

HILLSBOROUGH TOWNSHIP PLANNING BOARD

PUBLIC MEETING MINUTES

June 11, 2015

Vice Chairman Steve Cohen called the Planning Board Public Meeting of June 11, 2015 to order at 7:31 p.m. All stood for the Pledge of Allegiance. The meeting took place in the Courtroom of the Municipal Complex.

Vice Chairman Cohen announced the meeting had been duly advertised according to Section 5 of the Open Public Meetings Act, Chapter 231, Public Law 1975 ("Sunshine Law").

ROLL CALL

Deputy Mayor Greg Burchette - Present
Michael Merdinger - Present
Committeeman Frank DelCore - Present
Steve Cohen, Vice Chairman - Present
Dr. Daniel Marulli, Secretary - Absent
Neil Julian - Present

Sam Conard - Present
Dr. Steven Sireci, Jr., Chairman - Absent
Robert Wagner, Jr. - Present
Robert Peason (Alt. #1) - Arrived 7:40 p.m.
Shawn Lipani (Alt. #2) - Present

Also present: Marcia Shiffman, PP, AICP, LLA, Planning Consultant (Maser Consulting P.A.); Eric M. Bernstein, Esq., Board Attorney (Eric M. Bernstein, & Associates); Joseph Venezia, PE, Board Engineer (Maser Consulting P.A.); Lucille Grozinski, CCR, Board Court Reporter; and Caz Bielen, Board Videographer(Premier Media, LLC).

DISPOSITION OF MINUTES

☐ May 14, 2015

A motion to approve was made by Mr. Conard, seconded by Mr. Lipani.

Roll Call: Mr. Wagner - yes; Mr. Julian - yes; Mr. Conard - yes; Mr. Lipani - yes; Committeeman DelCore - yes; Vice Chairman Cohen - yes. Motion carries.

DISPOSITION OF RESOLUTIONS

None

PLANNING BOARD BUSINESS

☐ **Glen Gery (GG RE Co.)** - File 15-PB-04-MR - Extension of Time until September 30, 2015

A motion to accept the extension of time was made by Deputy Mayor Burchette, seconded by Mr. Lipani.

Roll Call: Mr. Wagner - yes; Mr. Julian - yes; Mr. Conard - yes; Mr. Merdinger - yes; Mr. Lipani - yes; Committeeman DelCore - yes; Deputy Mayor Burchette - yes; Vice Chairman Cohen - yes. Motion carries.

SPECIAL COMMITTEE REPORTS

None

BUSINESS FROM THE FLOOR

None

CONSIDERATION OF ORDINANCES

None

PUBLIC HEARING - SUBDIVISION/SITE PLAN APPLICATIONS

☐ **Krismic Associates, Inc.** - File 14-PB-21-MSR - Block 152.06, Lot 30 (formerly known as Block 152, Lot 25) - 230 Route 206. Applicant seeking Minor Site Plan Approval for the expansion of a driveway from the existing parking area at United Rent-All to Route 206, on property in the C-1 District (EC Review: 11-24-14) . **ADJOURNED TO SEPTEMBER 10, 2015 WITH RE-NOTICE.**

Vice Chairman Cohen announced the adjournment of the Krismic Associates, Inc. application.

Vice Chairman Cohen called for the Conceptual Review application.

751 Highway 206 Assoc., LLC - File 15-PB-10-INF - Block 200.02, Lot 13 (formerly known as Block 200.B, Lot 27) - 751 U.S. Highway 206. Applicant requesting Informal Review of conceptual plan for expansion of the existing parking lot to include 9 porous pavement parking spaces, on property in the GB Zoning District, within the ASD Overlay Zone District.

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Vincent Visceglia, Esq. Director of Real Estate Operations at Summit Associates, Inc., represented the following:

Summit Associates owns 105 Raider Blvd., a 50,000 sf. Medical Arts building; 216 Route 206, a 74,000 sf. flex building; 1 Harvard Way, a 34,000 sf. high-tech building; 101 Raider Blvd., currently undeveloped parcel; and 751 Route 206, a 16,235 sf. building.

After acquiring the property last year, the Applicant is now looking to lease the remaining 50% of the building at 751 Route 206. The current users to the building include Robert Wood Johnson Urgent Care (7,000 sf.) and a dentist (2,000 sf). There are three spaces remaining, one of the first floor, two on the second floor.

Brunswick Hills OBGYN has been looking to expand its practice, currently leasing 2,000 sf. in another Hillsborough property. The Applicant has come to terms with Brunswick Hills OBGYN for a 5,500 sf. space lease on the second floor, which would effectively combine the two single units, including the common corridor and janitor's closet, with the exception of the stairwell and elevator bank, into a single unit. This would bring the building to 90% occupancy.

The OBGYN practice is an extremely dense parking user, possibly using three spaces for the patient, her spouse, and parent. In consideration of that, the load is larger than the Hillsborough Township Code provides for traditional medical use.

Converting the common area corridor and janitor's closet would increase the usable space by roughly 1,400 to 1,500 sf. The building currently hosts 54 parking spaces, which is within Code. The conversion of space would require 60 parking spaces. The Applicant is seeking 9 additional spaces at the rear of the site. A variance is required for impervious coverage which is over by 1.5%. The spaces would be composed of porous pavement so as to have little to no effect on the stormwater management. The proposed spaces would be 9' x 18' as opposed to the requirement of 10' x 20' by Code.

Robert B. Heibell, PE, of Van Cleef Engineering, reviewed the following for the Board:

Nine additional spaces would bring the total to 63 parking spaces. The existing curb would be taken out on the easterly side of the existing aisle. Porous pavement would be used for the new parking area, with curbing extended around. The look would blend in with the existing. The Applicant would have to come back with a formal application for site plan.

Van Cleef Engineering was not involved with the former owner for the design of the building. The neighbor to the north has made the Township aware of a drainage complaint. The Applicant met with that neighbor this afternoon. He is asking for a minor drainage modification adjoining his property, which will be implemented when the Applicant comes back with a formal site plan application. The neighbor has also requested the 6ft. fence be increased to an 8 ft. fence, which would require a variance. The Applicant will appease the neighbor and apply for the variance at the time of site plan. The neighbor is also asking for some landscaping, which the Applicant will provide.

The former owner was to dedicate 17 ft. of frontage along Route 206 which was not done. An access easement was to have been provided to the neighbor to the North which was also not done previously. The matter has been discussed with the neighbor, who has indicated he has no interest in the access easement. Such an easement be implemented, it would take away two parking spaces. Neither the neighbor nor the Applicant is interested in implementing this easement. When a formal application is presented, an affidavit indicating such would be presented during testimony.

Mr. Julian said the Planning Board and Environmental Commission have been recommending developers to use porous concrete, cement or pavers as a Best Management Practice. It is a good practice in way of stormwater recharge.

Mr. Visceglia said the Applicant is in contract with the OBGY practice, contingent on the additional parking spaces.

Mr. Julian cautioned that the porosity of the material needs to be maintained so that the material does not get clogged with sediment.

Mr. Visceglia stated the Applicant has used it previously in Raritan Center which has proven to be quite effective.

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Committeeman DelCore asked if a future tenant for the remaining vacant space would need additional parking.

Mr. Visceglia said it is a small section with no room for expansion so the need for an additional expansion of parking is not anticipated.

Vice Chairman Cohen encouraged meeting the needs of the neighbor regarding the fencing and landscaping.

Mr. Visceglia said they have come to an agreement with the neighbor. The neighbor's privacy is respected. Additional landscaping and a higher fence with some repositioning, should appease the neighbor's concerns.

Committeeman DelCore asked if the additional visitors to the site would impact the traffic for getting in or out of that location.

Mr. Heibell said they may bring back the traffic consultant to analyze the traffic at the time of the site plan application.

Mr. Visceglia said the Applicant believes the symmetry of the OBGYN and Urgent Care facility fits nicely, in that the OBGYN practices largely during the day, the Urgent Care practices at night. The additional parking is to be able to satisfy both of these tenants per the leases. The Applicant does not think there will be any heavier flow than any other office building of this size.

Mr. Merdinger spoke in favor of the request.

Mr. Venezia asked for clarification on the number of spaces required vs. requested for 55,000 sf. of usable space.

Mr. Visceglia agreed that only 22 spaces were required but that the OBGYN is requesting 26 spaces.

Ms. Shiffman had no additional comments.

The conceptual review concluded.

Vice Chairman Cohen noted for the record, the arrival of Board Member, Mr. Peason at 7:40 p.m.

Vice Chairman Cohen called for the next application.

Pierson Properties, LLC - 15-PB-05-MSRV - Block 151.09, Lot 220 (formerly known as Block 151, Lot 2) - 340 Valley Road. Applicant seeking Minor Site Plan Approval and 'c' Bulk Variances from Minimum Front Yard Setback (pre-existing nonconforming) and Minimum Rear Yard Setback (pre-existing nonconforming), for existing structures, to convert the pre-existing outdoor manufacturing concrete production facility to an asphalt production facility with new asphalt production equipment and delineated parking; and to eliminate the existing residential dwelling and convert to office use ancillary to the primary manufacturing use, on property in the GI Zoning District. (Additional reports provided 05-29-15 at the request of the Environmental Commission) (EC Reviews: 05-18-15 / 06-08-15).

Alexander Fisher, Esq. of Mauro, Savo, Camerino, Grant & Schalk representing Pierson Properties, LLC stated the following:

The application is for minor site plan approval; bulk variances for front and rear yard setbacks; and design waivers for lighting and the performance standards for noise. The Applicant is looking to convert the concrete plant to an asphalt plant, which is a permitted use in the GI District. The Applicant will keep or reuse almost all of the structures on the site; the height will be reduced by 12 ft., eliminate the nonconforming structure; eliminate the existing nonconforming residence into a support office; and reduce the average output from the former concrete factory and associated traffic by 50%.

Testimony will be provided by Engineer, Michael Ford, PE; Facility Director, Curt Mitchell; Operations representative, Slovak Mockyanko; Aztec employee, Catherine Sutton-Choat; Acoustic Engineer, Jack Zybura, PE; and traffic expert, Douglas Polenyak.

All six witnesses were sworn in.

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Michael Ford, PE, PP of Van Cleef Engineering was accepted by the Board and gave the following testimony:

A brief overview of **Exhibit A-1** – Colorized Aerial View of Existing Conditions with Overlay of Proposed, was given.

There is an existing nonconforming residential property with access to Valley Road on the property. In order to maintain the residence, a use variance would be required since a residence is not a permitted use in the GI District. The existing nonconforming residential use will be converted to an ancillary office use. The changes to the site are minimal.

The existing concrete manufacturing equipment will be dismantled and removed from the site and replaced with asphalt manufacturing equipment. The removal of the existing 72 ft. silo will eliminate the nonconformity for height which is allowable to 60 ft. per ordinance.

Two ‘c’ variances are requested; one for the front yard setback on the existing residence, 38.5 ft. existing where 150 ft. is required. The structure is in fairly good condition so the Applicant is looking to repurpose the structure rather than remove it. However, if the Board prefers not to grant that variance, the Applicant would be willing to remove the structure entirely. The second variance is for the structure in the rear of the facility, bordering the railroad which was originally granted in 1986.

The property is serviced by public water and sewer.

The Applicant would be adding pavement to an area to accommodate a structure but overall would be decreasing the net impervious coverage. The Applicant will remove some of the ramps and revegetate a portion of the site. 50% impervious is allowed, with the decrease in impervious, the Applicant would be at 40.5% impervious coverage. The overall disturbance is less than an acre.

Approval from the Soil Conservation District and the Somerset County Planning Board has been received. The Applicant will

agree to all 3 of the comments provided by the Fire Marshal. The Applicant will comply with all engineering comments of

Mr. White without further discussion, with the exception of lighting and landscaping on page 3 of 4 of Mr. White’s report. The lighting plan provided yielded comments from both the Planner and Engineer that the lighting is too high and too intense. The Applicant will comply but proposes to have a waiver for lighting so that the lighting would be at no more than 25 ft. in order to still be able to accommodate this type of facility, which is lower than the lighting for the expansion at the High School, which is 30 ft. in height. The lighting would be on timers and have what is referred to as house-side shields so that the foot candle at the property line is zero. The Applicant will comply with all grading and stormwater comments as well.

The Applicant will provide street trees where the Board’s professionals deem appropriate, and will provide buffer landscaping along the fence to supplement the existing outdoor operational area. The Planner’s suggestion to either supplement the chain-link fence gate or replace it so that you cannot see through it will be adhered to, to the satisfaction of the Board’s professionals. The gate would only be closed when the plant was not in operation.

The Applicant would be willing to make a contribution to the Sidewalk Fund rather than put sidewalks in at the GI Zone. A sidewalk was also suggested going from the existing house to the asphalt production area. The Applicant does not feel there is a need to have pedestrian traffic between the two and as such, would request a waiver, but would be willing to put this sidewalk area in if directed by the Board.

Ms. Shiffman asked about the truck parking / loading / storage areas.

Mr. Ford said they will be delineated on the plan. Currently there are no delineated parking spaces due to the nature of the operations. The plan will be revised to include an area where trucks are anticipated to be parked. There will be a containment area for the tanks. The site sign will be rotated so that you can see it from both sides of the road, with the address noted.

Mr. Venezia asked for clarification on the sanitary facilities.

Mr. Ford said if there is any impact to the lateral of the existing sanitary sewer while removing the existing equipment or installing the new, it would be repaired to the satisfaction of the MUA. The perimeter of the property will be screened.

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Open to the Public

Ronald Gasiorowski, Esq. - representing Kyle Day

- Mr. Gasiorowski said he is representing Kyle Day of Hillsborough. He asked Mr. Ford to confirm whether or not the existing structures related to the concrete facility will be removed, and what, if any structures would be retained, other than the existing house that will be used as an office.

Mr. Ford said the concrete manufacturing equipment would be removed. He pointed out the structures on the display that would remain.

- Mr. Gasiorowski said there is a complete change in the use of the property.

Mr. Ford agreed.

- Mr. Gasiorowski asked Mr. Ford to point out on the display where the 17 parking spaces would be delineated, and asked what consideration was given to determine the number of parking spaces, including the proposed office building square footage.

Mr. Ford said the 3 spaces provided are based on the anticipated need. He stated he did not know how many spaces were required by ordinance.

- Mr. Gasiorowski asked about the front yard setback for the office building.

Mr. Ford said the existing setback is 38.5 ft.

- Mr. Gasiorowski asked Mr. Ford if he agreed that a residential use was much less intense than an office use.

Mr. Ford replied he was not certain of the standard by which Mr. Gasiorowski was basing his determination on.

- Mr. Gasiorowski asked about moving the building.

Mr. Ford said he had addressed the matter earlier, that the Applicant would be willing to eliminate the variance and noncompliance existing use with the removal of the structure, if the desire of the Board. The Applicant's proposal is to make an adaptive reuse of an existing structure that is in fairly good condition.

- Mr. Gasiorowski asked if the structure was removed, if there would be existing facilities located on the balance of the site that could be utilized for administrative purposes.

Mr. Ford said that question would need to be deferred to the operations facility witness.

- Mr. Gasiorowski asked Mr. Ford for the breakdown of parking spaces.

Mr. Ford answered there are 17 spaces in total; 14 at the facility, 3 at the office.

- Mr. Gasiorowski asked about the paving of the lot.

Mr. Ford said the entire lot is paved. An existing ramp will be removed as part of the concrete plant and then that area will be maintained as pavement. Mr. Ford said it was unknown what was underneath the ramp.

- Mr. Gasiorowski questioned Mr. Ford on the Township's definition of "minor site plan", noting that a minor site plan would involve less than 10 parking spaces.

Mr. Ford deferred to the Planner's report. He said due to the nature of the operations, there were no delineated stripped spaces. Spaces were designated on the existing impervious area, at the request of Township Staff.

- Mr. Gasiorowski continued with more questioning on the matter of minor site plan vs. major site plan.

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Mr. Ford responded that the spaces already exist on the site; the Applicant is not adding pavement to create spaces, just stripping it. He said the essence of the ordinance is related to new pavement or the construction of new facilities that expand the operation. The facility exists as a concrete facility but will exist in the future as an asphalt facility.

□ Mr. Gasiorowski continued with questions about truck parking.

Mr. Ford noted the operations facility witness would be better suited to answer such questions.

Curt Mitchell of Pierson Properties, LLC, provided an overview of his position with the company and gave the following testimony:

Pierson Properties, LLC has been in existence since 1980. Pierson Properties has one other asphalt plant in Bridgeport, Gloucester County, which is a 92 acres site which houses an asphalt plant, a ready-mix concrete plant, a sand-wash facility, and a Class-B recycling facility. Pierson has a very good relationship with that township, so much so that the Mayor wrote a letter conveying the relationship between the municipality, its residents and Pierson. No complaints have been filed against that facility.

The DEP requires that the emissions of an asphalt plant be tested at least once a year, some more because of higher emissions. Pierson is one of the best plants, within the top 5 - 10% on emissions, so the emissions only need to be inspected and tested once a year.

The Hillsborough plant will run April through December. Asphalt and paving are weather sensitive; cold temperatures do not allow you to get proper compaction of asphalt. The 3 down months are primarily for maintenance and repairs on the plant in anticipation of the upcoming production season. Normal operations run from 6:30 a.m. to 4:00 p.m. It is an industry standard to run the trucks early and finish early, so as to avoid trucks having to be in traffic.

Vice Chairman Cohen asked about the employee counts for both on and off times of the year.

Mr. Mitchell said he would see this facility having 6 employees at the plant and 1-2 in the office, but it could grow to more over time. He did not anticipate having trucks parked there though. Gibraltar Quarry would be the main source of aggregate. Initially, it is common to have Quarry trucks pick up and deliver the materials but in time it may be more cost saving to buy two trucks and hire two drivers to pick up the material. The end product would be picked up and delivered by the customer.

Pierson estimates they will be able to reach 100,000 tons of asphalt per year. The concrete facility was averaging 150,000 tons per year. Concrete is sold by the cubic yard, asphalt by the ton. The truck route will be the same: right on Valley, right on Farm, left on Triangle, right onto Route 206 South, to County Rt. 601 to Gibraltar Quarry. Gibraltar will deliver aggregate to the plant and go back the same way. Trucks leaving with the finished product would take the same route going south. Trucks going north would make the right on Valley, left on Roycefield, right on Dukes, and left onto Route 206. These are the routes Pierson would enforce the trucks to go. Pierson would enforce that the drivers not use Auten Road. If granted approval, the next step would be to apply for demolition of the concrete production facility as well as the railroad rails. There is no intension to use any rail facility on this property. Mr. Mitchell reviewed the buildings for the site on the display. The intension is to use the garage for maintenance and repairs; the other building would have a small cafeteria, bathroom facilities and a storage area for small parts; the trailer would be used as a quality control lab. All necessary DEP permits would have to be acquired.

Ms. Shiffman asked if Pierson only anticipates a need for 9 parking spaces, why 17 spaces are being represented.

Mr. Mitchell said that number takes into account future hope for expansion over time, but that the number could be cut down.

Mr. Fisher asked if Pierson Properties would be willing to limit the number of parking spaces to 10 initially.

Mr. Mitchell agreed.

Ms. Shiffman asked for an overall review of the operations.

Mr. Mitchell described how the trucks coming in from Valley Road would proceed, based on whether or not they were dropping off aggregate or picking up.

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One truck will carry about 24 tons of aggregate materials. That averages 8 trucks per hour, taking into consideration 100,000 tons of asphalt per year. To manufacture 100,000 tons, you need to take in 100,000 tons of aggregate.

Mr. Merdinger asked about the oil.

Mr. Mitchell said the oil represents about 5% of the finished product. 100,000 tons of asphalt requires 95,000 tons of aggregate, 500,000 tons of asphalt oil. A closed tanker will enter the site and pump the oil into one of the tanks on-site. This is a self-contained facility. Should a leak occur, the oil will solidify at 300 degrees or less; it would not go into the ground.

Mr. Venezia asked about the stockpiling area located at the westerly portion of the site.

Mr. Mitchell said this site is in close proximity to the quarry. The further you are away, the more you need to stockpile. There will not be a need to have large stockpiles on this site. Mr. Mitchell said he was not certain whether or not the stockpiling would be contained in bins.

Mr. Mitchell showed the areas for the 3 stockpiles on the display.

Mr. Merdinger asked about the use of fines and means of dust control.

Mr. Mitchell said fines would be used but that the dust would be controlled by watering down the piles.

Mr. Julian reviewed the findings of the Environmental Commission (EC), noting the Commission had met twice with the Applicant over a period of 3 weeks.

Mr. Julian stated the Commission was concerned with the dust control and the odors. He said a solution was reached about the noise. There is no stormwater management plan in place. A spill prevention plan needs to be provided. Any ISRA issues need to be addressed.

Mr. Bernstein reviewed the 06-09-15 EC report, asking the witness if Pierson would be agreeable to conduct a formal noise assessment in accordance with N.J.A.C. 7:29-1 and 2, once the facility is in operation.

Mr. Mitchell agreed.

Mr. Bernstein asked if the Applicant would agree that all necessary stormwater permits and NJPDES operations and otherwise would be obtained.

Mr. Mitchell agreed.

Mr. Bernstein asked if the Applicant will obtain all permits necessary for stormwater management.

Mr. Mitchell agreed.

Mr. Bernstein asked if the staging of the trucks would only be on-site and not on Valley Road.

Mr. Fisher agreed.

Mr. Bernstein asked if the Applicant will provide a SPCC Plan, as a condition of approval.

Mr. Fisher agreed, noting it is required.

Mr. Bernstein asked if the Applicant would agree to provide any ISRA and AOC approvals that have been acquired, and that it will produce such relative to the final clean-up as to the rail siding.

Mr. Fisher agreed to all noted, as a condition of approval.

Mr. Fisher said the plant may need to operate on Saturdays.

Mr. Bernstein said he was addressing the Environmental Commission report only and that the 3 remaining outstanding issues noted in the report will need to be addressed by other witnesses.

Ronald Gasiorowski, Esq.

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- Mr. Gasiorowski asked questions about testimony already given by Mr. Mitchell, and asked about the silos.

Mr. Mitchell said there will be 3 silos on-site, at a height of 60 ft.

- Mr. Gasiorowski asked about the end of day time and operations.

Mr. Mitchell said the only reason operations would be running after 4 p.m. was if you were running at night; you would not be making asphalt for the next day.

Mr. Mitchell reviewed the paths the incoming and exiting trucks would take within the facility using the display, at Mr. Gasiorowski's request.

- Mr. Gasiorowski asked about various daily operations.

In response, Mr. Mitchell said the output would vary but it would roughly be the 9 production months divided by 5 days a week, divided by that number of weeks. He said he is aware that State and Turnpike paving is done at night. He estimated trucks would be coming and going within a maximum 10-15 mile radius. It takes only seconds for a truck to be loaded with asphalt. He estimated 56 trucks in and out within a day.

- Mr. Gasiorowski asked about truck queuing and idling.

Mr. Mitchell said he has made it clear they will not allow trucks to idle out on Valley Road. There can be some trucks idling at the site. The trucks going in and out will be the same - dump triaxles.

- Mr. Gasiorowski asked if the aggregate would only be delivered between the hours of 6:30 a.m. and 4:00 p.m. but that the pick-up may be dictated by the needs of the industry, as far as when the asphalt will be put down on a roadway.

Mr. Mitchell agreed.

- Mr. Gasiorowski asked for clarification on the number of truck to visit the site in a day.

After some discussion Mr. Mitchell said the question should be answered by another witness.

BREAK

Vice Chairman Cohen announced that testimony would not be taken after 10:00 p.m.

Catherine Sutton-Choat of Aztec stated she is an Environmental Engineer with 18 years of experience, primarily working on the environmental designs of the equipment that goes on the hot-mix plants. She reviewed her credentials, was accepted by the Board and gave the following testimony:

Ms. Sutton-Choat reviewed the layout of equipment within the plant and the process by which the material is loaded and processed. Any fumes coming off of the asphalt cement when it is heated are pulled back into the mixing zone through the combustion zone, and incinerated by the flame. This will minimize the smoke during the mixing process. In years past, one could smell an asphalt plant long before you could see it, but that is no longer true due to the environmental regulations imposed on this industry. The bag-house will be filtering 100% of the gases pulled out of the drum and capturing the fines. The fines from the bag-house will be conveyed back over to the mixing zone of the drum, to be included in the mix. Finished mix will then drop out of the drum into a hopper of a drag conveyer and into silos. The silos have an approximate 150 ton capacity in order to comply with the 60 ft. height restriction.

There will be 3 vertical storage tanks housed within a tank farm with a containment wall around it. Aztec's structural engineer sized the tank farm walls to hold about 110% of the capacity of one tank. If there was to be a leak, the walls could contain 110% of any one tank and still have enough room for the other tanks to be sitting in there. Should a leak occur, it can simply be picked up with a shovel after it cools; it is not a toxic product. In fact, asphalt cement is used to line water reservoirs and water pipes all over the country.

This facility will also have the ability to make warm-mix asphalt. Hot-mix asphalt is generally at 300 degrees, with light ends at about 275 - 280 degrees. Warm-mix asphalt can be mixed at lower temperatures without the smoke. Any odor is virtually eliminated.

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Mr. Julian asked Ms. Sutton-Choat, in her professional opinion, if she anticipates any odors coming off of this plant.

Ms. Sutton-Choat said she did not, under most operating scenarios. There could be some atmospheric conditions where odors could be detected; it all depends on the sensitivity of the receiver. With modern plants, everything is enclosed so that the fumes do not get out, but get incinerated, which is environmentally sound. The burner on this plant will be the best burner available for this area. Several years ago, New Jersey updated the requirements for the state of the art requirements for hot-mix plants. They originally proposed lower emission rates than are currently in place for this exact burner for one of Aztec's other customers in New Jersey. Aztec is one of the only manufacturers that meet these standards.

Committeeman DelCore asked how long the production process takes to fully fill the silos, based on the equipment.

Ms. Sutton-Choat said this plant has a rate of capacity of 400 tons per hour, which would not quite fill all three silos, which have a 450 ton capacity. Most of the time, a plant runs 60-75% capacity so as to be able to run at a reduced rate while keeping the plant running. It is very difficult to start and stop production. It can be done, but it is not the most efficient way to run operations.

Mr. Fisher asked if this plant will have emissions lower than DEP SOTA requirements.

Ms. Sutton-Choat stated it would.

Mr. Fisher asked if this plant will produce any vibration that could be detected by a person.

Ms. Sutton-Coat said it would not. It does not transfer vibration that would be detectable by a human to the ground.

Mr. Fisher asked if the plant machinery itself produces any glare.

Ms. Sutton-Coat said it does not. The only light source associated with the plant itself is the burner flame, which is contained inside the dryer; you will not see the flame from the outside.

Vice Chairman Cohen asked what the lifespan of the equipment would be, running 200 days at approximately 60-75% capacity.

Ms. Sutton-Choat said this plant will probably last 20-25 years or more.

Ms. Sutton-Choat was asked about safety features regarding weather damage.

Ms. Sutton-Choat said the structural engineers take into consideration wind load for the area, so safety features will be built in.

Committeeman DelCore asked how long it takes to create the plant and get all of the equipment functional.

Ms. Sutton-Choat said it can probably be manufactured within 7 weeks, a little longer to install it.

Mr. Fisher asked if the plant will comply with all Township Building and Fire Codes.

Ms. Sutton-Choat agreed.

Mr. Fisher asked if there will be any radioactivity produced or any discharge of any effluent from the plant.

Ms. Sutton-Choat said there would not.

Ms. Sutton-Choat said fugitive dust off of the stockpiles must be addressed in the Applicant's operating air permit so the Applicant will need to have a plan in place, dictated by the DEP.

Committeeman DelCore asked for clarification on the times of production.

Ms. Sutton-Choat said it can vary, but if doing a long paving at night, they will need to use more than can be stored. There may be times when they need to operate at night. If the tanks are filled to the capacity of 450 tons, they can continue to load trucks until later in the evening. It all depends on how much mix is needed over the

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course of the evening. The mix can be stored in the silos for more than 4 days, possibly up to 7. Trucks can be loaded first thing in the morning before starting the new mix.

Ms. Shiffman asked Ms. Sutton-Choat to address the noise of the equipment itself.

Ms. Sutton-Choat said the equipment has motors, operating gates, cylinders and the like, so all of the equipment makes noise. There will be silencers on a lot of the equipment to meet the Noise Ordinance.

Ronald Gasiorowski, Esq.

- Mr. Gasiorowski asked about the manufacturing of silos that are lower than 60 ft.

Ms. Sutton-Choat said the silos Aztec produces are typically higher. Aztec also does custom silos but they do not have a silo lower than 60 ft. in their product line. The silos are designed at a certain height because of the way they feed. They have a special cone height angle so that the first material in, is the first material out, to avoid segregation of materials.

- Mr. Gasiorowski asked about the manufacturing of hot-mix vs. warm-mix.

Ms. Sutton-Choat said the plant can manufacture both, but cannot do it simultaneously. However, you can switch quickly from one to the other simply by turning the water pump on to the asphalt nozzles. Warm-mix has a longer haul life than hot-mix because it is not at those elevated temperatures and does not cool down as quickly.

- Mr. Gasiorowski asked for a brochure or exhibit showing the silos.

Ms. Sutton-Choat said their brochures do not show custom silos. The equipment has not been fully designed yet because it has not been purchased yet.

- Mr. Gasiorowski asked for more details on the silo.

Ms. Sutton-Choat said there is a deck around the silo so one can perform maintenance. The deck is below the 60 ft. height. The highest point of the conveyer drag is at 60 ft. The silo itself is at 45 ft.

- Mr. Gasiorowski asked when he or the Board might be able to see the engineered plans for the silos.

Ms. Sutton-Choat reiterated that the plans for these specific silos had not been designed yet since they had not been purchased. She said similar plans of silos designed for other facilities could be provided, but not the specific plans.

- Mr. Gasiorowski asked Mr. Fisher if such plans could be produced.

Mr. Fisher said he would have to look into it.

- Mr. Gasiorowski asked about details of the rolling bin that will produce the asphalt.

Ms. Sutton-Choat said the drum-mixer is a standard product, but that she did not bring any plans with her.

Mr. Fisher pointed out the plans of the plant were provided to the Board as part of the application.

- Mr. Gasiorowski reviewed the plan and then asked if the plan he was looking at be marked as an exhibit.

Mr. Bernstein reviewed the plan and then agreed Mr. Gasiorowski could be provided with a copy, and that the 3-page plan would be marked as Exhibit A-2.

- Mr. Gasiorowski asked for more details on the drum-mixer.

Ms. Sutton-Choat said storage capacity has nothing to do with the capacity of the drum. The number of silos to the drum size is not related; it is a matter of preference. The equipment itself is housed outside. The bag-house is located adjacent to the drum. Recycling bins are to the west.

- Mr. Gasiorowski asked for more information about the recycling capabilities of this plant.

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Ms. Sutton-Choat said this plant can process recycled materials. Recycled materials have been extensively studied; it is not a leach. Ms. Sutton-Choat said she could not answer as to whether or not the recycled material will be pre-processed on this site or done so beforehand.

Jack Zybura, PE, of Lewis S. Goodfriend & Associates, Acoustical Engineer, reviewed his credentials, was accepted by the Board, and gave the following testimony:

New Jersey has a state wide noise regulation, enforced by the NJDEP. The limits are 60 dB(A) (decibels) during the day (7 a.m. - 10 p.m.); 50 dB(A) during the night (10 p.m. - 7 a.m.). The design for this plant will be for the nighttime requirements, for the rare occurrence it will operate at night. He said he believed it will be possible to meet those ordinances.

The Township has a section in its Code, Section 188, according to old standards. These standards have been out of date since the 1960's. There are no longer any meters that can measure to those standards. The manufacturer's data is not in the correct format either. NJDEP requires that municipal regulations be submitted to the State. To date, Hillsborough has not done so.

Mr. Fisher asked Mr. Zybura to review what is done in a formal noise assessment.

Mr. Zybura said if requested by the Board, a formal noise study would be done after the plant is up and fully operational to confirm it is meeting the standards and procedures of the NJDEP. He said they fully expect to comply with those standards.

Committeeman DelCore asked if the noise is contained or if it spills over to the surrounding area.

Mr. Zybura said it is contained in the sense that some of the equipment will have silencers on it. Local barriers and enclosures can also be installed around certain pieces of equipment. A set of ambient measurements of the base line measurements were performed. They range between 50 dB(A) to 68 dB(A), depending on the time of day and what is going on. If the adjacent property has a truck driving on it, it can get up into the 60-70's range. A passing train could be up in the 80's if you are within 20 ft. of it. The plant will be quieter than a passing train.

A continuation date for the application was discussed. Mr. Fisher selected July 9th.

A motion to carry the application to July 09, 2015 without further notice was made by Mr. Conard, seconded by Deputy Mayor Burchette. All were in favor; none opposed. Motion carries.

Mr. Bernstein noted the next scheduled meeting will be held on June 25th.

ADJOURNMENT

The meeting adjourned at 10:00 p.m.

*Submitted by:
Debora Padgett
Administrative Assistant / Planning Board Clerk*