

**ZONING BOARD OF ADJUSTMENT MEETING**  
**July 16, 2025**

The public hearing began at 7:00 P.M.

**Members present were:**

Terry Andrus  
Albert Fisher  
Andrew Groetsch  
Eric Hernandez  
Cedric Holmes  
Joseph Repice  
Joseph Stefano  
George LoBiondo

**Members absent:** Ryan Flaim, Rudolph Luisi

**Others Present were:**

Amanda Mosciello, Zoning Board Solicitor  
Yasmin Perez, Zoning Board Secretary  
Ryan Headley, Zoning Board Engineer/Planner  
Pat Finley, Zoning Officer

Ms. Mosciello went over revisions to the agenda.

The Chairman entertained a motion to approve the minutes from the June 18, 2025, meeting.

Roll call:

Terry Andrus: Yes  
Albert Fisher: Yes  
Andrew Groetsch: Yes  
Cedric Holmes: Yes  
Joseph Repice: Yes  
Joseph Stefano: Yes  
George LoBiondo: Yes

The Chairman entertained a motion to approve the resolutions from the June 18, 2025, meeting.

Roll call:

Terry Andrus: Abstain  
Albert Fisher: Yes  
Andrew Groetsch: Yes  
Cedric Holmes: Yes  
Joseph Repice: Yes  
Joseph Stefano: Yes  
George LoBiondo: Yes

**AREC 27, LLC/U-HAUL**, 2290 S. Delsea Drive, Block 6101, Lot 19.01, Zones B-3/R-5, amended preliminary/final major site plan approval, in conjunction with a “d” use variance for Phase 2, the construction of 6 one story storage units and a 35,088 square foot area for 184 trailers, along with associated site improvements to an existing self-storage facility and 21,644 square foot self-storage warehouse.

The applicant was represented by Augusta O'Neil, Esq. U-Haul has appeared before the board three times. They are now before the board because of miscommunication during construction that led to the placement of several structures without proper permitting. The applicant is now seeking several variances related to existing structures on-site as well as for new proposed "Sustainable" storage units. The "Sustainables" are an eco-friendly innovation by U-Haul, where the storage bodies of decommissioned trucks are repurposed into portable self-storage units. These are placed directly on the ground and, in many jurisdictions, are not considered permanent structures requiring permits. However, the applicant acknowledged that in New Jersey, these units do require approval, and that oversight was the result of miscommunication and not intentional noncompliance.

She reviewed a PowerPoint presentation marked as Exhibit A-1, which included site renderings, landscaping plans, and photos of both existing "miller" buildings already placed on the site, as well as the proposed Sustainable units. The renderings illustrated the view from behind the warehouse, showing both the miller buildings and proposed sustainable structures. It was explained that the miller buildings are not affixed to the ground and can be moved with a truck, which contributed to the misunderstanding about permit requirements. Ms. O'Neil also presented landscaping improvements intended to mitigate the removal of several trees, which occurred without proper authorization. Additional images were shown to explain the construction of the Sustainable units, including how truck bodies are removed, repainted, sided, and reused as storage facilities. Interior and exterior views of the Sustainable units were shared, along with dimensional information and unit counts.

Gabrielle Buchter, a professional engineer with Colliers Engineering and Design, was sworn in and testified before the Board. She presented the original site plan, explaining that the northern portion included six miller buildings, while the southern portion contained 184 "sustainables." The original design featured a side yard buffer of 1.74 feet to the north and 4.5 feet to the south, with gravel pavement in disturbed areas and 24-foot drive aisles. The impervious coverage was 73.35%. Following discussions with the Board Planner, Mr. Ryan Hadley, the applicant revised the site plan to incorporate recommendations. The updated plan shifts and shortens several of the sustainables to increase green space. As a result, the southern buffer increased to 31.73 feet and the northern buffer to 28.2 feet following the removal of a building. Drive aisles were widened to 26 feet to accommodate fire truck circulation. Gravel areas will now be paved with asphalt. The revised plan includes 117 sustainables and five miller buildings. A new stormwater management access drive was also added. Ms. Buchter then reviewed the landscaping plan. The applicant is proposing to remove 323 trees and replant all of them, resulting in a 1:1 replacement ratio. Plantings have been added, particularly along the rear of the property, to provide screening for adjacent neighbors. She confirmed that the plan had been updated based on feedback from Mr. Hadley and additional landscaping could be incorporated if requested by the Board. The truck circulation plan was also presented. It was prepared using the specifications of Vineland Fire Department vehicles. The plan shows that trucks can enter through the existing four buildings, circulate around the sustainables, and exit the site, with 40-foot access points and 26-foot-wide drive aisles. The northern miller buildings are also accessible for fire truck circulation. She confirmed that the applicant could reevaluate the truck circulation layout to determine whether additional evergreen plantings could be added in the area where space permits. Ms. Buchter also acknowledged the board's questions regarding whether the "sustainable" storage units and miller buildings were temporary or permanent in nature. She explained that while Miller buildings are designed to be placed on a site temporarily, similar to how one would place a structure on a trailer, the sustainables are more complex. Sustainables are not typically designed to be mobile once installed and may not be transferable via truck in the same way. Due to the specific construction of the sustainables, Ms. Buchter offered to defer to the applicant's representative for more technical details.

Daniel Dibuo, owner's representative for U-Haul, was sworn in and testified before the board. Mr. Dibuo confirmed he had testified before the board previously and had represented U-Haul during its 2022 hearing for the U-Box application. He stated that U-Haul has operated at 2290 South Delsea Drive since 2016 and that the site maintains a high occupancy rate—between 94% and 96%—indicating strong local demand for storage. Mr. Dibuo confirmed he had heard Ms. Buchter's testimony and the chairman's questions regarding the size and

construction of the sustainables. He explained that the sustainables proposed for this site measure approximately 22 to 26 feet in length, matching the length of U-Haul truck bodies, which are repurposed for storage. The units are detached from the truck chassis using 6 to 8 bolts and lifted into place. In some instances, the units are placed back-to-back—for example, a 26-foot and a 15-foot unit could be positioned adjacent to one another, depending on layout needs. He clarified that these are actual truck bodies repurposed into storage units, and the process of removing them from the chassis uses electric tools and generates minimal noise, posing no significant disruption to neighbors. He noted that up to 10 truck bodies can be converted into storage units per day, meaning the entire sustainable portion of the project could be completed within 30 days. When asked about anchoring and flooding concerns, he confirmed that the units are anchored to prevent them from floating or shifting and that asphalt placement around the base also helps prevent water infiltration. In response to board inquiries about permits and regulations, Mr. Dibuo explained that this may be the first sustainable-style installation for U-Haul in this area, but similar units have been installed elsewhere in New Jersey and nationwide. He was unsure whether building permits are typically required for this style of unit but confirmed that U-Haul has pursued different permitting processes based on local regulations. He also explained that U-Haul already owns these trucks, and converting them into storage units is both cost-effective and environmentally conscious, as it prevents the truck bodies from ending up in a landfill. Once detached from the chassis, the remaining chassis may be resold or discarded, and the storage unit body remains on site as part of the project.

Stephen Hawk was sworn in and accepted by the Board as a professional planning expert. He explained that the first 400 feet from the centerline of Delsea Drive is zoned for business, while the remaining portion of the property is zoned R-5 (residential). Currently, approximately 730 feet of the property already contains approved storage uses within the residential zone, and the current application proposes an additional 175-foot expansion further into the R-5 zone. Mr. Hawk emphasized that this proposed extension is relatively minor compared to what is already existing. He presented an aerial image and zoning overlay, highlighting that there is a contiguous area of R-5 zoned land located between the subject property and the Armory site. He noted that the Armory property is zoned entirely for business, while the intermediate R-5 parcel, roughly eight acres in size, serves as a sort of “no man’s land” that is unlikely to be developed for residential use due to significant infrastructure and topographic constraints. Specifically, the adjacent Delmar Estates development, which is zoned R-3, sits on significantly higher ground—up to 30 feet higher in elevation—which poses challenges for extending sewer service and road access to the rear of the subject site. He argued that developing the area for residential use would be infeasible and that the proposed expansion of a quiet, existing business use is more appropriate and beneficial. Mr. Hawk referenced the city’s Master Plan, which had previously identified certain Delsea Drive properties as candidates for full commercial zoning rather than split zoning configurations. Although this site was not specifically called out, Mr. Hawk suggested that the site may have merit for future consideration, particularly in the Planning Board’s annual zoning report, as this application demonstrates practical reasons for allowing an expansion of business use into the residential zone.

In addressing the statutory criteria for a use variance, he testified that there would be no substantial impairment to the zone plan or zoning ordinance. He explained that the existing topographic and infrastructure limitations already make the land unsuitable for residential development and that the existing storage use has long been established. Regarding the second prong, no substantial detriment to the public good, Mr. Hawk emphasized that the proposed use is consistent with existing site operations and would not be out of character for the neighborhood. He noted that self-storage is a low impact use with minimal traffic and activity, and that existing and proposed evergreen buffers would fully screen the development from nearby residences. The closest home, in Delmar Estates, is approximately 400 feet from the nearest proposed building, while two additional homes on Garrison Road are approximately 780 feet away. He described the site as highly suitable for the proposed expansion due to its configuration and current use. He noted that the long and narrow layout of the property complements the linear design of self-storage buildings. He also stated that the administrative offices are already located on-site, and the expansion would not require additional public facilities.

Mr. Hawk identified several zoning purposes that are advanced by the proposal, including Purpose M (efficient use of land) and Purpose O (reduction of waste and encouragement of recycling). The applicant intends to repurpose decommissioned U-Haul truck bodies as storage units, reducing the need for new construction materials and lowering the environmental footprint. The truck chassis would be removed and potentially scrapped or repurposed elsewhere. Regarding the requested variances, he acknowledged that in addition to the D(1) use variance, several C variances were requested, including side yard buffer and impervious coverage deviations. He noted that these were being compared to the more restrictive R-5 residential standards rather than typical commercial standards, and that the proposed development aligns with the standards typically applied to similar commercial uses.

Ms. O'Neil reiterated their position that the proposed expansion represents an improvement to the existing site. Mr. Hawk previously testified that the application satisfies multiple positive criteria under the Municipal Land Use Law. The applicant emphasized that the use of repurposed U-Haul trucks for storage reflects an environmentally friendly and sustainable approach, as the trucks would otherwise be scrapped or wasted.

Mr. Finley, Zoning Officer, commended the applicant for their cooperation throughout the process.

Mr. Headley, Board Planner, asked whether the applicant had reviewed the submission waivers referenced in item #17 of the planning report. The applicant's engineer confirmed compliance and noted that some items had already been addressed in the revised plans. Specifically, submission waivers B, E, G, and H were discussed, and the applicant agreed to comply with all items listed. Regarding the Engineering Report, the applicant confirmed their intent to comply with all outstanding comments, including stormwater management issues such as mailing calculations and plate conveyance calculations. Additional discussion focused on the waiver request for the stormwater management basin side yard setback (item #7C of the planning report). Mr. Headley indicated no objection, as the proposed location aligns with the existing basin and is adjacent to another commercial use. Lighting was briefly addressed, with Mr. Headley stating that the revised lighting plan shows fixtures oriented inward, with no concerns identified. On the issue of tree replacement, Mr. Headley noted that the applicant has provided a sufficient number of trees, particularly after the second revision, though a chart listing tree counts is still needed for the record. He also confirmed that the applicant would comply with all other aspects of the planning report, including accessibility requirements (e.g., NJ Barrier Free Standards).

Mr. Carl Herbin, 2417 Lavalley Avenue, was sworn in and provided public comment. He stated that he agreed with the Chairman's earlier points and clarified that the correct name of the development is "Garrison Estates," not "Delmar." Mr. Herbin expressed concerns that, during the 2022 application, the applicant had indicated there would be no further expansion, yet another expansion is now proposed. He explained that while the neighbors did not support the original building height request, they accepted the approved version due to modifications made to conform with local zoning regulations, including changes to paint color. Mr. Herbin raised additional concerns regarding site elevation, stating that due to the height of his property, he has a clear view of the development, including lighting that resembles a "runway" and reflective roofing materials. He questioned why trees were previously cleared from the site, suggesting it indicated prior intent to expand. Mr. Herbin requested the use of non-reflective roofing materials, downward-facing (hooded) lighting, and additional mature trees for buffering—specifically taller trees such as Green Giants that would fill out over time. He also voiced concerns about noise pollution from transient customers, accessing their storage units at late hours and playing loud music.

Mr. Headley, Board Planner, acknowledged that while all the lighting fixtures in the proposed expansion were wall-mounted (not freestanding), the style in use does tend to scatter light. He suggested that the applicant consider using shoebox-style shielded fixtures to direct light downward, which would be a reasonable condition. He further explained that lighting currently faces inward toward the site and away from the neighboring residences, but due to elevation differences, Mr. Herbin may still be exposed to the lights. Regarding landscaping, Mr. Headley and the applicant discussed shifting one row of trees from the southern side yard to the

rear property line to enhance buffering for neighbors in Garrison Estates. Mr. Headley requested a mix of evergreen and deciduous trees and confirmed that the minimum standards for tree plantings (six feet for evergreens, 2.5-inch caliper for deciduous) must be met. It was agreed that trees would be planted in clusters for improved coverage. Mr. Herbin noted that the previously cleared area lacked evergreen trees, further reducing the visual buffer between the site and neighboring homes.

On the issue of noise, the applicant stated that the facility is gated and accessible 24/7 by access card. They confirmed that all access is recorded, and the property is monitored by security cameras. They expressed willingness to respond to any neighbor complaints and noted that some neighbors already have the applicant's personal contact information. Suggestions were made to add signage to discourage loitering, playing music, and operating power tools on site, and the applicant agreed to work with local authorities and post appropriate signage. Regarding reflectivity of roofing, the applicant indicated a willingness to consider alternative roof colors to reduce glare and visual intrusion, including potentially using green or darker roofing materials for future units.

Chairman made a motion to close the public hearing.

Roll call:

Albert Fisher: Yes  
Andrew Groetsch: Yes  
Eric Hernandez: Yes  
Cedric Holmes: Yes  
Joseph Repice: Yes  
Joseph Stefano: Yes  
George LoBiondo: Yes

Mr. Stefano made a motion to approve the use variance.

Roll call:

Albert Fisher: Yes  
Andrew Groetsch: No  
Eric Hernandez: Yes  
Cedric Holmes: Yes  
Joseph Repice: Yes  
Joseph Stefano: Yes  
George LoBiondo: Yes

Mr. Stefano made a motion to approve the site plan.

Roll call:

Albert Fisher: Yes  
Andrew Groetsch: Yes  
Eric Hernandez: Yes  
Cedric Holmes: Yes  
Joseph Repice: Yes  
Joseph Stefano: Yes  
George LoBiondo: Yes

Application granted.

**CUMBERLAND COUNTY AUTOGROUP**, 3565 S. Delsea Drive, Block 7004, Lots 24, Zone B-4, use variance to construct a new and used auto sales facility (Vineland Hyundai) on an existing vacant lot.

Cheryl Lynn Walters, Esq., appeared on behalf of the applicant, Cumberland County Auto Group, LLC. The applicant is seeking D(1) use variance relief for property located at 3565 South Delsea Drive, also known as Block 7004, Lot 24 on the City's tax map. The property was formerly occupied by Loyal Lanes, a bowling alley that was destroyed by fire several years ago and has remained vacant since that time. The applicant proposes to refurbish, reconstruct, and operate the site as a new Hyundai auto dealership. The subject property is located in the B-4 Business Zone, where auto dealerships are not a permitted use. Should the variance be granted, the applicant will return at a later date with a separate application for site plan approval. The application has therefore been bifurcated to address the use variance request first.

She distributed a handout to the Board containing the witness and exhibit list as well as 11" x 17" color copies of exhibits. Ms. Walters apologized for not emailing the exhibit materials to the Board Planner, Mr. Headley, prior to the meeting, but noted she attempted to send them during the hearing and provided hard copies as well. Extra copies were made available to members of the public in attendance. Exhibit A-1: Witness and Exhibit List, Exhibit A-2: Existing Conditions and Aerial Photo, Exhibit A-3: Site Plan Rendering, Exhibit A-4: Concept Plan, Exhibit A-5: Proposed Vineland Hyundai Conceptual Rendering, Exhibit A-6: Existing Conditions at Proposed Vineland Hyundai Site. The witnesses present for the hearing were Gregory Munoz, applicant's representative, Joshua Tyner, Civil Engineer, Douglas Polyak, Traffic Engineer and Stephen Hawk, Professional Planner.

Gregory Munoz, applicant's representative, was sworn in and provided testimony on behalf of the applicant. Mr. Munoz identified himself as the owner and managing member of the company, which operates several new car dealerships in New Jersey, including the existing Vineland Hyundai dealership currently located in Millville. He testified that the applicant is proposing to relocate the Hyundai dealership to 3565 South Delsea Drive in Vineland, the former site of Loyal Lanes, which has remained vacant for several years. Mr. Munoz explained that Hyundai's franchise agreement requires facility upgrades at the existing location, and after evaluating the condition of the current site, it was determined that constructing a new facility would be more cost-effective. The subject property was selected due to its size, location, and overall suitability for a modern car dealership. He described the proposed operations for the new dealership, which will include new and used car sales, service, parts, and detailing. The proposed hours of operation for car sales are Monday through Friday from 9:00 a.m. to 8:00 p.m., and Saturday from 9:00 a.m. to 6:00 p.m., with the dealership closed on Sundays. The service and parts departments will operate Monday through Friday from 8:00 a.m. to 5:00 p.m., and Saturday from 8:00 a.m. to 4:00 p.m., also closed on Sundays. The detailing operation will be open Monday through Friday from 8:00 a.m. to 7:00 p.m., and Saturday from 8:00 a.m. to 6:00 p.m., and closed on Sundays. He stated that the dealership anticipates employing between 22 and 24 people, including approximately 10 in sales, 10 in service, and 4 in accounting. The site will include EV and hybrid charging stations available only to customers during operating hours. Deliveries will occur two to three times per week during business hours. Parts deliveries will follow an industry-standard night drop system, with deliveries made after hours or early in the morning prior to opening. Other typical supply deliveries will occur as needed by standard delivery vehicles. He also confirmed that trash collection and recycling requirements will be addressed during the site plan review process.

Joshua Tyner, P.E., was sworn in and provided testimony on behalf of the applicant. Exhibit A-2, the existing conditions aerial, he described the subject property located at 3565 S. Delsea Drive (Block 7002, Lot 24), currently vacant and formerly home to the Loyal Lanes Bowling Alley, which was destroyed by fire around 2010. The site is approximately 9.219 acres and is within the B-4 zoning district. Adjacent uses include the Green Olive restaurant to the north, Holiday Inn Express and a former Friendly's to the south, and Tang Asian Cuisine across the street. Exhibit A-3, a colorized rendering of the proposed site plan. The proposal includes a 27,429 square foot Hyundai car sales and service building with 16 service bays, sales floor, waiting area, parts storage, and office space. Additional structures include a 4,000 square foot storage building, a 144 square foot battery storage building for EVs, and a 2,520 square foot car wash/detailing building. The plan provides for 397 striped parking spaces with 79 banked spaces, totaling 476, including areas of stacked parking typical for dealership inventory. EV parking will be designated per ordinance and may affect the final parking count.

Mr. Tyner explained that two access points from Delsea Drive are proposed, replacing the current three curb cuts. One driveway, to the north, will be an exit-only for northbound traffic; the second will be full movement and aligned with the Tang restaurant's access drive. An alternative layout (Exhibit A-4) was presented, shifting the southern driveway further south in response to NJDOT feedback. The site is served by public water and sewer. The proposed development will comply with local ordinances regarding clearing limits; a substantial portion of the site will remain undisturbed.

Regarding architecture, Exhibit A-5 showed current Hyundai branding, façade design, and color scheme. Signage and exterior appearance will comply with brand standards and local ordinance, with any necessary signage variances to be addressed during final site plan review.

The following deviations from the design standards are proposed as part of the application. The parking stalls are designed to measure 9 feet by 18 feet, whereas the ordinance requires dimensions of 10 feet by 19 feet. Additionally, the one-way egress driveway is proposed at a width of 19 feet, which exceeds the maximum permitted width of 17 feet. A small vehicle display pad within the front buffer area. Fewer landscaped islands than required between parking rows (18 vs. 12 stalls). Additionally, some parking lot islands are proposed at a width of 7 feet, where the standard requirement is 10 feet. Shade tree count pending; plans currently show 20 street trees. All utilities, drainage, circulation, and engineering will be finalized at the time of full site plan submission.

Douglas Polyniak, P.E., traffic engineer, testified on behalf of the applicant. Mr. Polyniak confirmed that he served as the traffic engineer for the proposed Hyundai dealership project and is familiar with both the site and the proposed use variance. He prepared a Traffic Engineering Assessment dated May 15, 2025, using industry-standard methodology consistent with accepted traffic engineering practices. His conclusions were reached within a reasonable degree of certainty. He testified that the requested use variance, allowing a car dealership in a zone primarily intended for retail and commercial uses, would actually result in less traffic impact than many permitted uses. He explained that the proposed dealership would generate fewer peak-hour trips compared to other uses such as shopping centers, convenience stores, office buildings, and restaurants. Based on the ITE Trip Generation Manual (11th Edition), the proposed dealership is expected to generate approximately 65 two-way vehicle trips during the weekday morning peak hour, 85 during the evening peak, and around 135 on Saturdays, which is typically the busiest day. These volumes are significantly lower than those for several other permitted uses, in some cases as low as half or one-fifth of the trip generation of alternative developments. Traffic counts were conducted at key locations along Route 47, including the intersection at Tang Asian Cuisine and Smith Street, during April and May 2025. Counts were collected during the weekday morning (7:00–9:00 AM), evening (4:00–7:00 PM), and Saturday midday (11:00 AM–1:00 PM) peak periods. Mr. Polyniak conducted a level-of-service (LOS) analysis, with LOS grades ranging from A (best) to F (worst). The results indicated that the intersections and driveways currently operate at LOS D or better, which is considered acceptable under NJDOT standards. A future traffic condition analysis was also conducted, applying NJDOT's 2% annual growth factor for Cumberland County over a two-year projection to 2027. The analysis showed that, with the addition of site traffic, the site driveways and adjacent intersections would continue to operate at acceptable levels of service, with minimal off-site traffic impacts. This demonstrates that the site can accommodate the proposed use safely and efficiently. He also addressed Exhibit A-4 (Concept C-15), which reflects a potential relocation of the full-movement driveway further south on Delsea Drive, following a preliminary meeting with NJDOT. He testified that the conclusions of his report would remain unchanged even with this alternate driveway location. NJDOT had requested exploration of alternate access points, but had no major concerns, given the relatively low traffic volumes for both the proposed dealership and the adjacent restaurant. That final access design would be determined in coordination with NJDOT and the applicant, and he would return to provide updated traffic testimony during the site plan phase if necessary.

Mr. Steven Hawk, a licensed professional planner, appeared on behalf of the applicant. He presented planning testimony in support of the D(1) use variance. He began by stating that he did not view the application as a

"heavy lift" based on the current zoning context and the changes that have occurred since the B-4 Zone was created, approximately 20–25 years ago. He explained that the proposed project meets the positive criteria of the Municipal Land Use Law by advancing purposes of zoning, particularly Purpose A (promotion of the general welfare) and Purpose I (promotion of a desirable visual environment). The subject property is a long-vacant, formerly developed site, previously home to the Loyal Lanes bowling alley, which burned down and has since become overgrown and neglected. The site currently represents a visual and functional gap along an otherwise vibrant stretch of Delsea Drive. The proposal to redevelop the site with a substantial capital investment would restore the property, provide employment, and contribute to the visual and economic fabric of the area. The proposed dealership, designed from scratch, would include modern architectural elements, updated landscaping, lighting features (including dimmable lighting for nighttime aesthetics), and compliance with current design standards including buffers and tree plantings. From a site suitability standpoint, the property is well-located near Route 55, which would facilitate vehicle deliveries and maintain customer continuity, as the applicant currently operates a dealership just a few miles away in Millville. The intent of the B-4 Zone, was designed to promote larger, comprehensively planned regional commercial centers. He stated that this vision, while appropriate at the time the zoning was enacted, is now outdated due to shifts in retail demand caused by the rise of e-commerce. He contrasted this with permitted uses in the B-3 Zone, which include car dealerships, towing yards, and flea markets, uses that were historically excluded from the B-4 Zone due to concerns about large footprints and limited building development. He emphasized that the current proposal featuring a 27,000 square foot dealership building, is significantly more substantial in terms of building size and economic value than many of the restricted uses originally excluded from the zone. He opined that the proposed development represents a modern, desirable use for the corridor, aligning more closely with current land use trends. In addressing the negative criteria, Mr. Hawk testified that the use would not cause substantial detriment to the public good or impair the intent of the zone plan. He noted that nearby uses include other retail establishments and a nonconforming used car lot to the north. Therefore, the proposed dealership is not out of character with the surrounding area. The benefits of the proposed use outweigh any detriments, which are minimal. He also confirmed that the site design maintains a required wooded buffer to the rear, consistent with the City's lot clearing ordinance, and further supports the positive zoning purposes.

Mr. Finley, Zoning Officer, agreed with Mr. Hawk's analysis, particularly the obsolescence of the B-4 Zone's original intent. He emphasized that many car dealerships along Delsea Drive, particularly used car dealerships, lack high-quality design and landscaping. He noted that the new facility would raise the design standards for the corridor.

Chairman made a motion to close the public hearing.

Roll call:

Albert Fisher: Yes

Andrew Groetsch: Yes

Eric Hernandez: Yes

Cedric Holmes: Yes

Joseph Repice: Yes

Joseph Stefano: Yes

George LoBiondo: Yes

Mr. Stefano made a motion to approve the application.

Roll call:

Albert Fisher: Yes

Andrew Groetsch: Yes

Eric Hernandez: Yes

Cedric Holmes: Yes

Joseph Repice: Yes

Joseph Stefano: Yes



George LoBiondo: Yes

Application approved.

Meeting adjourned at 9:00 PM

Roll call:

Terry Andrus: Yes

Albert Fisher: Yes

Andrew Groetsch: Yes

Joseph Repice: Yes

Joseph Stefano: Yes

George LoBiondo: Yes

Yasmin Perez, Secretary

**Zoning Board of Adjustment**