

Florence, New Jersey 08518-2323  
October 27, 2015

The regular meeting of the Florence Township Planning Board was held on the above date at the Municipal Complex, 711 Broad Street, Florence, NJ. Chairperson Hamilton-Wood called the meeting to order at 7:30 p.m. followed by a salute to the flag.

Chairperson Hamilton-Wood then read the following statement: "I would like to announce that this meeting is being held in accordance with the provisions of the Open Public Meetings Act. Adequate notice has been provided and posted in the main hall of the Municipal Complex."

Upon roll call the following members were found to be present:

Mildred Hamilton-Wood	William Federico
James Molimock	Ray Montgomery
Wayne Morris	Council Representative Ted Lovenduski
Thomas McCue	

ALSO PRESENT: Solicitor David Frank  
Engineer Hugh Dougherty  
Planner Barbara Fegley

ABSENT: Tim Lutz, Mayor Craig Wilkie

#### MINUTES

It was the Motion of Lovenduski, seconded by McCue to approve as submitted the minutes of the Regular Meeting of August 25, 2015 and the Regular Meeting of September 22, 2015. All ayes.

#### CORRESPONDENCE

- A. Letter from Solicitor Frank to Burlington County Superior Court Clerk's Office dated September 29, 2015 regarding the dismissal of Konrad appeal.
- B. Compliance Review No. 1 from Engineer Dougherty dated September 28, 2015 regarding Wawa Application PB#2015-04 Minor Site Plan for a trash compaction/storage dumpster.
- C. Conformance Review from Planner Fegley dated September 28, 2015 regarding Wawa Application PB#2015-04 Minor Site Plan for a trash compaction/storage Dumpster.
- D. Letter from T&M Associates dated October 1, 2015 regarding NJDEP Freshwater Wetlands Letter of Interpretation Application for property known as Block 179, Lots 1.02, 1.03, 1.04, 1.05 and Block 156.01 Lot 90.

It was the Motion of Lovenduski, seconded by Morris to receive and file Correspondence A through D. All ayes.

Solicitor Frank requested the record show Member Federico arrived at this time.

## APPLICATIONS

A. Application PB 2015-06 for Wawa, Inc. Applicant is requesting Minor Site Plan approval to allow for the sale of diesel fuel at the existing fuel pumps and the addition of an underground tank for storage of the diesel fuel on property located at 2060 US Route 130 North, Florence Township. Block 163.02, Lot 13.

Duncan Prime, on behalf of the applicant, came forward. He said the board is familiar with the site, it is located at the corner of Route 130 and Florence-Bustleton Road. The site is located in a Highway Commercial zone. It is a little over 5 acres in size. The applicant is seeking to convert 4 MPD's from having traditional dispensers to having dispensers that can pump gasoline and diesel. They are also requesting the board remove a condition of a prior approval. In 1997 there was a condition that there would be no diesel fuel sold at this location. At that time, the applicant did not anticipate selling traditional diesel fuel for trucks. Since then over the last four years, Wawa has taken forth an initiative to sell clean diesel at its locations for passenger automobiles and light grade trucks only. In the past 3 years, diesel sales were added to over 300 sites. The applicant is willing to prohibit the sale of diesel to tractor trailers. The applicant understands the problems that would cause at this site. The applicant understands the problems that this site would have if it were to be offered. From a site safety and circulation standpoint the site would be tied up and look like a truck stop. From a practical standpoint the diesel operation does not fit. The nozzle is a standard nozzle, not the large truck nozzle. It pumps about 10 gallons a minute. At an average truck stop a tractor trailer can fuel up with a double hose nozzle and it pumps about 80 gallons a minute. Additionally the site does not take the payment options that the tractor trailer operators usually use. It would make very little sense for a tractor trailer to try and fill up at this site. The applicant will add an underground fuel storage tank to serve the diesel fuel. The sign will be refaced to show the diesel pricing, the size and style will not be changed.

At this time he called for Ronald Klos of Bohler Engineering to review the site plan and provide more of the details. He was sworn in by Solicitor Frank. Mr. Klos said he is a professional engineer licensed in the states of New Jersey and Pennsylvania. He has not testified before this board, but has been working with Wawa on many applications like this one and has testified at many other boards. He has been a project manager for Bohler Engineering for over 20 years. He was accepted as an expert witness by the board.

Mr. Klos said it is a relatively simple application as far as what is proposed. There would be one 22,000 gallon storage tank. It would be placed between the entrance and exit driveways at the Route 130 side of the site. Four of the eight existing mutli-product

dispensers would be replaced with the three-plus-one dispensers. They have gasoline nozzles and diesel nozzles. Those four would be the ones at the east side; coming off of Route 130 toward the left side of the canopy. There would need to be a trench from the tank to the product dispensers. He noted them as the bold lines on the plan. One vent stack pad would also be required. Adjacent to where the proposed tank is, on the opposite side of the curblin is where a 3' by 5' vent stack pad is shown to be located. The pad is similar the ones near the three existing tanks on the side of the canopy.

Modification of the price sign is proposed in the form of refacing. There would be no increase in size of the sign. Mr. Prime asked if there would be any significant modification to the current site. Mr. Klos said the only changes would be the product dispensers. From a site circulation standpoint it would not restrict any of existing drive aisles around the canopy. The current widths are 30' and some are in excess of 40'. These would remain exactly the same. Site circulation into the site and around the canopy would remain the same.

Engineer Dougherty said his letter of October 8, 2015 indicated the application was incomplete. There were waivers that were requested. He reviewed the requested waivers noting that it is an existing site. He had no objections to granting the waivers. If the board chooses to wave the items the application could be deemed complete.

Chairperson Hamilton-Wood asked if Planner Fegley had any comments regarding completeness. Planner Fegley said she did not.

It was the Motion of Molimock, seconded by Federico to deem the application complete.

Upon roll call the Board voted as follows:

AYES: Federico, Hamilton-Wood, Molimock, Morris, Lovenduski, Montgomery, McCue

NOES: None

ABSENT: Lutz, Wilkie

Chairperson Hamilton-Wood said it was indicated tractor trailers would not be permitted. She asked what the plan was for the trucks that would be permitted. Mr. Klos asked for clarification on what kind of trucks she was referring to. She said straight trucks, bigger than a standard box truck, such as a straight truck. Mr. Klos said the line is drawn with the tractor trailer and the kind of trucks she is referencing would be permitted to fuel at the facility. Chairperson Hamilton-Wood asked how they would navigate the site. Mr. Klos said there is adequate area on the site currently to accommodate the trucks.

Chairperson Hamilton-Wood said all of the board members frequent that Wawa and there is not adequate space. There are currently circulation problems and this would add significantly larger vehicles. People leave their vehicles when they are getting gas and it blocks the entire area. Some of these trucks are 24' to 36' long, they are not the size of an average vehicle. They are tall also. Mr. Klos said the canopies are high enough for the trucks to fit.

Chairperson Hamilton-Wood said if it is only the one section of pumps the trucks will have to come into the aisles fuel up and go around to where the parking is in front of the store or they will have to circulate through the entrance on Cedar Lane and go in front of the store to make the left to pull up to the aisles. She questioned the space if there were cars parked there and other vehicles in the gas lanes. Mr. Klos said the aisles are oversized and adequate for the circulation. It is similar to what it would be now if for example a landscape truck with a trailer entered the site. Chairperson Hamilton-Wood said that causes a nightmare. Mr. Klos said they are oversized and Wawa does that intentionally so that those types of vehicles can navigate the canopy.

Mr. Prime said Wawa has over 40 years of experience with these diesel sites. This one is unique. There are 300 stores with diesel. A lot of the large trucks have contracts with certain fueling operations to fill up their diesel. Not all do but there have been less of those trucks than you might think on the sites. Chairperson Hamilton-Wood said she is very familiar with truck drivers and they would pull in to be able to use the store. Ten years ago during the original application there were lengthy conversations about no overnight parking and that trucks would not be there. It didn't work. She asked what the plan was to handle the nonsense that will happen when the trucks start stacking along the side where there is parking. There were to be no big trucks on the front side of the lot. That is now being changed. It is a very pedestrian heavy part of the site. Member Morris said he agreed. Looking at the pumps, a large truck would block the lane. He inquired where the truck that fills the underground tank would go. He said it will create a nightmare. Member Federico said during the peak hours it is very dangerous there now.

Member Morris asked when the underground tank would be refilled. Mr. Klos said it would be just like the regular gas tanks. It would be "on demand." The tanks are monitored at the corporate headquarters. When the tanks get down to a certain level the truck is dispatched to fill it. The refills depend on how much is sold, it could be once a day or once a week.

Chairperson Hamilton-Wood asked if the four diesel pumps would also be selling regular gasoline. Mr. Klos said they would. Member Morris asked about the truck that would refill the tank. He was concerned it would occupy the whole area and block other vehicles. Mr. Klos referred to the site plan that was submitted, showing where the new tank would be located, between the entrance and the exit. He said the truck would sit over it. There is enough room that the truck could be between the two driveways without obstructing the entrance or exit. It is a 38' wide driveway, there is a lot of room even if the truck were encroaching 5' onto it. Likewise, the exit driveway is 25' so it also has plenty of room. Member Morris said he has trouble now getting to those pumps and if the truck were there it would be even worse.

Mr. Prime asked the width of the aisle the truck would park in. Mr. Klos said it is 38' from the curb to the canopy. Chairperson Hamilton-Wood asked how long the new tank is. She said the truck would be 102" wide and probably 52' to 55' long, depending on the cab. Mr. Klos said the concrete pad is about 46' long. He confirmed the length of the truck would be 55'. Member Morris and Chairperson Hamilton-Wood estimated the

truck would hang over by about 9' onto the driveways. Mr. Prime said this is what is currently happening on the site. Chairperson Hamilton-Wood said it is not. The tanks that are already there are on the side. Member Federico said it will be an issue for vehicles coming in off the highway and could cause a stacking issue. He said this site is very unique. The proposal will affect the flow and will cause more vehicles to come to the site. Mr. Prime said the same vehicles are on-site right now, they may not be fueling but they are getting food. The board members expressed that the vehicles are going to the back of the store now and the circulation problem will be around the fuel pumps. Mr. Klos said that there is no limit right now on the length of vehicles and if a bus uses regular fuel it could currently use the site. Chairperson Hamilton-Wood said there are signs that say No Trucks, that is a deterrent for larger vehicles. Mr. Klos said they would remain and there would be enforcement. The attendants are directed to turn them away. Member Lovenduski suggested a weight limit.

Member Molimock said there is an existing circulation problem around the fuel pumps as it is. Increasing the volume and adding larger non-passenger vehicles is not a good idea. Member Lovenduski said if there is a truck at pump number 7-8 sitting there fueling up, it will create a major back-up around the front of the store. The members all commented that the aisle between the store and the gas pumps is not safe. They discussed the current safety issues and the impact the plan would have on the site.

Engineer Dougherty said his letter requested the applicant to provide testimony to the anticipated traffic generation and types of vehicles to be serviced. That was discussed, but he wanted to know if at other stores where diesel is sold, is there traffic information available. He inquired if any counts were done. In theory it is the same number of pumps so only a certain number of vehicles can be serviced, but what type of vehicles are coming in. He had a concern about the circulation around the new pumps. If there was a study provided it could help. Mr. Klos said there is no study available. He is hearing that if a study was presented they would be told it was a unique site. Member Montgomery concurred the other stores are configured differently. Planner Fegley asked if there any stores configured this way. Mr. Klos said there are stores that are similar in layout but they don't necessarily have the truck issues and the truck parking in the back. This site is unique in that way.

Engineer Dougherty said another concern is traffic circulation during construction. He would like to see a construction plan. He is concerned about that whole driveway area being closed off during construction. Mr. Klos said typically Wawa would fence off the area of construction. In this case it would be the area immediately around the tank and the dispensers that were being replaced. As the site was entered, only the four right most pumps would be available for use. If someone wanted to go to the store they would have to go around the right side of the canopy to get to the parking area. The Rt. 130 entrance would remain open, as would the exit. Planner Fegley asked what the anticipated schedule was; how long would it take? Mr. Klos said it is normally a two to three week process. The first week is the tank excavation and installation of the new tank. Week two is the product piping of the tank to the multi-product dispensers. The first part of the third week is testing of the product piping and then completion of the installation.

Chairperson Hamilton-Wood asked if any of the current piping was being addressed. Mr. Klos said that would all remain the same.

Mr. Prime said one comparison he has is diesel versus regular fuel. He said diesel counts for about 5% of overall fuel sales. Chairperson Hamilton-Wood asked if that was the case why did the applicant want to use 50% of the pumps on the site for diesel. She said the locations with diesel nearby used a much smaller percentage. Mr. Prime said the diesel was taking away from the gas sales so the company decided to have pumps where a customer could buy either one. Chairperson Hamilton-Wood asked where there was a site locally that had only diesel. Other board members said there was one in Burlington and one in Delran. Mr. Klos said the plan could be changed to isolate the ones on this site for diesel only. That could help with the stacking.

Chairperson Hamilton-Wood said the issue is the crossing of the trucks between the pumps and the store. There is a lot of pedestrian traffic and there are a lot of kids running and cars trying to back up. There are many vehicles pulling in. The other board members agreed with her.

Engineer Dougherty said in the case of the tanker when it is filling it is sitting at the front of the site. Chairperson Hamilton-Wood said that would create a headache. Hopefully it could be changed to be done in the evening. There is a high school close to the site and there are a bunch of kids there before and after school. She would like to eliminate the issues with that and keep the tanker trucks out during peak time. Solicitor Frank asked for the peak hours. Member Federico said 6am-8am, 11am-1pm and 4pm-6pm. The other board members concurred. Member Montgomery said those hours applied to the work week. The weekends are busy all hours.

Member Federico asked if any of the stores had walkways painted from the store to the pumps. He thinks it might make the cars pay more attention for pedestrians. Mr. Klos said the fact is that someone that is parked in the middle of the canopy is not going to walk over to a crosswalk; they will just walk across.

Chairperson Hamilton-Wood said she believes everyone has had their fair share of close calls there, either getting backed into, backing into someone or having a child run from the store to the tanks or vice versa. Member Morris said people leave their cars at the pumps for ten minutes to get coffee. He wished the rule prohibiting this was enforced. Mr. Klos said the company is starting to do that and this was not the first time it was brought up. The attendants are being trained to tell customers it's okay for this time, next time please don't. That actually contributes to some of the problem at peak hours. Mr. Klos said the store is unique but that is not one of the reasons, it happens at a lot of Wawas unfortunately. The applicant is trying to correct it. They are in the convenience business and are not looking for the cars to sit at the pump either.

Member Morris asked if the applicant looked at any locations for the storage tank other than right between the two driveways. Is it possible to put it somewhere else? Mr. Klos said he can talk to Wawa but this was the area that they identified. When the site is

retrofitted and a tank is dropped in the ground, it needs to be an area that won't interfere with utilities or drainage and such. It is a challenge to place the tank.

Solicitor Frank said the board would be more comfortable if it were in the area where the existing tanks are. There is already a dedicated place for the truck. Chairperson Hamilton-Wood said the customers know how to maneuver and it doesn't block the driveway. Mr. Klos said there are some storm drains in that area. He can check with Wawa operations to see if there is a way to put the tank in that area. It is a little bit longer than the existing ones. He will see if that area can be configured to include the new tank.

Chairperson Hamilton-Wood said she thinks this site has been much more successful than anyone ever planned it to be. That is a good thing. It is always busy even when discussing peak times versus off peak times, it is never really slow. It does raise concerns though. Her fear is that the demand for the diesel will be higher than what is estimated. The site has never been what was estimated, it has always gone over.

Planner Fegley asked what the vent stack pad would look like. She noted there was not a detail included. Mr. Klos said the detail would be provided, it was part of the tank drawings. The pad is just a flush concrete pad on the ground. Coming up out of that is a 2' galvanized pipe. That is the vent piping from the tank itself. Planner Fegley said the applicant was asking for the removal of a condition of the prior approval. She is also concerned about the traffic, especially the RV's. Those are huge these days. They are also driven by people who don't really drive professionally. She asked if there were any approvals required from the DEP. Mr. Klos said after the tank is installed the information is sent to DEP and then a certification is issued.

Mr. Klos said at this point the applicant is not going to push for a vote this evening. They will go back and look at the plans and try to relocate the tank. That was an issue he heard. Also, he will explore coming back with a plan that shows dedicated diesel only pumps, just two on the end like in other locations. He did not hear that it was something the board would prefer, he was just thinking out loud. He would appreciate any comments on that issue. Member Lovenduski said he doesn't think there would be a stacking issue with four trucks waiting there but it would only take two to block the parking lot. That is his biggest concern. Mr. Klos said they would be on the very end. Member Lovenduski said even on the end, two trucks would block the access to the Route 130 exit. Mr. Klos said if the board would like, the applicant would show how trucks would stack there. Member Lovenduski said he would like to see it and see how any regulations for the pump would be enforced. Member Montgomery asked if the flow of traffic could be directed so they don't go around near the front of the store. Mr. Klos said that could be done with signage or arrows. He will look into it.

Engineer Dougherty said he thinks it would be helpful for the board to see a stacking plan. He said it would be helpful to show where the trucks would go and how they would navigate the site. It is a substantially wide driveway, but it could easily be blocked if there were two trucks waiting in line there. Mr. Klos said he will show vehicle

circulation patterns in the form of truck turning templates, in addition to if a vehicle is in a certain fueling position, if another vehicle needed access, could a larger truck make that circulation. Those are the types of truck turning movements the applicant will show on a plan.

Planner Fegley said the sign is different than what was originally approved. Mr. Klos said it was changed in the interim from what was approved. He said it will be noted in the plan.

#### PUBLIC COMMENTS

It was the Motion of Lovenduski, seconded by Montgomery to open the meeting to the public. All ayes.

Ajit Heir, who is part of the company that owns 2051 Route 130, came forward. Solicitor Frank asked him if he is an attorney at law. Mr. Heir confirmed he is. He was sworn in by Solicitor Frank. Mr. Heir said he and his cousin bought the Hapco Petroleum site from his father and uncles this year. He has grown up in the gas station business. He is very knowledgeable regarding truck drivers. He was upset because in 2010 his family tried to get a Dunkin Donuts approved on their site. They met with officials who told them it would cause a problem with the traffic pattern and there would be too many kids and families there with the diesel trucks and busses coming through. It would be dangerous. Then Dunkin Donuts was built in Harkins Plaza behind his property. At that time his family asked for a sign be posted for No Thru Traffic. Cars ignore it but there is nothing that can really be done about. There aren't the resources to have a police officer sit there all day. There is nothing the gas station employees can do either, the cars speed right by them. He agrees now that it would have been a disaster to have the Dunkin Donuts on his site. Along the same lines, the applicant can say no tractor trailers, but the drivers will still try to pull in. He sees this at another gas station his family owns that has the multiple fuel pumps. Getting them out can be just as much of a headache as them getting in. The Wawa site would face the same problem. He thinks he is lucky because Harkins Lane helps to control the flow of trucks on his site. The cars and tractor trailers don't mix well; he has seen this on other sites his father has owned in the past. One in East Windsor was next to a Dunkin Donuts. People would park their cars at the gas station and walk to the donut shop and leave their cars sitting. They will go inside at the Wawa and there is nothing an attendant can do to keep them from doing that. He has seen drivers try to dump the trailer somewhere and bring the tractor in alone. He agrees having trucks at the Wawa would disrupt the flow of traffic and trucks sit much higher making it a safety hazard for pedestrians. The township has had its share of pedestrians being hit by motor vehicles. There was a woman hit on Front Street and another by Ready Pac. There isn't a need for more diesel. The Valero gets a lot of diesel customers and his site does well. Diesel is being serviced fine. He was told it isn't safe to have a high volume store and diesel at the same site. The same thing applies for this application.

Seeing no one else wishing to be heard, it was the Motion of Montgomery, seconded by Federico to close the public portion. All ayes.

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Mr. Prime said he would like to request a motion to carry with the understanding that a revised plan would be submitted for review. He requested a two month postponement.

Solicitor Frank said there would be no need to renote. The application will be continued to the December 17<sup>th</sup> 2015 meeting.

It was the Motion of Molimock, seconded by Federico to continue the application to the December 17 meeting.

Upon roll call the Board voted as follows:

YEAS: Federico, Hamilton-Wood, Molimock, Morris, Lovenduski, Montgomery,  
McCue

NOES: None

ABSENT: Lutz, Wilkie

It was the Motion of Morris, seconded by Lovenduski to open the meeting to the public. All ayes. Seeing no one wishing to be heard, it was the Motion of Federico, seconded by McCue to close the public portion. All ayes.

It was the Motion of Lovenduski, seconded by Federico to adjourn at 8:26 p.m. All ayes.

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Wayne Morris, Secretary

WM/ak