

**DOVER TOWNSHIP
BOARD OF SUPERVISORS
WORK SESSION MINUTES
September 26th, 2022**

The Dover Township Board of Supervisors Work Session for Monday, September 26th, 2022, was called to order at 6:02 PM by Chairperson Stephen Stefanowicz in the Dover Township Board of Supervisors meeting room. Supervisors present were Chuck Richards, Michael Cashman, and Stephen Parthree. Robert Stone was absent with prior notification. Other Township Representatives in attendance were Laurel Oswalt, Township Manager; John McLucas, Zoning Officer, Terry Myers, Township Engineer, Charlie Rausch, Township Solicitor; Michael Fleming, Public Works Director; Matthew Helwig, Water Superintendent and Brooke Scarce, Recording Secretary. There were 10 members of the public present.

This meeting is being recorded for the purpose of minutes only.

Wawa Wellhead Protection Permit- 2941 Carlisle Rd

C. Rausch stated this meeting is a Local Agency Hearing, there is a stenographer that will take testimony, only one person can speak at a time. The applicant will come forward and present their case. As stated in Section 26.2.12 of the Code of Ordinances regarding Wellhead Protection prohibits underground storage tanks in Zone 2. Under Section 26.21 of the Code of Ordinances states the Board can grant a variance to the regulations provided that the applicant can prove hardship.

Keith Moody- Attorney of Applicant
John Alejnikov- Senior Project Manager/ Engineer
Joseph Standen Jr- Senior Environmental Manager
Michael Spiegel- Project Engineer
Michael Murphy- Representative

Attorney Keith Moody was present on behalf of the applicant and was sworn in along with four applicants' representatives; John Alejnikov, Joseph Standen Jr, Michael Spiegel, and Michael Murphy.

John Alejnikov from Bohler Engineering stated they are proposing a Wawa retail store with accessory gasoline sales. The property is located at the intersection of Carlisle Road and Hilton Avenue which is zoned Commercial. The proposal shows roughly a 6,000 square foot store with gas pumping stations adjacent to Carlisle Road. To the east of the site, the underground storage tanks are noted to be located east of the dispensing locations. The dispensing stations will be located along Carlisle Road.

Joseph Standen whom is the Wawa Senior Project Manager stated Wawa has been in the gasoline business for twenty-six years and they currently operate over 3,300 tanks. All tanks are double-walled fiberglass brine filled and all the piping is double-wall and joint less. The

underground storage tank system design meets or exceeds all EPA and PADEP regulatory requirements. Since the tanks are made of fiberglass and flexible nylon piping there is no reason to worry about corrosion. For overfill protection DEP requires one form and Wawa uses two different forms of protection which is as follows; 90% audible/ visual alarm and 95% flapper on drop tube. DEP only requires one single-wall spill containment but Wawa uses double-wall spill buckets. If there is any type of spill Wawa has many spill preventions: shear valves at each dispenser, double valve that trips when breakway is pulled apart, and automatic shutoff handles. There is an inventory reconciliation which is processed on a monthly basis. Wawa also has a building automatic system that monitors inventory 24/7 in real time. For leak detection Wawa has a EVO 600 UST monitoring system.

J. Standen also noted the product piping is a complete tertiary containment of piping system which is a time proven material. The product contains no polyethylene and there is no possibility of delamination. If the system senses gasoline it will shut off and maintenance will respond to the issue within two hours to any release that occurs.

S. Stefanwoicz questioned if the system will shut off at the local station.

J. Standen stated it depends what type of leak it is, if it's gasoline it will shut off.

J. Alejnikov stated the release prevention and detection is an electric automatic tank gauging with automatic shut off for fuel alarms and high-water alarms. The alarms automatically communicate to the 24 hour Wawa central station. It is virtually impossible to have a tank overflow when a truck is refueling the tanks.

T. Myers question that when the valve closes, does it shut the flow off.

J. Standen stated there is still fuel in the pipe from the tank hose so the driver has to wait until the flapper opens back up again.

M. Cashman what would happen to the BAS system if the power was out for a week.

J. Alejnikov stated BAS is monitored at the corporate office. If power is lost a station the gas will not be dispensing. But there is a battery back up at each location.

J. Standen noted that if there is a pumping truck at any station, they are dispensing gasoline into a fuel tank and the vapors from the gasoline are going back into the truck. The vapor recovery spill buckets only need to be inspected annually according to DEP regulations, but Wawa inspects daily.

J. Standen stated the impact shear valves are equipped with bladders and double poppets are installed on each product line in each dispenser to ensure product flow is stopping in the case of a dispenser being hit.

J. Standen noted that each fuel store has Class, Class B, and Class C UST operators that are trained on the following; how to respond to emergencies- fuel spills and fires and how to respond

to alarms on tank monitoring system. Wawa has a 24 hour central station that is integrated with 911 and local HAZMAT teams. There are also on- call responders that are designated to respond to fuel spill situations. Lewis Environmental is the emergency company for Wawa, the team will respond to call within two hours of a call. There is an emergency report that is generated that will go to the local store. There are also State reporting requirements that have to be followed.

William Rankin from 2131 Pineview Drive questioned how many storage tanks will be installed.

J. Standen stated there will be three tanks and two double walls so there will be five tanks.

W. Rankin questioned how deep the tanks will be.

J. Standen stated the bottom of the tank will be roughly eighteen feet below grade.

J. McLucas questioned if all fuel spills rely on the employees' of the store.

J. Standen stated if the spill is 1-2 gallons the employees can handle the situation. However, if there is a larger spill that is where Lewis Environmental would step in and handle the situation within two hours.

J. McLucas questioned what the automatic process is when there is a spill.

J. Standen stated an employee will call central station. From there, it is all automated after that. Central Station will fill out and work order that then gets submitted to Lewis Environmental and emails get sent to all employees that are on call.

J. McLucas questioned how Wawa is going to prevent gasoline going into the inlets.

J. Alejnikov stated flex storm inlet drains could be installed with pouches that would absorb any excess oil or gasoline. They could also block off inlets.

M. Cashman questioned if there was automatic notification system that would let someone in the store know that there was a spill.

J. Standen stated that there is no automatic notification system that would alert staff member. The staff members would have to see the spill happen.

J. McLucas expressed concerns about spills relaying on the employees.

J. Standen stated there are three ways an spill can reported; the person who spilled the fuel could tell the store members; an employee can spot the spill; and it could be someone who watched the spill happen that could report the issue as well.

J. Standen noted that they have never had spill that was released off site. The property is designed so that any water or fuel that will not be released from the property. If there is a large

spill, it will evaporate before reaching the inlet. But, if the spill does reach the inlet, there is absorbent material and other mechanisms to prevent oils going down stream.

J. McLucas shared concerns about the accumulated micro spills that would happen per day on at the fuel islands that could go into the inlet, then the infiltration basin and then seeping into the ground water.

J. Standen stated the fuel islands are cleaned twice a year, which is one way to prevent any spills leaking into inlet. There is also a mechanism to stop floatables from going down the stream any further. The basin is also made to accept water and fuel.

W. Rankin questioned what kind of fire suppression system is involved.

J. Standen stated a fire extinguisher will be installed at each of the canopy supports.

T. Myers questioned if all the joints would be sealed or if the entire property will be concrete.

J. Standen stated the fuel islands will be concrete, however it is not one piece of concrete, it is jointed and each joint will be sealed. The fuel islands are cleaned every six months and the concrete is checked annually.

M. Spiegel noted that concrete is graded so that the area is completely flat. The reason they do not use asphalt is because it can percolate, whereas spills will stay on the concrete and then evaporate.

J. McLucas questioned if there is reservations and putting a secondary bond beneficiary of the Township.

M. Murphy stated the bond is with the Township.

J. Standen stated that every retailer pays into the Underground Identification Bond. Every tank is insured up to \$1.5 million. There is \$5,000.00 deductible and anything after that is covered by the insurance.

S. Stefanwoicz questioned if that information will be documented in the formal plan.

C. Rausch stated that information will not be documented in the Land Development Plan. The insurance information is a requirement through the State.

M. Fleming shared concerns about the Township's public drinking system.

M. Fleming stated questions specifically about the plans to the Wawa members that did not needed to be answered at the meeting as he would like them in writing. The questions are as follows; Fuel tank overfill devices? Capacity? Overflow drains to? The capacity of the dispenser sumps? Where do they drain to? Surface water drainage or tanker overflow drains to Stormwater

Basin #1. Page 12 of Spill Prevention & Response Plan refers to Flexstorm Stormwater Quality Filters. Which inlets or manholes are involved? What type of stormwater pipe(s) and joint type are proposed? Are the water quality filters there to satisfy stormwater requirements or filter hydrocarbons? If a spill drains to a stormwater inlet and then into the Basin #1, will a forebay be installed with an impermeable liner to safely trap the gas or diesel fuel before infiltration occurs? How large of a concrete vault is proposed to meet the design standards? What is the status of a Preparedness, Prevention & Contingency Plan as required?

C. Rausch announced that this meeting will be continued until October 24th. The meeting will take place at the Dover Township Building starting at 6:30 PM.

With no further discussion on this matter, Chairperson Stephen Stefanowicz adjourned the Work Session at 7:03 PM to be followed by the regular Board of Supervisors meeting at 7:10 PM.

Respectfully submitted by: Brooke Scarce

Brooke Scarce, Recording Secretary