

**FALLS TOWNSHIP
ZONING HEARING BOARD
NOVEMBER 13, 2014**

Hearing commenced: 7:00 p.m.

Hearing adjourned: 10:47 p.m.

Members present: Brooks, Henderson, Miles, and Powers

Members absent: Molle

Also present: Tom Bennett, CCEO & Zoning Officer, Ed Neubauer, Code Enforcement Officer, Dave Sander, ZHB Solicitor; Noah Marlier, representing Falls Township; Karen Browndorf, Court Stenographer

Addition to Agenda: 965 Lincoln Highway (Sandra Hartman) – letter requesting a one year extension of the variance that was granted in January, 2012, for apartments and a dance conservatory.

Member Brooks makes a motion to approve one-year extension.

Member Miles seconds the motion.

All in favor 4-0 – one year extension granted.

Petition #1: U.S. Venture, Inc. (Silvi Concrete), 355 Newbold Road, Fairless Hills, PA 19030 for variances from sections of the Falls Township Zoning Ordinance to operate a public compressed natural gas (CNG) fueling facility

Atty. Sander marks ZHB Exhibits 1 – 5 and Exhibit A-1 (proof of neighbor notification).

Noah Marlier, Esquire, representing Falls Township states that the Township is not taking any position either for or against the application and is exercising party status.

Stephen Harris, Esquire, presents the application and introduces Mike Sharkey, General Counsel to the applicant (U.S. Venture), Chris Warshaw, the engineer with CESO, Larry Silvi and Tim Kurtz, with Silvi Concrete. This application is a “brother” application from this spring where the applicant changed from diesel fuel to compressed natural gas (CNG) to fuel its own vehicles. After the Planning Commission approved the plans for the CNG facility in the spring, U.S. Venture approached Silvi and suggested that they partner and have a public facility associated with their private use. That way, there can be one gas line in, one compressor station, serve all of the private facility as well as the public use with CNG. There has been quite a move in switching trucks from diesel to CNG, which is a much cleaner burner. A lot of UPS trucks are switched over, Waste Management has 95% of their trucks switched over, and we believe in a predominantly industrial area, it will serve a real need.

I’d like to explain why there are so many variance requests. Silvi owns the lot on which Silvi Concrete operates. Next to it, over where the lake is, it is zoned Farming and Mining and is owned by Riverside Complex Inc. We need a variance to allow a public fueling station – that is not a permitted use in the Farming and Mining District. We need a variance because the fueling station canopy is closer than 100 feet to the ultimate right of way. We are asking for a parking variance. The reason we are asking for a parking variance is that the station will be unmanned. This will be monitored remotely 24/7; it is all operated on cards so all that will be required is that once a week they will come out and service the compressor facility or in the event of a failure of the system, there would be a service truck parked. Therefore, the zoning ordinance which defines parking for a service station use is not applicable to this project.

Atty. Harris continues with the design of the CNG fueling station indicating the change in the compressor station which will be situated between the public and private fueling areas and shows various drawings which show the solid pine tree barrier. The lighting will be under the canopy, LED lights shining directly down. The entrance is one-way in, one-way out. The lower driveway is for the Silvi trucks. (Exhibits A-2 to A-5).

Atty. Harris states that he'd like to introduce a cross-easement agreement (Ex. A-6). In discussions with the Township, it was suggested that there be a cross-easement agreement between Silvi and U.S. Venture, which would give the ability to go from one unit to the other. Maintenance issues would also be addressed in the cross-easement agreement. Also, the cross-easement agreement cannot be extinguished without the approval of the Township so that the Township stays in the loop.

Mr. Markey, Mr. Silvi and Mr. Kurtz are sworn in and testify that Atty. Harris has adequately presented the application.

Member Powers asks where they are moving the parking for the employees, and Atty. Harris indicates on the plans where that would be located.

No public comment.

Atty. Marlier reiterates that if the Board does include the cross-easement agreement as a condition, it would be extinguishable only upon prior written approval of the Township. The document would also need to be recorded.

Atty. Harris agrees.

Member Powers makes to GRANT relief to the applicant with the condition the cross-easement agreement marked as Exhibit A-6, be signed and recorded and proof thereof submitted to the Township.

Member Miles seconds the motion.

ALL IN FAVOR 4-0. Variance requests granted.

Petition 2: (CONT'D FROM 9/9/14 and 10/14/14) Buckingham Retail Properties, LLC, (WAWA) West Trenton Avenue and Pine Grove Road (Rte. 13), Morrisville, PA 19067; TMP #13-028-028; Zoned: HC.

Atty. Sander marks ZHB Exhibits 8-9.

Atty. Hecker calls Michael Redel, real estate engineer for WAWA. He facilitates entitlement approvals for new store locations within my area which is most of Penna (not Phila), and about a one-third of New Jersey. He has 16 years with WAWA and lives in Lower Makefield and is very familiar with the site.

Atty. Hecker asks how WAWA will address the accessibility issue for the availability of service for customers (Twp. ordinance states that you need one full-service pump for every self-service pump).

Mr. Redel states that at each pump there is a call button to the store which you can reach from inside the vehicle and that will bring out an attendant. The call is heard at the one station in the store that is always manned by personnel.

Atty. Hecker says that in effect, each self-service pump could also be considered a full-service pump.

Mr. Redel responds yes.

Atty. Hecker asks if Mr. Redel attended all the hearings.

Mr. Redel responds yes.

Atty. Hecker asks after the hearing in September, if you and members of WAWA met with some of the neighbors and residents to discuss issues surrounding this application.

Mr. Redel states that we met with Mr. D'Amico and three of his neighbors and some of their family at Mr. D'Amico's house.

Atty. Hecker states that as a result of those meetings, Mr. Banosky testified that some changes were made in the plan to accommodate some of those concerns.

Mr. Redel states that the purpose of the meeting was to flush out some of those concerns and to find ways that WAWA could mitigate some of those concerns. If approved, we are going to be a neighbor. We want to be good neighbors and to make it as best as possible for the neighborhood.

Atty. Hecker asks that as a result of those meetings, the trash enclosure was relocated from its original position away from the residential neighborhood.

Mr. Redel states yes, that was one of the issues Mr. D'Amico had. Another issue was noise at the canopy. We typically have music under the canopy, but we agreed that we would not have music at this location. We talked about ways to buffer – there is a substantial landscape island in between the roadway and the paving for the WAWA. We agreed to landscape it in and we could even meet out there and line up the plants and trees so that they cover specific portions of the site.

Mr. Redel continues that the one change that wasn't visible on the plan was deliveries and restricting the times of delivery so that the residents are not impacted. All the changes are a reaction to the comments made by the residents at that meeting.

Atty. Hecker asks if these concerns that the neighbors had are concerns that you have heard before and wanted to address those concerns now to allay their fears about this operation.

Mr. Redel agrees. In this case, the WAWA is across a busy street, not directly adjacent to a residential neighborhood, but once we heard the neighbors' concerns, we wanted to accommodate them as best we could.

Atty. Hecker states that if the Zoning Hearing Board grants this application, WAWA would accept as a reasonable condition a limitation on delivery hours, a limitation that there be no music played under the canopy, and that the enhanced buffering and relocated dumpster as shown on Exhibit A6 and A9 would be installed as depicted.

Mr. Redel states yes to all of the above.

Atty. Zaslow begins his cross (represents Village Mall, Inc.)

Mr. Zaslow asks how many employees WAWA has at peak hours and non-peak hours.

Mr. Redel states that non-peak would be the late shift, roughly 11:00 p.m. to 5:00 a.m. – three employees. The peak shifts could have between ten to twelve employees. Stores vary based on the amount of business they do.

Atty. Zaslow asks so if you have three people on at non-peak hours, will this WAWA have the sandwich making area? Is that the intention here?

Mr. Redel states yes, absolutely. All products that are available at noon are also available throughout the day.

Atty. Zaslow asks during non-peak hours, if a customer needs assistance at the gas pump, will the person making sandwiches be assisting that customer.

Mr. Redel states no. During any time of the day, the associate that comes out to the pumps would not be someone in food service that day. Typically it might be a shift supervisor or a floater that would attend to someone that needed fuel. But it would not be someone who works behind the counter making sandwiches.

Atty. Zaslow questions whether the coffee person can also help at the gas pumps.

Mr. Redel states yes, but they would be required to wash their hands like as if they had gone to the bathroom.

Since Mr. D'Amico (party status for the neighbors) is not present, Atty. Sander requests that any of the neighbors that would like to comment come up and get sworn in.

Mason Hobbi is standing in for Mr. D'Amico.

Atty. Sander reminds Mr. Hobbi that at this phase of the hearing, Mr. Hobbi should be asking questions only of Mr. Redel and his testimony and should not make any statements or opinions at this time. Statements can be made during the public comment portion of the hearing later.

Mr. Hobbi asks if you have 2 or 3 customers and one handicapped person needs assistance, how would you provide service. Do they let them wait or do they start honking for help?

Mr. Redel states that if an associate came to help a person, and another one needed assistance, it could be possible to help both, like at a full service station. I think we are talking about a rare event that someone needs assistance at the pumps – perhaps once a week. To have two customers simultaneously asking for assistance is a very rare event.

Mr. Hobbi asks about studying the traffic in the area.

Mr. Redel says that we count the traffic on West Trenton and Pine Grove.

Mr. Hobbi states that the traffic light entering the store comes from two lanes into one lane. In the morning hours, twelve school buses travel here between 6:30 a.m. to 8:00 a.m.

Atty. Hecker objects that Mr. Redel has not testified to any traffic issues and that Mr. Hobbi is testifying about the buses, not Mr. Redel.

Atty. Sander sustains Atty. Hecker's objections. Atty. Rosenberg disagrees.

Atty. Sander asks if Mr. Redel has studied the traffic for this proposed development.

Mr. Redel states that when WAWA is analyzing a location, we count the number of vehicles that pass the location every day and we come up with an average. Typically, it's a week of counts for 24 hours a day, and we calculate a 7 day average -- that number is used to evaluate the site. So when I said earlier that it's a busy street, it is based on that traffic count and no other analysis beyond that.

Atty. Sander asks if he has the counts with him.

Mr. Redel states no, but it was in the range of 25,000 cars per day, give or takes a few thousand. To WAWA, that constitutes a busy enough intersection to place a store, among other criteria.

Mr. Hobbi asks of the 12 pumps, how many gallons a day are sold.

Mr. Redel states that we don't make public our projections of sales, either inside or as a number of gallons pumped at the fuel canopy.

Mr. Hobbi asks if the number of pumps determine how many gallons are sold.

Mr. Redel states that you cannot equate the number of pumps to the amount of gallons that we will pump. Our objective is to not have customers waiting, so we want to have enough fueling positions that people do not have to wait. I don't think you can say that if we added 2 or 4 more fueling positions, we would have 25% or 30% more sales. Our idea is to have enough fueling positions so that people don't wait.

Mr. Hobbi asks about the delivery of fuel to the pumps, what time do they come and what time they fill the tanks.

Mr. Redel states that there was misprint on the drawings. The testimony and the drawings indicated that they were 29,000 gallon tanks. There are actually two 22,000 gallon tanks and one 20,000 gallon tank. The re-fueling is roughly at 9,000 gallons remaining. There is a system that measures the volume in the tank and when it reaches a certain level it sets off an indicator inside the store and our headquarters and a fuel truck will be dispatched at that point. So that could happen at any point in the day.

Atty. Caracappa begins his cross (represents the Shell gas station)

Atty. Caracappa asks if he knows what percentage of WAWA stores sells gasoline.

Mr. Redel states that we have roughly 650 stores, and I think we just went over our 400th fuel station in six states. It depends – in Florida every store is a fuel station. In New Jersey there's more non-fuel than fuel stations.

Atty. Caracappa asks if the non-fuel stores are financially successful.

Mr. Redel states that compared against themselves, they are the best of what's left. We used to have 500 non-fuel stores before we got into the gasoline business and now we are down to half that number.

Atty. Caracappa asks if you make more money selling gasoline than selling food at those stations where you have both.

Mr. Redel states that in gross sales – certainly. If you fill up a tank, it could cost \$75, but if you buy a sandwich it's 10% of that. But the actual money made, the profit made, is much, much lower. I don't think it would be fair to say fuel drives the business.

Atty. Caracappa asks if there are WAWAs with less than twelve pumps.

Mr. Redel states that there are a couple that has ten fueling positions. And that was based on the size of the lot available.

Atty. Caracappa asks if that is the least number of pumps that WAWA has.

Mr. Redel states yes, that I'm aware of.

Atty. Caracappa asks if in this case WAWA has done some projection or study that caused them to opt for twelve pumps.

Mr. Redel states that the WAWA standard is 16 fueling position. Sometimes we'll scale down to twelve fueling positions, and a few cases have ten. Our estimate here is that this site would be less than our typical, which is how we arrived at twelve.

Atty. Caracappa asks if the count of 25,000 cars, more or less, go into the decision to have twelve pumps.

Mr. Redel states that is certainly part of it. Proximity to New Jersey is another part.

Atty. Caracappa asks if there were any other studies done. Do you have any information on gasoline sales in Lower Bucks County, Falls Township?

Mr. Redel states that they have a fuel department that handles that.

Atty. Caracappa asks if the fact that the site is closer to an interstate highway was relevant to deciding on 12 pumps.

Mr. Redel states no. Route 1 did not factor into our projections because of the poor access to Route 1.

Atty. Caracappa asks how this site was located.

Mr. Redel states that WAWA has real estate managers that go out and find the sites, and once they find a location, then I get pulled in to vet it.

Atty. Carapacca asks who came first with this development – WAWA or the Rite Aid?

Mr. Redel states he doesn't know.

Atty. Carapacca asks when he became involved with this property.

Mr. Redel states that a real estate manager informed him that a developer had bought it to her and asked me to take a look at it. Because I live in Lower Makefield, I was very familiar with the location. It is quite large, larger than we typically need for a WAWA gasoline store, so we knew immediately it could have another use as well. I did not know it was Rite Aid right away, but we started working on it under the assumption that it would be a multi-use property. It needs all of these uses to make it a viable location.

Atty. Carapacca asks if when evaluating a potential site, if he looks at the municipality's zoning ordinances.

Mr. Redel states that is part of the analysis. We will do a site investigation which includes a review of the zoning ordinances. We actually have an outside engineering consultant perform that function. In cases where there is a developer taking the risks, they have much more interest in the content of that report than we do.

Atty. Caracappa asks if he is aware that Falls Township has an ordinance that there must be a minimum distance of 1,500 feet between service stations.

Mr. Redel states yes.

Atty. Caracappa asks when he became aware of it.

Mr. Redel states it was during the initial due diligence. Proximity to fuel stations is actually a very common requirement, especially in New Jersey.

Atty. Caracappa asks if he has an opinion about why there is such a provision.

Mr. Redel states that it has to do with safety and that if a gas station has a fire, it doesn't spread to another station. However, he has seen gas stations on opposite corners in places.

Atty. Caracappa asks what did you think when you saw this provision in Falls Township.

Mr. Redel responds that this would require a zoning hearing board application.

Atty. Caracappa asks if he has an opinion as to whether or not this WAWA is a service station within the meaning of the Falls Township zoning ordinance.

Atty. Hecker objects; Atty. Sander allows the question.

Mr. Redel states that he doesn't recall the specific definitions of a service station. WAWA does not service vehicles, we sell fuel. We have a long list of products that we sell and fuel is one of them.

When questioned as to whether a customer could add oil to their car or ask the attendant to add oil, Mr. Redel replied that WAWA does not permit that.

Atty. Caracappa asks if the WAWA employee who renders assistance at the pumps are trained or certified.

Mr. Redel states yes, all of the associates take training on the fuel operation.

Atty. Caracappa asks if they have to be a Class C operator in order to pump gas.

Mr. Redel states he is not familiar with the class. I know WAWA conducts its own training.

Atty. Caracappa asks if they have a traffic engineer to conduct a traffic study.

Mr. Redel states that WAWA has not, but the developer for the site has.

Atty. Caracappa asks if he has an opinion as to whether Rte. 13 is a limited access highway.

Mr. Redel states no, he does not know.

Atty. Caracappa asks if he considered that when he was investigating this particular site.

Mr. Redel states that we told the developer that we needed access to Rte. 13, and so he is tasked with getting that.

Atty. Caracappa states that the plans show an access to Rte. 13 and that would not be permitted if this is considered a limited access highway.

Mr. Redel states that it's much like a zoning variance. If it is deemed to be a limited access highway, we would apply for some exemption based on some criteria that our engineer would evaluate.

Atty. Caracappa asks if they are going to be selling one kind of diesel fuel.

Mr. Redel states just one type of diesel. We will not allow tractor trailers to obtain diesel at the store.

Atty. Rosenberg begins his cross (represents Leon Rosenberg, a resident)

Atty. Rosenberg asks for clarification of Mr. Redel's job responsibilities.

Mr. Redel states that his role varies between self-development and developer development. WAWA does take down its own properties and develop them and in that case I play the role of developer and hire a team to see it through the approval process. In this case, where there is a developer who is getting the approvals for WAWA and other tenants, we are a tenant; my role is diminished to placement of the layout and ensuring that WAWA standards are met.

Atty. Rosenberg asks if he was involved in the layout of the three buildings on the site.

Mr. Redel states that the developer's engineer laid out the site in its entirety. I was responsible for the WAWA portion. In terms of placement of the WAWA on the site, we told the developer's engineer we wanted to be on the corner. The developer needed to get three uses on the property, we tweaked the plan, and the result is what you see now.

Atty. Rosenberg states that the three uses would be the developer's requirement, not WAWA's – correct?

Mr. Redel states yes, that's true.

Atty. Rosenberg questions the responsibilities of the WAWA staff late at night, whether they can adequately see customers in the parking lot if they are doing other things, and that their attention is not on the customers pulling up to the gas pumps. Therefore, in reality, there isn't what you would delineate as a gas station attendant; these are people doing jobs, who, if called upon would go out and pump gas.

Mr. Redel states he thinks that's a fair characterization. It is on an intercom so as soon as someone pushes that button, they would get assistance.

Atty. Rosenberg continues with questions about exactly what happens when someone pushes the intercom button, how the staff responds, what the staff does, how do they know which pump, which person goes out, etc.

Atty. Rosenberg asks if he knows what the regulations are with regard to one full service pump for every self-service pump.

Mr. Redel states not beyond what you just said.

Atty. Rosenberg asks if you have any control over when fuel deliveries will occur.

Mr. Redel states that when speaking with Mr. D'Amico we discussed trash and store delivery at our meeting. The fuel deliveries are the farthest removed from the residents. It's a quiet delivery. The truck is turned off and gravity feeds it into the tanks. It's not a matter of us not being able to control the fuel deliveries. We don't consider that a burden on the community, it's more of burden on WAWA. But if that is the Board's desire to restrict the fuel deliveries as well, then so be it.

Atty. Rosenberg asks if the volume of traffic he testified to is based on his own personal experience or the traffic study.

Mr. Redel says both. The traffic study was merely a traffic count – a tube count, where we lay a tube across the road and that counts the number of cars going by. We have the detailed information, but I do not have it with me tonight.

Atty. Rosenberg asks if with the WAWA with gasoline, Rite Aid and a restaurant, that will change the amount of traffic traveling in that area.

Mr. Redel says that the WAWA is specifically a pass-by use, so we will add traffic to that intersection, but not a significant number.

Atty. Rosenberg asks if that is based upon his own personal opinion or a traffic study.

Mr. Redel states just my experience and studies that WAWA has performed on other locations.

Atty. Rosenberg asks if it is WAWA's intention to put a billboard southbound to advertise fuel.

Mr. Redel states it is not. Our marketing department handles all billboard advertising.

Atty. Rosenberg asks if there has been any traffic studies done by WAWA or the developer from southbound Rte. 1 and that would be diverted to Rte. 13.

Mr. Redel states he is not aware of any.

Atty. Hecker redirects.

Atty. Hecker asks if WAWA carries wiper fluid (yes), motor oil (yes), and air fresheners (yes).

The definition of a service station “a lot or building provided for the sale of fuel [YES], lubricants [WAWA does that] ... automotive accessories like air fresheners [YES], maintenance [NO] **AND** minor repairs [NO].”

Atty. Zaslow re-crosses. Testimony centered on service station definition interpretation and traffic study and its impact on the community.

Mr. Hobbi re-crosses. Testimony on previous Exxon station, former Acme not allowed having opening on Rte. 13, and crime statistics.

Atty. Carapacca re-crosses. Testimony centers on “pass-by” customers and what that means.

Atty. Rosenberg re-crosses. Testimony centers on whether WAWA has vacuums and air pumps and the checking of oil.

Board Questions

Member Henderson asks if there are any WAWAs that are not 24 hours.

Mr. Redel states that he is not aware of any fuel stores that aren't 24 hours. There are some legacy stores that are not -- for instance stores at the shore.

Member Henderson asks if Mr. Redel can change the hours of the fuel deliveries.

Mr. Redel states that it is automatic, but it can be overridden, if warranted.

Member Henderson asks if there would be any objection to that being a condition.

Mr. Redel states the bottom line is no, if that is a requirement. I don't see a need for that but if the Board feels strongly about it, we will accept it as a condition that we can meet.

Member Brooks asks if the tractor trailers will be prohibited from fueling their trucks at this location.

Mr. Redel states the WAWA locations are very difficult for tractor trailers to fuel because the circulation is tight; it is not truck stop dimensions. The circulation around the canopy and to the loading zone is adequate for tractor trailers to make deliveries, but getting in and out of the canopy is not possible. Additionally, tractor trailers trucks fuel on both sides of their vehicles with high-volume fuel nozzles. WAWA uses low volume for cars.

Member Brooks questions about people parking their cars to carpool and hop on Rte. 1.

Mr. Redel states that is correct – if people started to do “park and ride” there wouldn't be enough parking.

Atty. Zaslow calls no witnesses.

Mr. Hobbi calls no witnesses.

Atty. Carapacca calls witnesses.

Kevin Stillwell, owner of Plaza Shell, located on West Trenton Avenue, approximately 600 feet from the proposed WAWA. We sell gasoline and diesel and do automotive repairs for approximately 30 years and have owned it for 7 years. I grew up in Morrisville and I'm a Falls Township resident for 18 years.

Atty. Carapacca shows Ex. A-7 and questions Mr. Stillwell about the neighborhood and whether it's in Falls Township or Morrisville Borough.

Atty. Carapacca asks if WAWA typically sells gasoline at the same price as he sells at his Shell station.

Mr. Stillwell states no, it is usually a little over cost. There is big difference, approximately 25-30 cents, to most stations.

Atty. Carapacca asks if that's true for most WAWAs – they generally undersell?

Mr. Stillwell states yes, that in his opinion, they are looking to get volume to get them into the store.

Atty. Carapacca asks if he could determine the volume of tractor trailers in the area.

Mr. Stillwell states that we do sell diesel fuel. There is only one type of diesel fuel, a low-sulfur diesel fuel. It goes in a car, an F150 truck or a tractor trailer. We do occasionally get tractor trailers; we get a lot of Penn DOT trucks, concrete trucks. Our lot is not as big as the proposed WAWA. The tractor trailers will come in. They might not fill up, but you will get tractor trailers. I am not open 24 hours a day, so I won't be a burden to the area. My station is a commercially zoned area, surrounded by commercial properties.

Mr. Stillwell states that any vehicle traveling on a highway has to have this one type of diesel. There is off-road diesel, one of the stations on Rte. 1 does sell it, but I believe that is not going to go into a car on the road.

Atty. Carapacca asks if there are any residential uses anywhere closer to his station.

Mr. Stillwell says no, I'm surrounded by commercial properties.

Atty. Hecker crosses. Testimony centers on the competition that WAWA presents to other businesses, that WAWA site is a destination site, not just a "pass by" location.

Atty. Hecker states that this is about competition for the Shell station.

Mr. Stillwell states no, it's about the 1500 minimum distance between service stations, and the increase in traffic.

Atty. Hecker questions Mr. Stillwell about the site plan and tractor trailers coming into the site.

Mr. Hobbi questions Mr. Stillwell. Testimony centers on tractor trailers. Rite Aid and the restaurant are not 24 hours which will allow for ample parking for tractor trailers to stay overnight. Testimony also includes the safety concerns due to the increase in traffic volume, particularly the school buses.

Members Powers and Brooks ask questions about Mr. Stillwell's business. Mr. Stillwater responds that they are a full service gasoline station, doing maintenance, car inspections with an 55-45 percentage split for gasoline sales and service.

Atty. Rosenberg has no witnesses, but has some documents. Decision is made to bring documents to next hearing.

Public Comment

Ryan Bevitz, 1004 Sweetbriar Road, Morrisville, PA 19067 (Wellington Woods). He is concerned about the sound and the fact that the out of state property owner was notified of the hearing, and not the tenants at Wellington Wood.

Randall Reber, resident of Lower Makefield, with a business called Reber Transportation, at 3 Steel Road East, Morrisville, PA 19067. He is in tractor trailer business. His concern is about the tractor trailers coming down Trenton Road off of Stony Hill Road to purchase food items at WAWA and pedestrian traffic in the area. West Trenton is already too busy and very congested, and we should not add to that traffic increase. He also said that he has driven tractor trailers for his family business, and he has fueled up at a WAWA by detaching the trailer and driving the cab to the pumps. He also believes WAWA is a destination station.

Corine Dockstander, 525 Berwyn Road, Morrisville, PA 19067 (directly across from the proposed site). Her concern is about trash and rats. The former Acme had an arrangement with the neighbors to take care of the sidewalk across the street.

Travis Keys, 495 Keating Drive, Morrisville, PA 19067. His concern is the exit and entrance off of Rte. 13. If Penn DOT does not grant that access for this site, it would be a mess. Other concerns were the lighting (too bright) and the increase in traffic and that WAWA is a destination station. Pedestrian traffic is a concern as well.

Anas Abboud, 303 W. Trenton Avenue, Morrisville, PA 19067. I am a business owner of a 7/11, but not a resident of Falls Township. His concern is the traffic increase, both pedestrian and otherwise, and safety and crime increase, particularly at night.

Mr. Hobbi, previously sworn. His concern is safety, particularly for children walking to the WAWA.

John Bentz, 237 Louise Drive, Morrisville, PA 19067. His comment deals with why Falls Township would allow a rich Buckingham company to come into the Township to do this when it is not needed.

Member Powers makes motion to continue hearing until December 9, 2014.

Member Miles seconds the motion.

All in favor 4-0. APPROVED TO CONTINUE PETITION UNTIL DECEMBER 9th HEARING.

Hearing adjourned 10:47 p.m.