloni, discuss traffic alleviating measures off of Cooper and Route 73 such as adding a dedicated right turn lane on Cooper to get onto Route 73. Mr. Ravitz states that such items would have to go through county and state approvals and there are budget issues with the state as well.

Mr. Ravitz asks if the applicant would agree to having no future development on open portions of the site. Ms. Walters states that the applicant would have to go before the board again for any such development, but for this application it would not be a reasonable condition of approval.

Robert Earle
31 Forrest Hills Dr

Mr. Earle expresses concerns regarding traffic from Cooper going into surrounding residential streets to get to Route 73.

Lisa Earle
31 Forrest Hills Dr

Ms. Earle shares concerns regarding thru traffic from Cooper speeding through surrounding residential roads to bypass Cooper and access Route 73.

The public portion is closed. Ms. Walters provides response testimony to comments made during the public portion. Ms. Walters states that a crosswalk is not being proposed across Cooper Rd, but rather across the Cooper access way to the site. She testifies that for changes to the Cooper and Route 73 intersection, the applicant is not obligated in the application to make changes for traffic calming, but they have agreed to some measures to alleviate congestion. Regarding public comment on permitted uses, Ms. Walters states that the board is legally only able to review a use that is included in an application for the subject property and it is not within the board’s purview to determine a ‘best’ permitted use for the site. She adds that the board also cannot deny an application due to existing offsite traffic conditions, which are often dependent on county and state approvals as well. She notes that the county has jurisdiction over Cooper Rd and the state over Route 73. Mr. Ravitz states that the applicant and council should not make threats to the board regarding litigation of denied applications. Ms. Walters states that her testimony was not making any threats but was rather a response to the comments of the public and providing for the record the board’s purview on this type of application. Mr. Platt notes that a condition of approval on discussing the traffic lights with DOT was not included in the testimony and should be added. Ms. Walters states that it was indeed a condition of approval and just had not been included in the earlier testimony but will be noted. Mr. DiNatale states that he did not interpret Ms. Walter’s earlier testimony as a threat to the board and adds that the testimony answered some of his questions about the board’s purview over an application with an approved use. Ms. Augustine

asks Mr. Noll if it would be possible to design the Cooper access to be right-only, so that only right turns in and out of the site can be made. Mr. Noll states there are different ways to make the access right-only but the County would have to approve it as such an item would not be within the board's jurisdiction.

Mr. Strausser summarizes the application for a motion from the board, noting that it is for preliminary and final major site plan with C variance and design waivers for a proposed Wawa gas station and convenience store at 67 Cooper Rd and 69 Route 73. Mr. Strausser goes through modifications made to variances and waivers in the application, such as sign mounting height, sign area, changing the Cooper signage from freestanding to monument, and max light illumination levels.

The following conditions and stipulations for the preliminary and final major site plan application for 67 Cooper Rd and 69 Route 73 are outlined:

1. The applicant agrees to comply with the Board Engineer's review letter dated September 3, 2025
2. The applicant agrees to comply with the conditions of the Board Engineer's review letter that were modified and any others made during testimony from the September 10, 2025 meeting

Mr. DiNatale makes a motion to approve the preliminary and final major site plan application for a Wawa gas station and convenience store located at 67 Cooper Rd and 69 Route 73, Block 303, Lots 5 & 8, seconded by Mr. Nicini. The motion fails to pass by the following Roll Call Vote:

AYES: Mr. DiNatale, Mr. Nicini, Mr. Rashatwar

NAYS: Mr. Kleinman, Mr. Platt, Mr. Ravitz

ABSTAIN: Ms. Augustine

Ms. Walters asks Ms. Augustine the reason(s) for her abstention vote. Ms. Augustine states that she has traffic safety concerns at the site, particularly around the Cooper Rd access and the Cooper and Route 73 intersection near the site.

Seeing no further business, Mr. Rashatwar makes a motion to adjourn, seconded by Mr. Ravitz. The motion carries by the assenting voice vote of all present board members.

Rashane Thapa

Voorhees Township Planning Board Secretary

Minutes prepared by Rashane Thapa. The minutes are intended to reflect the basic comments and action. Verbatim transcripts of all electronic recordings can be available upon proper request and payment