

Florence, New Jersey 08518-2323
November 15, 2004

The Regular Meeting of the Florence Township Planning Board was held on the above date at the Municipal Complex, 711 Broad Street, Florence, New Jersey. Chairperson Mildred Hamilton-Wood called the meeting to order at 7:36 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 to the official newspapers and posted in the main hall of the Municipal Complex."

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

John Fratinardo	Philip F. Stockhaus, III
Michael J. Muchowski	Mildred Hamilton-Wood
Thomas Napolitan	Robert R. Semptimphelter, Alternate #1
Dennis A. O'Hara	Gene DeAngelis, Alternate #2
John T. Smith	

ALSO PRESENT: Nancy T. Abbott, Board Solicitor Abbott
Frank Morris, Board Engineer Sander
Carl Hintz, Board Planner Hintz

INFORMAL PRESENTATION

Mr. Mark Tarantino, attorney for the Florence Township Housing Authority presented a plan for the construction of a garage in the rear parking lot of Maplewood Homes. The garage is necessary to house equipment used for lawn and snow removal. The garage is an accessory building and will not be used as a residence. The exterior of the building will be block. No electricity or plumbing is planned for this building. The loss of parking spaces should not create any problems. Gas and oil used for the running of lawn tractors and plows will be stored in the garage.

Solicitor Abbott stated that this presentation is a courtesy to the Board similar to the Board of Education presentation several months ago. Mayor Muchowski asked if the Board would have the right to respond in writing with any questions or comments. Solicitor Abbott stated that the Board did have this right. Mr. Tarantino stated that they would have to obtain permits from the Construction Code Office and would have to meet all the requirements of the Township's Construction Code.

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RESOLUTIONS

Resolution PB#2004-40

Memorializing the granting of preliminary and final major site plan approval to Atlantic Coast Companies for the conversion of a trailer manufacturing plant to a truck fleet management facility and construction of a gasoline storage facility on Block 150, Lot 1.01, located in a HC Highway Commercial (SM Special Manufacturing Overlay) District.

Motion of Fratinardo, seconded by Napolitan to approve resolution PB#2004-40.

Upon roll call the Board voted as follows:

YEAS: Fratinardo, Muchowski, Napolitan, O'Hara, Smith, Stockhaus,
Hamilton-Wood
NOES: None
ABSENT: None

Resolution PB#2004-42

Memorializing denying the application of Assembly of Christ Church minor site plan approval with numerous bulk variances for Block 17, Lots 1 & 2.01, located in an RC High Density Residential District.

Motion of Stockhaus, seconded by Smith to approve Resolution PB#2004-42

Upon roll call the Board voted as follows:

YEAS: Stockhaus, O'Hara, Smith, Muchowski, Hamilton-Wood
NOES: None
ABSENT: None

Resolution PB#2004-43

Recommending amendment of Chapter 91 of the Code of the Township of Florence, and the Zoning Map of the Township of Florence, to relocate the district boundary of the SM Special Manufacturing District and the RA Low Density Residential District of Block 156.01, Lot 2.

Motion of Fratinardo, seconded by Stockhaus to approve Resolution PB#2004-43

Mayor Muchowski stated that he had brought this issue up to Council at the November 10th meeting. A discussion ensued regarding whether or not this was the best use of the entire parcel. Solicitor Abbott is going to call Township Solicitor Kearns the rezoning of

the parcel. The Council may recommend that the Planning Board do a re-examination of the master plan regarding the re-zoning of this site. Council will not discuss this again until their December 1st session.

After a short discussion the Board decided to table this resolution.
Motion of Fratinardo, seconded by Stockhaus to hold Resolution PB#2004-43 for discussion at a future meeting.

Upon roll call the Board voted as follows:

YEAS: Fratinardo, Stockhaus, Napolitan, DeAngelis, Muchowski,
Hamilton-Wood
NOES: None
ABSENT: None

Resolution PB#2004-44

Memorializing continuing the application of Craft Stewart LLC for preliminary and final major subdivision approval for Block 156.01, Lot 2 located in an RA Low Density Residential and SM Special Manufacturing Districts.

Motion of Fratinardo, seconded by Muchowski to approve Resolution PB#2004-44.

Upon roll call the Board voted as follows:

YEAS: Fratinardo, DeAngelis, Napolitan, Stockhaus, Muchowski,
Hamilton-Wood
NOES: None
ABSENT: None

MINUTES

Motion of Fratinardo, seconded by DeAngelis to approve the minutes of the Regular Meeting of October 18, 2004 as submitted.

Motion unanimously approved by all members present.

CORRESPONDENCE

Mayor Muchowski stated that he would like to hold A and A1 until the December meeting of the Board in order to allow new Board Engineer Morris to review the situation.

Motion by O'Hara, seconded by Semptimphelter to hold Correspondence A and A1 until December, receive and file B and C, and hold D for later discussion.

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Motion unanimously approved by all members present.

OLD BUSINESS

Chairperson Hamilton-Wood called for application PB#2004-11 for Wawa, Inc. Applicant is requesting preliminary and final major site plan approval to construct a new parking lot at Route 130 and Cedar Lane. Block 163.02, Lots 13, 13.01 and 13.04. This application was deemed incomplete on October 14, 2004. Chairperson Hamilton-Wood stated that the Board would address the completeness issue prior to any substantive discussion.

Solicitor Abbott stated that the status of the application is that it remains incomplete. There have been waivers requested from the submission items. There are also items that the applicant has indicated are non-applicable that the Board Engineer and Board Planner feel are applicable and need to be submitted.

The November 10th report of the Board Engineer lists the two waivers that the Board needs to address – Building and Use Plan and Municipal Services and Utilities Impact Statement.

Chairperson Hamilton-Wood asked about the subdivision issue. Tim Prime, attorney for Wawa explained that the subdivision has been approved by the Florence Township Zoning Board and approved by Burlington County, but has not yet been recorded or perfected. Attorney Prime stated that he had been told by the attorney for the applicant for the subdivision (Cedar Lane Associates) that they felt that all the conditions had been met and they were waiting for Township Engineer Guzzi to review and approve the subdivision.

Solicitor Abbott stated that she was not sure that all the conditions for the subdivision had been met including the property owners association and the basin restrictions. Attorney Prime stated that the issues with the subdivision didn't really impact the application accept the fact that the lot has to be created and Wawa's improvements will be part of a lot owners association where they share drainage and the road improvements for Hunt Circus Drive.

Mayor Muchowski stated that after seven years there was still a temporary detention basin. He wanted to know if anything could be built until the permanent basin was constructed. Attorney Prime stated that Wawa had an agreement with Cedar Lane Associates that Cedar Lane would construct the permanent basin and Wawa would pay their share of it and contribute to the maintenance.

Mayor Muchowski asked if the Zoning Board approval would have to be amended because the approval had been tied to an application for the construction of a hotel and that application had been pulled. Attorney Prime stated that the Cedar Lane subdivision

created four lots – the lots for Burger King, the lot that Wawa wants to purchase, and the two other lots (one of which was for the hotel). In order to create the lots Cedar Lane has to create the Property Owners Association and bond to construct the permanent basin because this is where the four lots will drain to. Wawa can't move forward until Cedar Lane completes this work. Attorney Prime stated that it is understood that Wawa cannot get any construction permits until this basin is created.

Chairperson Hamilton-Wood stated that if we move forward today on the application and Cedar Lane Associates does not fulfill their conditions, Wawa couldn't come back to the Board and ask to start construction anyway. Attorney Prime stated that all their plans were predicated on that basin being built. Engineer Morris said that the Board would need something from Wawa or Cedar Lane Associates regarding the specifications for the basin.

The Board returned to issue of completeness.

Robert Freud, Bohler Engineering, designed the site plan for Wawa. Mr. Freud was sworn in by Solicitor Abbott. Mr. Freud is a licensed professional engineer in New Jersey.

Wawa had requested a waiver from the Building and Use Plan. Mr. Freud stated that the use of the property would remain the same as a Wawa convenience store. They will still have the same amenities in the building. They are only looking to have an extended storage area, a door to the rear of the building to access the proposed rear parking lot and an interior trash and recycling area.

The waiver for the Municipal Services and Utilities Impact Statement was requested because the store already has water and sewer and there will be no change to the utilities to the site.

Chairperson Hamilton-Wood asked Engineer Morris if he had a chance to review the application. Engineer Morris stated that he had and he did not see a problem with granting the waivers.

Mayor Muchowski referenced the resolution from 1999 stating that the store will not cater to truck drivers or sell diesel fuel. Attorney Prime stated that he did not believe that Wawa had changed their use. Wawa doesn't believe that they are catering to trucks. There has been an ongoing problem with oversized vehicles – not just tractor trailers- but recreational vehicles, landscape vehicles, campers, and trailers with boats. They don't want these oversized vehicles to interfere with their main customers.

Wawa wants to work with the Township to develop a plan that does not encourage a truck stop or overuse of the site, but does provide a place for the oversized vehicles so that they can be customers of Wawa but not interfere with other vehicles. Wawa has

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temporarily banned trucks from the site. Attorney Prime stated that Wawa is trying to make the situation better. They are willing to work with the Township.

Member Fratinardo stated that when the approval was given it was given with the intent that there would not be trucks there. Attorney Prime stated that he had represented Wawa in 1997 and there was no such understanding that there would be no trucks on the site. Member Fratinardo stated that the trucks have become a danger. Attorney Prime stated that Wawa understands that the current site is dangerous. This is why they want to revise the site. This store was designed before the Turnpike interchange was built. Wawa did not have any idea that the traffic volume would be what it is now. Also the Florence Wawa was one of the first gas stores that Wawa had built. Subsequently they have added 4 or 5 oversized parking spaces to the plans for newer stores. They were asking for more oversized space at this location because this store is the last stop before the Turnpike Entrance. Attorney Prime stated that Wawa would like the Township to adopt an ordinance to limit the time of parking, Wawa is willing to hire a private security firm to enforce the parking limit and a towing firm to tow away violators. They would like the assistance of the police to ticket trucks that stay too long.

Chairperson Hamilton-Wood asked about other Wawa sites. Attorney Prime stated that this information would be given under testimony from a traffic expert. Solicitor Abbott read a list of the information required by the building and use plan. Chairperson Hamilton-Wood stated that she thought that the board would like to see all this information in order to make an informed decision. Attorney Prime stated that all the requested information would be presented in testimony. The site plan and documents that have been submitted include most of the required information.

Mayor Muchowski referenced the revised traffic study from Oracle Engineering saying that the demographics of the site had changed causing Wawa to need the additional parking. He stated that he did not think that it was inappropriate for the Board to require the information that they wanted. He suggested that Wawa submit data from other Wawa sites in the area.

Planner Hintz stated that the traffic study is outdated because it was prepared in 2002. More current information is required.

Solicitor Abbott stated on the application checklist the criteria for the Building and Use Plan were listed. Attorney Prime stated that all the requested information had been provided except for the written description of the building including the number of employees and the number of shifts to be worked. Attorney Prime handed out a summary of operations sheet to the Board including number of employees, delivery schedule, trash pickup, landscaping and pressure washing.

Engineer Morris stated that he had no objection to the waivers for completeness only. Planner Hintz also had no objection, but stated that more traffic information was

required. Solicitor Abbott stated that the Board should bear in mind that the applicant can be asked to provide additional information.

Motion of Smith, seconded by O'Hara to deem the application complete and grant waivers for Building and Use Plan and the Municipal Utilities Plan.

Upon roll call the Board voted as follows:

YEAS: Fratinaro, Muchowski, Napolitan, O'Hara, Smith, Stockhaus,
Hamilton-Wood
NOES: None
ABSENT: None

Application complete.

Attorney Prime stated that he wanted to begin testimony so he could get input from the Board and from the Public in attendance so they could revise the plan. He stated that he realized that they would not receive the approval tonight, but he has been trying to get before the Board to get input.

Attorney Prime described the location of the site (Route 130 and Florence Bustleton Road [Cedar Lane]). In 1997 the site was approved for a convenience store with gasoline. The original site was approximately 2 ½ acres. Wawa is looking to purchase a lot that is being created behind the site. Wawa would merge this lot with the existing lot to create one big lot. This would allow for the expansion of the store and the additional parking. Currently Hunt Circus Drive bisects the proposed lot. Wawa is proposing to relocate Hunt Circus Drive. This would eliminate the right of way. They could then add the addition to the store, the additional 27 car parking spaces and the oversized parking. They will heavily buffer the site.

Currently the site has 47 parking spaces, due to the increased traffic they are planning to add 27 more car spaces to the rear of the store. Wawa wants to add an entrance to rear of the store so there is access from both sides.

There is a situation with oversized vehicles visiting the site from the Turnpike. The oversized vehicles are not just tractor-trailers. Attorney Prime stated that Wawa does not cater to tractor-trailers, but they do want the business from local contractors, people with boat trailers, recreational vehicles, etc. They are willing to accept a condition of approval that they hire a security firm to police the lot and tow away violators if necessary.

Attorney Prime listed the requested variances. There will be an extra illuminated sign. The front yard buffer variance is an existing condition, this was granted at the time of the 1997 approval. They had requested a variance from the front yard buffer for the new parking lot, but they have withdrawn this request. There is a variance requested for the

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50-foot buffer from any residential zone. This variance had been granted by the Zoning Board in approving the location of Hunt Circus Drive. Mayor Muchowski asked if Wawa would have to go back before the Zoning Board to relocate Hunt Circus Drive to ask for an amended subdivision plan. Attorney Prime stated that it had taken six months to get approval from the Burlington County Planning Board for the relocation of Hunt Circus Drive.

The Board expressed concerns about tractor-trailers exiting the site and making a left onto Bustleton Road. They would prefer that trucks turn right and go back to Rt. 130. Member O'Hara stated that the existing entrance to the site would be blocked if 2 or 3 tractor-trailers are stacked up at the light.

Attorney Prime stated that they don't need a second loading zone so they are requesting a variance from that requirement. Mayor Muchowski stated that he had noticed that the handicapped parking spot had been used as the loading zone. Attorney Prime stated that he did not think that was how it had been approved.

The site meets all the bulk requirements, so there are no bulk variances requested.

Attorney Prime introduced Kenneth Fears, Traffic Engineer. Mr. Fears is the President of Oracle Engineering. He is a licensed engineer in New Jersey, New York and Pennsylvania with 33 years of experience. Mr. Fears was sworn in by Solicitor Abbott.

Mr. Fears stated that initially the traffic on the site was functioning well. The Turnpike Interchange had a fairly dramatic effect on the site as well as on Route 130. Mr. Fears stated that they had documented these changes on the traffic report provided to the Board. The traffic report was from data compiled in 2002. The demographics of the Rt. 130 corridor have changed. This change has triggered an increase of passenger car and truck activity. The increase in truck activity has taken them beyond what they are seeing beyond other sites.

Mayor Muchowski stated that the Turnpike had done studies on the increase in traffic. He asked why Wawa didn't get numbers from the Turnpike. Mr. Fears stated that they asked for the numbers from the Turnpike, but the Turnpike would not give them this information.

Mr. Fears stated that he had personally visited the site and observed 7 oversized vehicles on the site. Two of these were tractor-trailers. There was also a tractor-trailer parked on Cedar Lane and one on the Burger King site. This was during the morning time period. These large vehicles prevented proper circulation of the site. That was part of the trigger for this proposal.

Mr. Fears worked with Bohler Engineering. They examined the land that was available and configured the site to provide additional car parking for standard vehicles. They also

provided the maximum yield that they could attain for oversized vehicle parking. Wawa is willing to adjust this number to be more in line with what the Township wishes. They could bank some of this parking to be used if necessary. They could reconfigure the site to have pull through spaces. This site has oversized vehicle parking on it that is 50% greater than any other Wawa site that Mr. Fears had looked at in New Jersey.

Mayor Muchowski asked why there were no truck parking spaces in the original design. Mr. Fears said that the site was designed with space behind the building for the trucks to pull behind and park. Attorney Prime stated that Wawa had not thought of providing oversized parking. Mr. Fears said that the aisle behind the building was designed to allow large vehicles to circulate around the site, but this was not designated as a parking space. Wawa did not anticipate the increased truck activity at this site.

Attorney Prime referenced the Wawa store in Bordentown. They have added angled truck parking spaces. The Bordentown store does not sell gas.

Mr. Fears referenced the site plan and described the possibility for entrance and exit of the parking area. The one possibility for entrance was from Cedar Lane to make a right turn as they approach the store and go behind to the truck parking. The preferred way would be to turn onto Hunt Circus Drive and make a left into the truck parking area. To exit the site a southbound truck would make a right onto Cedar Lane and continue to the light at Rt.130. A northbound truck would continue through the site and make a right onto Rt. 130.

Mayor Muchowski stated that he understood that Wawa was looking to make the traffic circulation around the site safer, not to cater to truck traffic by making it extremely easy for trucks to enter and exit the site. Mr. Fears said that if the Board wanted to restrict some movements Wawa would be willing to look at this. Attorney Prime stated that the County was concerned about a truck making a left onto Cedar Lane and heading toward Bustleton Road.

Mr. Fears stated that when he worked on the original plan the site was designed to accommodate trucks and allow them to circulate through the site. That is different than the current proposal to make the infrastructure of the site safe for the trucks, which is what they are proposing. Mr. Fears stated that Wawa caters to their primary customers (car traffic). The majority of the parking spaces are sized for cars. Wawa also sees a need to accommodate the other vehicles that history has shown want to stop in this area and that stop is generated in large part by the Turnpike Interchange. Mr. Fears said that the oversized vehicle parking area would address that need.

Member Fratinardo mentioned that there is a problem late at night or early in the morning when trucks are staying for hours and accepting visits from “seedy” characters. Mr. Fears stated that Wawa would set a limit on how long a truck would be allowed to park and enforce this limit.

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Member Napolitan asked if Wawa was aware that a short distance south on Rt. 130 a trucking company was going to open. Attorney Prime stated that they were not soliciting truck traffic. Wawa business comes from pass by traffic. Member Napolitan asked if Wawa had taken into consideration the number of school buses that would be traveling down the road when the new high school opens in 2006. Attorney Prime stated that the County was very concerned about this intersection. Mayor Muchowski stated that this just illustrates that an updated traffic study is needed.

Mr. Fears stated that there are four peaks. Mornings between 6:30 and 8:30 a.m. Midday peak between 12:30 and 1:30 p.m. Evenings between 4:00 and 6:00 p.m. And the midday Saturday peak at lunchtime. Mr. Fears has not conducted a 24 hour survey. He has confirmed the peak hours in terms of transactions at the facility. Prior to banning of the trucks from the site, there was a greater amount of truck activity from 2:00 a.m. to 7:00 a.m. than at any other time of the day. Mr. Fears has not counted it, but understands that there was an average of 10-11 trucks on site at this time. Wawa has targeted to accommodate 10 or more spaces for oversized vehicles. Mayor Muchowski stated that this is an area of concern because if there are 10 trucks parked at the Wawa overnight, some of the may not turn off their engines, some have backing devices, which are noisy. Attorney Prime stated that the traffic study looks at traffic during the peak hours. During this early morning period the traffic on the site is much less than during the peak hours.

Mayor Muchowski asked what the rating of the intersection was currently. Mr. Fears stated that he does not have the rating of the intersection because the parking does not increase the number of vehicles on the site; it only increases the safety of the site. In terms of cars going through the intersection at Rt. 130 and Cedar Lane there is not expected to be any change that is mathematically predictable because of this application. The County did not look at a level of service at that intersection so he did not prepare one.

Mr. Fears stated that a northbound truck goes through the intersection as a through movement on Rt. 130. Once he decides to stop at the Wawa he no longer goes through the intersection at all. He gets off at the jughandle, makes a right turn onto Cedar Lane, and makes a left turn onto Hunt Circus and parks. When he is done he comes out and makes a left onto Hunt Circus, makes a right onto Rt. 130 and has not gone through the intersection at all. This volume would be subtracted.

The southbound truck would get off Rt. 130 at the Cedar Lane jughandle, make a left go through the signal one time, make a left onto Hunt Circus Drive and park. When leaving they would make a right onto Cedar Lane and make a left onto Rt. 130 going through the signal a second time. A southbound truck counts for two movements and the northbound truck counts for minus one movement, which nets one movement.

Mr. Fears said he did an interview on this site 3 or 4 years ago. He interviewed 100 patrons from 7:00 to 9:00 a.m., 100 patrons from 11:00 to 1:00p.m., and 4:00 to 6:00 p.m.

He asked where they were coming from and where they were going to and if the Wawa were not there would they pass the site any way. He found that depending on the time of day as much as 75% to 94% would already be passing the site. He did not differentiate between cars and trucks. Mr. Fears stated that he thought that 100% of the truck patrons were passing by anyway. Chairperson Hamilton-Wood did not agree with this. She asked how long a patron would stay at the Wawa. Mr. Fears stated that the information he had compiled was from Somers Point, Lanoka Harbor and at Florence Township. The aggregate information is that a passenger car customer stays an average of 5 minutes, for oversized vehicles the average stay is 15 – 20 minutes.

The Florence Township Wawa had most of the truck traffic. Member Napolitan asked if the Wawa business had increased from 2002 to 2004. Attorney Prime stated that Wawa had increased the staff at the Florence site. Member Napolitan said that Wawa shouldn't use the 2002 numbers because they are not relevant. Attorney Prime said that the only thing Mr. Fears was speaking of was the amount of time spent in the store.

Mr. Fears said he was trying to put this in context in terms of relevant impact on the intersection, the potential affect of trucks on the site. The longer they are on the site, the less impact they are on the intersection.

Member Napolitan asked how many more truckers would visit the site after the improvements were made. Why would Wawa spend all this money if it weren't going to profit them? Attorney Prime stated that there was already a problem with trucks accessing this site. The Township and the Florence Police Department had made complaints to Wawa about the safety hazard.

Attorney Prime stated that he did not feel that Wawa was in violation of their site plan. He stated that he did not think that there was anything in the resolution that prohibited truck parking on the site. He said there is a practical safety issue that needs to be resolved. Currently there are no trucks allowed on the site, so Wawa's business is down somewhat. They do want those customers back but only if they don't interfere with the main customers. He said if there is an issue about trucks parking on the site this also has to be addressed.

Member Fratinardo asked how many parking spaces were proposed for the back. Attorney Prime stated that there were 35 proposed spaces in the back. Member Fratinardo stated that he was concerned about the safety of this new lot. Cars will be backing out of space and they may not be driving as slowly as they should. Mr. Fears said that this would be a much less intensive flow than you would see at a medium sized shopping center. He feels that the parking lot is correctly laid out to let cars pass through safely. The prime parking will remain at the front of the site. The proposed lot will be overflow parking. Member Fratinardo asked if the car parking area and the truck parking area were separated. Mr. Fears said that they were not, but they certainly could be if necessary.

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Member Semptimphelter asked for an unofficial number of the level of service of the intersection at Rt. 130. Mr. Fears said it was probably a "D". Member Semptimphelter asked if these additional parking spaces would change the level of service. Mr. Fears stated that the level of service would not change if it was at the center of the "D" range. Mr. Fears said that he thought the change from "D" to "E" occurs at 40 seconds. If you are at 39.2 seconds and you go to 40.1 seconds this is a change from "D" to "E" but this is not a significant change. He stated that if he compared the intersection with no truck traffic whatsoever and then factored in 40 truck trips in and out of the site this would not change the level of service significantly according to the Department of Transportation standards.

Member Napolitan expressed his concern about the safety of the intersection due to increased traffic. Attorney Prime stated that this was not an application for a Wawa. The Wawa already existed. The only thing they were asking for was additional parking to eliminate the parking of trucks along Cedar Lane, Rt. 130 and improperly in the lot. Vice Chairman O'Hara asked if Wawa would consider keeping trucks out of the site. Attorney Prime stated that Wawa needs additional parking and they need to do the improvement to the site.

Chairperson Hamilton-Wood opened the meeting to the public.

Paul Melnyk, 50 Tall Timber Lane was sworn in by Solicitor Abbott. Mr. Melnyk asked if he could read a petition that had been signed opposing the parking lot. Solicitor Abbott stated that a petition was not admissible. However, Mr. Melnyk could read the petition into the record and then any members of the public who agreed with the petition could stand up and state their agreement.

Mr. Melnyk read the petition opposing the parking lot and listing the following issues of concerns: environmental concerns regarding air and noise pollution, safety issues caused by additional truck traffic leaving the Wawa to access the Wawa via Cedar Lane, this concern is amplified by the presence of a new high school which will result in bus and foot traffic on Cedar Lane that is presently without sidewalks, the danger of the intersection, and increased garbage along Cedar Lane. Mr. Melnick stated that he had signed the petition and was greatly concerned due to the fact that his house is so close the Wawa site.

Residents who signed petition:

David Rapciewicz, 16 Tall Timber Lane was sworn in by Solicitor Abbott. Mr. Rapciewicz stated that he had moved from Hamilton to Florence and doesn't want the quiet environment ruined. He doesn't want to wake up to the smell of the diesel fuel. He questioned Wawa's motives for putting in the additional parking. He feels it is purely a financial issue – not a safety issue. He does not want the trucks utilizing the Wawa. He

stated that trucks are still going to the Wawa, they are not obeying the sign that says "No Trucks". He stated that he did sign the petition. Even if Wawa limits the amount of time the trucks can remain at the Wawa, this will not eliminate the noise or the fumes.

Vice Chairman O'Hara suggested that the residents limit their comments so that it doesn't become repetitious.

Barbara Melnyk, 50 Tall Timber Lane was sworn in by Solicitor Abbott. Mrs. Melnyk stated that she agreed with and had signed the petition.

Dr. Tim O'Brien, Tall Timber Lane was sworn in by Solicitor Abbott. Dr. O'Brien stated that there are still trucks in the parking lot. He talked about the Amoco catty-corner to the Wawa that sells the diesel. This complicates the traffic problems. Also there will be inexperienced drivers going to the high school. He is concerned with trash, runoff and light pollution, and concerned with "truck stop" type crime.

Ken Scott, 26 Tall Timber Lane was sworn in by Solicitor Abbott. Mr. Scott stated that he has been investigating accidents for many years and tractor-trailers and cars don't mix. He is concerned with safety of the intersection. He stated that is not the job of the Florence Township Police Department to patrol this site. You can't expect Wawa to enforce the illegal parking.

Debra Ethington, 9 Tall Timber Lane was sworn in by Solicitor Abbott. She stated that she agrees with the petition.

Diane Cardaciotto, 29 Tall Timber Lane was sworn in by Solicitor Abbott. She stated that she agrees with petition.

Linda Middleton, 42 Tall Timber Lane was sworn in by Solicitor Abbott. She did not sign the petition but she does concur with the petition, she also is concerned with the safety of the children going to the High School.

Robert They, 56 Tall Timber Lane was sworn in by Solicitor Abbott. Mr. They agrees with petition and signed it.

Wendy They, 56 Tall Timber Lane was sworn in by Solicitor Abbott. She concurs with petition.

Sandy Remboske, 16 Tall Timber Lane was sworn in by Solicitor Abbott. Ms. Remboske agrees with petition and signed it.

Paul Fletcher, 11 Evergreen Lane was sworn in by Solicitor Abbott. He stated that the Board should continue to request the traffic data. The residents are very concerned about

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the safety of the intersection. He feels there will be more trucks using the intersection. He concurs with the petition and did sign it.

Thomas Boracci, 14 Tall Timber Lane, was sworn in by Solicitor Abbott. Mr. Broacci stated that he agrees with the petition and its content. He would like to know why the Wawa wants to have so many parking spaces.

Motion of O'Hara, seconded by Stockhaus to close the public portion of the hearing. Motion unanimously approved by all members present.

Chairperson Hamilton-Wood suggesting to Attorney Prime that he might want to request a continuance in order to gather additional information.

Attorney Prime indicated that he would clarify where the application stood at this time. He said that they had received a report from Florence Township Police Chief, Gordon Dawson. Chief Dawson stated that he recommends pull through parking for the lot. There should also be a physical barrier to prevent the trucks from driving onto the parking lot adjacent to the store, and he is concerned with the issue of security.

Attorney Prime stated that Wawa would like to have the opportunity to revise the site plan – to reduce the number of oversized parking spots and to design the site in accordance to Chief Dawson's recommendation. Attorney Prime stated that he doesn't want to have to go before the Zoning Board after already being at the Planning Board.

Mayor Muchowski stated that there was an ordinance that was introduced at the Council Meeting. This draft ordinance would limit the number of oversized parking spaces to five. Mayor Muchowski said that it was very difficult to deal with residential zones that abut the commercial zones. The Board is charged with balancing the benefits of all situations to create the greater good of the community. He stated to the members of the public that their input would be taken into consideration.

Chairperson Hamilton-Wood stated that the Board needs a more comprehensive traffic study and study of trips into the store. She would like to see counts on the overnight truck traffic. Vice Chairman O'Hara said that the trucks had been a hassle. He said they should create parking lot for larger residential vehicles, and recreational vehicles and eliminate the truck parking. Attorney Prime stated that he could not tell trucks that they could not access the site. Member DeAngelis stated that he agreed with Attorney Prime that it would be very difficult to eliminate the truck parking.

Attorney Prime said they would do an overnight assessment of the Edgewater Park Wawa and the Bordentown Wawa. The Bordentown site has added four truck spots. Mayor Muchowski asked about camera surveillance of the site. Would this be enforceable in a court of law? Attorney Prime was not sure if this would be enforceable.

Attorney Prime stated that what he did not want to happen was to have five oversized parking space and still have the same problem with trucks parking on the roads to access the site.

Member Stockhaus stated that the Planning Board does not have the power to say that no trucks are allowed to park at the site. Only the Council can pass an ordinance.

Mayor Muchowski asked the residents that if there are four trucks parked at the Wawa does that affect you at your house. The residents said that yes it would affect them. Mayor Muchowski said to the residents that there are going to be trucks on Rt. 130.

Attorney Prime requested a continuance until the end of January and agrees to waive the time requirement for Board action.

Irv Szeller, Regional Manager for Wawa was sworn in by Solicitor Abbott. Mr. Szeller stated that Wawa had developed their own distribution system. They have a brand new fleet of trucks and have reduced deliveries from four trucks to one truck. The overall deliveries to the site have come down. He offered the Summary of Operation for Wawa. This is Exhibit A1.

Motion by Semptimphelter, seconded by O'Hara to continue application PB#2004-11 until the January meeting.

Upon roll call the Board voted as follows:

YEAS: Fratinaro, Muchowski, Napolitan, O'Hara, Smith, Stockhaus,
 Hamilton-Wood
NOES: None
ABSENT: None

Chairperson Hamilton-Wood called for a 10 minute recess.

The Board returned to the regular order of business.

NEW BUSINESS

Chairperson Hamilton-Wood called for application PB2004-13 Florence Plaza LLC. Applicant is requesting Preliminary Major Site Plan approval with bulk variances for construction of a 12,000 square foot retail building at Seventh Street and Rt. 130. Block 111, Lot 2.

Chairperson Hamilton-Wood stated that the Board would be dealing with the issue of completeness first. She also stated that the Board Planner and Board Engineer had received documentation today after 4:30 p.m. Neither the Planner nor the Engineer had

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the opportunity to review the documentation. Planner Hintz and Engineer Morris stated that without having the time to review the additional documentation the application remains incomplete. Planner Hintz stated that the Professionals need the documents at least ten days in advance.

Catherine Ward, attorney for the applicant, introduced Robert Fedorika, Vice President, Perks Ruetter, professional engineer for the applicant, and Elliott Katan, principle of Florence Plaza LLC. Mr. Fedorika was sworn in by Solicitor Abbott.

Attorney Ward stated that they would like to talk about the requested waivers. She also stated that the applicant had a conversation with some of the adjoining residents and as a result of that conversation they will probably be revising the site plan.

Referring to Planner Hintz's report of November 4, 2004, Mr. Fedorika stated that an Environmental Impact Statement would be submitted.

They would like a waiver from the requirement of providing Wetlands Delineation/DEP Letter of Exemption with provision that provide proof that there are no wetlands on the site.

A plan showing the location and species of all trees greater than 6" in diameter on the site will be provided.

They are requesting a waiver for showing political boundary lines due to the fact that the site is not adjacent any political boundaries.

Soil borings have been performed and will be provided. They have provided all adjacent block and lot numbers. They would like a waiver from providing the number of units.

Mr. Fedorika stated that elevations and locations of structures, parking, lighting, loading , signs and landscaping most of these items are provided on the plan and they will go through and add the remaining items.

They are requesting a waiver from providing building elevations and the use plan because the applicant is planning to build a general retail center and market it into tenant type occupancy.

They would like a waiver for cross sections of new streets, aisles, driveways, etc. Details of paving and curbing are supplied on the plan. They will provide a revised landscaping plan.

Mr. Fedorika stated that the requested waivers would be for political boundary lines, number of units, building elevations, building use plan and cross sections of new streets and aisles, driveways, etc.

Vice Chairman O'Hara asked if there had been discussion about what the façade was going to look like at the TRC meeting? Elliott Kattan was sworn in by Solicitor Abbott. Mr. Kattan stated that he remembered at the TRC meeting that he promised to make the building look nice, but no real requirements were called out.

Vice Chairman O'Hara stated that he felt that elevations would be required.

Chairperson Hamilton-Wood said that she thought that the application should be deemed incomplete. Solicitor Abbott stated that there were two waivers that Planner Hintz stated should be granted. Engineer Morris stated that we should deem this incomplete and continue it until next month.

Attorney Ward wanted a clarification on the denial of the waiver of the wetland delineation. She is concerned because the DEP takes so long to respond. Planner Hintz stated that the site was dry and they were going to submit a certification to go with the environmental impact statement. Planner Hintz stated that he could walk the site to verify that it was dry. The applicants do this at their own risk.

Attorney Ward asked if she could state the concerns of the property owners. They had made comments about the location of the dumpster. The applicant will relocate the dumpster. The site plan shows a fence to the rear of the site. The Florence Fire Company has asked for the fence to be removed. The property owners have asked for a higher fence. Mayor Muchowski stated that he assumes that the Fire Company is probably concerned with getting a truck back there to fight a fire. There is an alleyway that provides access to a pump station behind the site. Mr. Kattan stated that it would not be his responsibility to give the Fire Company access to the pump station.

Mayor Muchowski stated that the Township would check the records to see if there had been a vacation of the alley. Mayor Muchowski stated that very rarely is there a vacation where utilities were involved. The sewer line runs down the alley to Seventh Street.

Motion of Fratinardo, seconded by O'Hara to deem application PB#2004-13.

Upon roll call the Board voted as follows:

YEAS: Fratinardo, Muchowski, Napolitan, O'Hara, Smith, Stockhaus,
Hamilton-Wood.
NOES: None
ABSENT: None

CORRESPONDENCE

Correspondence D - letter from Mr. John Carty regarding the New High School. The Township will send a letter thanking him for his concern.

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Correspondence A and B from John Hiros. Frank Morris will speak to Marty Sander about the status of this and report at the next meeting in December.

Motion of Stockhaus, seconded by Semptimphelter to adjourn. Motion unanimously approved by all members present. Meeting adjourned at 11:36 p.m.

John T. Smith, Secretary

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