

**TOWNSHIP OF FALLS
PLANNING COMMISSION MINUTES
FEBRUARY 26, 2013**

Meeting commenced: 7:30 p.m.

Meeting adjourned: 8:40 p.m.

Members present: Binney, Boraski, Dell, Goulet, Perry, Rittler

Members absent: Shero

Also present: Joseph Jones, P.E. from T & M Associates; Christopher Marchesi and Stephen Benben (Triton Environmental) representing International Salt; Rich Kolenda from International Salt; Tom Bennett, Chief Code Enforcement and Zoning Officer; Diane Beri, Recording Secretary

REORGANIZATION OF THE BOARD

- Chairman – Brian Binney
- Vice Chairman – Rick Rittler
- Secretary – Jeff Boraski
- Day and time of meetings: 4th Tuesday of each month beginning at 7:00 p.m.
- Member Boraski will remain on the Biles Island Committee
- Members of Planning Commission will share the responsibility of attending the Economic Development Committee meetings on the 4th Thursday of each month.

Item #2: International Salt (Phase III), 1121 Bordentown Road, Morrisville, PA 19067; TMP #13-050-003; Zoned: HI, Owner of record: WMI Properties, Inc.; Land Development (proposed improvements of 5.5 acres to expand current salt facility)

Mr. Marchesi presents the application to the Board. International Salt business provides salt products to various customers with different uses, such as de-icing products, water conditioning, animal feed mix and other purposes. Their parent company, K+S, a few years ago, purchased Morton Salt and since that purchase the two companies have been looking at ways to evaluate synergies between them. A goal is to move forward with a consolidation at this location if this project is approved.

A brief overview of the Phase I and Phase II projects is given. The proposed project is a Phase III expansion of the overall facility, which involves construction of one bituminous concrete pad on the west side of the detention basin to the currently existing concrete pads. The new pad is 345 feet by approximately 482 feet. On the plans we identify the pad as holding two different types of salt, but this could change in the future as there is very little difference between the salts.

Assuming the project is approved, one of the Morton facilities would be closed down in Perth Amboy, New Jersey. However, no final approval to do this has come from K+S yet as they are awaiting approval for this project. The project will increase the number of employees at International Salt's packaging plant only by approximately 25 employees; however, no additional employees will be necessary for the pad proposal currently before the Board.

After detailing how the salt product is moved onto the currently existing pads, Mr. Marchesi explains that there is a detention basin which supports those existing pads, with an outlet of a reinforced, underground concrete pipe to a swale that ultimately discharges to the Delaware River. The expansion is on the west side of this detention basin.

Mr. Marchesi stated that the footprint of the pad is relatively flat so there's very little grade change. A geotechnical company was hired who found that the site soil is compressible, and they've accounted for

that in their design of the pad. It is important to have these pads drain properly and so they've built in a design that will account for the predicted differential settling on the site.

Mr. Marchesi states that the project involves no export of soil or aggregate material. The plan is to grade out what is currently there, to compact it, and then import whatever material is needed to bring it to the desired grade. Although not required, we have included in the plans a geo-membrane liner, both for structural integrity and as a protective measure to protect groundwater in the area.

The most important part of the project is the drainage from the site. There is a haul road that exists to the right which is used currently. We plan on paving this haul road, so anything within the leased area of the site will be paved which keeps down dust, separates the sediments from the salt for a cleaner operation, and creates an impervious surface which also allows us to control stormwater runoff.

Mr. Marchesi further states that a problem they've been dealing with is trying to eliminate direct precipitation and stormwater run-on with the salt piles. Run-on means there is drainage that is running in and underneath your stockpiles which is not an ideal situation. This can be avoided when designing the pads, raising them up slightly so that there is no possibility of run-on.

Mr. Marchesi states the next concern is covering the piles of salt. That is being done at the existing site and will continue to be done in the future. The ships come in, the salt is transported to the stockpiles which are built and shaped and the cover gets put on. More salt arrives, the cover gets peeled back for more salt and then re-covered. It's called a stage covering process. Essentially, you are eliminating as much contact with direct precipitation as possible.

Once you have a cover on the pile, you now have an impervious surface where stormwater will run off of it. A Jersey barrier is typically placed right at the base of the pile. The pile is built up to the height of the barrier and the top of the pile wedged to direct stormwater in the preferred direction of the runoff. The problem with this is divots occur where the barrier and cover intersect. Ice and rainwater will build up there and break the cover, which means there is a direct conduit or funnel for precipitation to get through and to get into the pile.

In this expansion project, we are trying something different. The Jersey barrier will be moved 10 feet away from the base of the pile. We are taking the cover over the salt pile, continuing it over the 10 feet and then up and over the Jersey barrier.

Member Dell asks if the pile is not going to "walk" over to the Jersey barrier.

Mr. Marchesi responds that will not occur.

Mr. Kolenda states that this will be controlled by the 30 degree angle of the pile, and the skill of the people on the wheel loaders building the pile. The proposed piles are not going to be driven upon; they'll just be stacked so we will be limited to the height of the load reach.

Member Dell asks if they are stacked by conveyor.

Mr. Kolenda states that they are stacked with the wheel loader.

Mr. Marchesi states that the maximum height of the salt piles will be 15'. They will be a lot smaller than the currently existing piles.

Member Dell asks if there is a disadvantage to stacking the piles higher.

Mr. Marchesi states that with the type of salt being stockpiled here, you don't want to crush the crystalline structure.

Mr. Marchesi states that with this new method of covering the salt, what is being created is a line channel all the way around the pile. The goal is to keep all the water off the salt, keep it in the line channel and then discharge it to the catch basins that are strategically located.

Member Binney asks that if the liner is going to be on top of the inlets – how is the water going to get into the inlets?

Mr. Marchesi states that the liner will not be over the inlets, but within the 10' space between the end of the pile and the Jersey barrier, and as you peel back the liner and the pile recedes, it will expose these different catch basins that are running along the pile.

Member Binney states that the barrier is around the whole perimeter and based on your detail, it's going from the barrier, across the ground, to the pile covering the inlets that are in that area.

Mr. Marchesi responds that when the pile is fully built up and covered, the only catch basin that would be exposed would be this one at the end of the pad near the haul road. As the pile recedes and the covering is peeled back, other catch basins will be exposed.

Mr. Kolenda explains that the larger of the two piles is built with the capacity of one ship. It will then take us months to package and process in bags.

Member Dell asks if any of that product is for bulk.

Mr. Kolenda replies that none of the product is for bulk. He further explains that it will take months to package it – that's why the covering system is important so as we peel it back, the drainage works.

Mr. Marchesi says that the concept of the lined channel will greatly improve the management of stormwater at this site.

Member Binney questions the purpose of the backflow preventer. Does water from the river come up into here?

Mr. Marchesi states in order to accommodate the additional storage needed from these new pads, the elevation level in the basin will increase, the outlet pipes will be submerged and we don't want a backflow from the detention basin, through these channels and directly into the pads.

Member Binney asks what storm causes the pipes to be underwater.

Mr. Benben responds that the way it's designed now, the detention basin expansion is designed to accommodate a 100 year storm, although technically any storm could submerge the pipes.

Mr. Marchesi continues that they are using the same detention basin as in Phase I and Phase II with some improvement modifications. The goal is to not increase the discharge rate beyond pre-development conditions and we are achieving that through this design, although it does increase the storage capacity of the basin. We need to increase the elevation of the basin, and we are putting in a low concrete wall because of the proximity to the haul road.

One other improvement is a riprap bottom to the basin. There's been attempts made for a vegetative swale, but that has not been successful on the bottom of the basin, just on the slopes of the swale.

From the detention basin, we enter into the outlet channel. No changes proposed to the width, length or slope of this channel. We would remove the riprap, put in a geo-membrane liner, and put the riprap back on top of the liner. We also have an NPDES permit and have applied for a modification.

T&M Review Letter of February 19, 2013

All sections are a will comply with the exception of the following waivers:

191-38(B) (lighting plan for all parking areas)

Member Binney questions if International Salt works at night.

Mr. Kolenda responds that with the existing pads, they are very weather-dependent. If there is an occurrence, we will have extended hours and our parking is consistent with past practice. With the expansion, we don't envision running this operation out of normal working hours which would primarily be daylight hours.

Member Binney questions where the employees currently park.

Mr. Kolenda responds that they currently have parking for one person in our stalehouse (??) and that is located right by our weight trailer on our outbound scales. It's a one-person operation.

Member Binney questions if that area is lit for nighttime traffic.

Mr. Kolenda states they have solar lights towards the rear of the trailer, and the natural illumination out of the trailer.

Mr. Marchesi states that the difference between existing and expansion is that the expansion is not weather-dependent as the salt will be packaged in the plant. The transport of the salt over to the processing plan will be done during daylight hours.

Member Binney asks if that plant runs at night.

Mr. Kolenda states that providing they get all the approvals, this plant should run 24/5. We have at our packaging facility ample parking illumination. The activity here at the proposed new plan is going to be daylight only.

Member Binney asks what kinds of truck transport the salt over to the packaging plant.

Mr. Kolenda states tri-axle trucks.

191-78(C)(1) (survey of property)

Mr. Binney asks if this will be a limited waiver to show the leasehold.

Mr. Jones states that they are going to show the leasehold and show it with metes and bounds and show a tie-in to the overall boundary and we will interpret as a compliance, so no waiver necessary.

191-78(C)(2) Partial waiver

Discussion occurs between Member Binney, Mr. Jones and Mr. Marchesi regarding the check valves and the 6" curb on the haul road and where the drainage will go off the pads when the check valves are closed.

Mr. Jones states that the drainage collects in the long, flat swales, those swales will fill up and there's enough height on the upstream side to push the water through the backflow preventer before it floods the pad.

Mr. Marchesi states that's exactly right.

Member Binney asks Mr. Jones what is his opinion of the impact of this cover over the inlets.

Mr. Jones states he has a note to ask if the bottom inlets have enough capacity to take the runoff from the entire pad without bypassing and flooding out the haul road. Calculations supporting this design must be supplied with the next revision.

Mr. Marchesi states that this is addressed in their response to T&M's letter.

Mr. Jones asks if there is enough capacity for that swale to have the water flow towards the lower two inlets without spilling out onto the haul road.

Member Dell asks if the pipes increase in size since the back ones will be the least used, so the front pipes would be biggest.

Mr. Marchesi states that they have taken that into consideration in their calculations.

Mr. Jones states that he was unaware that this expansion would create an additional 25 employees at the packaging plant. If that's the case, a schematic of the available parking and a calculation showing the excess capacity must be provided.

Mr. Marchesi requests preliminary and final land development approval.

Member Binney requests a motion.

Member Rittler makes a motion to grant preliminary and final land development approval for International Salt, TMP 13-050-003, at 1121 Bordentown Road, Morrisville, based on a T&M letter of February 19, 2013, with waivers granted for 191-38(B), and a partial waiver for 191-78(C)(2), and amended to require calculations that show that the inlets that will receive the full runoff from the pad, when at full storage, have adequate capacity, and that there will be a calculation and plan revision provided for the increase in parking at the packaging plant as well as compliance with all other comments in the T&M review letter and other Township professional review letters.

Member Dell seconds.

All in favor 6-0

APPROVED FOR PRELIMINARY AND FINAL LAND DEVELOPMENT

**Item #3: Viking Associates, Trenton Road, Morrisville, PA 19067, TMP #13-028-012-002
Review of the proposal to Amend the Zoning Map from Age Qualified (AQ) to High Density Residential Townhouse (HRTH)**

Member Binney gives a brief history of the project. The zoning change is being implemented to minimize the impact of what Viking proposes (a 7-story structure) to high density residential, not age qualified. By doing so, it will restrict the height of the buildings to 2-stories, and while allowing some denser buildings to be constructed, it also has requirements for buffers that would protect the residential neighborhoods behind it.

Member Rittler entertains a motion for recommendation of the zoning change.

Member Dell seconds.

All in favor 6-0; APPROVED FOR ZONING CHANGE

**Item #4: Village Park Elementary School, 75 Unity Drive, Fairless Hills, PA 19030,
TMP #13-018-025; Review of proposal for possible closure of Village Park Elementary School**

Discussion occurred on the school district's intentions with regard to selling or leasing the property. Member Dell indicated that he would not want the school district to sell the school and property, perhaps using it as a facility for the community. Member Rittler stated that a report he saw said they would either mothball it or use it for the Intermediate Unit. Member Binney mentioned that when deciding on closure, the school district was not going to close schools that had major renovations, so that only left Fallsington Elementary and Village Park.

As this is a school district matter, no vote was taken.

Item #5: Minutes from December 20, 2012

Motion to approve December minutes made by Member Binney, seconded by Member Dell.

All in favor 5-1, Member Goulet abstaining.