

STAFF REPORT FOR PLANNING COMMISSION MEETING JANUARY 26, 2011

FILE NO: SUP-10-115

AGENDA ITEM: H-4

STAFF AUTHOR: Jennifer Pruitt, Principal Planner

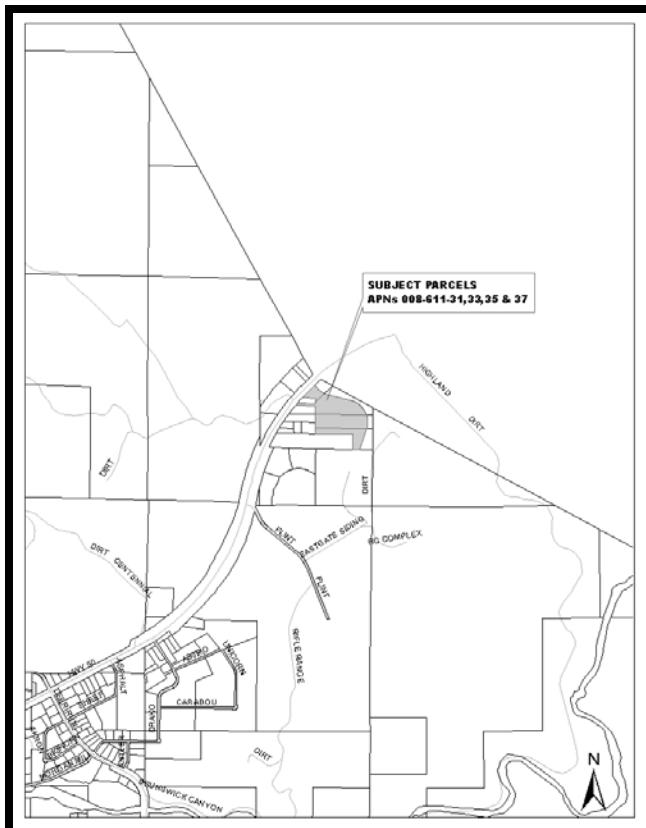
REQUEST: A Special Use Permit to allow for an asphalt plant and aggregate crushing facility with a 2.5 megawatt wind turbine at a height of 225 feet, on property zoned General Industrial (GI), located on the south side of Highway 50 East near the Lyon County/Carson City border, APNs 008-611-31, -33, -35, and -37.

APPLICANT / OWNER: Manhard Consulting LTD/C.B. Maddox

LOCATION: South side of Hwy. 50 East near the Lyon County/Carson City border

APNs: 008-611-31,-33,-35 and -37

RECOMMENDED MOTION: "I move to approve the asphalt plant and aggregate crushing facility portion of SUP-10-115, a Special Use Permit application from Robert F. Matthews, and to continue, at the request of the applicant, the 2.5 megawatt wind turbine portion of SUP-10-115 indefinitely, on property zoned General Industrial, Assessor's Parcel Numbers 008-611-31,-33,-35 and -37 based on seven findings and subject to the recommended conditions of approval related to the asphalt plant and aggregate crushing facility contained in the staff report."



RECOMMENDED CONDITIONS OF APPROVAL RELATED TO THE PROPOSED ASPHALT AND AGGREGATE PLANT:

The following shall be completed prior to commencement of the use:

1. The applicant must sign and return the Notice of Decision / conditions of 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.
2. The applicant shall meet all the conditions of approval and commence the use (obtain and maintain a valid building permit) for which this permit is granted within twelve months of the date of final approval. A single, one-year extension of time may be granted if requested in writing to the Planning Division thirty days prior to the one-year expiration date. Should this permit not be initiated within one year and no extension granted, the permit shall become null and void.

Conditions required to be incorporated into the proposed development plan.

3. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by the conditions of approval herein.
4. All lighting must be directed downward. The design of the light standards must include cutoffs and shields, if necessary, to prevent any spillover of light or glare on to adjacent properties.
5. All improvements shall conform to City standards and requirements.

The following shall be submitted or included as part of a building permit application:

6. The applicant shall obtain a building permit from the Carson City Building and Safety Division for the proposed construction.
7. The applicant shall submit a copy of the Notice of Decision / conditions of approval, signed by the applicant and owner.
8. Details of the proposed light standards must be submitted with the building permit.
9. The applicant shall ensure that water or other appropriate wetting agents are utilized on the stock-piled material.
10. At all times when operations are not ongoing, the site must be secured by protection gate.
11. All federal, state and other local agency approvals shall be secured relative to the operation of this facility.
12. The applicant shall comply with, applicable requirements of NDEP for noise, erosion, air pollution and dust control.

13. Operating hours are to be from 7:00 a.m. to 6:00 p.m., Monday through Saturday. Operating on Sunday would be on emergency basis only; emergency basis means fire, flood or other major event where the City is in need of material for a crisis.

LEGAL REQUIREMENTS: CCMC 18.02.050 (Review); 18.02.080 (Special Use Permits);

MASTER PLAN DESIGNATION: Mixed Use Commercial, Virginia & Truckee Railroad Gateway Specific Plan Area.

ZONING DISTRICT: General Industrial

KEY ISSUES: Is this an appropriate location for the proposed use? Will the proposed 225 foot wind turbine and AC plant be compatible with adjacent land uses and properties?

SURROUNDING ZONING AND LAND USE INFORMATION

NORTH: General Industrial-Vacant V+T railroad tracks, Lyon County/Carson City boundary
SOUTH: General Industrial-Industrial Uses
EAST: General Industrial-Vacant V+T railroad tracks
WEST: General Industrial-Industrial Uses

SITE HISTORY

- January 03, 1984 the Regional Planning Commission approved a Special Use Permit application, U-83-37 form Eagle Valley Construction to allow a portable rock crushing operation on site.
- January 04, 1984, the Board of Supervisors reviewed and approved U-83-37.
- January 22, 1985 the Regional Planning Commission reviewed the previously approves U-83-37 and indicated that there were no problems with the operation and continued approval.
- January 23, 1985, the Board of Supervisors approved a review of the previously approved Special Use Permit U-83-37.
- February 07, 1985, the Board of Supervisors approved the review of U-83-37.
- August 25, 1994 a Special Use Permit U-94/95-123 was submitted to allow the extraction of materials and the installation and operation of a portable rock crusher for aggregate road base.
- September 19, 1994, the Community Development Department determined that a new Special Use Permit was not required as long as the new operator is subject tot eh conditions of approval of Special Use Permit U-83-37.

- September 19, 1994, the applicant of Special Use Permit SUP-94/95-13 submitted a request for a formal withdrawal of the Special Use Permit.
- November 02, 2010, City staff conducted a Major Project Review of the proposed Far West Hybrid AC Plant. At that time comments were provided to the applicant related to the proposed project.
- November 17, 2010, the proposed project was presented to the Carson City Airport Authority. The Airport Authority voted to send its disapproval of the proposed wind turbine to the Board of Supervisors and the Planning Commission.
- December 29, 2010, Case Pullman, Airport Manager sent a letter to the Planning Division, noting that a final determination in regards to how the proposed wind turbine could possibly impact Carson City Airspace lies strictly upon the Federal Aviation Administration.

ENVIRONMENTAL INFORMATION

- FLOOD ZONE: Zone X
- SLOPE/DRAINAGE: The site is primarily flat, with the exception of the 10 foot high berms at the sites perimeter.
- SEISMIC ZONE: Zone III, IV and V

SITE DEVELOPMENT INFORMATION

- | | |
|-----------------------|--|
| 1. PARCEL AREA: | 26.93 Acres |
| 2. PREVIOUS LAND USE: | Aggregate pit/rock crushing/extraction of material. |
| 3. PROPOSED USES: | Asphalt plant and aggregate crushing facility
2.5 megawatt wind turbine |
| 4. PROPOSED HEIGHT: | Wind Turbine- approximately 225 feet
Aggregate silos- approximately 75 feet |
| 5. PROVIDED SETBACKS: | |
| Wind Turbine: | North: 155 feet
South: 640 feet
East: 300 feet
West: 780 feet |
| Asphalt plant | North: 280 feet
South: 480 feet
East: 440 feet
West: 580 feet |
| 6. PARKING REQUIRED: | Three parking spaces |
| 7. PARKING PROPOSED: | Three parking spaces |

DISCUSSION:

A Special Use Permit is required pursuant to CCMC Section 18.04.195 Non-Residential Districts Intensity - Dimensional Standards and CCMC Section General Industrial 18.04.150(3), which states that:

1. The maximum building height in the General Industrial zoning district is 45 feet. Additional height allowed by Special Use Permit.
2. An Asphalt manufacturing plant is a conditional use in the General Industrial zoning district.

On January 19, 2011, due to concerns raised by Planning staff and the delay in receiving final approval from the FAA, the applicant requested to move forward with the Asphalt Plant/Aggregate Crushing Facility portion of this application at this time, and continue the Wind Turbine portion to a future meeting. The Planning Division staff is in support of an indefinite continuance of the Wind Turbine portion of this Special Use Permit. The continuance will allow the applicant and City staff additional time to evaluate the several factors noted in this staff report related to the proposed wind turbine.

The applicant is proposing to construct an asphalt and aggregate plant, in addition to a wind turbine on the subject parcels totaling 26.93 acres. The subject site is previously known as the Tip Top Pit which was in existence for many years. The subject site is located in the area known as the Eastern Portal-Virginia & Truckee Railroad Gateway Specific Plan Area. The project site is located on a flat portion of the 26.93 acre site, which of approximately 60 feet depressed. The plan presented, locates the proposed plant and wind turbine at the base of the pit along with the aggregate stockpiles, circulation path and aggregate crusher. Currently, the subject site is vacant with the remnants of the previous extraction operations which include minor stock piles, equipment and an existing scale house and scale.

The proposed plant will first begin its standard operations for approximately 12-18 months. Once fully functional the burner-less drum will dedicate a set amount of power to dry material, resulting in virtually no emissions. To power both the asphalt production and aggregate crushing operations, the applicant is proposing to produce its own power with the use of a General Electric 2.5 megawatt wind turbine. In addition to the electricity from the turbine, the plant will also utilize all the heat from the turbine's heat exchanger and the generation set to circulate heat through the bins. The machinery proposed for the asphalt production is a CMI SVM2000 Drum Mix Plant. The asphalt production will have two 150 ton silos that are proposed at 75 feet in height each which will also exceed the 45 foot height limit in the GI zoning district. The applicant will also utilize a mobile aggregate crushing system (MACS)

The applicant has noted that approximately 1.5 megawatts of power is needed to power the asphalt and aggregate facilities. It is anticipated that the excess power will be sold back into the power grid. The applicant has provided documentation of Carson City's interest in the evaluating the possibility of Carson City purchasing power. The proposed wind turbine would be the first of its kind to be located in Carson City.

Carson City adopted the Wind Energy Conversion Systems (WECS) ordinance in 2009. There have been two previously installed Wind Energy Conversion Systems in Carson City on one acre residential lots, since the adoption of the ordinance. The previously

installed WECS met the standards identified in CCMC 18.05.080. In this case, the proposed wind turbine, by its potential to generate 2.5 megawatts of power does not qualify as a WECS for purposes of the CCMC and is not limited by the standards in CCMC 18.05.080.

A private use wind energy conversion system pursuant to CCMC 18.05.080, consists of a wind turbine, tower, and associated control or conversion electronics for the purpose of providing electrical power to a lawful principle use. A system having a rated capacity of 10 kilowatts (kW) or less for residential use or 100 kW or less for non-residential uses. The proposed wind turbine potential energy output is 25 times greater than the non-residential criteria noted on page five of this report.

City staff has identified several factors that must be addressed related to the proposed project:

- Justification for the proposed height. Why is a 75 foot height necessary for the proposed silos? Why is a height of 225 feet identified as the need in this instance?

The applicant has noted that the proposed 75 foot silo height is necessary for the reason that the silos must be high enough to hold significant aggregate to maintain continuous asphalt production. Per the information provided frequent interruptions would negatively impact the process.

The applicant has noted that the proposed wind turbine height can be justified for the following reasons:

The existing zoning district makes it a more appropriate location than other zoning district in the Carson City Municipal Code.

The proposed wind turbine has been positioned as proposed between two bluffs approximately 125-165 feet high, which will act as a wind barrier. The turbine at a height of 225 feet is required to accommodate rotor blades large enough to capture enough wind to generate power to operate the asphalt plant.

- Noise generation. What is the proposed noise generation at the adjacent property lines related to the GE 2.5 MW wind turbine? What are the mitigation measures for this type of unit?

The applicant has provided information related to a previously conducted sound level report. Per the applicant the sound levels anticipated will be from the actual crushing and hauling of material by semi trucks, neither of which is anticipated to be detrimental to the surrounding general industrial uses.

The areas surrounding the proposed project have existing ambient noise conditions that should be considered. These sources include, but are not limited to, windy conditions in the vicinity of asphalt pit locations, background traffic conditions, equipment, and activities associated with the proposed asphalt operations. Potential receptors are Lyon County residential properties within approximately 500-plus feet and industrial uses in the general vicinity.

The proposed project will generate noise during and after construction. Construction noise will include noise generated during the transportation of

project materials/equipment and the installation of project components. Temporary noise impacts may occur during the construction phase of the project at the closest properties. However, construction-related noises would not be significantly louder than routine daily events such as vehicles passing on the road or operating industrial machinery.

As noted previously, the subject site has been historically used as a pit. It is anticipated that there will be noise associated with the aggregate facilities proposed, which will be partially mitigated by the existing visual and sound screening of approximately 60 feet on site.

- *Visual impact of the proposed wind turbine.*

There is no question the proposed wind turbine will be visible from distances in Carson City. What anticipated visual impacts from primarily Lyon County and western Carson City, have yet to be addressed by the applicant.

- *Safety factors relation to the proposed wind turbine.*

The subject Special Use Permit was before the Carson City Airport Authority (AA) on November 17, 2010. The AA recommended to the Planning Commission disapproval of the proposed wind turbine, especially considering the safety and operational issues related to the Carson City Airport.

Per the information provided by Casey Pullman, Airport Manager a final determination in regards to how the proposed wind turbine could possibly affect the Carson City Airspace lies strictly upon the Federal Aviation Administration (FAA) through the FAA 7460 Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace. The FAA 7460 process ordinarily concentrates on proposed structures of 200-plus feet in relation of an airport.

The applicant has submitted the appropriate application to the FAA related to the FAA 7460 process several weeks ago and is expecting written determination from the FAA at any time.

In reviewing the information provided by the applicant and the required findings as identified in this staff report, the findings to grant approval of this Special Use Permit can be made for the asphalt and aggregate plant portion of this Special Use Permit.

PUBLIC COMMENTS: Public notices were mailed on January 07, 2011, notices were sent to 30 adjacent property owners within 7,750 feet of the subject site pursuant to the provisions of NRS and CCMC. Any comments that are received after this report is complete will be submitted prior to or at the Planning Commission meeting, depending on their submittal date to the Planning Division.

OTHER CITY DEPARTMENT OR OUTSIDE AGENCY COMMENTS: The following comments were received from various city departments. Recommendations have been incorporated into the recommended conditions of approval, where applicable.

Building Division comments:

These comments do not constitute a complete plan review, but are merely observations based on the information and plan sheets provided. The comments

do not reflect all submittal requirements necessary for this project, but are those requirements that have generated concerns with similar projects in the past.

GENERAL COMMENTS

1. The building construction requires an application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
2. The plans submitted for review shall comply with the prescriptive requirements found in the Carson City Building Division handout titled: *Commercial Submittal Requirements*. This handout may also be found online at: www.carson.org/building
3. Effective January 1, 2008, all new commercial submittals shall show compliance with the following codes, and adopted amendments:
 - 2007 Northern Nevada Amendments*
 - 2006 International Building Code
 - 2006 International Energy Conservation Code
 - 2006 International Existing Building Code
 - 2006 International Fire Code
 - 2006 Uniform Mechanical Code
 - 2006 Uniform Plumbing Code
 - 2005 National Electrical Code
 - 2003 ICC/ANSI A117.1 (For accessible design)

* Carson City has adopted the 2007 Northern Nevada Amendments, which are available online at both the Carson City Building Division website and the Northern Nevada Chapter of the International Code Council (NNICC) at www.nnicc.org. With the adoption of the amendments, the snow and wind loads have increased within Carson City.

4. Provide a **Geotechnical Report** for the proposed construction. The Geotechnical Report for the proposed location shall include a complete assessment of the potential consequences of any liquefaction and soil strength loss, including estimation of differential settlement, lateral movement or reduction in foundation soil-bearing capacity, and shall address mitigation measures. ('06 IBC 1802.2 & 1802.2.7 #2)

Engineering Division comments:

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

Health Department comments:

- 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.

Fire Department comments:

1. Secondary containment will be required for any hazardous materials or hydrocarbon based liquid materials. A haz mat permit (obtain through the Nevada State Fire Marshal Office) will be required for storage of any materials meeting their definition. Here is the link to the State Fire Marshal's Haz Mat Reporting Office: <http://fire.state.nv.us/Hazmat%20Office.shtml>
2. The construction of any structures that can be occupied by a human inhabitant will require fire hydrant(s), or an approved alternative water supply.
3. A single access off Highway 50 is sufficient, but the end of the driveway must have an approved turn-a-round maintained. In addition, access should be maintained around any interior features that will require fire department action.

Parks and Recreation comments:

The subject SUP for an aggregate and crushing facility is not in conflict with any of the areas of purview by the operations of the Parks and Recreation Department. Staff has concerns relating to the turbine's proposed height.

The Open Space Program has worked in cooperation with the Planning Department towards the implementation of the Carson City Federal Lands Bill. The proposed use is adjacent to lands that are to be transferred from the Bureau of Land Management to Carson City for the purpose of parks and public purposes. The zoning of the parcels for the proposed aggregate plant and crushing facility is General Industrial where this type of industrial use is appropriate. Staff believes that, due to the zoning of the property in question, this is the correct site for industrial operations of this type to take place.

The adjacent lands to be transferred to Carson City also contain uses that are of industrial nature including the Carson City waste disposal facility and a water tank. Among these industrial uses there are some recreation facilities such as a shooting range located towards the south end and a model aircraft landing strip and flying field. Staff will venture to state that the previously described uses have been compatible and further conflicts are not readily discernable as a consequence of approving the proposed special use permit.

In reference to the height of the wind turbine, it is found that the proposed height is in excess of the maximum height requirement of 45 feet for the General Industrial zoning district. Therefore, granting of this special use permit to exceed the height standard is a discretionary action by the Planning Commission. Staff finds that there is not City policy regarding the placement of wind turbines for commercial purposes, particularly in

contrast of scenic regulations and in contrast to regulations, programs, and policy already adopted toward the protection of our scenic resources. Staff anticipates that the visual intrusion that may be caused by the height of this turbine and antenna may be somewhat mitigated if in fact the overall height does not exceed the height of the Pinion Mountains in the background. Staff believes that the crux of this matter is the discussion of the need to provide for our community renewable energy facilities as opposed to the preservation of scenic values. Again, even when the City has adopted multiple standards and regulations towards the preservation of its scenic beauty, this specific question has not been studied comprehensively. It is staff's opinion that impacts of the proposed tower height and turbine is not likely to have a significant impact on the scenic quality of the eastern hills surrounding the Eagle Valley. This opinion is rendered in light of the extensive mass and length of the Pinion Range in relation to the single proposed turbine.

FINDINGS: Staff recommends approval of the asphalt plant and aggregate crushing facility portion of this Special Use Permit based the findings below, pursuant to CCMC 18.02.080 (Special Use Permits), subject to the recommended conditions of approval, and further substantiated by the applicant's written justification.

As herein described, the proposed project is consistent with the following applicable goals and policies (in *italics*) of the Master Plan in accordance with the seven findings (in **bold**) required for approval of a Special Use Permit:

1. The use will be consistent with the objectives of the Master Plan elements.

Chapter 3: A Balanced Land Use Pattern

Establishing a balance of land uses within the community promotes vitality and long-term economic stability. A balanced community is able to provide employment opportunities for its residents as well as a diverse choice of housing, recreational opportunities, and retail services. Carson City strives to maintain its strong employment base and extensive network of public lands while increasing housing options and the availability of retail services to serve residents of the City and surrounding growth areas.

1.1f—Energy Conservation

Encourage the incorporation of site planning and other design techniques that promote solar and wind efficiency in the construction of new homes and non-residential development (e.g., maximizes solar exposure to capture energy and speed snow melt during winter months). Encourage the use of new and emerging technologies that lead to increased energy conservation for both residential and non-residential uses.

Per the applicant Far West Hybrid Asphalt and Aggregate Plant will produce products that are familiar to Carson City, the manner in which these products are created will be considerably different and will utilize clean, renewable energy for a significant portion of the operations, which is consistent with Goal 1.1f of the Carson City Master Plan.

As noted by the applicant, to power both the asphalt production and aggregate crushing operations, Far West proposes to produce its own power. The power needed for the plant operations is approximately 1.5 megawatts and the remaining 1.0 megawatts of power will be unused and able to be sold back into the power grid. This will provide benefit for users to purchase power from an additional source at a more cost effective rate.

The applicant has also incorporated the use of a Natural Gas Generation Set as a back-up for the wind turbine. The gas generation set will allow for the emissions of the overall plant to be drastically reduced in relation to the use of diesel fuel, which is typically used in a traditional operation of a plant.

Also noted the plant is intended to eventually operate with a burner-less dryer drum that dedicates a set amount of power to dry material through the use if a Tungsten element and a Meliculite-insulated drum. This process will result in the production of virtually NO emissions.

Chapter 5: Economic Vitality

Carson City derives its overall health and economic success from its ability to maintain a strong and diverse base of jobs, to provide a supply of varied housing choices for its employees, to provide a range of services and recreational opportunities for residents and visitors, and to generate tourism through the promotion of its unique characteristics and historic amenities. Furthermore, the City recognizes the revitalization of the Downtown as an important component of the community's long-term health and vitality. The Master Plan promotes the continued enhancement of the Downtown and surrounding residential neighborhoods as the focus of the community.

5.1a—Retention/Expansion of Established Employers

Retain and promote the expansion of major employers already established within the community, such as the State of Nevada; Carson-Tahoe Hospital's Regional Medical Center and associated facilities; the Western Nevada Community College; the extensive manufacturing community; finance, real estate and insurance industries (FIR); banking, and other knowledge-based industries. Continue to coordinate the City's ongoing planning efforts and Land Use Map with major employers where applicable to ensure compatibility with their facility master plans and expansion efforts.

The addition of the proposed plant with associated power production, both on site operations and the for sale and partnership with other users meets to goal of retention and promotion of the manufacturing community. Per the applicant, this plant will be the only plant in Carson City working solely for private sales of material, which will result in significant tax revenue for the City, as well as a new local source for consumers to purchase asphalt, aggregate and wind-generated power.

5.1b—Business Support and Recruitment

Use available tools and programs, such as the Northern Nevada Development Authority's Business Retention Program and UNR's Small Business Development Center and its graduate School of Business, to support existing businesses and to recruit new, well-established companies to the community. Foster public/private partnerships to help cultivate new opportunities for current and future employers in the community and promote expansion and recruitment of industries that offer career opportunities for both secondary and post-secondary school graduates.

Per the applicant, the proposed plant will offer career opportunities for both secondary and post-secondary school graduates. The project will create an estimated 10-20 jobs directly related to the operations of the plant.

5.1c—Diverse Employment Opportunities

Promote diverse job options and entrepreneurial opportunities for persons interested in full-time or part-time employment or desiring to own their own business.

The proposed plant is unique and has the potential to promote the possibilities of entrepreneurial opportunities in Carson City.

5.1d—Industrial Specializations

Identify, develop and enhance multiple industrial specializations. Improve opportunities for productive employment in key sectors, including, without limitation, those already present in Carson City.

The proposed plant with its multi-dimensional specializations has the potential to enhance multiple industrial specializations.

5.1g—Vertical Diversity

Promote vertical diversity, which includes the identification and encouragement of industries consistent with the natural environment, existing industries and targeted clusters. Vertical diversity can be obtained through reducing supply chain costs, shared research and development objectives and other co-location efficiencies.

Vertical diversity is achieved with the proposed project for the reason that all parts of the plant will be co-located on one site. This will reduce the power supply chain costs for the business. In addition to the possibility of a reduction in supply power supply chain costs for Carson City.

(V&T-SPA) Land Use Policies

V&T SPA—1.1 Development Quality

Protect the scenic quality of the V&T experience with consideration given for the views from the train route as well as the terminal location by developing and adopting specific design standards for commercial development and public-use development within the V&T-SPA to protect the scenic quality of the V&T route.

It is the applicant's opinion that the proposed V&T experience will not be impacted, by the very nature of the experience which is perpendicular in nature and not so much vertical. The applicant notes the landowner has worked with the V&T Railway and has placed visual screening berms for the purposes of shielding the less desirable areas from the passengers.

The applicant has addressed the views from the Temporary Eastgate Ticket Sales/Passenger Loading Facility. It is expected that there will be partial views of the proposed wind turbine for the very reason of the elevation of the site is below the visual screening. There are alternate permanent site locations that could result in the turbine being partially obscured or likely to be similar of that at the current temporary site.

The applicant notes that as railroads travel, and the V&T is no exception, the track often travels through several aggregate pits and industrial areas because these uses were not only served by railroads, but also helped build railroads themselves. The V&T passes through at least four pit areas as it makes its way from Virginia City to Carson City, in addition to several industrial areas. It is the applicant opinion that the partially obstructed views are a small trade-off for the benefit that a wind turbine of this size will provide to Carson City.

V&T SPA—1.2 Zoning

Rezone the private lands in Carson City along Highway 50 East from General Industrial to a commercial designation consistent with the Master Plan Land Use Map.

The subject site is located in the General Industrial zoning district. The subject area has yet to be re-zoned as pointed out by the applicant and until the demand presents itself, the properties may be better utilized with their existing zoning designation.

V&T SPA—1.3 View Corridors

Identify critical views of the landfill area from V&T route and adjacent commercial areas and mitigate visual impacts by plantings, screening or other methods around the landfill.

This goal is not applicable; due to the fact the proposed project is not located in the area of the landfill.

V&T SPA—1.4 Compatibility with Adjacent Uses

Prohibit new uses on public lands within the V&T-SPA that would conflict with the V&T and related commercial-tourism in the vicinity, such as uses that generate excessive noise, dust or odors, excluding the continued operation of the landfill; and

Consider limiting the use of public lands as part of any proposed disposal of the BLM property into Carson City ownership through a federal lands bill.

This goal is not applicable; due to the fact the proposed project is not located on public lands.

V&T SPA—1.5 Drako Way Vicinity Land Use Change

The land use designation of the property in the vicinity of Drako Way, east of the V&T railroad alignment, shall be changed by Carson City from Industrial to Mixed-Use Commercial and/or Mixed-Use Residential upon removal of the old landfill identified on the site or with approved engineering controls in accordance with NDEP standards upon development of the property.

This goal is not applicable; due to the fact the proposed project is not located in the immediate vicinity of Drako Way or east of the V & T railway alignment.

(V&T-SPA) Parks and Open Space Policies

V&T SPA—2.1 Trail Facilities

The Parks and Recreation will continue to work with the V&T Commission and V&T consultants in locating appropriate trail facilities along the Carson River corridor consistent with the V&T operation plans and the Unified Pathways Master Plan.

This goal is not applicable; due to the fact the proposed project is not located along the Carson River corridor.

(V&T-SPA) Cultural and Environmental Resources Policies

V&T SPA—3.1 Carson River Corridor

Encourage continued cleanup and patrol of the Carson River corridor to protect the scenic resource through partnerships with public and private agencies.

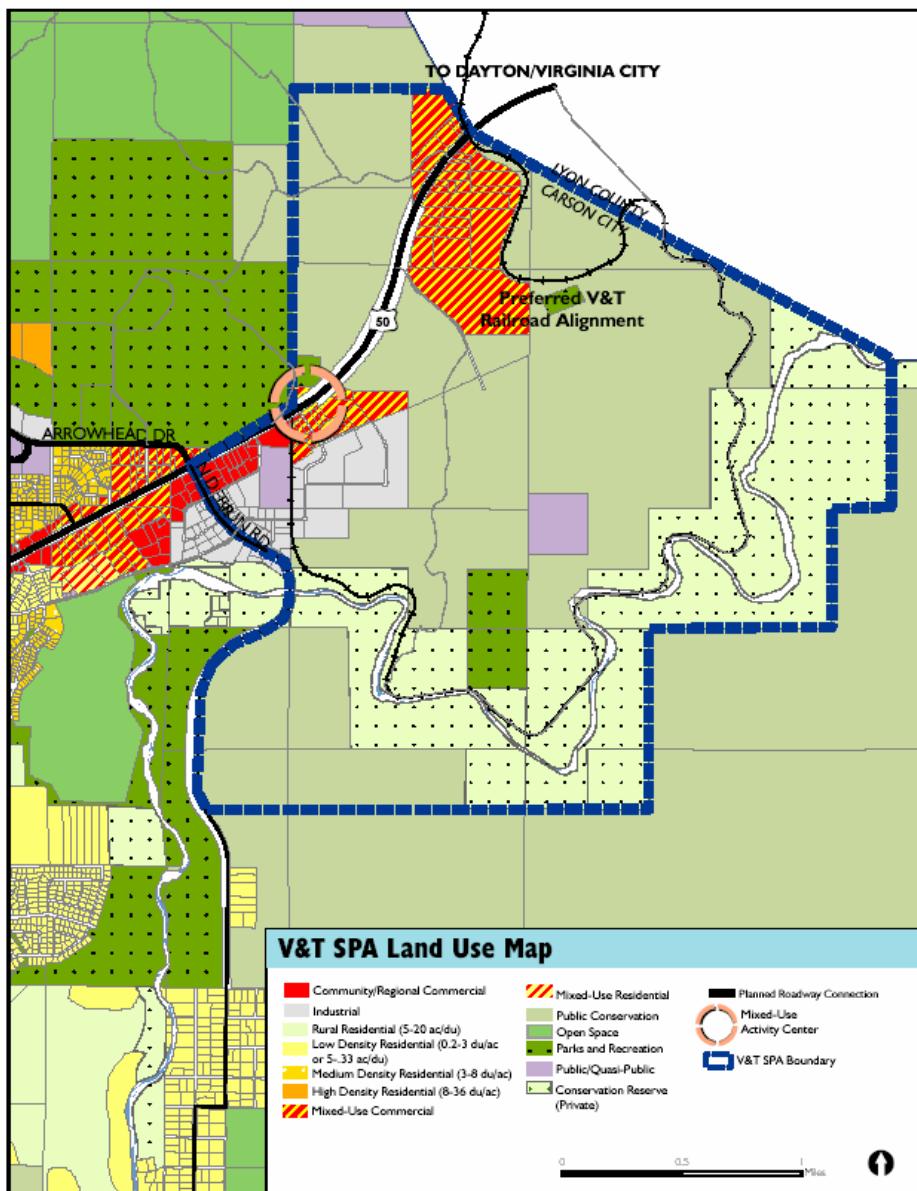
This goal is not applicable; due to the fact the proposed project is not located along the Carson River corridor.

(V&T-SPA) Coordination Policies

V&T SPA—4.1 Coordination

Encourage continued collaboration with Lyon County and Storey County to minimize land use conflicts along the V&T corridor.

The applicant notes this item is not applicable. Planning comments were solicited by Carson City from Lyon County. Lyon County Planning Director, Rob Loveberg provided written concerns, related to the noise impacts on the nearby Lyon County residences and visual impacts resulting from the change in skyline and view-shed as seen from areas in Moundhouse.



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

The proposed asphalt and aggregate plant and associated wind turbine are located within the general vicinity of the V & T Railway Eastgate, Pick N Pull wrecking and parts facility and other small industrial uses.

The proposed project is located with in an existing pit site. It is anticipated by the applicant that the addition of an asphalt plant and a 225 foot wind turbine that will provide power to operated the facility.

Sound impacts of the proposed uses are expected. Per the applicant those sound levels are expected to be below acceptable levels for the proposed uses.

Dust mitigation will be provided by the use on non-potable was from Carson City. Domestic water will not be used for this project.

The subject site has been previously used as an extraction facility with rock crushing operation since the 1980's.

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

Per the applicant a traffic study was not provided as a result of the anticipated number of generated trips. As noted the proposed anticipated trips will not be greater than the aggregate facility that has been previously on site. A Nevada Department of Transportation encroachment permit currently exists for this site.

Per the information provided by the Engineering Division there are no anticipated impacts to the vehicular or pedestrian traffic and the request is not in conflict with any Engineering Master Plans for streets or storm drainage.

Truck hauling associated with the asphalt and aggregate plant is expected year around and at 132 trips per day. The types of haul trucks may include water trucks, belly dumps, end dumps, flat beds, low beds and transfers.

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 applicant the proposed use will not require the extension or expansion of any public services, facilities and services.

A drainage letter has been provided by the applicant, addressing drainage on site and runoff.

The proposed project is not anticipated to overburden existing public services.

5. The project meets the definition and specific standards set forth elsewhere in this Title 18 for such particular use and meets the purpose statement of that district.

18.04.150 General Industrial (GI) The GI District is established to preserve an industrial district for uses engaged in the basic processing and manufacturing of materials or products predominately from extracted or raw materials, or a use engaged in storage of or manufacturing processes using flammable or explosive materials, or storage or manufacturing processes that potentially involve hazardous or commonly recognized offensive conditions. Specific uses listed in this section are prohibited in the Limited Industrial and Air Industrial Park districts unless specifically listed as a use in those sections.

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

All wind machines shall comply with applicable FAA regulations, including any necessary approvals for installations. The subject Special Use Permit was before the Carson City Airport Authority (AA) on November 17, 2010. The AA recommended to the Planning Commission disapproval of the proposed wind turbine, especially considering the safety and operational issues related to the Carson City Airport.

Per the information provided by Casey Pullman, Airport Manager a final determination in regards to how the proposed wind turbine could possibly affect the Carson City Airspace lies strictly upon the Federal Aviation Administration (FAA) through the FAA 7460 Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace. The FAA 7460 process ordinarily concentrates on proposed structures of 200-plus feet in relation of an airport.

It is anticipated that the asphalt plant and aggregate crushing facility will not be detrimental to the public health, safety, convenience and welfare. Staff has included conditions of approval specifically related to the asphalt plant and aggregate crushing facility only.

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

Additional conditions of approval have been provided to ensure that the proposed project will not result in material damage to other properties within the vicinity. Noticing was sent out to 30 adjacent property owners within 7,750 feet of the subject site. Staff has concerns of the potential material damage or prejudice to other property in the vicinity will result from the proposed wind turbine portion of the proposed project. The proposed wind turbine will be noticeably visible in Carson City

Respectfully submitted,

PUBLIC WORKS, PLANNING DIVISION

Jennifer Pruitt

Jennifer Pruitt, AICP, LEED AP
Principal Planner

Attachments:

- Application (SUP-10-115)
- Building Division comments
- Engineering Division comments
- Health Department
- Fire Department
- Parks and Recreation Department
- Lyon County Planning comments
- Carson City Airport Authority minutes
- Airport Manager, Casey Pullman, letter
- Continuance request from the applicant

File # (Ex: MPR #07-111)	SUP-10-115
Brief Description	Asphalt Plant W/Wind Turbine
Project Address or APN	HWY 50 East
Bldg Div Plans Examiner	Kevin Gattis
Review Date	January 26, 2011
Total Spent on Review	

BUILDING DIVISION COMMENTS:

NOTE: These comments do not constitute a complete plan review, but are merely observations based on the information provided.

GENERAL PLAN SUBMITTAL COMMENTS:

1. This project requires an application for a Building Permit, issued through the Carson City Building Division. This will necessitate a complete review of the project to verify compliance with all adopted construction codes and municipal ordinances applicable to the scope of the project.
2. The plans submitted for review shall comply with the prescriptive requirements found in the Carson City Building Division handout titled: *Commercial Submittal Requirements*. This handout may also be found online at: www.carson.org/building
3. Effective January 1, 2008, all new commercial submittals shall show compliance with the following codes, and adopted amendments:
 - 2007 Northern Nevada Amendments*
 - 2006 International Building Code
 - 2006 International Energy Conservation Code
 - 2006 International Existing Building Code
 - 2006 International Fire Code
 - 2006 Uniform Mechanical Code
 - 2006 Uniform Plumbing Code
 - 2005 National Electrical Code
 - 2003 ICC/ANSI A117.1 (For accessible design)

*- Carson City has adopted the 2007 Northern Nevada Amendments, which are available online at both the Carson City Building Division website and the Northern Nevada Chapter of the International Code Council (NNICC) at www.nnicc.org. With the adoption of the amendments, the snow and wind loads have increased within Carson City.

4. Provide a **Geotechnical Report** for the proposed construction. The Geotechnical Report for the proposed location shall include a complete assessment of the potential consequences of any liquefaction and soil strength loss, including estimation of

differential settlement, lateral movement or reduction in foundation soil-bearing capacity, and shall address mitigation measures. ('06 IBC 1802.2 & 1802.2.7 #2)

COMMENTS APPLICABLE TO THE WIND TURBINES:

5. The plan submittal for the wind turbines shall comply with the prescriptive requirements outlined within the Carson City Building Division handout titled *PLAN SUBMITTAL REQUIREMENTS: Wind Electrical Systems*.

**Engineering Division
Planning Commission Report
File Number SUP 10-115**

TO: Planning Commission

FROM: Rory Hogen – Engineer Intern

DATE: December 23, 2010

MEETING DATE: January 26, 2011

SUBJECT TITLE:

Action to consider an application for a Special Use Permit for Robert F. Matthews for property on Hwy. 50 E near the Lyon county line for placement of an asphalt concrete plant and a wind turbine, apn 08-611-31, 33, 35 and 37, zoned GI.

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. A copy of the existing NDOT encroachment permit must be submitted when a construction permit is applied for. Water standing in the retention basin must also be addressed.

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.

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.

From: Teresa Hayes
To: MPR Committee
Date: 12/21/2010 10:08 AM
Subject: Planning Commission Applicants

SUP 10-114

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.*

SUP 10-115

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.*

SUP 10-117

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.*

SUP 08-046

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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CARSON CITY FIRE DEPARTMENT

"Service with Pride, Commitment, Compassion"

MEMORANDUM

TO: Community Development

FROM: Duane Lemons, Fire Inspector

DATE: January 14, 2011

SUBJECT: AGENDA ITEMS FOR JANUARY 26, 2011 PLANNING COMMISSION MEETING.

We reviewed the agenda items for the Planning Commission Meeting and have the following comments:

- SUP-10-114 Joseph Goni, James Medeiros The applicant must meet all codes and ordinances as they relate to this request.
- SUP-10-115 CB Maddox The applicant must meet all codes and ordinances as they relate to this request. Of additional note, applicant will need to refer to response to MPR 10-098, Sec 8, page 5 for further instructions.
- SUP-10-117 Carson City School District, Mark Korinek The applicant must meet all codes and ordinances as they relate to this request.
- SUP-08-046 Boys & Girls Club of Western Nevada We have no concern with the applicant's request.

DL/lb



CARSON CITY, NEVADA

CONSOLIDATED MUNICIPALITY AND STATE CAPITAL

MEMORANDUM

To: Lee Plemel, Planning Director

From: Roger Moellendorf, Parks and Recreation Director
Juan F. Guzman, Open Space Manager
Vern L. Krahn, Park Planner

Subject: Parks & Recreation Department's Comments for the Planning Commission meeting on January 26, 2011

Date: January 14, 2011

SUP-10-114 Height variance for a wind energy tower in a sfF6 district.

The Carson City Parks and Recreation Department does not have any comments regarding this item. We found that there are no conflicts in the areas of purview with the Parks and Recreation Department.

SUP-10-115 Asphalt plant and aggregate crushing facility including a 1.5 megawatt wind turbine at a height of 225 feet plus blade height.

The subject SUP for a aggregate and crushing facility is not in conflict with any of the areas of purview by the operations of the Parks and Recreation Department. Staff has concerns relating to the turbine's proposed height.

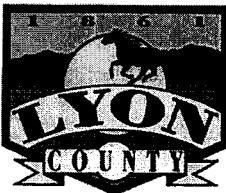
The Open Space Program has worked in cooperation with the Planning Department towards the implementation of the Carson City Federal Lands Bill. The proposed use is adjacent to lands that are to be transferred from the Bureau of Land Management to Carson City for the purpose of parks and public purposes. The zoning of the parcels for the proposed aggregate plant and crushing facility is General Industrial where this type of industrial use is appropriate. Staff believes that, due to the zoning of the property in question, this is the correct site for industrial operations of this type to take place.

The adjacent lands to be transferred to Carson City also contain uses that are of industrial nature including the Carson City waste disposal facility and a water tank. Among these industrial uses there are some recreation facilities such as a shooting range located towards the south end and a model aircraft landing strip and flying field. Staff will venture to state that the previously described uses have been compatible and further conflicts are not readily discernable as a consequence of approving the proposed special use permit.

In reference to the height of the wind turbine, it is found that the proposed height is in excess of the maximum height requirement of 45 feet for the General Industrial zoning district. Therefore, granting of this special use permit to exceed the height standard is a discretionary action by the Planning Commission. Staff finds that there is not City policy regarding the placement of wind turbines for commercial purposes, particularly in contrast of scenic regulations and in contrast to regulations, programs, and policy already adopted toward the protection of our scenic resources. Staff anticipates that the visual intrusion that may be caused by the height of this turbine and antenna may be somewhat mitigated if in fact the overall height does not exceed the height of the Pinion Mountains in the background. Staff believes that the crux of this matter is the discussion of the need to provide for our community renewable energy facilities as opposed to the preservation of scenic values. Again, even when the City has adopted multiple standards and regulations towards the preservation of its scenic beauty, this specific question has not been studied comprehensively. It is staff's opinion that impacts of the proposed tower height and turbine is not likely to have a significant impact on the scenic quality of the eastern hills surrounding the Eagle Valley. This opinion is rendered in light of the extensive mass and length of the Pinion Range in relation to the single proposed turbine.

SUP-10-117 The Carson City Parks and Recreation Department does not have any comments regarding this item. We found there are no conflicts with the Parks and Recreation Department or the Open Space Program.

SUP-08-046 The Carson City Parks and Recreation Department is the applicant and is requesting a time extension for the project's approved special use permit for the construction of a recreation center. This time extension is necessary for our department to find additional funding for the project.



LYON COUNTY PLANNING DEPARTMENT

27 SOUTH MAIN STREET, YERINGTON, NEVADA 89447
(775) 463-6592 (775) 463-6596 FAX

ROBERT G. LOVEBERG
PLANNING DIRECTOR

January 13, 2011

Jennifer Pruitt, AICP, LEED AP, Principal Planner
Carson City Planning Division
108 E. Proctor Street
Carson City, Nevada 89701

RE: Farr West, Inc., Special Use Permit Application (SUP-10-117)

Dear Jennifer,

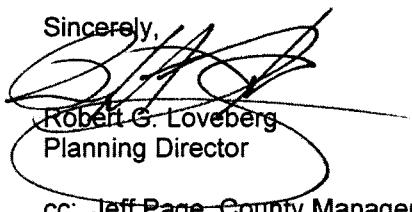
Thank you for the opportunity to review and comment on the above referenced special use permit application. Lyon County appreciates your consideration of any potential impacts that the proposed use might have on the nearby Lyon County residents and businesses.

After a review of the supplied application information, we have the following comments:

- We did not find any analysis of potential impacts on residential and business properties within the nearby Mound House community. The Lyon County-Carson City line is within approximately 80 feet of the subject property and within approximately 240 feet of the proposed wind turbine.
- We did not find any maps or diagrams that illustrate: the location of the proposed use in relationship to properties within Lyon County, topographic conditions, a comparison of the proposed wind turbine height to existing residences and land forms within Lyon County, or noise contours.
- It appears that there are Lyon County residential properties within approximately 500+ feet of the proposed wind turbine that may be impacted by the proposed use.
- Based on the very limited visual impact information provided in the application materials, the proposed wind turbine will be visible from residences and businesses within the Mound House community. This will create a change in the skyline and viewshed as seen from areas within Mound House. Any efforts to mitigate the prominence of the wind turbine and its visual impacts would be appreciated.
- Based on the information submitted, the noise impact on nearby Lyon County residences is unclear. The residences are downwind and within approximately 500+ feet of the proposed uses. Any efforts to mitigate the potential noise impacts of the wind turbine and aggregate operation would be appreciated.
- Please consider operational restrictions and/or conditions that will minimize any potential impacts on the nearby Mound House residences and businesses.

Please contact me at (775) 463-6592 or rloveberg@lyon-county.org if you have any questions or wish to discuss our comments. Again, thank you for the opportunity to provide comment on this matter.

Sincerely,


Robert G. Loveberg
Planning Director

cc: Jeff Page, County Manager
Board of Commissioners
Planning Commission
Mound House Advisory Council



2600 COLLEGE PKWY #6, CARSON CITY, NV 89706 | P: 775-841-2255 | F: 775-841-2254 | WWW.CARSONCITY-AIRPORT.COM

December 29, 2010

Carson City Planning Division
108 E. Proctor St.
Carson City, Nevada 89701

**SUBJ: PROPOSED CONSTRUCTION OF WIND TURBINE / CARSON CITY
AIRPORT AUTHORITY EVALUATION**

To Whom It May Concern:

In its evaluation of the proposed wind turbine to be constructed in the Mound House, NV area, the Carson City Airport Authority (CCAA) has concluded that per Federal Aviation Regulation (FAR) Part 77- Objects Affecting Navigable Airspace, a final determination in regards to how the wind turbine could possibly affect Carson City Airport airspace lies strictly upon the Federal Aviation Administration (FAA) through the FAA 7460-Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace process. The FAA 7460 process ordinarily concentrates on proposed structures of 200+ feet and/or the structures proximity in relation of an airport and/or navigation aids.

The Carson City Airport Authority did express concern that the wind turbines location could possibly affect future Instrument Approach Procedures (IAP), which would follow the Highway 50 corridor to the airport. However, if the wind turbine was properly situated and at a maximum height allowable as determined by the FAA, the airport would not refuse construction.

The wind turbine representative, Mr. Robert Matthews, has been notified by Carson City Airport management of the proper course of action to take in regards to filing proposed construction information to the FAA.

If you should have any questions, please feel free to contact me.

Respectfully,

Casey T. Pullman, C.M.
Airport Manager
Carson City Airport

CARSON CITY AIRPORT AUTHORITY
Minutes of the November 17, 2010 Meeting
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A regular meeting of the Carson City Airport Authority was scheduled for 6:00 p.m. on Wednesday, November 17, 2010, in the Community Center Sierra Room, 851 East William Street, Carson City, Nevada.

PRESENT: Chairperson Harlow Norvell
Vice Chairperson John Kelly
Member David McClelland
Member Ray Saylo

STAFF: Casey Pullman, Airport Manager
Steve Tackes, Airport Counsel
Brian Fitzgerald, Aviation Engineer
Tamar Warren, Recording Secretary

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

- A. CALL TO ORDER, ROLL CALL, AND DETERMINATION OF QUORUM (6:01:27) –** Vice Chairperson Kelly called the meeting to order at 6 p.m. A quorum was present. Members Carter and DiLoreto-Long were absent. Vice Chairperson Kelly chaired the meeting, and Chairman Norvell attended via telephone.
- B. PLEDGE OF ALLEGIANCE (6:02:09) –** Vice Chairperson Kelly led the pledge of allegiance.
- C. ACTION ON APPROVAL OF MINUTES – October 20, 2010 (6:02:30) –** Vice Chairperson Kelly moved to accept the October 20, 2010 meeting minutes. Chairperson Norvell seconded the motion. The motion passed 4-0.
- D. MODIFICATION OF AGENDA (6:03:24) –** None.
- E. PUBLIC COMMENT (6:03:38) –** None.
- F. CONSENT AGENDA (06:04:06) –** None.
- G. PUBLIC HEARING ITEMS:**

G-1. DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL OF THE CARSON CITY AIRPORT AUTHORITY AUDIT FOR FY 2009/2010 (6:04:08) – Vice Chairperson Kelly introduced the item and invited Beth Kohn-Cole, Partner, Kohn Kolodny, LLP, to elaborate. Ms. Kohn-Cole referred to a reporting package, a draft of which is incorporated into the record. She stated that the audit opinion by her firm was "a clean or unqualified audit opinion", which was good. She also mentioned that they had no audit findings in the single audit performed for the \$9.2

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Million federal expenditures, unlike the previous year. She thanked Mr. Pullman and Member Carter for their assistance. Ms. Kohn-Cole stated that the excess of revenue over expenses was approximately \$154,000, and the net assets of the organization totaled \$283,000. Vice Chairperson Kelly asked if there were any recommendations for the future, and was told no, since Member Carter had taken all the necessary precautionary measures. Vice Chairperson Kelly called for public comments, and since there were none, a motion. **Member Saylo moved to accept the audit for FY 2009/2010 as presented.** **Member McClelland seconded the motion.** The motion passed 4-0.

G-2. DISCUSSION AND POSSIBLE ACTION TO RECOMMEND LEGISLATIVE CHANGES DURING THE UPCOMING LEGISLATIVE SESSION; PROPOSED CHANGE TO NRS 844 TO ADDRESS VACANCY ON THE AIRPORT AUTHORITY; RELATED CHANGES AND ACTION (6:08:22) – Vice Chairperson Kelly introduced the item. Mr. Tackes explained that the Board of Supervisors had been having a difficult time finding someone to fill the seventh spot on the Airport Authority. He stated that the vacancy would represent a manufacturer in the industrial airpark. Mr. Tackes added that he, along with Chairperson Norvell, had met with Mr. Werner, the City Manager, and Assemblyman and former Supervisor Livermore. Mr. Tackes said that Mr. Livermore had offered to give the Authority one of his allotted Bill Draft Requests, in order to find a solution to the problem at hand. The solution, according to Mr. Tackes, would allow the Board of Supervisors, when unable to find someone who meets the manufacturing criteria, to appoint someone who meets the other qualifications, such as Citizen at Large, Pilot at Large, or City Official. Mr. Tackes then read the proposed law change, incorporated in the record, to fix the immediate problem. He also explained that once the Authority members approve the amendment, the next step would be to take it to the Board of Supervisors, whose concurrence was needed since they would be doing the appointments. The final step would be to submit the Bill Draft Request at the next legislative session. **Chairperson Norvell moved to authorize Staff to proceed with a recommendation to the Board of Supervisors, to approve the proposed legislative changes to NRS 844, to address vacancy on the Airport Authority, and to pursue the amendment during the upcoming legislative session.** **Member Saylo seconded the motion.** The motion passed 4-0.

G-3. DISCUSSION AND POSSIBLE ACTION REGARDING REQUEST BY ON COURSE AVIONICS, INC. TO INSTALL BUSINESS SIGN AND MAKE STRUCTURAL ALTERATIONS TO HANGAR 33 (6:14:29) – Vice Chairperson Kelly introduced the item. Mr. Tackes explained that Mr. John Kaiser, with On Course Avionics, has requested that the Authority approve a few minor modifications to the hangar, a new exterior door, and a 4x8-foot sign. Mr. Tackes stated that Title 19 of the Carson City Municipal Code required that permission must be sought from the Airport Authority, prior to obtaining a building permit. He did not see any legal issues with the request, and recommended approval of the building modifications and the signage. **Member Saylo moved to approve the request by On Course Avionics to install a business sign and make structural alterations to Hangar 33, and approach the Carson City Building Department to obtain the necessary permits.** The motion was seconded by Member McClelland. The motion passed 4-0.

G-4. DISCUSSION AND POSSIBLE ACTION REGARDING PROPOSED CONSTRUCTION OF WIND TURBINE TO BE LOCATED IN THE MOUNDHOUSE AREA

CARSON CITY AIRPORT AUTHORITY
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(6:19:58) – Vice Chairperson Kelly introduced the item. Mr. Pullman explained that Mr. Robert Matthews would like to build a 245-foot wind turbine, in the Moundhouse area, and needed the Authority's approval prior to it being approved by the City. He also presented supporting documentation, which is incorporated into the record. Mr. Pullman stated that the proposal was reviewed by him, along with Mr. Fitzgerald, and they concluded that the turbine would interfere with the modified straight-in-approach being pursued by the airport, in addition to exceeding the FAA Part 77 Determination criteria. Mr. Tackes clarified that the Part 77 Airspace was designed to protect both aircraft and ground structures from collisions. Therefore, he recommended rejecting the proposed wind turbine at its current location, and recommended the same to the Board of Supervisors. Vice Chairperson Kelly agreed that having renewable energy was a good idea, however, he reminded the members that the Highway 50 corridor was a feeder route to the airport, especially in less than good weather conditions, when pilots followed the highway to the airport. Member Saylo also did not think it would be safe, especially since Moundhouse was already over 300 feet above the elevation of the airport, and adding another 245 feet would be a substantial obstruction, especially in inclement weather. Member McClelland received clarification that 245 feet would be the maximum height of the turbine, and suggested an alternative site. Chairperson Norvell suggested requiring Mr. Matthews to submit an FAA Form 7460, so they can weigh in on the issue.

Vice Chairperson Kelly solicited public comments. Ms. Ginna Reyes, asked if other airports were being consulted, and who was the final sign-off body on the project. Mr. Pullman believed that the turbine could cause a problem to the Dayton Airpark and Parker Air Ranch as well. He also believed that the final approval rested with the FAA. Mr. Tackes elaborated that Mr. Matthews would need FAA approval via Form 7460, in addition to the approval of local authorities in Carson City, such as the Board of Supervisors and the Planning Commission.

Vice Chairperson Kelly entertained a motion. **Member Saylo moved to send the Authority's disapproval to the Board of Supervisors, and the Planning Commission, regarding the proposed construction of the wind turbine to be located in the Moundhouse area, especially considering the safety and operational issues to the Airport. The motion was seconded by Member McClelland. The motion passes 4-0.** Mr. Tackes suggested that in the communication sent to The Planning Commission, Mr. Pullman include a detailed explanation of what Part 77 is, and how it is a safety standard, and the wind turbine is a safety hazard.

G-5. DISCUSSION AND POSSIBLE ACTION REGARDING THE PURCHASE OF A SWEEPER TO FACILITATE SNOW REMOVAL OPERATIONS AND YEAR-ROUND AIRPORT FOD REMOVAL (6:35:53) – Vice Chairperson Kelly introduced the item. Mr. Pullman explained why the need for a sweeper was intertwined with the upcoming snow season and snow removal. He stated that in the past, when the runway was not grooved, they were able to run the snowplow without any issues. Now, with the grooved runway, he added, the steel blade will not run over that surface. After researching the issue, Mr. Pullman concluded that polyurethane blades were now required. He said he was able to find a company, located in Reno, that provided the equipment to Reno International Airport. A blade was ordered, however, after taking a tour of the Reno International Airport with the new maintenance employee, Gary Province, he discovered that the pavement is not touched with the polyurethane blade, but is set at least a quarter of an inch above the pavement surface.

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He also learned that they used a sweeper to remove the remaining snow. He added that owning a sweeper would be beneficial for keeping the airport clean all year round as well. Mr. Pullman explained that sweepers could be obtained at auction for around \$2,000 or \$2,500, however, the cost of transportation would likely create an additional expense. Another option, he added, was purchasing a used one from a local construction company employee. Vice Chairperson Kelly requested and received clarification on the type of sweeper being proposed, and suggested alternative methods such as rotary brooms. Member McClelland expressed familiarity with the year-round benefits of sweepers, and suggested it would be beneficial buying a new one, or soliciting a donation from NDOT. In response to a question, Mr. Pullman said that a new sweeper would cost around \$100,000. Vice Chairperson Kelly recommended finding a sweeper in a surplus market locally, while looking at renting one in the interim. He also suggested making a list of requirements and soliciting bids. Chairperson Norvell advised expediting a decision, as snow was expected soon. Vice Chairperson Kelly solicited public comments, and hearing none, a motion. Mr. Tackes suggested checking with local construction companies to see if they had any sweepers for sale, in addition to compiling a list of requirements. Member McClelland suggested renting as a short-term solution, and looking into getting a used one. No action was taken.

Chairperson Norvell disconnected from the meeting at 7:00 p.m. Mr. Tackes explained that since the rest of the agenda would proceed in the form of reports, a quorum was not necessary.

G-6. 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 (6:59:55) – Vice Chairperson Kelly introduced the item. Since Mr. Clague was not present, Mr. Fitzgerald reported that all construction had been completed, and that they were currently working on the Precision Approach Path Indicator (PAPI). He also referred to the financial summary in the packets, incorporated in the record, stating that the project was approximately \$7,000 under budget, as of that week. The difference between the October and current numbers, he explained, was due to reporting done to close out the project, and the coordination with the FAA and contractor to resolve the PAPI issues. What were left, according to Mr. Fitzgerald, were the final lien releases from a few sub-contractors, issuing the notice of completion, and sending off the final retention payment to the contractor. Vice Chairperson Kelly commended the work as “superb.”

G-7. DISCUSSION AND POSSIBLE ACTION ON ITEMS RELATED TO THE CARSON CITY AIRPORT RUNWAY 9 CONNECTOR AND TAXIWAY D (FAA AIP No. 3-32-0004-20), INCLUDING MONTHLY STATUS REPORTS, POTENTIAL CHANGES TO THE WORK OR WORK SCHEDULE, CONSTRUCTION CHANGE ORDERS, AND OTHER RELATED ITEMS (7:03:58) – Vice Chairperson Kelly introduced the item. Mr. Fitzgerald explained that the underground electrical work for the runway connector is complete, and that the remaining work should be done no later than the following Wednesday. He also indicated that the cables, taxiway lights and signs are projected to be completed by Friday, December 3, 2010. However, he added, that could be delayed due to the upcoming storm. In response to a question by Mr. Tackes, Mr. Fitzgerald

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clarified that the connector would remain open for the remainder of the construction, however, crews and equipment may work near the edge.

H. AIRPORT ENGINEER'S REPORT (7:06:49) – Mr. Fitzgerald presented the Airport Engineer's report, which is incorporated in the record. He stated that a field review, performed by the environmental group, indicated no significant findings, and would be presented to the FAA. He also mentioned that Mr. Clague was absent because he was meeting with the FAA.

I. AIRPORT MANAGER'S REPORT (7:08:28) – Mr. Pullman did not have anything to report. Vice Chairperson Kelly inquired and Mr. Pullman replied that the pilot control lights were now operational, and that he would be approaching the City to have the taxiway cracks sealed.

J. LEGAL COUNSEL'S REPORT (7:10:00) – Mr. Tackes informed the Authority that he would be joining Mr. Clague at the FAA meeting the following day. He said he would like to receive FAA funding for the ramps either next year or the year after. He also stated that there was one change to the previously circulated ACIP, and that was to “move knocking down the Goni Hill earlier than putting in the emergency power generator”. He also reported that the Authority had advised Mr. Pullman to pursue selling surplus material with Granite Construction, and that the hearing on the special use permit had been pushed back. He also wanted to make certain the crushing and the batch plant would not obstruct the neighbors' access.

K. TREASURER'S REPORT (7:13:40) – Member Carter had provided a report of the year-to-date figures, which is incorporated in the record. Vice Chairperson Kelly suggested that those with questions contact Member Carter.

L. REPORT FROM AUTHORITY MEMBERS (7:14:12) – None.

M. AGENDA ITEMS FOR NEXT REGULAR MEETING (7:14:15) – None.

N. ACTION ON ADJOURNMENT (7:14:25) – The meeting adjourned by mutual consent at 7:14 p.m.

The Minutes of the November 17, 2010 Carson City Airport Authority meeting are so approved this 15th day of December, 2010.

HARLOW NORVELL, Chair

From: "Susan Dorr" <SDorr@manhard.com>
To: "Jennifer Pruitt" <JPruit@ci.carson-city.nv.us>
CC: <robert.matthews68@gmail.com>
Date: 1/19/2011 1:29 PM
Subject: SUP-10-117 - Continue Wind Turbine Portion

** High Priority **

Hi Jennifer - due to concerns raised by Planning staff and the delay in receiving final approval from the FAA, we would like to move forward with the Asphalt Plant/Aggregate Crushing Facility portion of our application at the 1/26/11 Planning Commission meeting, and continue the Wind Turbine portion to a future meeting so we can address issues and provide staff additional information. Let me know if you have questions. Thanks!

Susan Dorr
Planning & Entitlement Manager
direct: 775.332.4716 cell: 775.225.9406

Manhard Consulting, Ltd.
9850 Double R Boulevard
Suite 101
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