

**STAFF REPORT FOR PLANNING COMMISSION MEETING MAY 27, 2009**

**FILE NO: SUP-09-034**

**AGENDA ITEM: H-3**

**STAFF AUTHOR:** Jennifer Pruitt, Principal Planner

**REQUEST:** A Special Use Permit request to allow the temporary operation of a hot plant for the Runway 9/27 & Taxiway Realignment project at the Carson City Airport, on property zoned Public Regional (PR).

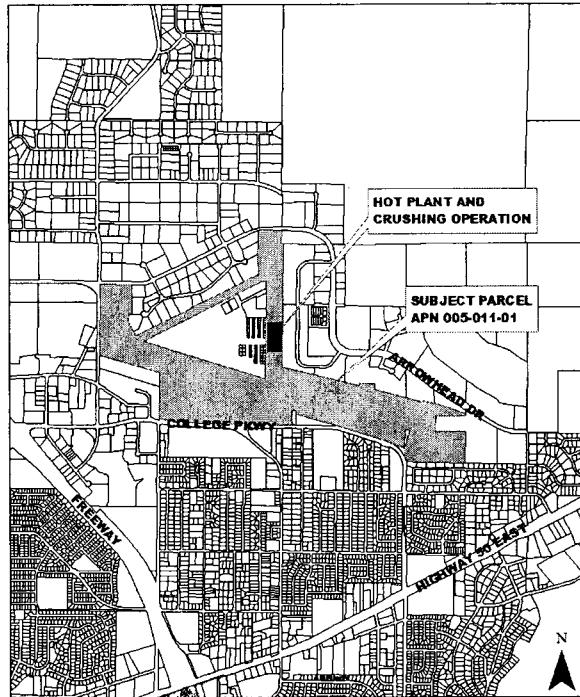
**APPLICANT:** Jim Clague

**OWNER:** Carson City Airport Authority

**LOCATION:** 2600 East College Parkway

**APN:** 005-011-01

**RECOMMENDED MOTION:** I move to approve SUP-09-034, a Special Use Permit application to allow the temporary operation of a hot plant for the Runway 9/27 & Taxiway Realignment project at the Carson City Airport, on property zoned Public Regional (PR) located at 2600 East College Parkway, APN 005-011-01, based on seven findings and subject to the conditions of approval contained in the staff report."



## RECOMMENDED CONDITIONS OF APPROVAL:

1. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval. Minor modifications to the development plans may be approved by the Director.
2. All on- and off-site improvements shall conform to City standards and requirements.
3. The use for which this permit is approved shall commence within twelve months of the date of final approval. Obtaining a building or construction permit for the proposed construction shall constitute project commencement. A single, one-year extension of time may be granted if requested in writing to the Planning Division 30 days prior to the one year expiration date.
4. The applicant must sign and return the Notice of Decision for conditions for approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, the item will be rescheduled for the next Planning Commission meeting for further consideration.
5. All rock crushing activities are limited to the hours of 7:00 am to 10:00 pm daily.
6. All Hot Plant hours of operation are limited to the hours of 5:00 am to 10:00 pm daily.
7. Hauling of materials from the stock piles is limited to 7:00 am to 7:00 pm Monday through Friday and 10:00 am to 5:00 pm, Saturdays and Sundays.
8. The applicant is required by State law to obtain a dust control permit from the Nevada Department of Environmental Protection (NDEP) for construction. NDEP is the enforcement agency for issues relating to air quality in general and blowing dust in particular. Per NDEP standards, the property owner is required to control fugitive dust throughout the construction project.
9. Operations involving the crushing of rock shall take place on the northern portions of the site in the area identified with this application, away from the residential area.
10. The applicant shall designate a neighborhood liaison for this project. The liaison will deliver to all property owners within 100 feet of the project perimeter boundaries and Planning Division, a letter containing information regarding the project. The letter shall also include the liaison's name, phone number, fax number and e-mail address and the request that any comments, concerns or requests should be directed to the liaison. The letter shall also include a copy of the Notice of Decision and conditions of approval.
11. Fire Department access to the asphalt plant shall be maintained at all times.
12. The applicant shall provide sound mitigation measures south of the proposed hot plant and rock crushing area to reduce potential noise impacts to the existing residential neighborhood to the south and southeast of the Carson City Airport.

13. The proposed Hot Plant and rock crushing shall be used ONLY for the Runway 9/27 & Taxiway Realignment project. No crushed rock material or Hot Plant mix shall be exported from the site.
14. All activities associated with this permit shall permanently cease operations upon completion of the Runway 9/27 & Taxiway Realignment project.
15. This Special Use Permit shall be reviewed by the Planning Commission in June of 2010 regarding an update to the completion of the Runway 9/27 & Taxiway Realignment project. If the Runway 9/27 & Taxiway Realignment project has been completed by June 2010 and the Hot Plant and rock crushing activities have been terminated, no SUP review will be required.
16. The applicant shall submit exterior light fixture details for review and approval by the Planning Division. Any lighting fixtures shall be installed as to project light downward and away from adjoining properties and glare to the sky. Site lighting trespass onto adjacent locations and the night sky shall be minimized.

**LEGAL REQUIREMENTS:** CCMC 18.02.050 (Review); 18.02.080 (Special Use Permits); and 18.04.185 (Public Regional).

**MASTER PLAN DESIGNATION:** Public/ Quasi Public

**ZONING DESIGNATION:** Public Regional

**KEY ISSUES:** Will the proposed temporary use be detrimental or cause material damage to surrounding properties in the vicinity?

#### **SURROUNDING ZONING AND LAND USE INFORMATION**

**NORTH:** Air Industrial Park (AIP) – Industrial

**SOUTH:** Limited Industrial (LI), Retail Commercial (RC), Mobile Home 12,000 (MH12), Single Family 1200 (SF12) – Industrial, Commercial and Residential uses

**EAST:** Limited Industrial (LI) and Single Family 12000 (SF12) – Industrial uses and Residential uses

**WEST:** General Industrial (GI), Limited Industrial (LI) and Public Regional (PR) – Vacant, Industrial uses.

#### **ENVIRONMENTAL INFORMATION**

1. **FLOOD ZONE:** Zone C (areas of minimal flooding) per FEMA FIRM 40
2. **EARTHQUAKE FAULT:** Zone III (moderate shaking potential). Closest fault beyond 500 feet of the subject site.
3. **SLOPE/DRAINAGE:** Relatively flat
4. **SOILS:** 71: Urban Land

## **SITE DEVELOPMENT INFORMATION:**

1. PROPOSED USE: Temporary operation of a hot plant and rock crushing for the Runway 9/27 & Taxiway Realignment project.
2. SETBACKS: NA
3. VARIANCES REQUESTED: N/A
4. PARKING: N/A.

## **BACKGROUND:**

The applicant is requesting approval of a temporary operation of a hot plant and rock crushing operation for the Runway 9/27 & Taxiway Realignment project at the Carson City Airport, on property zoned Public Regional (PR). All public district development standards relative to lot area, setbacks, building height, landscaping, off-street parking and signs shall be based on requirements and conditions of the special use permit.

The Master Plan for the Carson City Airport was completed and approved in March 2001. Pursuant to that approval, there were several recommendations for the reconfiguration of the Carson City Airport (Chapter three, Aviation Facility Requirements). The approved reconfiguration includes revising the alignment of the runway and moving the east end approximately 300 feet to the north. The realignment project is known as the Runway 9/27 & Taxiway Realignment project.

Per the information provided by the applicant, the Airport Authority conducted two meetings to present the proposed project to the public. The Carson City Airport Authority will be constructing the project through a Federal Aviation Authority grant provided by the American Recovery and Reinvestment Act of 2009. If this Special Use Permit is approved, it is anticipated that the construction will begin June 22, 2009.

## **DISCUSSION:**

The subject site is zoned Public Regional (PR). The applicant is proposing to utilize a temporary hot plant and rock crushing operation to facilitate the completion of Carson City Airport Rehabilitation and Realignment project.

The Carson City Airport consists of approximately 319 acres and has provided approximately three acres of land for the operation of the proposed Hot Plant and rock crushing operation. A hot plant is a piece of equipment that mixes aggregated with asphalt to produce asphalt concrete for paving projects.

The proposed operation will include hauling of materials that are currently located on site to the Hot Plant location. The rock (material) will be crushed at the hot plant location to the required sized to allow the production of aggregate base material and aggregate suitable for asphalt concrete mix.

Per the applicant, approximately half of the material currently stockpiled at the Carson City Airport will be used for the Carson City Runway 9/27 Realignment project and the remaining soils will be spread onto the Airport property to lower the elevation of the stockpiles and to eliminate the visual impact of the stockpiles on the adjacent residential neighborhood.

Per the applicant, allowing crushing operations and the operation of a hot plant on site will reduce costs of the Runway 9/27 & Taxiway Realignment project by eliminating the need to haul materials from an off-site location to the subject site.

It should also be noted that the location of the hot plant on site will also reduce truck traffic on public streets leading to the Airport, by preventing damage to the public streets and reducing emissions, dust and debris.

#### Lighting

The applicant shall submit exterior light fixture details for review and approval by the Planning Division. Any lighting fixtures shall be installed as to project light downward and away from adjoining properties and glare to the sky. Site lighting trespass onto adjacent locations and the night sky shall be minimized.

#### Traffic

As a result of locating the proposed Hot Plant and rock crushing on site, all construction traffic will remain on-site, which will also expedite the construction timeframe of the project.

#### Hours of Operation

Use	Hours- from	Hours-to	days
Hauling Material from stock piles	7:00 am 10:00 am	7:00 pm 5:00 pm	M-F S-S
Rock Crushing	7:00 am	10:00 pm	daily
Hot Plant operation	5:00 am	10:00 pm	daily

#### Residential Neighbors' Concerns

As of the writing of this staff report, emails have been submitted expressing concerns regarding the proposed temporary project. Generally, these concerns are regarding noise, proximity to residential uses, temporary use timeframe, location of Hot Plant and other general concerns. The following is some discussion addressing these concerns and other potential development impacts.

#### Noise

There is no question that the proposed temporary Hot Plant and rock crushing use on the subject site will increase physical activity on site and increase the noise and dust currently generated on site temporarily. The applicant shall provide sound mitigation measures south of the proposed hot plant and rock crushing area to reduce potential noise impacts to the existing residential neighborhood to the south and southeast of the Carson City Airport.

#### Proximity to residential uses

The proposed Hot Plant and rock crushing operation will be located in a location that is not in close proximity to the residential uses to the south and southeast.

### Temporary Use timeframe

The proposed Hot Plant and rock crush is proposed as temporary. The operation will be for the Runway 9/27 & Taxiway Realignment project ONLY. Once the project realignment project is completed the temporary use shall cease.

### Cost Reduction not a reason for Hot Plant

Concerns regarding cost reduction, not a reason for Hot Plant located on the subject site. Per the applicant, there will be a cost reduction of the construction by eliminating the need to haul material to the Airport from off-site locations. This will also reduce truck traffic on public streets for the proposed project and also reducing emissions, dust and debris.

It is important to note the overall outcome of the proposed project will facilitate the Airport realignment project. Staff has offered 16 conditions of approval for this SUP to assist in the mitigation of these impacts.

Specific mitigation measures/conditions noted:

- Limited hours of operation;
- Dust control measures;
- Location of rock crushing and Hot Plant;
- Designation of a neighborhood liaison;
- Sound mitigation measures;
- Termination of operations upon completion of the Runway 9/27 & Taxiway Realignment project;
- Elimination the visual impact of the existing stockpiles;
- SUP Planning Commission review in June 2010.

Compatibility issues can be mitigated and the findings made if the applicant adheres to the attached conditions of approval. This Special Use Permit will expire upon completion of the Runway 9/27 & Taxiway Realignment project. In this way, the residents of the immediate adjacent residential, commercial and industrial area will have an understanding of the approved use, its time frame and the associated mitigation measures. Therefore, the findings to support this request can be made, and it is recommended that the Planning Commission approve SUP-09-034.

**PUBLIC COMMENTS:** Public notices were mailed to 418 adjacent property owners within 300 feet of the subject property. As of May 08, 2009, two emails have been received in opposition to the proposal and one email in favor to the proposal as well as a number of phone calls. Any comments that are received after this report is completed will be submitted prior to or at the Planning Commission meeting, depending on their submittal date to the Planning Division.

### **AGENCY COMMENTS:**

#### **Carson City Health Department:**

Carson City Health and Human Services has no comments regarding the project as described in the packet received. The applicant must meet all applicable codes and ordinances as they apply to this request.

**Carson City Building Division:**

The Carson City Building Division has no comments or concerns in relationship to this project.

**Carson City Engineering Division:**

The Engineering Division has no preference or objection to the special use request, and no recommended conditions of approval.

**Carson City Fire Department:**

Fire Department access to the asphalt plant shall be maintained at all times.

**Carson City Parks & Recreation Department:**

The Parks and Recreation Department has no comments at this time regarding the proposed project.

**FINDINGS:** Staff recommends that the Planning Commission approve the Special Use Permit subject to the recommended conditions of approval and based upon the following findings as required by Carson City Municipal Code (CCMC) Sections 18.02.080 (Special Use Permits) and further substantiated by the applicant's written justification.

1. The project will be consistent with the master plan elements.

*The proposed amendment will be in substantial compliance with the following:*

**GOAL 5.5—PROMOTE RECREATIONAL FACILITIES AND QUALITY OF LIFE AMENITIES AS ECONOMIC DEVELOPMENT TOOLS**

**5.5d—Airport-Related Uses**

*Continue to support the goals and policies of the Airport Master Plan. Encourage the development of airport-related commercial uses (e.g., sightseeing flights, skydiving, and extreme skiing tours) that will increase the City's visibility and marketability as a destination for tourists and recreational aviators.*

**5.5e—Public Facilities**

*Provide the public services and public facilities necessary to sustain a high quality of life and attract business investment. Consider obtaining additional information directly from business operators to better define these services.*

**GOAL 5.7—PROMOTE A COLLABORATIVE APPROACH TO ECONOMIC DEVELOPMENT**

**5.7f—Property Value Retention/Enhancement**

*Promote economic development alternatives that protect or enhance existing and future property values – commercial, industrial and residential.*

**5.7g—Adequate Infrastructure**

*Recognize the importance of adequate infrastructure in economic development and long-run economic stability.*

*Per the applicant, the project is enhance the facilities at the Carson City Airport by allowing the airport to retain the existing businesses and has the potential to attract new businesses to the airport.*

*The project will provide improvements to the existing infrastructure at the airport. The intent is to also provide the improvements needed on site to enhance the value of the airport the existing users and future users.*

2. The project will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and will cause no objectionable noise, vibrations, fumes, odors, dust, glare or physical activity.

*The proposed location of the Hot Plant and rock crushing operation will be on the Airport property in a location that will have the least impact on the residential area adjacent to the Airport.*

*Any lighting fixtures shall be so installed as to project light downward and away from adjoining properties and glare to the sky. Site lighting trespass onto adjacent locations and the night sky shall be minimized.*

*Limited hours of operation are required for the proposed operation of the Hot Plant, hauling of materials and rock crushing activities on the Airport site. Additionally, keeping the operation on-site minimized impacts to many others in the community by eliminating large trucks hauling trips that would otherwise be required to remove materials from the site and haul in asphalt material.*

3. The project will have little or no detrimental effect on vehicular or pedestrian traffic.

*Per the information provided by the Engineering Division this request is not in conflict with any Engineering Master Plans for streets.*

*The proposed use will be self contained on the Carson City Airport site.*

4. The project will not overburden existing public services and facilities, including schools, police and fire protection, water, sanitary sewer, public roads, storm drainage, and other public improvements.

*Per the information provided by the Engineering Division this request is not in conflict with any Engineering Master Plans for storm drainage. The proposal will have little effect on traffic or pedestrian facilities. The proposal will have little effect on existing public services.*

*Effluent water will be used during construction of the project and is available from the adjacent site of Fire Station #2.*

5. The project meets the definition and specific standards set forth elsewhere in this title for such a particular use and meets the purpose statement of that district.

*The Public Regional zoning district identifies Federal, state and city facilities and uses whose main purpose is to sustain wide regional needs as acceptable uses. The Conditional Uses permitted in the PR District which require approval of a Special Use Permit include:*

- *Buildings and facilities owned, leased, or operated by the City of Carson City, Carson City School District or any other district, State of Nevada or the government of the United States.*

*All public district development standards relative to lot area, setbacks, building height, landscaping, off-street parking and signs shall be based on requirements and conditions of the special use permit and in this case have been incorporated into the conditions of approval in this staff report.*

*In meeting these standards, the facility will comply with the standards of the PR zoning district as a permitted conditional use.*

6. The project will not be detrimental to the public health, safety, convenience and welfare.

*The proposed temporary project, with Staff's recommended conditions of approval will meet all the requirements of the Carson City Municipal Code and will not be detrimental to the public health, safety, convenience, and welfare. The temporary project will facilitate the realignment needed on site of the existing runways and taxiways to mitigate issues identified in the Airport Master Plan.*

7. The project will not result in material damage or prejudice to other property in the vicinity.

*The applicant shall designate a neighborhood liaison for this project. The liaison will deliver to all property owners within 100 feet of the project perimeter boundaries and Planning Division, a letter containing information regarding the project. The letter shall also include the liaison's name, phone number, fax number and e-mail address and the request that any comments, concerns or requests should be directed to the liaison.*

*With the recommended conditions of approval, the proposed use will generate no permanent significant noise, vibrations, fumes, odors, dust, glare or physical activity which could have an adverse impact on or result in material damage or prejudice to other properties in the vicinity.*

Respectfully submitted,

PUBLIC WORKS DEPARTMENT, PLANNING DIVISION

*Jennifer Pruitt*

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Jennifer Pruitt, AICP, LEED AP  
Principal Planner

Attachments

- Application (SUP-09-034)
- Carson City Engineering Division comments
- Carson City Fire Department comments
- Carson City Building Division
- Carson City Health Department
- Carson City Parks & Recreation Department

**RECEIVED**

**Carson City Planning Division**  
**2621 Northgate Lane, Suite 62 • Carson City NV 89706**  
**Phone: (775) 887-2180 • E-mail: plandept@ci.carson-city.nv.us**

**FOR OFFICE USE ONLY:**

CCMC 18.02

**FILE # SUP - 09 - 034****SPECIAL USE PERMIT**CARSON CITY  
PLANNING DIVISION**FEE: \$2,450.00 MAJOR****\$2,200.00 MINOR (Residential zoning  
districts)**

**+ noticing fee** and CD containing application digital data (all to be submitted once the application is deemed complete by staff)

**SUBMITTAL PACKET**

- 6 Completed Application Packets (1 Original + 5 Copies) including:
- Application Form
- Site Plan
- Building Elevation Drawings and Floor Plans
- Proposal Questionnaire With Both Questions and Answers Given
- Applicant's Acknowledgment Statement
- Documentation of Taxes Paid-to-Date (1 copy)
- Project Impact Reports (Engineering) (4 copies)

**Application Reviewed and Received By:**

**Submittal Deadline:** See attached PC application submittal schedule.

**Note:** Submittals must be of sufficient clarity and detail such that all departments are able to determine if they can support the request. Additional Information may be required.

<u>Project's Assessor Parcel Number(s):</u>	<u>Street Address</u>	<u>ZIP Code</u>
005-011-01	2600 E. College Parkway Carson City, NV 89706	
<u>Project's Master Plan Designation</u>	<u>Project's Current Zoning</u>	<u>Nearest Major Cross Street(s)</u>
P/OP	PR	N/A

Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal. In accordance with Carson City Municipal Code (CCMC) Section: \_\_\_\_\_, or Development Standards, Division \_\_\_\_\_, Section \_\_\_\_\_, a request to allow as a conditional use is as follows:

**PROPERTY OWNER'S AFFIDAVIT**

I, Steve Lewis, being duly deposed, do hereby affirm that I am the record owner of the subject property, and that I have knowledge of and agree to, the filing of this application.

Signature

2600 E. College Parkway Carson City, NV 89706

Address

Date

Use additional page(s) if necessary for other names.

STATE OF NEVADA  
COUNTY

On April 14<sup>th</sup>, 2009, STEVE LEWIS, personally known (or proved) to me to be the person whose name is subscribed to the foregoing documents, who acknowledged to me that he/she executed the foregoing document.

Patricia C. Newcomb  
Notary Public

PATRICIA C. NEWCOMB  
NOTARY PUBLIC, NEVADA  
Appt. Recorded in CARSON CITY  
My Appt. Exp. Sept. 3, 2010

**NOTE:** If your project is located within the historic district, airport area, or downtown area, it may need to be scheduled before the Historic Resources Commission, the Airport Authority, and/or the Redevelopment Authority Citizens Committee prior to being scheduled for review by the Planning Commission. Planning personnel can help you make the above determination.

**ACKNOWLEDGMENT OF APPLICANT**

I certify that the forgoing statements are true and correct to the best of my knowledge and belief. I agree to fully comply with all conditions as established by the Planning Commission. I am aware that this permit becomes null and void if the use is not initiated within one-year of the date of the Planning Commission's approval; and I understand that this permit may be revoked for violation of any of the conditions of approval. I further understand that approval of this application does not exempt me from all City code requirements.

Steve Lunn  
\_\_\_\_\_  
Applicant

14 April 2009  
\_\_\_\_\_  
Date

KUMMER  
KAEMPFER

ATTORNEYS AT LAW

CARSON CITY OFFICE

STEVEN E. TACKES  
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KUMMER KAEMPFER BONNER  
RENSHAW & FERRARIO

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Seventh Floor  
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Fax: 702.796.7181

RENO OFFICE  
5585 Kietzke Lane  
Reno, NV 89511  
Tel: 775.882.8900  
Fax: 775.882.3882

CARSON CITY OFFICE  
510 W. Fourth Street  
Carson City, NV 89703  
Tel: 775.884.8300  
Fax: 775.882.0267

April 10, 2009

Carson City  
DEVELOPMENT SERVICES DEPT  
2621 Northgate Lane, Suite 62  
Carson City, NV 89706

***Re: Authorization of Chairman; Carson City Airport Authority***

Dear Mr. Plemel:

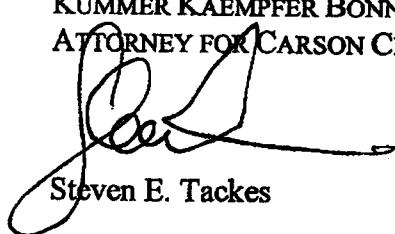
Please be advised that the undersigned is counsel to the Carson City Airport Authority. This letter is sent to confirm to you that the Chairman of the Carson City Airport Authority is authorized sign applications and requests on behalf of the Carson City Airport Authority. The current Chairman is Steve Lewis.

I would also like to thank you for the assistance you have provided us in our efforts to improve the Carson City Airport, and thus improve the infrastructure and quality of life in Carson City.

Should you have any questions or require any other certifications, do not hesitate to contact me.

Sincerely,

KUMMER KAEMPFER BONNER RENSHAW & FERRARIO  
ATTORNEY FOR CARSON CITY AIRPORT AUTHORITY



Steven E. Tackes

Cc: Steve Lewis, CCAA  
Melanie Bruketta, Deputy District Attorney



**CARSON CITY AIRPORT**  
**REHABILITATE AND REALIGN RUNWAY 9/27 and TAXIWAY A**  
**AND CONSTRUCT TAXIWAY D**

FAA AIP No. 3-32-0004-17  
PWP – CC – 2009 -213

The Masterplan for the Carson City Airport was completed and accepted in March 2001. The Airport Masterplan provided several recommendations for reconfiguring the Airport and it was decided to implement the preferred alternative, which is to revise the alignment of the runway by pivoting the new runway near the west end of the existing runway and moving the east end approximately 300-feet to the north. This revised alignment is also applicable to the parallel taxiways. An environmental assessment for this proposed project was performed in 2006 and the Finding of No Significant Impact was issued by the FAA on August 8, 2006.

The Carson City Airport has held two meetings to present this proposed project to the public. These public meetings have been well attended by the nearby neighbors and the pilots at the airport.

The Carson City Airport Authority will be constructing this project through an FAA grant provided by the American Recovery and Reinvestment Act of 2009. The bid opening for this project will be held on May 15, 2009 and it is anticipated that construction will begin June 22, 2009 depending on receipt of the FAA grant.

The proposed work includes any or all of the following: Realignment and construction of Runway 9/27 (6,100'x75'), the realignment and construction of Taxiway A (6,100'x50') with its associated connectors, and the construction of Taxiway D (3,600'x50') with its associated connectors. The proposed work also includes any or all of the following electrical improvements: The installation of a new electrical vault, medium intensity runway lighting, medium intensity taxiway lighting, segmented circle with lighted wind cone, precision approach path indicators, lighted hold signs, distance remaining signs, supplemental wind cones, and runway end identifier lights. Also included is the reconstruction/relocation of the self-service fueling facility and the relocation of six hangars with the construction of a new 300' taxilane.

The project has limited funding available and therefore, the project includes several deductive alternatives to ensure that the cost of the work will remain within the available funding. The following are the deductive alternatives that may be included:

- Deductive Alternative No. 1 is to eliminate Medium Intensity Taxiway Lighting and install Retroreflective Markers.
- Deductive Alternative No. 2 is to eliminate the connection from Runway 9 to Taxiway C and the North Apron.
- Deductive Alternative No. 3 is to eliminate Taxiway D and its associated connectors to Runway 9/27.

- Deductive Alternative No. 4 is to eliminate Taxiway A east of Taxiway B and its associated connectors to Runway 9/27.

To minimize the costs associated with providing materials during the construction of the project, the Carson City Airport Authority will allow the contractor to place a crushing operation on airport property to produce aggregate base and also allow the contractor to place a hot plant onsite to produce asphalt concrete. The Airport will provide approximately 3 acres of land to the contractor to place the crusher, stockpile aggregates, and operate the hot plant. A hot plant is a piece of equipment that mixes aggregates with asphalt to produce asphalt concrete for paving. The hot plant is approximately 10' wide x 70' long x 14' high and is comprised of two storage bins for the aggregates, a 24' rotating cylindrical drum to mix the materials, a burner to heat the mix, and a storage bin for the hot mix that also has a chute to load the material into the trucks that are used to haul the hot mix to the paver. Production of these materials will be for the projects at the Carson City Airport only and the contractor will not be allowed to sell the material or haul it off airport property. Rock is available on the airport within the stockpiled areas to the east of the existing runway. The contractor will haul the rock to an area east of Taxiway B where the crushing operation and the hot plant will be located. The rock will then be crushed to the required sizes to allow the production of aggregate base material and aggregates suitable for the asphalt concrete. Approximately half of the soils from the stockpiles will be used in the construction of the new runway and taxiways. The remaining soils will be spread onto airport property to lower the elevation of the stockpiles and eliminate the visual impact of the stockpiles on the adjacent neighborhood.

The contractor will be allowed to haul material from the stockpiles during the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 10:00 a.m. to 5:00 p.m. on Saturdays and Sundays. Crushing operations will be allowed during the hours of 7:00 a.m. to 10 p.m. on a daily basis. The operation of the hot plant will be allowed to occur during the hours of 5:00 a.m. to 10:00 p.m. on a daily basis during periods of paving.

Allowing crushing operations and the operation of a hot plant onsite will reduce the cost of construction by eliminating the need to haul material to the airport from an offsite location to construct the project. This is also a major advantage to the City because it will also reduce truck traffic on the public streets leading to the airport thereby preventing damage to the streets and also reducing emissions, dust, and debris.

Dust control will be implemented for the duration of construction and all areas of disturbance will be hydroseeded at the conclusion of the project. The contractor will be required to obtain a dust control permit from NDEP prior to construction.

It will be possible to maintain aircraft operations on the existing runway during the construction of the first phase of the new runway. However during the construction of the second phase of the runway, it will be necessary to remove the existing runway. Consequently, all aircraft operations at the airport will cease at that time. This will cause a major impact on the existing businesses at the airport and therefore, the Carson City Airport Authority will require that the contractor work double shifts to finish the second phase of the runway so that the new runway can be opened as early as possible. All other

construction activities will be performed during one shift.

Attached is a presentation that depicts the safety aspects of the project and the proposed phasing of the construction.

## **SPECIAL USE PERMIT APPLICATION QUESTIONNAIRE**

Question 1. How will the proposed development further and be in keeping with, and not contrary to, the goals of the Master Plan Elements?

The proposed development of the airport is consistent with the 2001 Carson City Airport Masterplan that has been adopted by the Carson City Master Plan. Specific Master Plan Elements include the following:

### **GOAL 5.5—PROMOTE RECREATIONAL FACILITIES AND QUALITY OF LIFE AMENITIES AS ECONOMIC DEVELOPMENT TOOLS**

#### **5.5d—Airport-Related Uses**

Continue to support the goals and policies of the Airport Master Plan. Encourage the development of airport-related commercial uses (e.g., sightseeing flights, skydiving, and extreme skiing tours) that will increase the City's visibility and marketability as a destination for tourists and recreational aviators.

This project is consistent with the Airport Masterplan.

#### **5.5e—Public Facilities**

Provide the public services and public facilities necessary to sustain a high quality of life and attract business investment. Consider obtaining additional information directly from business operators to better define these services.

This project will enhance the facilities at the Carson City Airport thereby allowing the airport to retain the existing businesses and will attract new business to the airport.

### **GOAL 5.7—PROMOTE A COLLABORATIVE APPROACH TO ECONOMIC DEVELOPMENT**

#### **5.7f—Property Value Retention/Enhancement**

Promote economic development alternatives that protect or enhance existing and future property values – commercial, industrial and residential.

This project will provide improvements to the existing infrastructure at the airport and thereby maintain existing property values by retaining aircraft at the airport and enhancing future property values by attracting new aircraft to the airport.

#### **5.7g—Adequate Infrastructure**

Recognize the importance of adequate infrastructure in economic development and long-run economic stability.

This project will provide improvements to the existing infrastructure at the airport and thereby enhance the value of the airport to existing and future businesses.

Question 2. Will the effect of the proposed development be detrimental to the immediate vicinity? To the general neighborhood?

The property to the north and west of the airport is commercial/industrial, whereas the property to the south and east is typically residential. The residential areas along East College Parkway south of the airport are buffered by the Terminal Building, hangars, and a chain link fence with slats. The residential areas along Apollo Drive and Bowers Lane are adjacent to the airport and separated by a wire fence along the property line.

The purpose of placing a crushing operation and hot plant onsite is to reduce the cost of construction and minimize the impact of construction in the immediate vicinity of the airport. The crushing operation and the hot plant will be on airport property at a location that will have the least impact on the residential areas nearby the airport. Placement of the crushing operation and hot plant onsite will reduce traffic from construction trucks in the immediate vicinity, thereby reducing traffic congestion, emissions, and dust/debris on the public roadways. All construction traffic will remain onsite airport property, which will also expedite the construction of the project.

There will be some impact to the general neighborhood during the construction of the projects. Construction near the residential neighborhoods on Apollo Drive and Bowers Lane will be limited to the hours of 7:00 a.m. to 7:00 p.m. Whereas construction in the central and westerly portions of the airport are approximately one-half mile to a mile and a half away from the residential neighborhoods, which should be sufficient distance to minimize impacts from construction. Consequently, the hours of operation for the crushing operation and the hot plant will be from 7:00 a.m. for the crusher and 5:00 a.m. for the hot plant to 10:00 p.m.

Question 3. Has sufficient consideration been exercised by the applicant in adapting the project to existing improvements in the vicinity?

This project has no effect on the school district.

Drainage from the paved surfaces on the airport will drain into detention basins before flowing into City drainage facilities. The existing detention basin near Bowers Lane has been sized to serve the easterly portion of the airport whereas the westerly portion of the airport will drain to a new detention basin that will be constructed during this project.

This project will not require additional water service on a permanent basis. Effluent water will be used during the construction of the project and is available from the adjacent Fire Station. Therefore, water trucks will not be traversing

This project will not require additional sewer service.

No additional public roads will be required to provide access to the airport as a result of this project. As a result of placing the crushing operation and the hot plant onsite, nearly all construction traffic will remain on the airport and have no need to traverse the public

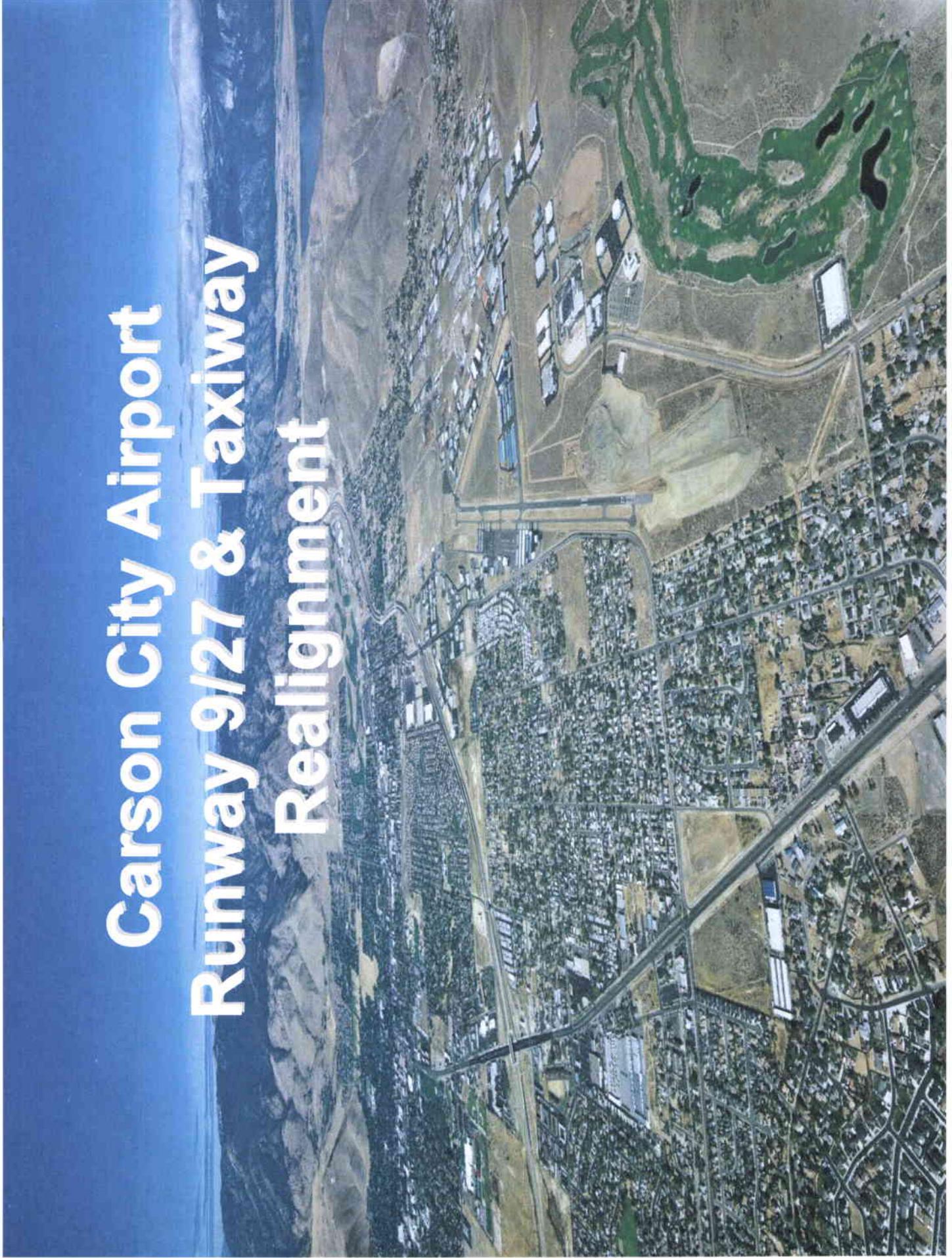
roads.

This project has been designed by PBS&J, a consulting engineering firm, and approved by the FAA.

There will be no significant changes to the outdoor lighting. The proposed realignment and reconstruction of Runway 9/27 and Taxiways includes the replacement of the existing runway lighting (white lights) and the installation of new taxiway lighting (blue lights).

The proposed project is located on the airside portion of the airport and therefore no landscaping will be provided since it would be a hazard to aircraft. However, any disturbed areas will be hydroseeded with native grasses at the conclusion of the project.

The existing parking will be used at the airport. This project is considered to be a safety project and will not increase the capacity of the airport. Consequently, no additional vehicular parking will be required.



An aerial photograph of Carson City, Nevada, showing the Carson City Airport (KCCN) in the upper left. The airport features a large parking lot with numerous white aircraft. To the right of the airport is a mix of green parks, residential neighborhoods, and industrial areas. The city extends towards the bottom right, with a dense grid of streets and buildings. In the far distance, the Sierra Nevada mountain range is visible under a clear blue sky.

# Carson City Airport Runway 9/27 & Taxilway Realignment

# Carson City Airport

## Runway 9/27 Realignment

### Overall Safety Aspects

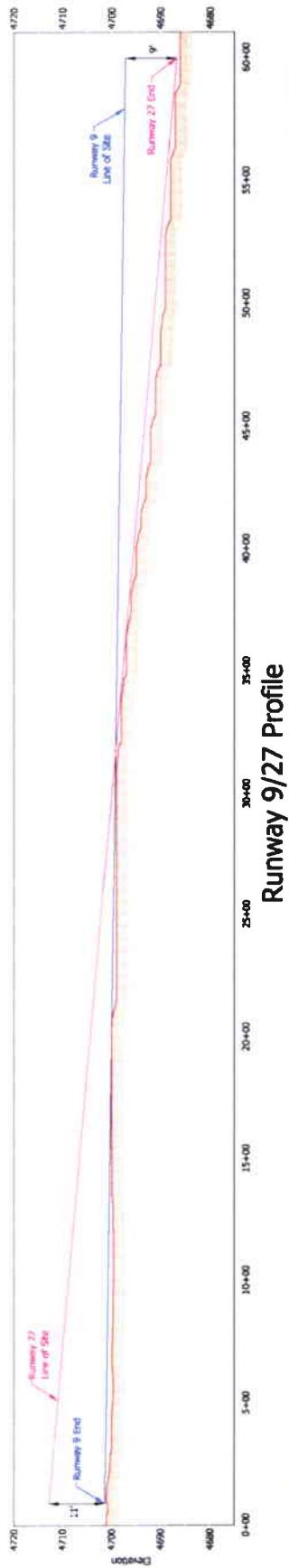
- **Runway / Taxiway Separation Standards**
  - The current separation is only 200 feet, FAA requirements are 240 feet minimum.
  - The new separation will be 300 feet to accommodate a Non-Precision Instrument Approach.
- **Runway Line of Sight**
  - The western portion of the runway is flat while the eastern portion slopes down.
  - Pilots cannot see another aircraft at the other end of the runway prior to takeoff.
  - To eliminate this problem, the eastern portion of the runway will be raised 9 feet to meet the requirements of the FAA.
- **Runway Crossings/Incursions**
  - Aircraft from the north side of the runway need to cross midway to access the existing parallel taxiway to access the runway thresholds.
  - To alleviate this issue, the construction of an additional parallel taxiway to the north of the new runway is needed. This will reduce the number of crossings at the center of the runway and the potential for incursions and accidents.
- **Direct Aircraft Away From Houses**
  - The current alignment of the runway impacts nearby homes.
  - The new alignment will move Runway 27 approximately 300 feet farther to the north and will reduce the number of homes affected by aircraft



# Carson City Airport Existing Runway 9/27 Plan & Profile



Runway 9/27 Plan



# Carson City Airport Runway 9/27 Realignment Neighborhood Overview



# Neighborhood View Profiles



- Runway Phase 1 & Taxiway "A"
  - Phase 1 Concurrently
  - 140 Calendar Days
- Runway Phase 2
  - 35 Calendar Days (Double Shifts)
  - Taxiway "A" Phase 2
    - 105 Calendar Days
- Taxiway "D"
  - 42 Calendar Days
  - Connection to Taxiway "C" & North Apron
    - 21 Calendar Days



**Runway Realignment Phasing Plan**

- Runway 9/27 & Taxiway A Phase 1
- Runway 9/27 Phase 2
- Taxiway A Phase 2
- Taxiway D
- Connection to Taxiway "C" & North Apron

## Carson City Airport Runway Realignment Phasing Plan

From: Rea Thompson  
To: Pruitt, Jennifer  
Date: 05/21/2009 8:19 AM  
Subject: Fwd: Special Use Permit File No. SUP-09-34

**RECEIVED**

MAY 21 2009

CARSON CITY  
PLANNING DIVISION

>>> "Collie Hutter" <[collie@clickbond.com](mailto:collie@clickbond.com)> 5/18/2009 10:53 AM >>>  
Please accept this corrected version of my previous e-mail

Attention: Planning Commission

The management and owners of Click Bond, Inc. and its parent company Physical Systems, Inc. owners of property located at 2150, 2151, 2170, 2175, 2180 Lockheed Way and lessees of property at 2201 and 2401 Lockheed Way are very much in favor of approval of the Special Use Permit to allow the temporary operation of a hot plant for runway construction at Carson City Airport.

Physical Systems, Inc. has been located on Lockheed Way for almost 30 years. Click Bond, Inc. and Physical Systems, Inc. both hold through the fence access to the airport. Mr. Alex Carter, Vice President of Click Bond, Inc. is currently a member of the Carson City Airport Authority. Mr. Charles Hutter, President of Click Bond, Inc. and I have both served on the Carson City Airport Authority.

Regards,

Collie L. Hutter  
CFO/COO  
Click Bond, Inc.  
2151 Lockheed Way  
Carson City, NV 89706  
(775) 885-8000  
[collie@clickbond.com](mailto:collie@clickbond.com)

**From:** "Dwight C Millard" <dwight@millardrealty.com>  
**To:** <jpruitt@ci.carson-city.nv.us>  
**Date:** 05/12/2009 9:43 AM  
**Subject:** Hot plant at airport

Jennifer, I am in receipt of the notice to allow a temporary Hot Plant at the airport. I don't think that a hot plant in that location is good. We are located very close with an apartment house. Hot plants are generally located in an industrial zoning where they operate continuously. I realize that this could be a cost saving, but that could be said about every paving job, The bypass would have been cheaper if they could locate a hot plant on the Lompa property on fifth street, but that is not practical. Neither is a hot plant at the airport. I am against allowing this plant.

Dwight Millard

V: 775 882 8844

C: 775 720 5000

E: dwight@millardrealty.com

**From:** Rea Thompson  
**To:** Pruitt, Jennifer  
**Date:** 05/11/2009 8:14 AM  
**Subject:** Fwd: re: SUP for hot plant at airport

>>> "[bandini11@netzero.net](mailto:bandini11@netzero.net)" <[bandini11@netzero.net](mailto:bandini11@netzero.net)> 5/10/2009 11:44 AM >>>

I live in the Comestock Mobil Vlg on College Parkway and my concern on the proposed hot plant at the airport is the noise and odor generated from this use. "Temporary" needs to be qualified. 2 weeks could be accommodated, but it will impact the quality of life here as long as it is in operation. Debra Bandini

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<http://thirdpartyoffers.netzero.net/TGL2241/fc/BLSrpYRNw1BQgWW3C9LIZuNBJiOvpxKLx0ghhf80d3cu2xVF9nwTBjQvtO/>