

**WASTE MANAGEMENT OF NEW JERSEY, INC.  
Lots 14.11, 16.11, and 23, Block 4230  
283 NJSH Route 34, Old Bridge, NJ 07747**

**Township of Old Bridge Planning Board  
Amended Preliminary & Final Major Site Plan & Conditional Use Permit  
March 2020**

**NARRATIVE DESCRIPTION OF APPLICATION:**

Waste Management of New Jersey, Inc. (“*WM*” or “*Applicant*”), seeks Amended Preliminary and Final Major Site Plan Approval and Conditional Use Permit (“*Application*”) from the Township of Old Bridge Planning Board (“*Board*”) to permit the construction of a compressed natural gas (“*CNG*”) vehicle fueling system with associated site improvements to facilitate onsite refueling of natural gas powered waste hauling vehicles (the “*Project*”) at property located in the Township at 283 NJSH Route 34 and identified as Lots 14.11, 16.11, and 23, Block 4230 on the Township’s Tax Map (the “*Property*”). The Property is approximately 4.89 acres in area and located in the Township’s Economic Development Opportunity District Zoning District (the “*EDO-1 Zone*”). The Zoning Official issued a Zoning Denial on October 22, 2019 directing Applicant to file the instant Application to permit the Project.

Converting to CNG fueling is part of WM’s companywide environmental initiative. WM operates a fleet of over 6,500 natural gas vehicles, which is the largest heavy-duty fleet of its kind in North America. WM’s CNG powered vehicles emit nearly zero particulate emissions, cut greenhouse gas emissions, and are quieter than the existing diesel vehicles. For every diesel vehicle replaced with CNG, the company reduces its use of diesel fuel by an average of 8,000 gallons per year along with a reduction of 14 metric tons of greenhouse gas emissions per year. Changing from diesel to CNG will improve air quality near the site and within the community.

The proposed CNG fueling system will connect into the existing natural gas utility main along Route 34 via a lateral connection. The gas is compressed and stored within a designated equipment area. The equipment area is fenced and has gated access, and will be secured by safety bollards. The CNG is delivered from the equipment area to an overhead truss system located above the existing waste hauling vehicle parking spaces. The vehicles are connected to the truss system and are refueled over time. The proposed CNG system is successfully in use in hundreds of location in the United States and currently WM has CNG fueling systems in Trenton, Camden, and Toms River, NJ.

The Property is presently improved with two buildings and accessory structures, two diesel fuel dispensers, and gravel parking areas for employees and the existing diesel powered waste hauling fleet. Applicant received Preliminary and Final Major Site Plan Approval and Use and Bulk Variance Relief from the Zoning Board of Adjustment by resolutions of approval adopted on October 16, 2003, and January 19, 2006 (“*Prior Approvals*”). The Property was located within the OG-1 Zone at the time that the Prior Approvals were granted, and use variance relief was required to permit the expansion of the preexisting nonconforming office and vehicle repair business. Currently the Property is located in the EDO-1 Zone and the business office use is permitted, and the automotive repair and maintenance use is conditionally permitted.

Applicant proposes to phase out the existing diesel powered fleet which will be replaced with a fleet of vehicles powered by CNG. The total number of waste hauling vehicles on-site will remain the same and no traffic impact is expected. It is anticipated that the fleet will be replaced over the course of the next four years. No other changes are proposed and the use and operation of the Property will otherwise remain consistent with the Prior Approvals.

As discussed above the uses at the Property were previously approved by use variance relief by the Prior Approvals. The existing and proposed uses are now permitted in the EDO-1 Zone, and the Application may therefore be heard by the Planning Board. Within the Prior Approvals bulk "c" variance relief was granted to permit: a landscape area ratio .19, whereas a minimum of .4 is required; a highway buffer of 30 ft., whereas 75 ft. was required; and a residential buffer of 22 ft., whereas 50 ft., was required. Within the Prior Approvals design waiver relief was granted to permit: building mounted lights; maximum lighting height of 35 ft., whereas 15 ft. is permitted; and gravel parking areas, whereas pavement is required. The variances previously granted will not be exacerbated by the Project, and Applicant seeks no additional relief at this time. Applicant will seek any such variances, waivers, exceptions or deviations that may be required by the Planning Board and its professional consultants.