

Public Hearing July 13, 2020
RE: IUP Application for Hanson Pit

Planning Board met at 7PM on 7/13/2020 to discuss the IUP Application from Chard ___ for mining at the Hanson Pit in San Francisco Township. All 3 board members were present and 8 residents. Because of technical difficulties with the Zoom app meeting begin at 7:11.

An updated application with 2 changes has been received. These changes are to allow asphalt and concrete recycling and increase the number of trucks allowed to 30/hour.

Dan Chard explained that these two changes are the only thing different than the permit that they have been working under for the last 6 months.

Doug asked about the timeline for the IUP. Dan would like to see more than 5 yrs. Perhaps 10 or 15.

Hearing was open for public comment:

Phil Solseng: sent 4 written suggests to town board. 1. Time line should be appropriate for changes. 2. Bond should be enough to proper restoration if needed. 3. Traffic should be 24 unless there is another study done and it suggests more would be safe. 4. Recycling. There should be limit on amount that can be stored on site as stockpiles leach out. There should be liners and nearby water should be monitored. One other issue is noise from gate slamming and jake braking.

Doug will look into leaching and liners for stock piles

Brenda Harris/Aspen Rd: If asphalt crushing is allowed she is afraid of even more noise. This pit disturbs the enjoyment of all the properties around it. The neighborhood homes were built before the pit was active and it has devalued their homes. The road is dangerous! This also affects the local residents. Who is responsible if the area wells get contaminated?

Terry Juerissen/home backs to mine: Noise at his home is unbearable. He built in 1984 when the pit was not there. Stucco is literally falling off the ceiling in his home. How is the board going to keep the noise level down if the pit is allowed to expand?

Ken Turnquist: also sent letter. Concerns – asphalt crushing causes pollution and more noise. Mine is only 10' above the MN River. Suggested crushing in winter when homes are closed up. Noise is too much now. He built in 1973 when there was little to no mine activity. Public hearing never addressed the 120 Acre change. Ken begged the board to keep the trucks limited to 24 until the road is improved. He would like to see repercussions for violations.

Doug stated that weekend noise may come from other local hauling.

Chards offered to answer the phone for complaints anytime. Call the number on the sign. They do not work weekends. The current IUP allows for rock crushing now. Asphalt would quieter.

Kellen Schmidt/Market Ave: Trucks are controlled by the county when they're not in the pit. The residents should start calling the county about the road and the jake braking and the dangerous driving. Kellen knows the Chard brothers and they run a quality operation that creates revenue for the township.

Claudine Solseng/Carver Bluffs: Would suggest a 10yr permit. Asked if an IUP can be amended? Wants only 24 trucks allowed. If the road was improved it could maybe be

amended to be increased. Based on 2005 traffic study more than 24 is dangerous. Trucks are bigger now. They are already more dangerous just by size. She is concerned about crushing sending pollutants into the river.

Linda Turnquist/High Bluff: Just say NO. She thinks there should be better notice to residents when big issues are discussed. Over 60 homeowners have signed a petition to limit the mining allowed in a neighborhood. Town board is responsible to keep levels bearable to residents.

Dan Chard said crushing material would be dumped on a layer of blue clay. 30 ft above the water level. Crushing is done in most residential areas because it is not contaminated material. They propose to do about 50-50 asphalt and concrete. Mostly during the winter months.

Kevin asked how many trucks are going now? Dan said 16/18 per hour. Only reason they ask for more is that they have contracted work and then a small contractor comes in for a few loads they would have to turn them down. This gives them flexibility. If trucks don't come from their pit they will be using that road anyway to access the metro.

Larry stated that crushing is the green way to go now to reuse material.

Phil said that grinding concrete and changing it's size makes it volital and could cause leaching. An expert should be consulted.

Doug also has concerns about instability and leaching.

Larry wondered if the EPA should be regulating this?

Chards will reach out to their engineer. They would be willing to compromise and allow 30 trucks after rush hour for midday flexibility. Dan explained that grinding concrete is no louder than the rock they are grinding now. Most noise comes from hauling in wet material for reclamation.

Terry: there should be a stop sign for the trucks leaving the pit as they tend to just pull out. How about a caution trucks hauling on the road.

Chards: are not opposed to more signage. They will try to place a stop at the exit.

Motion to close the public hearing. 2nd. Passed.

Zoning Board discussion:

Larry – recycling is happening everywhere. Trucks come from somewhere even if not the Hanson mine they are on that road. He doesn't think they are asking too much.

Kevin – Can see neighbor complaints about noise. No one wants to sit outside and listen to a mine. Board should respect that. OK with 24 trucks and 30 during the day.

Doug – Good idea to add more trucks later. Recycling could be limited to winter after sunup and restrict the size of the pile. He would like to know more about the environmental impact. Crushing hours can be limited in the IUP.

Larry motioned that the IUP be approved with 24 trucks from 7-9 and 30/hr after 9AM. Allow crushing Nov 15-Apr 15th during daylight hours.

Motion 2nd. Passed.

It will be recommended to the board.

Adjourned