

STAFF REPORT FOR PLANNING COMMISSION MEETING NOVEMBER 17, 2010

FILE NO: SUP-10-088

AGENDA ITEM: H-4

STAFF AUTHOR: Kathe Green, Assistant Planner

REQUEST: A Special Use Permit request to allow the temporary operation of a hot plant for the processing and removal of materials left after the runway and taxiway realignment project was completed at the Carson City Airport, on property zoned Public Regional (PR).

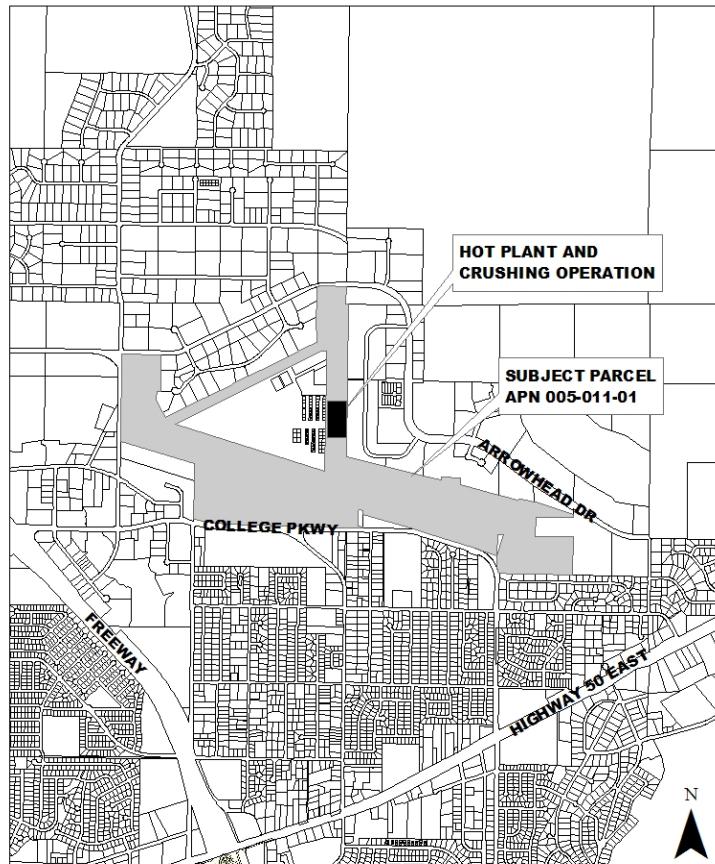
APPLICANT: Brian Fitzgerald PBS&J and Granite Construction

OWNER: Carson City Airport Authority

LOCATION: 2600 East College Parkway

APN: 005-011-01

RECOMMENDED MOTION: I move to approve SUP-19-088, a Special Use Permit application to allow the temporary operation of a hot plant for the processing and removal of materials left after the runway and taxiway realignment project was completed at the Carson City Airport, on property zoned Public Regional 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. Hours of operation:

	Hours- from	Hours-to	Days
Hauling Material from stock piles	7:00 am 10:00 am	7:00 pm 5:00 pm	M-F Saturday No Sunday
Rock Crushing	7:00 am 10:00 am	7:00 pm 5:00 pm	M-F Saturday No Sunday
Hot Plant operation (daytime)	5:00 am (heating of oil only, no production until 7:00 am)	7:00 pm	Daily during periods of active paving only. No Sunday
Hot Plant operation (nighttime) Notification of neighbors required prior to nighttime operations	7:00 pm	7:00 am	Approximately 35 nights over 1-2 years of operation. No Sunday

6. Prior notification by the applicant by mail to the neighbors within 100 feet of the exterior property lines of the airport, including all residents of a mobile home park and the Carson City Planning Division is required when nighttime operations are proposed. This notification will be sent a minimum of 10 days prior to the activity. Contact the Carson City Planning Division a minimum of 10 working days prior to the activity to have the labels created to be used by the applicant to mail the notification. The applicant is to pay for postage and associated costs of mailing these notifications.
7. The hot plant will run approximately 35 nights over one or possibly two years during the night time hours for early morning delivery of product. During these evening hours only the hot plant will run and no operation of the rock crushing or hauling of raw materials to the rock crusher or to hot plant will occur. Hauling of processed hot plant materials off the site during the hours of 7:00 pm to 7:00 am Monday through Friday and 5:00 pm to 10:00 am Saturdays will be transported on a northern route, entering and exiting the Airport on the north side onto Arrowhead Drive, west to Goni Road, south to College

Parkway and west to US 395, then to the proposed projects. During daytime hauling, trucks enter the airport property through the construction access gate located at Arrowhead Drive and Bowers Lane, then exiting east along Arrowhead Drive to the intersection with Highway 50, continuing west to the US 395 bypass and travel then north or south to the proposed project sites depending on the project for which the materials will be used.

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 former location of the rock crusher identified with this application as east of Taxiway B and north of the aircraft fuel facility, 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 within 30 days of approval of 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 such as earth berthing 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. This Special Use Permit shall be reviewed by the Planning Commission in November 2011 regarding status of the completion of the project. The applicant is to notify the Planning Division of the status of the project in November, 2011. If the project has been completed and the hot plant and rock crushing activities have been terminated, the equipment related to the hot plant and rock crushing activities must be removed from the site and no SUP review will be required. If the project is not complete, an additional review will be required in November 2012 to verify the operation has been completed and the materials and equipment removed.
14. No importing of raw materials shall be permitted.
15. The hot plant operations shall cease and be removed from the site once the on-site raw materials are exhausted.
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 is 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 processing and removal of materials remaining on site as a result of 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 processing of materials remaining on site as a result of the completion of the Runway 9/27 and 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 and Taxiway Realignment project. This project has been completed. Materials remain on site which the applicant is requesting be removed from the site. These materials would be used on various projects in and around the Carson City vicinity.

Per the information provided by the applicant, the Airport Authority conducted a meeting on January 20, 2010 to present the proposed project to the public. The decision was an action to declare the rock and excess fill material of the airport as surplus property under NRS 332.185 and allow it to be disposed by the airport manager.

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 removal and processing of raw materials which were left on the site after the completion of Carson City Airport Rehabilitation and Realignment project. The facility is proposed at the same location as the hot plant used during the construction of the runway 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 aggregate with asphalt to produce asphalt concrete for paving projects.

The proposed operation would include hauling of materials that are currently located on site to the rock crusher. The crushed rock (material) would then be the required size to allow the materials to be moved to the hot plant to allow the production of aggregate base material and aggregate suitable for asphalt concrete mix. No hauling of raw materials to the rock crusher or operation of the rock crusher would occur at night.

Per the applicant, soils remaining on the site which are not used for the hot plant project would 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.

Rock crushing activities are proposed to be limited to the hours of 7:00 am to 7:00 pm daily. Hauling of materials from the stock piles are proposed to be limited to 7:00 am to 7:00 pm Monday through Friday and 10:00 am to 5:00 pm, Saturdays with no operations on Sundays. Usual hot plant hours of operation would be 7:00 am to 7:00 pm Monday through Friday and 10:00 am to 5:00 pm Saturdays with no operations on Sundays. Approximately 35 days during the one to two years this project is proposed to be active, the hot plant would need to run in the nighttime and could run up to 24 hours per day to accommodate creation of the product during the night hours for early morning delivery. No nighttime delivery is anticipated in winter months. When the hot plant is proposed to be used at night, identified as after 7:00 pm to 7:00 am Monday through Friday and 5:00 pm to 10:00 am Saturdays, prior notification by the applicant by mail to the neighbors within 100 feet of the exterior property line of the airport, all residents of a mobile home park and the Carson City Planning Division would be required. This notification would be sent a minimum of 10 days prior to the activity. The applicant would need to contact the Carson City Planning Division a minimum of 10 working days prior to the activity to have the labels created to be used by the applicant to mail the notification. The applicant would need to pay for postage and associated costs of mailing these notifications.

The hot plant is proposed to run approximately 35 nights over one or possibly two years during the night time hours for early morning delivery of product. During these evening hours only the hot plant would run. No operation of the rock crushing or hauling of raw materials to the rock crusher would occur at night. Hauling of processed hot plant materials off the site during the hours of 7:00 pm to 7:00 am Monday through Friday and 5:00 pm to 10:00 am Saturdays would be transported on a northern route, entering and exiting the Airport on the north side onto Arrowhead Drive, west to Goni Road, south to College Parkway and west to US 395, then to the proposed projects. During daytime hauling, trucks would enter the airport property through the construction access gate located at Arrowhead Drive and Bowers Lane, then exit east along Arrowhead Drive to the intersection with Highway 50, continuing east or west to the US 395 bypass and travel then north or south to the proposed project sites depending on the location of the project for which the materials would be used.

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.

Allowing crushing operations and the operation of a hot plant on site would reduce costs which were associated with the Runway 9/27 and Taxiway Realignment project. These raw materials were left over after the completion of the project and are proposed to be sold. Costs and additional transportation of raw materials are proposed to be reduced by allowing the raw materials to be processed at the airport rather than transporting the materials to other locations for processing then returning them to the locations where the completed materials are needed.

It should also be noted that the location of the rock crusher and hot plant on site would also reduce truck traffic on public streets leading to the Airport, limiting 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 rock crushing and hot plant on site, truck traffic in other locations of Carson City would be reduced, which would expedite the expected completion time frame of the project, estimated to be one to two years to remove all the raw rock materials from the site.

Hours of Operation.

	Hours- from	Hours-to	Days
Hauling Material from stock piles	7:00 am 10:00 am	7:00 pm 5:00 pm	M-F Saturday No Sunday
Rock Crushing	7:00 am 10:00 am	7:00 pm 5:00 pm	M-F Saturday No Sunday
Hot Plant operation (daytime)	5:00 am (heating of oil only, no production until 7:00 am)	7:00 pm	Daily during periods of active paving only. No Sunday
Hot Plant operation (nighttime) Notification of neighbors required prior to nighttime operations	7:00 pm	7:00 am	Approximately 35 nights over 1-2 years of operation. No Sunday

Noise

The proposed temporary hot plant and rock crushing use on the subject site would temporarily increase physical activity on site and increase the noise and dust currently generated on site. The applicant would be required to again 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. The proposed locations of the hot plant, rock crushing and hauling are those used during the runway realignment and taxiway projects, with the exception of hauling related to nighttime paving, which would be exiting to the north of the airport.

Residential Neighbor's Concerns

As of the writing of this staff report, two emails have been submitted and two phone calls were received. One e-mail supports the proposal, the second e-mail expressed concerns regarding the dust and dirt, additional heavy equipment traffic on the taxiways and safety of airport traffic. One phone call was neutral, wanting to verify the proposed location of the equipment on the site while the second said that a sound wall should have been installed on along College Parkway, a concern that is not a part of this purview. The following is some discussion addressing these concerns and other potential development impacts. As this is a continuation of a project which was conducted and concluded at the same location on this site, these concerns were previously addressed as well.

It is estimated that during the one to two years of activity of the project, approximately 35 nights would be utilized to process materials at the hot plant for early morning delivery of product. The night use would not be during very cold weather, assumed to be winter months. It is proposed notification in the form of a mailing to the surrounding property owners would be sent by the applicant a minimum of 10 days prior to this night activity. Activity during these nighttime operations would be limited to the hot plant site and hauling of products off-site.

Proximity to residential uses

The proposed hot plant and rock crushing operation would be located in the same place as during the runway realignment and taxiway projects. This is not in close proximity to the residential uses to the south and southeast.

Temporary Use Timeframe

The proposed hot plant and rock crusher is proposed as temporary, to be used only until the excess raw materials on site have been removed. Once the excess materials have been removed from the site, the hot plant and rock crusher would be removed from the site. The estimated timeframe for the completion of the project is one to two years with an review in November of 2011 and 2012.

Specific mitigation measures/conditions noted for the project:

- 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 removal of excess raw materials from the site.
- Elimination the visual impact of the existing stockpiles;
- SUP Planning Commission review in November 2011 and again in November 2012 to verify the project has been completed and all equipment has been removed from the site and all activity regarding the project has terminated.

Compatibility issues can be mitigated and the findings made if the applicant adheres to the attached conditions of approval. This Special Use Permit would expire upon completion of the removal and relocation of excess materials left over from the Runway 9/27 and Taxiway Realignment project. In this way, the residents of the immediate adjacent residential, commercial and industrial area would 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-10-088.

PUBLIC COMMENTS: Public notices were mailed to 414 adjacent property owners within 300 feet of the subject property. As of November 8, 2010 two phone calls and two e-mails have

been received. The e-mails were one in favor and one in opposition to the project and the phone calls were one neutral and one in opposition. 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:

Health Department: No comments

Building Division: No concerns

Engineering Division: No preference or objection

Fire Department: Applicant must meet all codes and ordinances as they relate to this request

Parks & Recreation Department: No comments received

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. This project is for the removal of raw materials remaining on the site after removal of the hill, runway and realignment of the taxiway. The site would be level at the completion of the project. The airport has determined that the sale of these raw materials with the resulting level ground is in their best interest.

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 removal and sale of the excess raw materials on site,

with the resulting leveling of the ground at the airport is desirable to provide enhancement of the facilities at the Carson City Airport.

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

The sale of raw materials and processing of these materials at the site would provide an economic benefit to the airport, while reducing the transporting of raw materials from the airport to a storage location, then transporting the finished product again to the final destination.

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 would be on the Airport property in a location that would have the least impact on the residential area adjacent to the Airport. This location was also previously used for the realignment of the runway and taxiway. The applicant has stated sound walls would again be used on the southern portion of the site. The neighbors would be notified prior to any night use of the hot plant. The approximate number of nights would be 35 over a one to two year period of time. No hauling of raw materials to the rock crusher or operation of the rock crusher would occur at night.

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 would be required for the proposed operation of the hot plant, hauling of materials and rock crushing activities on the Airport site. Additionally, keeping the operation of the rock crushing and hot plant on-site would minimize impacts to many others in the community by eliminating large trucks and hauling trips that would otherwise be required to remove materials from the site and haul back the completed asphalt material. Approximately 35 nights over a one to two year period would be utilized for hot plant operations. The neighbors would be notified prior to the night operation of the hot plant. No hauling of raw materials to the rock crusher or operation of the rock crusher would occur at night.

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 would be contained on the Carson City Airport site with exception of hauling of completed asphalt materials to projects off 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 would

have little effect on traffic or pedestrian facilities. The proposal would have little effect on existing public services.

Effluent water would be used during construction of the project and is available from the adjacent site at 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 would 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 would meet all the requirements of the Carson City Municipal Code and would not be detrimental to the public health, safety, convenience, and welfare. The temporary project would 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 would 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 applicant shall also notify neighbors when nighttime activity of the hot plant is proposed.

With the recommended conditions of approval, the proposed use would 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,

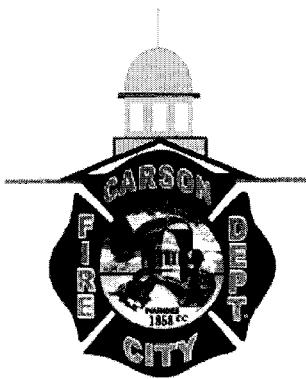
PUBLIC WORKS DEPARTMENT, PLANNING DIVISION

Kathe Green

Kathe Green, Assistant Planner

Attachments

Application (SUP-10-088)
Department Comments



CARSON CITY FIRE DEPARTMENT

"Service with Pride. Commitment. Compassion"

MEMORANDUM

TO: Community Development

FROM: Duane Lemons, Fire Inspector

DATE: October 18, 2010

SUBJECT: AGENDA ITEMS FOR NOVEMBER 17, 2010 PLANNING COMMISSION MEETING.

We reviewed the agenda items for the November 17, 2010 Planning Commission Meeting and have the following comments:

- SUP-10-086 We have no comments or concern with this request.
- ZMA-10-087 LLC We have no comments or concern with this request.
- SUP-10-088 Carson City, Granite Construction / CC Airport Authority The applicant must meet all codes and ordinances as they relate to this request.
- SUP-10-89, SUP-10-090, SUP-10-091 Carson City School Dist. The applicant must meet all codes and ordinances as they relate to this request.

DL/lb

**Engineering Division
Planning Commission Report
File Number SUP 10-088**

TO: Planning Commission

FROM Rory Hogen, E. I.

DATE: October 25, 2010 **MEETING DATE:** November 17, 2010

SUBJECT TITLE:

Action to consider an application for a Special Use Permit from Carson City Airport Authority and Granite Construction to allow a rock crushing and asphalt concrete hot plant on site at 2600 College Parkway, apn 05-011-01 and zoned PR.

RECOMMENDATION:

The Engineering Division has no preference or objection to the special use request.

DISCUSSION:

The Engineering Division has reviewed the conditions of approval within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses.

CCMC 18.02.080 (2a) - Adequate Plans

The information submitted by the applicant is adequate for this analysis.

CCMC 18.02.080 (5a) - Master Plan

The request is not in conflict with any Engineering Master Plans for streets or storm drainage. Construction must not block natural and existing drainage.

CCMC 18.02.080 (5c) - Traffic/Pedestrians

The proposal will have little effect on traffic or pedestrian facilities.

CCMC 18.02.080 (5d) - Public Services

Existing facilities are not impacted. A water and sewer connection fee application and accompanying information must be submitted with the construction permit.

Kathe Green - Planning commission comments 11/17/10

RECEIVED

From: Teresa Hayes
To: MPR Committee
Date: 11/5/2010 9:14 am
Subject: Planning commission comments 11/17/10

NOV 05 2010

CARSON CITY
PLANNING DIVISION

10-088

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. *Et. Seq.*

10-089

10-090

10-091

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. *Et. Seq.*

Teresa Hayes, R.E.H.S.

Environmental Health Specialist II

Carson City Health and Human Services

900 E. Long St

Carson City, NV 89706

Phone: (775) 887-2190 ext 7227

Fax: (775) 883-4701

e-mail: thayes@carson.org

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Rea Thompson - sup 10-088

From: Frieda Ford <fzodrof@att.net>
To: <planning@carson.org>
Date: 11/2/2010 3:08 PM
Subject: sup 10-088

RECEIVED
NOV 02 2010
CARSON CITY
PLANNING DIVISION

Planning Commission:

In regards to the proposed hot plant and rock crusher at the Carson City Airport: YES PLEASE GIVE YOUR APPROVAL. That operation is totally compatible with activities out there and is far away enough to avoid bothering residential areas. WE NEED THE JOBS AND THE ASPHALT for local projects.

Thank you,

Oscar W. Ford (for the Ford Family Trust) Owner of hangar T-18

Rea Thompson - Re: Request for special use permit (SUP-09-034)

RECEIVED

From: Jerry Nielsen <deltaduer@yahoo.com>
To: Dori Goss <dgoss2@sbcglobal.net>
Date: 11/3/2010 9:55 PM
Subject: Re: Request for special use permit (SUP-09-034)
CC: "<planning@carson.org>" <planning@carson.org>, Jackie TGonzalez <jackie@tginv.com>, Randy Grossmann <randyg@pyramid.net>, Jerry Nielsen <deltaduer@sbcglobal.net>, Pete Lien Norman <pete@zap-tech.com>, Barry Brannan <v35tc@sbcglobal.net>, Andy Chulick <andrewchulick@sbcglobal.net>, Bill Gawthrop <bgawthrop@mindspring.com>, Brent & Benet Terry <b9751@aol.com>, Camille Stegman <caminnv@aol.com>, Dave Hanst <dlhanst@aol.com>, Dave White <drebholtz@aol.com>, Debra Williams <dsw@pyramid.net>, Dorothy Duncan Morgan <deedee7668@aol.com>, George Parker <glp7860@aol.com>, Guy Williams <guybwilliams@sbcglobal.net>, Jess Edwards <jesterh31@aol.com>, John Bergsma <john@jb3enterprises.com>, John Roskey <johnroskey@email.com>, John Schottenheimer <schottenheimer@charter.net>, Orval & Joan Arnett <FBjoan@aol.com>, Oscar Ford <fzodrof@att.net>, Paul SIGMAN <tahoesigman@sbcglobal.net>, Phil Stotts <captenphil@aol.com>, "Robert Harington Jr." <robert7160@aol.com>, "Romaine E Gilliland, CPA" <regcpa@nvbell.net>, Royce Anderson <rowdyroyce@hotmail.com>, Steve Lantz <stevelantz@aol.com>, Tom Gonzales <vti@aol.com>, Wendell Pea <saywen2@sbcglobal.net>, Brad Armstrong <globaldevices@gmail.com>, Ned Stock <ned@tanager.net>, Dori Goss <dgoss2@sbcglobal.net>

NOV 04 2010

CARSON CITY
PLANNING DIVISION

Right on Wendell. I would hate to think all the noise and dust pollution of the last two years would return and become permanent. Particularly for the cause of off airport projects. I am adamantly opposed to ANY permanent Special Use Project that is not airport related, particularly in front of our hangers, adjacent to an active taxiway. You can add my email to any public comment you may make.

Jerry Nielsen
Hanger H-6

Sent from my iPhone

On Nov 3, 2010, at 15:29, "Dori Goss" <dgoss2@sbcglobal.net> wrote:

Planning Commission Members,

With reference to the applied for special use permit (SUP-09-034); are these materials, in fact, what is remaining after realignment of runway 27/09, or will additional material be brought in? Also, the application states "with materials to be hauled to and used in projects in and around Carson City"? Should this plant be used for other than airport projects, I object to this permit application. As an airport property owner, we endured the dust and dirt from the initial project for the advancement of the airport runway/taxiways. Being situated on taxiway B, we were constantly having to sweep/blowout our hangars. In addition, the additional heavy equipment traffic on the adjacent taxiways could pose a significant safety hazard to our increasing airport traffic. I don't feel we should have to endure this again for the sake of projects off the airport! Please advise as to the actual intent of this application. If it is for other than airport application I will begin a petition drive to request denial of this permit.

Sincerely,
Wendell I. Pea (hangar owner)

Kathe Green - SUP-10-088**RECEIVED**

From: Kathe Green
To: dgoss2@sbcglobal.net
Date: 11/5/2010 11:04 am
Subject: SUP-10-088

NOV 5 2010

CARSON CITY
PLANNING DIVISION

Wendell I Pea- I am in receipt of your e-mail regarding the proposed hot plant, rock crushing and extraction of raw materials at the airport. This proposal is to complete the removal of materials left over after the completion of the taxiway and realignment project which included removal of the hill at the airport. These are the remaining raw materials from that project which the airport has elected to sell. This proposal is to allow a resumption of the hauling, rock crushing and hot plant in the same location as previously used, then to allow the processed materials to be removed from the site to be used in various projects. No new materials will be brought to the site. At the end of the project, estimated to be one to two years to complete, the site would be level. You may want to contact the Airport Authority as they are the property owner for additional information or the applicant is Kyle Larkin of Granite Construction. You are welcome to submit comments, or the meeting will be November 17 at 1:30 at the Carson City Community Center, in the Sierra Room at 851 E William Street. You are welcome to attend.

Kathe Green
Assistant Planner
Carson City Planning Division
108 E Proctor St
Carson City, NV 89701
(775) 283 7071
kgreen@carson.org

Carson City Planning Division
108 E. Proctor Street • Carson City NV 89701
Phone: (775) 887-2180 • E-mail: planning@carson.org

FILE # SUP - 10 -

SUP - 10 - 088

Carson City Airport Authority

PROPERTY OWNER

2600 E. College Parkway, Carson City, NV 89706

MAILING ADDRESS, CITY, STATE, ZIP

775-841-2255

775-841-2254

PHONE #

FAX #

Name of Person to Whom All Correspondence Should Be Sent

Kyle Larkin

APPLICANT/AGENT

1900 E. Glendale Avenue, Sparks, NV 89432

MAILING ADDRESS, CITY, STATE ZIP

775-358-8792

775-358-0372

PHONE #

FAX #

kyle.larkin@gcinc.com

E-MAIL ADDRESS

Project's Assessor Parcel Number(s):

005-011-01

Street Address

2600 E. College Parkway, Carson City, NV 89706

ZIP Code

Project's Master Plan Designation

P/OP

Project's Current Zoning

PR

Nearest Major Cross Street(s)

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, Harlow Norvell

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

Signature

2600 E. College Parkway, Carson City, NV 89706

Address

10-6-10

Date

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

STATE OF NEVADA

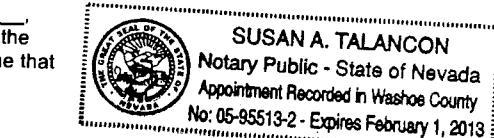
COUNTY Washoe

)

On October 6th, 2010, Harlow Norvel

personally appeared before me, a notary public, personally known (or proved) to me to be the person whose name is subscribed to the foregoing document and who acknowledged to me that he/she executed the foregoing document.

Susan A. Talancon
 Notary Public



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.

RECEIVED

CCMC 18.02

SPECIAL USE PERMIT OCT 07 2010

**FEE: \$2,450.00 MAJOR CARSON CITY PLANNING DIVISION
\$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.

KAEMPFER
CROWELL

ATTORNEYS AT LAW

CARSON CITY OFFICE

STEVEN E. TACKES
stackes@kcnvlaw.com
775.884.8300

KAEMPFER CROWELL RENSHAW
GRONAUER & FIORENTINO

LAS VEGAS OFFICE
8345 West Sunset Road
Suite 250
Las Vegas, NV 89113
Tel: 702.792.7000
Fax: 702.798.7181

RENO OFFICE
6470 Kietzke Lane
Suite 140
Reno, NV 89511
Tel: 775.852.3900
Fax: 775.882.0257

CARSON CITY OFFICE
510 W. Fourth Street
Carson City, NV 89703
Tel: 775.884.8300
Fax: 775.882.0257

October 5, 2010

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 to sign applications and other requests on behalf of the Carson City Airport Authority, including but not limited to, special use permits and other land use applications. The current Chairman is Harlow Norvell.

I would also like to renew our appreciation to you and your staff for the assistance provided to us in our efforts to improve the Carson City Airport, and thus improve the infrastructure and quality of life in Carson City. We are very proud of the new runway, the increased activity, and enhanced safety at the Airport, as well as the Carson City jobs generated by our construction programs.

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

Sincerely,

KAEMPFER CROWELL RENSHAW
GRONAUER & FIORENTINO



Steven E. Tackes

Cc: Harlow Norvell, Chairman
Casey Pullman, Airport Manager
Joel Benton, Deputy District Attorney
Brian Fitzpatrick, PBS&J, Airport Engineers

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.

Applicant



10/6/10
Date

RECEIVED

OCT 21 2010

CARSON CITY
PLANNING DIVISION

SUP-10-088 Addendum #1

GRANITE CONSTRUCTION COMPANY PROPOSED ROCK CRUSHING and HOT PLANT OPERATIONS at the CARSON CITY AIRPORT

It has come to the attention of Granite Construction that the proposed projects we are attempting to bid upon require that the paving operations occur at night. Therefore, Granite is requesting to amend the hot plant hours from the SUP application of 5:00am to 7:00pm and replace it with the hours of 7:00pm to 7:00am. It is anticipated that the night time paving operations may be changed to the daytime, however, that can't be requested until the project is awarded in the future. Therefore, Granite would like to include the operation of the hot plant during the day time hours as an option.

As stated in the initial narrative already submitted, Granite estimates that a total of 35 days of plant operation would occur over a one to two year period. Additionally, the hot plant will not operate continuously for the 35 days, but sporadically as necessary. Once the paving material that is required for each project has been produced, the plant will become dormant until additional paving material is required or the proposed roadway projects are complete. There will be a winter shut down of approximately three to four months since it is difficult to process material in cold temperatures.

Mitigation measures for reducing noise for the neighbors to the south include a sound wall on the southern end of the hot plant that will remain for the duration of the hot plant activities. Additionally, the haul route will be changed when hauling pavement material from the Airport at night. The new route would exit the Airport on the north side onto Arrowhead Drive, west to Goni Road, south to College Parkway, and west to US 395 to the proposed projects.

Kyle Larkin
Granite Construction

RECEIVED

OCT 21 2010

CARSON CITY
PLANNING DIVISION

Proposed Haul Routes from the Carson City Airport

Downtown
Carson City

Nighttime
Haul Route

US 395

Collette Parkway

Airport
Haul Route

US 50

Airport
Stockpile

Map of
Carson City

Nighttime
Access to
Arrowhead
Drive

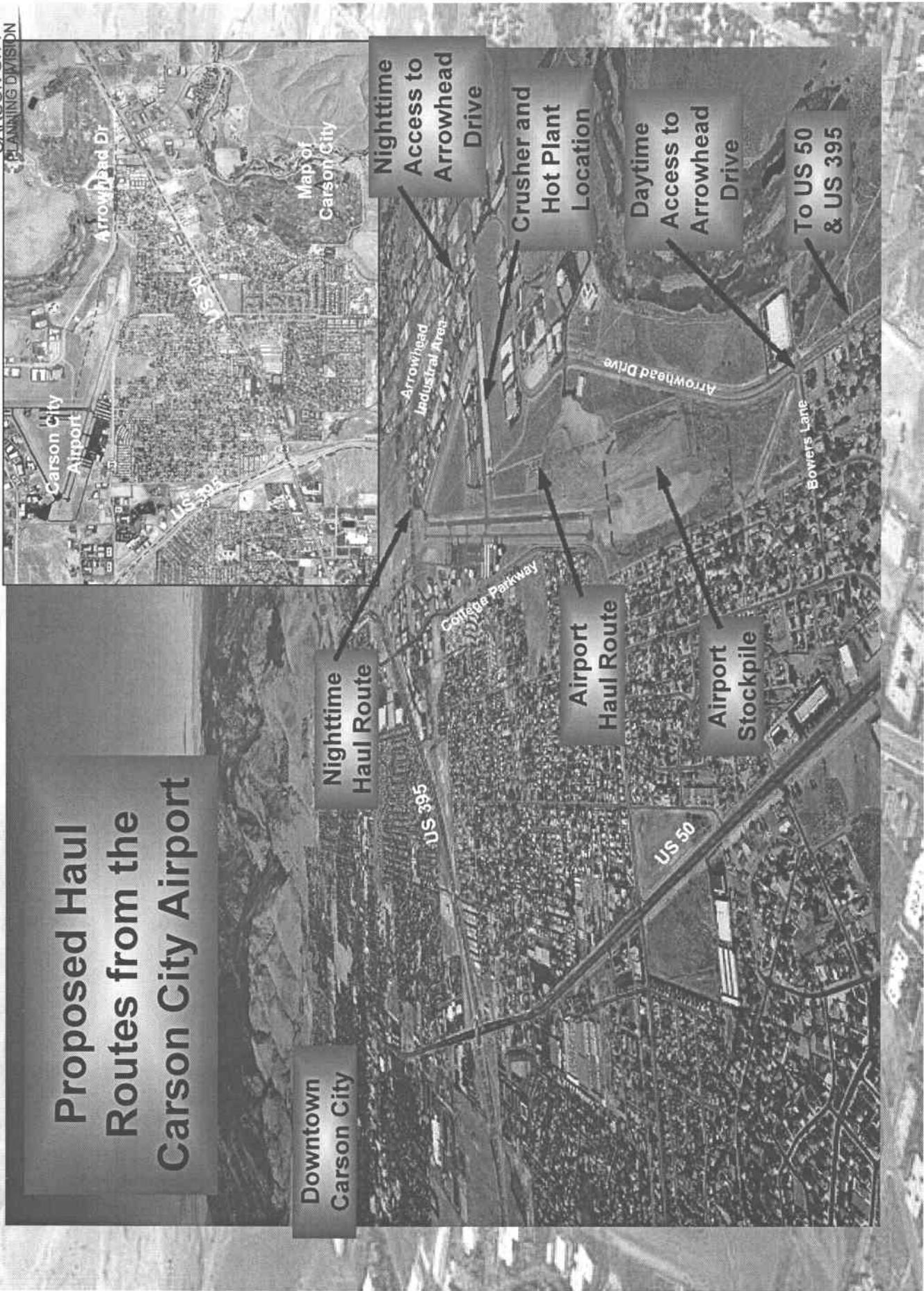
Arrowhead
Industrial Area

Crusher and
Hot Plant
Location

Daytime
Access to
Arrowhead
Drive

To US 50
& US 395

Bowers Lane



**GRANITE CONSTRUCTION COMPANY
PROPOSED ROCK CRUSHING and HOT PLANT OPERATIONS
at the CARSON CITY AIRPORT**

In May of 2009, the Carson City Airport Authority applied for and received a Special Use Permit (SUP-09-034) to allow for the operation of a Rock Crusher and Hot Plant on Airport property for use in the Reconstruction of Runway 9/27 and Taxiway A project. This SUP allowed Granite Construction to process rock material onsite to produce aggregate base and asphalt concrete instead of importing the material from other locations.

Granite Construction wants to resume processing material from the east end of the Airport in the same manner as was approved in SUP-09-034. Granite will place a rock crusher and hot plant at the same location on the Airport property and process rock material from the remaining stockpile to provide aggregate base and asphalt concrete. These materials will be hauled from the Airport to various roadway construction projects in and around the Carson City Area.

The Carson City Airport will provide approximately 6 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. 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 remaining stockpile will be used in the proposed roadway construction projects. The remaining rock and soil will be spread onto Airport property to lower the elevation of the stockpile and eliminate the visual impact of the stockpile on the adjacent neighborhood. Matt Cates, Project Manager for Granite Construction, will be the appointed neighborhood liaison who can be reached at 775-813-0928 or matt.cates@gcinc.com. In addition, anyone with Airport questions can access the Carson City Airport's web site www.carsoncity-airport.com for information regarding Airport activities.

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. If necessary and approved by the City and the Airport, hauling material to the rock crusher on Saturdays will be from 10:00 a.m. to 5:00 p.m. Hauling from the stockpile will only occur when material is needed at the rock crusher. Crushing operations will be allowed during the hours of 7:00 a.m. to 7:00 p.m., Monday through Friday. If necessary and approved by the City and the Airport, rock crushing operations on Saturdays will be from 10:00 a.m. to 5:00 p.m. The operation of the hot plant will be allowed during the hours of 5:00 a.m. to 7:00 p.m. on a

daily basis during periods of paving only. The 5:00 a.m. start is to heat the oil used in the asphalt mix and no production will occur prior to 7:00 a.m. No hauling, crushing or mixing operations will be performed on Sundays. Once the material is produced, the plants will remain dormant until more material is required or the proposed roadway projects are complete. Granite Construction is anticipating placing the rock crusher and hot plant on the Airport property for two years or until all of the available material is processed. There will be a winter shut down of approximately 3-4 months since it is difficult to process material in cold temperatures.

Allowing crushing operations and the operation of a hot plant at the Carson City Airport will reduce the cost of proposed roadway construction projects performed by Granite Construction by reducing the number of truckloads on the haul routes between the Airport, Moundhouse, and the proposed roadway construction projects. This is a major advantage to the City because only the material needed for the proposed roadway construction projects performed by Granite Construction will be removed from the site, thus reducing truck traffic on the public streets and also reducing noise, emissions, dust, and debris. The alternative would be to remove the material and haul it to Moundhouse for processing, and then haul the material to the proposed roadway construction projects, increasing the truck traffic on the public streets and potential for noise, 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 at the Airport for the duration of the project. The contractor will submit a construction safety and security plan to the Airport prior to commencing operations to ensure any disruptions to Airport operations are kept to a minimum.

Attached is a presentation that depicts the aspects of the project and the proposed impacts to the surrounding neighbors.

SPECIAL USE PERMIT APPLICATION QUESTIONNAIRE

PLEASE TYPE OR PRINT IN BLACK INK ON SEPARATE SHEETS. ATTACH TO YOUR APPLICATION.

State law requires that the Planning Commission, and possibly the Board of Supervisors, consider and support the questions below with facts in the record. These are called "FINDINGS". Since staff's recommendation is based on the adequacy of your findings, you need to complete and attach the Proposal Questionnaire with as much detail as possible to ensure that there is adequate information supporting your proposal.

The questionnaire lists the findings in the exact language found in the Carson City Municipal Code (CCMC), then follows this with a series of questions seeking information to support the findings.

(On an attached sheet, list each question, read the explanation, then write your answer in your own words.)

Answer the questions as completely as possible so that you provide the Commission and possibly the Board with details that they will need to consider your project. If the question does not apply to your situation, explain why. BEFORE A SPECIAL USE PERMIT CAN BE GRANTED, FINDINGS FROM A PREPONDERANCE OF EVIDENCE MUST INDICATE THAT THE FACTS SUPPORTING THE PROPOSED REQUEST ARE INCORPORATED INTO YOUR APPLICATION.

GENERAL REVIEW OF PERMITS

Source: CCMC 18.02.080. (1) The Planning Commission, and possibly the Board of Supervisors, in reviewing and judging the merit of a proposal for a special use permit shall direct its considerations to, and find that in addition to other standards in this title, the following conditions and standards are met:

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

Explanation A. Turn to the Master Plan Policy Checklist. The Master Plan Policy Checklist for Special Use Permits and Major Project Reviews address five items that appear in the Carson City Master Plan. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. Address each theme; a check indicates that the proposed development meets the applicable Master Plan Policy. In your own words provide written support of the policy statement. You may want to acquire a free CD or purchase a paper copy of the Master Plan from the Planning Division, or review the copy in the Planning Office or in the reference section of the Ormsby Public Library on Roop Street, or use our website at www.carson.org

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

Explanation A. Describe the general types of land uses and zoning designations adjoining your property (for example: North: two houses, Single-Family 12,000 zoning; East: restaurant, Retail Commercial zoning; West: undeveloped lot, Retail Commercial zoning; South: apartment complex, Retail Commercial zoning).

B. Explain why your project is similar to existing development in the neighborhood, and why it will not hurt property values or cause problems, such as noise, dust, odors, vibration, fumes, glare, or physical activity, etc. with neighboring property owners. Will the project involve any uses that are not contained within a building? If yes, please describe. If not, state that all uses will be within a building. Explain how construction-generated dust (if any) will be controlled. Have other properties in your area obtained approval of a similar request? How will your project differ in appearance from your neighbors? Your response should consider the proposed physical appearance of your proposal, as well as comparing your use to others in the area.

C. Provide a statement explaining how your project will not be detrimental to the use, peaceful enjoyment or development of surrounding properties and the general neighborhood.

D. Consider the pedestrian and vehicular traffic that currently exists on the road serving your project. What impact will your development have when it is successfully operating? Will vehicles be making left turns? Will additional walkways and traffic lights be needed? Will you be causing traffic to substantially increase

in the area? What will be the emergency vehicle response time? State how you have arrived at your conclusions. What City department have you contacted in researching your proposal? Explain the effect of your project with the existing traffic in the area.

E. Explain any short-range and long-range benefit to the people of Carson City that will occur if your project is approved.

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

Explanation

- A. How will your project affect the school district? Will your project add to the student population or will it provide a service to the student population? How will your project affect the Sheriff's Office?
- B. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated? Talk to Engineering for the required information.
- C. Are the water supplies serving your project adequate to meet your needs without degrading supply and quality to others in the area? Is there adequate water pressure? Are the lines in need of replacement? Is your project served by a well? Talk to Public Works for the required information.
- D. Is there adequate capacity in the sewage disposal trunk line that you will connect to in order to serve your project, or is your site on a septic system? Please contact Public Works for the required information.
- E. What kind of road improvements are proposed or needed to accommodate your project? Have you spoken to Public Works or Regional Transportation regarding road improvements?
- F. Indicate the source of the information that you are providing to support your conclusions and statements made in this packet (private engineer, Public Works, Regional Transportation, title report, or other sources).
- G. If outdoor lighting is to be a part of the project, please indicate how it will be shielded from adjoining property and the type of lighting (wattage/height/placement) provided.
- H. Describe the proposed landscaping, including screening and arterial landscape areas (if required by the zoning code). Include a site plan with existing and proposed landscaping shown on the plan which complies with City ordinance requirements.
- I. Provide a parking plan for your project. If you are requesting approval for off-site parking within 300 feet, provide site plans showing (1) parking on your site, (2) parking on the off-site parking lot, and (3) how much of the off-site parking area is required for any business other than your own. Design and dimensions of parking stalls, landscape islands, and traffic aisles must be provided.

If there is any other information that would provide a clearer picture of your proposal that you would like to add for presentation to the Planning Commission, please be sure to include this information.

Please type the following signed statement at the end of your application questionnaire.

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 construction operation on the Airport is related to 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 not affect the facilities or Airport operations at the Carson City Airport thereby allowing the Airport to operate in a normal manner.

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 remove and reuse material from the Airport and thereby maintain existing property values and enhance future property values for adjacent homeowners by lowering the stockpile and decreasing the view obstructions on the Airport.

5.7g—Adequate Infrastructure

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

This project will provide material used for improvements to the existing infrastructure around the Carson City area and thereby enhance the value of the Carson City 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 operations 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 Carson City, thereby reducing traffic congestion, emissions, and dust/debris on the public roadways.

There will be some impact to the general neighborhood during the operation of the plants. Heavy equipment 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. The Hot Plant and Rock Crusher located in the central portion of the Airport are approximately one-half mile to a mile and a half away from the residential neighborhoods, which will be sufficient distance to minimize impacts from processing these materials. In the previous construction operations, Granite constructed a sound wall to the south of the hot plant to minimize the potential noise to the Airport neighbors. The Airport Manager did not receive any complaints for noise during the operation of the rock crusher and hot plant. The hours of operation for the crushing operation will be from 7:00 a.m. to 7:00 p.m. and 5:00 a.m. to 7:00 p.m. for the hot plant. The early start for the hot plant is to heat the oil prior to producing asphalt. These operations will only occur when material is needed for the proposed roadway projects constructed by Granite Construction and may not operate everyday available day, or for an extended period of time.

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.

No additional pavement will be placed onsite. However, drainage from the existing Airport improvements will drain into detention basins before flowing into City drainage facilities.

This project will not require additional water service on a permanent basis. Granite proposes to connect to an existing water main at the south end of the hot plant site to allow for potable water necessary in the manufacturing process for the rock crusher and

the hot plant. A backflow preventer and a water meter will be installed to ensure all applicable codes are met. Effluent water will be used during the excavation operation and any additional areas as necessary to control dust.

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. By placing the crushing and hot plant operations onsite, all construction traffic will traverse approved Carson City haul routes of Arrowhead Drive, Highway 50, and Highway 395.

There will be no changes to the outdoor lighting.

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 will not increase the capacity of the Airport. Consequently, no additional vehicular parking will be required.

TITLE 18 SUBMITTAL REQUIREMENTS **EXTRACTION OPERATIONS**

In addition to the submittal requirements for special use permits defined in Title 18 (Special Use Permits), an applicant for extraction operations shall submit the following materials and information:

1. Transportation:

- a. Designation of specific haul routes for all vehicles and equipment to and from the site, subject to the approval of the city engineer.
All vehicles and equipment will enter the Airport property through the construction access gate located at Arrowhead Drive and Bowers Lane. All haul trucks will travel east from this location along Arrowhead Drive to the intersection with US Highway 50. The haul route will continue west to the US 395 bypass and travel north or south to the proposed project sites depending on the project for which the material will be used (several local projects are proposed and Granite will be submitting a bid on each project).
- b. Provision for the maintenance and potential repair of streets and roads designated as haul routes for extraction operations.
The haul route will be swept daily with a mechanical sweeper.
- c. Intensity of truck usage (types of vehicles, estimated trips per day, etc.). The rock crusher and hot plant are limited on the amount of material they can produce in one day. However, Granite proposes to use belly dump trucks to haul the aggregate base or asphalt concrete to the proposed projects. It is estimated that a fleet of sixteen trucks would make 10 trips per day to haul the materials.

2. Proposed hours of operation:

Extracting material from the eastern stockpile and hauling it to the rock crusher will be from 7:00 a.m. to 7:00 p.m., Monday through Friday. If necessary and approved by the City and the Airport, hauling material to the rock crusher on Saturdays will be from 10:00 a.m. to 5:00 p.m. Hauling material will only occur when material is needed at the rock crusher and while the supplies last from the stockpile.

Rock crushing operations will be from 7:00 a.m. to 7:00 p.m., Monday through Friday. If necessary and approved by the City and the Airport, rock crushing operations on Saturdays will be from 10:00 a.m. to 5:00 p.m. The times of operation will be in effect for producing material needed for the proposed projects. Once the material is produced, the plant will remain dormant until more material is needed or the proposed projects are complete.

Hot Plant operations will be from 5:00 a.m. to 7:00 p.m., Monday through Friday. If necessary and approved by the City and the Airport, hot plant operations on Saturdays will be from 5:00 a.m. to 7:00 p.m. The 5:00 a.m.

start is to heat the oil used in the asphalt mix and no production will occur prior to 7:00 a.m. The hot plant will only be operational on days when paving will occur at the proposed projects. When paving does not occur, the hot plant will be dormant. Granite Construction is anticipating placing the rock crusher and hot plant on the Airport property for two years or until all of the available material is processed. There will be a winter shut down of approximately 3-4 months since it is difficult to process material in cold temperatures.

3. Reclamation plan including appropriate planting methods, vegetation and time frames for revegetation and slope stabilization.

At the end of excavation operations, the stockpile area will receive a layer of fine material generated from the rock crushing and then hydroseeded. All other areas disturbed will be hydroseeded at the conclusion of the project.

4. Plans for on and off-site erosion control.

A gravel exit will be constructed where trucks will be leaving the site and entering Arrowhead Drive. Standard Best Management Practices will be used throughout the site.

5. A dust control plan including proposed abatement methods for both on-site and off-site (hauling) activities.

A water truck will be used onsite to maintain dust control and a mechanical broom will be used offsite to remove any loose debris if it occurs.

6. Proposed security fencing.

The Carson City Airport currently has a perimeter fence and all operations will occur within the Airport property. Therefore, no additional fence will be required.

7. Plans for preserving the natural drainage of the area and controlling run-off.

All drainage on site will be preserved in its current condition. All storm water on site will ultimately drain to the detention basin just west of Bowers Lane on the Airport property and then into the City controlled storm water system. All SWPPP requirements will be followed by Granite while excavating operations are underway.

8. Bonding amounts based on one hundred fifty percent (150%) of the estimated costs for meeting the provisions of this title.

Bonding for Title 18 will be provided as each roadway construction project is awarded to Granite Construction. Bonding amounts cannot be determined until the proposed roadway construction projects are successfully bid upon by Granite Construction.

9. Plans for noise and visual buffering to mitigate impacts to surrounding land uses. May be waived at the discretion of the director if circumstances warrant potential impacts are nonexistent.

The stockpile on the east side of the Airport will be in view from the Bowers Lane and Apollo Drive neighborhood. Noise and visual buffering will be provided by minimizing the work on the south and east sides of the stockpile and concentrating the excavation efforts on the north side of the stockpile. Locating the rock crusher and the hot plant at a central location on the Airport increases the distance between the operations and the adjacent neighborhoods. Additionally, a sound wall will be erected to the south of the hot plant to reduce the amount of possible noise impact to the neighborhood to the south.

10. **If the site will be located on public lands, documentation of approval by the applicable public land manager.**
Approval from the Airport Authority to dispose of the stockpile material was granted in the public meeting dated January 2010. See the attached meeting minutes. The Airport Authority and Granite Construction are currently in negotiations to enter into a contract for Granite to purchase the stockpile material.

11. **Plans for the preservation or stockpiling of topsoil.**
Once the extraction operations conclude, any remaining fine material generated from the crushing operation will be spread across the eastern end of the Airport and hydroseed will be placed to allow native vegetation to grow.

12. **Plans for maintenance and phasing of operations.**
Currently, there are no plans for phasing the operations

CARSON CITY AIRPORT AUTHORITY
Minutes of the January 20, 2010 Meeting
Page 1

A regular meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Wednesday, January 20, 2010 in the Carson City Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Vice Chairperson John Kelly
Member Teresa DiLoreto-Long
Member Ray Saylo

STAFF: Casey Pullman, Airport Manager
Jim Clague, Airport Engineer
Steve Tackes, Airport Counsel
Jano Barnhurst, Recording Secretary

NOTE: A recording of these proceedings, agenda materials, and any written comments or documentation provided to the recording secretary during the meeting are public record. These materials are on file in the Clerk-Recorder's Office, and available for review during regular business hours.

A. CALL TO ORDER, ROLL CALL AND DETERMINATION OF QUORUM. (5:59:45) - Vice Chairperson Kelly called the meeting to order at 5:59 p.m. Roll was called but a quorum was not present. Members Carter and McClelland were absent and excused. Mr. Tackes advised that information can be taken on the items without a quorum and that Chairperson Norvell will appear by phone for items G-2 and G-4.

B. PLEDGE OF ALLEGIANCE. (6:01:45) - Vice Chairperson Kelly led the pledge of allegiance.

C. APPROVAL OF THE MINUTES OF PAST MEETINGS OF THE AIRPORT AUTHORITY. (6:02:06) - A quorum was not present to approve the previous meeting's minutes.

D. MODIFICATION OF THE AGENDA. (6:02:09) - None.

E. PUBLIC COMMENT. (6:02:10) - Vice Chairperson Kelly introduced the item. In response to a question by Bill Hartman, Mr. Pullman replied that the AWOS phone has been out of service due to the relocation of the fuel facility. He advised that a resolution was attempted, but due to the extraordinary cost, they may have to wait until the new AWOS is operational which may be a couple of months. He apologized for the inconvenience. In response to a comment, he replied that the lines were not reconnected when the fuel facility was removed.

In response to a question by Ginna Reyes, Mr. Tackes replied that the meeting minutes and a letter outlining the airport's concerns were provided to the Planning Commission regarding the Silver State Charter School presentation but not absorbed. He advised that it will be on the January 21 Board of Supervisors' (BOS) agenda and people should voice their concerns. Ms. Reyes expressed concern about it being a safety incursion, as well as a disservice to the airport and misuse of public funds. Vice Chairperson Kelly advised that he would attend the meeting.

CARSON CITY AIRPORT AUTHORITY
Minutes of the January 20, 2010 Meeting
Page 2

F. CONSENT AGENDA. All matters listed under the consent agenda are considered routine, and may be acted upon by the Airport Authority with one action and without an extensive hearing. Any member of the Authority or any citizen may request that an item be taken from the consent agenda, discussed and acted upon separately during this meeting. The Chairperson or the Vice-Chairperson retains discretion in deciding whether or not an item will be pulled off the consent agenda. (6:09:15) - None.

G. PUBLIC HEARINGS.

G-1. DISCUSSION AND POSSIBLE ACTION TO APPROVE CARSON CITY AIRPORT AUTHORITY FUNDING OF PROPOSED EAA/EL AERO RECORD OF SURVEY FOR CARSON CITY AIRPORT AND EL AERO LAND SWAP. (*R. Dickinson*) (6:09:48) - Vice Chairperson Kelly advised that there was not a quorum to act on this item. Mr. Dickinson advised that EAA is prepared to pay for the survey and request reimbursement from the CCAA. In response to a question, Mr. Tackes advised that the item can be agendized for the next meeting to act on the request. In response to a comment, Mr. Clague replied that they will proceed and bill the airport through the project.

G-2. DISCUSSION AND POSSIBLE ACTION TO DECLARE THE ROCK AND EXCESS FILL MATERIAL ON THE AIRPORT AS SURPLUS PROPERTY UNDER NRS 332.185 THAT MAY BE PROVIDED OR SOLD TO CARSON CITY OR OTHERWISE DISPOSED BY THE AIRPORT MANAGER. (*Steve Tackes*) (6:15:06) - Chairperson Norvell appeared by phone for this item. Vice Chairperson Kelly introduced and Mr. Tackes explained the item. He advised that if a declaration is made, they can either give the material away or sell it, and recommended a motion which he read into the record. In response to a question, he replied that they are trying to determine the market rate in order to obtain a reasonable price. In response to a question, Mr. Clague replied that the areas of surplus have been delineated and they plan to spread it out at the east end, but may be stockpiled in a different location for easier access. In response to a comment, he replied that the amount of material has been calculated. Vice Chairperson Kelly called for public comment. In response to a question by Eric Laich, Mr. Clague replied that he contacted local suppliers for standard prices because several contractors approached the airport about the material. Mr. Laich expressed his support for selling the material and opposition to giving it to the City. He opined that it is worth potentially hundreds of thousands of dollars and suggested that the rock be cleaned and sold for riprap. Mr. Pullman advised that a few companies are interested in the material. Vice Chairperson Kelly called for further comments and seeing none, entertained a motion. **Member DiLoreto-Long moved to designate the excess rocks and fill material from the past construction projects as "surplus" and no longer required for public airport purposes under NRS 332.185 and authorize the Airport Manager to sell or otherwise dispose of the same. Member Saylo seconded the motion. Motion carried 4-0.**

G-3. DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY AIRPORT AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS) PROJECT (FAA AIP NO. 3-32-0004-17), INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS. (*Jim Clague*) (6:36:09) - Vice Chairperson Kelly introduced the item and Mr. Clague

CARSON CITY AIRPORT AUTHORITY
Minutes of the January 20, 2010 Meeting
Page 3

reviewed the staff report which is incorporated into the record. He reported that there is no change from the last meeting, adding that any construction has been delayed and there have been no additional pay requests. Vice Chairperson Kelly called for comments, but none were forthcoming.

G-4. DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY AIRPORT RUNWAY PROJECT (FAA AIP NO. 3-32-0004-18), INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS. *(Jim Clague)* (6:23:50) – Chairperson Norvell appeared by phone for this item. Vice Chairperson Kelly introduced the item and Mr. Clague reviewed the construction schedule and Change Order No. 1, both of which are incorporated into the record. He advised that the sewer lateral is the only ineligible cost at \$5,125. He explained that it exceeds the original budget but an amendment requesting reimbursement would be submitted to the FAA at the end of the project. He expected them to approve the amendment but cautioned that it could take up to a year. He explained that the change order is an increase of \$92,812.75 for a new total amount of \$9,003,144.75. Vice Chairperson Kelly expressed the understanding that CCAA would be responsible for any amount exceeding the grant funding and recover costs through an amendment to the project. Mr. Clague added that the change order won't affect CCAA until the end of the project. Vice Chairperson Kelly called for public comment. In response to a question, Mr. Tackes replied that under federal law, the airport is obligated to pay relocation expenses of anyone dislocated as a result of the project and explained the reason for the sewer lateral charge. Vice Chairperson Kelly called for further questions and seeing none, entertained a motion. **Member Saylo moved to approve contract Change Order No. 1 in reference to AIP No. 3-32-0004-18 and allow the Airport Authority to cover the discrepancy of \$5,125. Member DiLoreto-Long seconded the motion. Motion carried 4-0.**

H. AIRPORT ENGINEER'S REPORT. (6:37:50) - Vice Chairperson Kelly introduced the item and Mr. Clague advised that the ACIP was submitted to the FAA and they will begin processing the grant application for construction of Taxiway D east of B, and a new connection from Runway 9 to the Taxiway C north apron. He explained the process advising that it is a placeholder with the FAA and once confirmation is received, they would go out to bid and resubmit an application based on the bid.

In response to a question, Harold Long explained that the ground is not level in the area his hangar was moved; it has an eight inch gap in the back, water runs inside and the roof leaks. Mr. Clague expressed the understanding that Granite was working to determine the proper sealant and advised that he will contact them immediately. Mr. Long expressed concern about the ability to fill in a gap that size but Mr. Clague assured him that a solution would be found.

Vice Chairperson Kelly inquired into the possibility of getting a more discreet frequency on the new AWOS to which Mr. Pullman replied that it is being addressed and will be resolved.

I. AIRPORT MANAGER'S REPORT. (6:43:04) - Vice Chairperson Kelly introduced the item. Mr. Pullman reported that a new website should be up in February which will be interactive and contain more information. He added that he will try to incorporate tenant suggestions. He explained that he is working with the Nevada Appeal on a marketing campaign and they will also produce a pilot brochure containing airport services and information.

CARSON CITY AIRPORT AUTHORITY
Minutes of the January 20, 2010 Meeting
Page 4

J. LEGAL COUNSEL'S REPORT. (6:46:15) - None.

K. TREASURER'S REPORT. (6:46:23) - Member Carter was absent but provided a budget report. In response to a question, Mr. Pullman opined that his accounting system may not be separating rent and tie down fees and he will coordinate with Member Carter regarding the adjustment. In response to another question, he replied that there are not many Class 2 FBO's at the airport, but their leases are current. Vice Chairperson Kelly requested a list. In response to another question, Mr. Pullman replied that landing fees are still a consideration and opined that it's too soon to implement them but once construction is completed, they should revisit the issue.

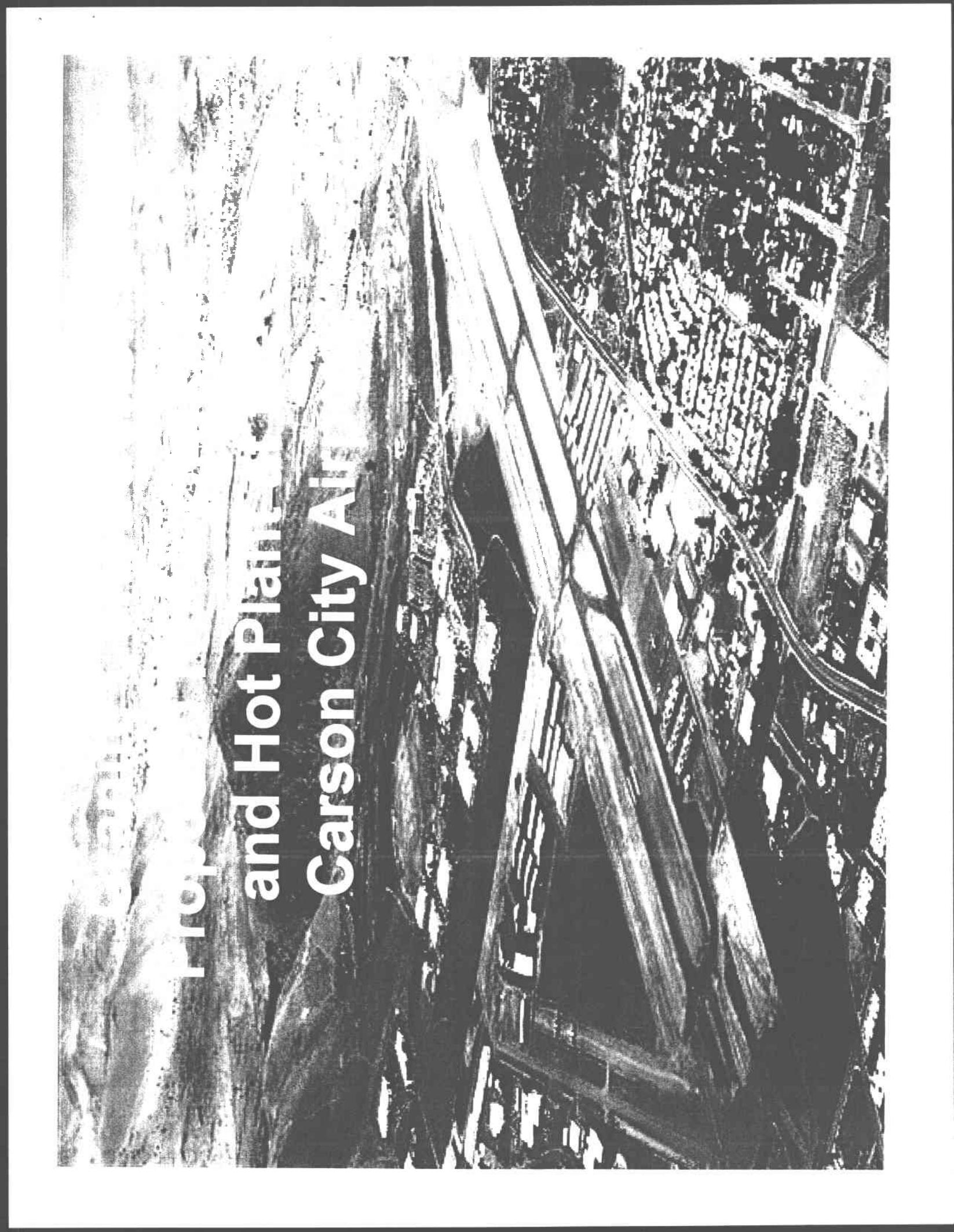
L. REPORT FROM AUTHORITY MEMBERS. (6:50:20) - None.

M. AGENDA ITEMS FOR NEXT REGULAR MEETING. (6:50:29) – Item G-1 will be re-agendized for the next meeting. Mr. Clague requested that items G-3 and G-4 also be carried forward.

N. ACTION ON ADJOURNMENT. (6:50:48) - Vice Chairperson Kelly adjourned the meeting at 6:50 p.m.

The Minutes of the January 20, 2010 Carson City Airport Authority meeting are so approved this 17th day of February, 2010.

Harlow Norvell, Chair



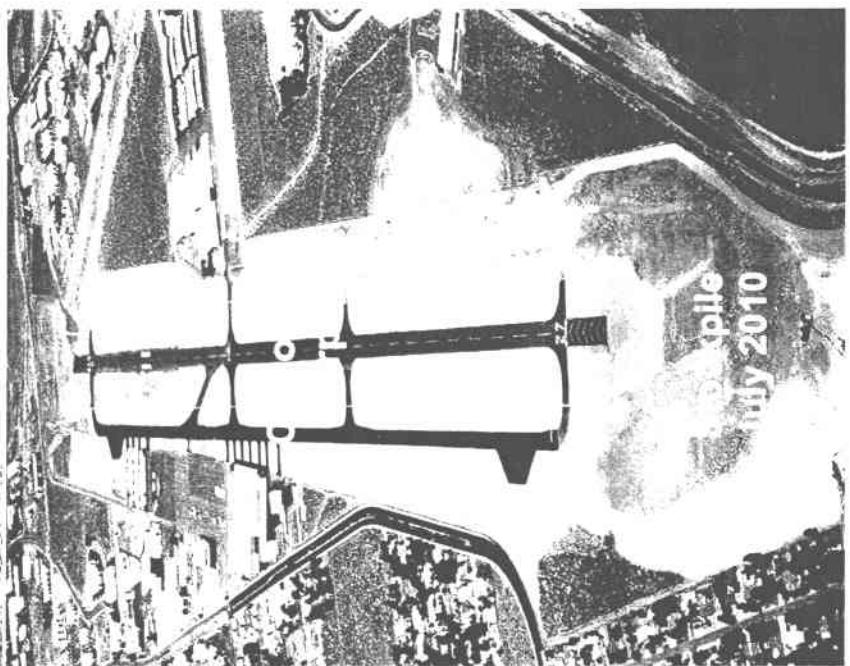
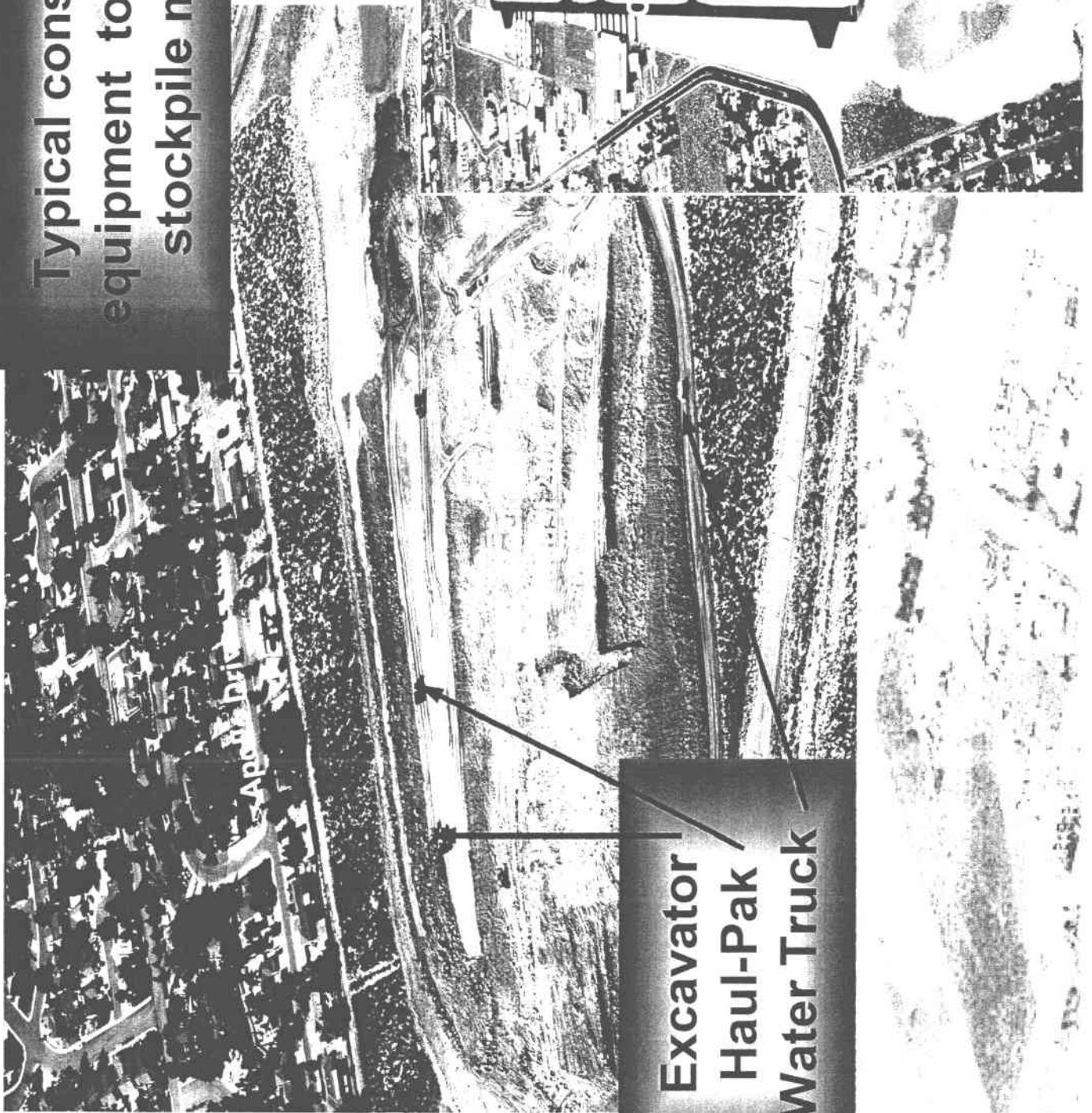
**Highway
and Hot Plateau
Carson City, NV**

Granite Construction and the Carson City Airport

In May of 2009, the Carson City Airport Authority applied for and received a Special Use Permit (SUP-09-034) to allow for the operation of a Rock Crusher and Hot Plant on Airport property for use in the Reconstruction of Runway 9/27 and Taxiway A project. This SUP allowed Granite Construction to process rock material onsite to produce aggregate base and asphalt concrete instead of importing the material from other locations.

Granite Construction wants to resume processing material from the east end of the Airport in the same manner as was approved in SUP-09-034. Granite will place a rock crusher and hot plant at the same location on the Airport property and process rock material from the remaining stockpile to provide aggregate base and asphalt concrete. These materials will be hauled from the Airport to various roadway construction projects in and around the Carson City Area.

Typical construction
equipment to move the
stockpile material



Former Location
of the Rock
Crusher

Plant location at the
Carson City Airport
October 2009

Taxiway B

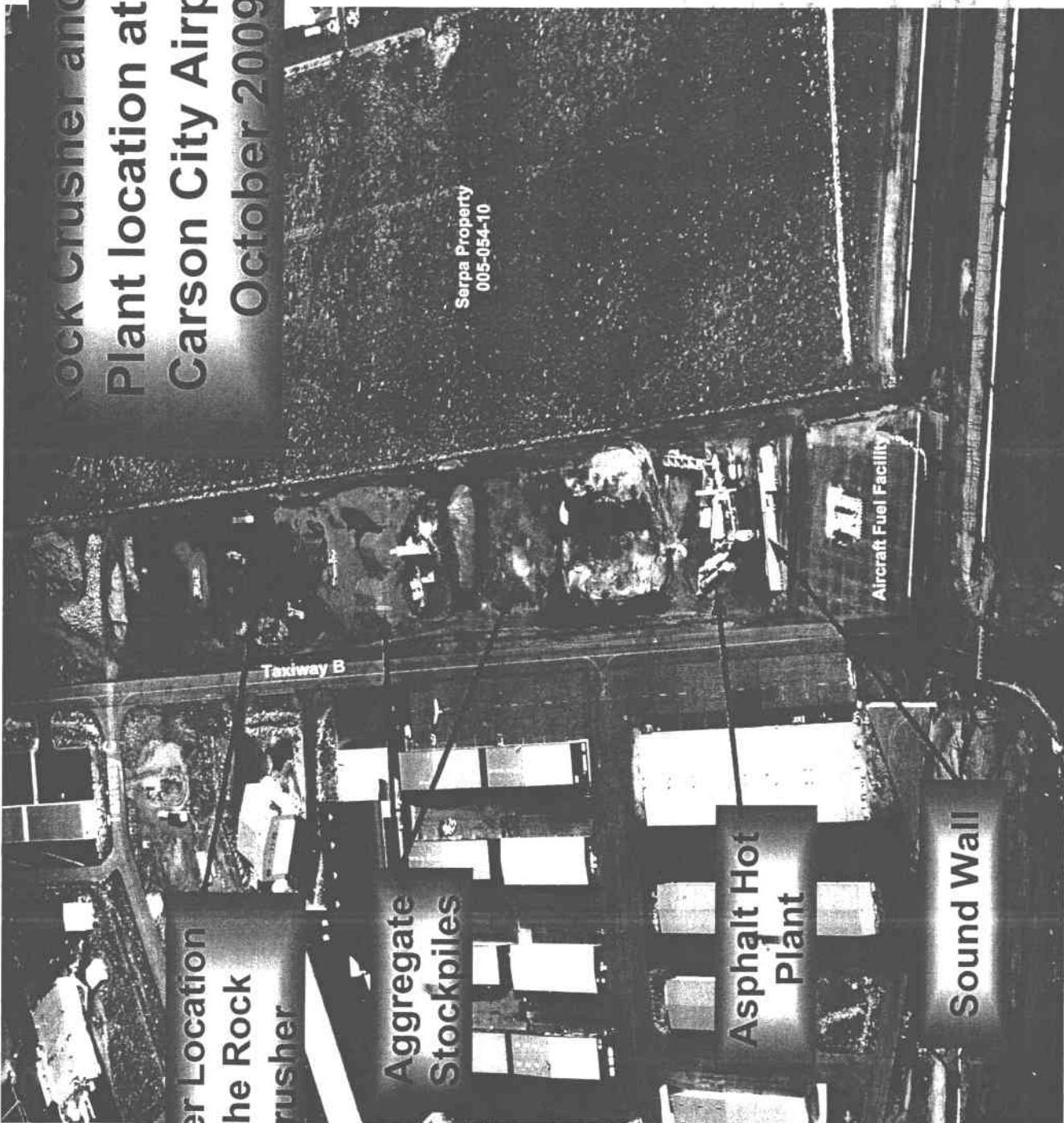
Serpa Property
005-054-10

Aggregate
Stockpiles

Asphalt Hot
Plant

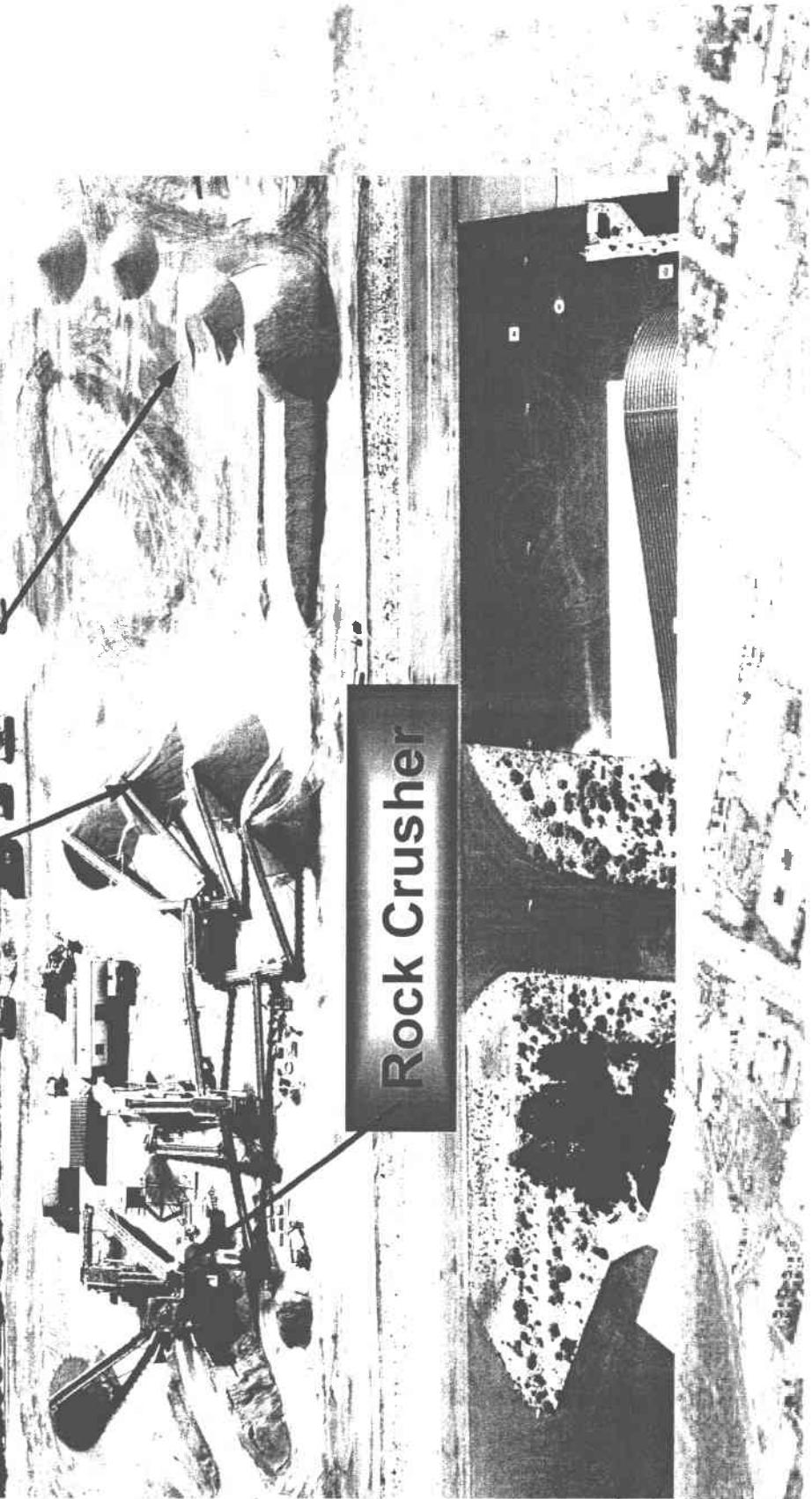
Aircraft Fuel Facility

Sound Wall



Rock Crushing operation at the Carson City Airport

August 2009



Proposed Haul Routes from the Carson City Airport

Downtown
Carson City

Airport
Haul Route

Airport
Stockpile

Crusher and
Hot Plant
Location

Access to
Arrowhead
Drive

To US 50
& US 395