

STAFF REPORT FOR PLANNING COMMISSION MEETING OCTOBER 24, 2018

FILE NO: SUP-10-115-2

AGENDA ITEM: E.8

STAFF CONTACT: Hope Sullivan, Planning Manager

AGENDA TITLE: For Possible Action: To consider a request to modify a Special Use Permit for an Asphalt Plant, specifically modifying the hours to allow startup of equipment from 5:30 AM – 6:00 AM, with gates open to customers from 6:00 AM – 7:00 PM, and with an ability to run nights exclusively for municipal and state work. The subject property is zoned General Industrial, and is located at 8013 Highway 50 East, APN 008-611-35. (Hope Sullivan, hsullivan@carson.org)

STAFF SUMMARY: On January 26, 2011, the Planning Commission approved a Special Use Permit for an asphalt plant and aggregate crushing facility on the subject property. That approval included a condition of approval that limited the hours of operation to Monday through Saturday, 7:00 AM – 6:00 PM. The applicant is now seeking to modify to the Special Use Permit to have expanded hours. The Planning Commission has the authority to modify a Special Use Permit.

RECOMMENDED MOTION: “I move to approve a request to modify Special Use Permit SUP-10-115-2, to modify the hours of operation based on the ability to make the seven required findings in the affirmative and subject to the recommended conditions of approval contained in the staff report.”

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL

Note the base language in these conditions are the conditions of approval approved on January 26, 2011 with SUP-10-115. Language proposed to be added appears in bold with an underline. Language proposed to be deleted appears with a strikethrough.

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.

The following are associated with the use.

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, **odors**, erosion, air pollution and dust control.
13. Operating hours are to be from 7:00 **6:00** 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. **The applicant may work at night or on a Sunday up to 30 times in a calendar year. When work is to occur at night or on a Sunday, the operator shall advise the Community Development Director in writing 72 hours prior.**
14. **A roof shall be installed and maintained over the truck loading chute area.**
15. **Water fogging systems at drop points when material drops to a different part of the equipment and is exposed to air shall be installed and maintained.**
16. **The vent condenser that has been installed must be maintained.**
17. **The operator shall utilize Ecosorb in operations to suppress odors.**
18. **This Special Use Permit is subject to review in one year. In reviewing the Special Use Permit, the Planning Commission shall conduct a public hearing, and the noticing for the public hearing shall be consistent with CCMC 18.02.045.**

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

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

ZONING DISTRICT: General Industrial

KEY ISSUES: Will the proposed hours of operation 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 from 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 approved 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 to the 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 Asphalt 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.

January 26, 2011 the Planning Commission approved a Special Use Permit for an Asphalt Plant and Aggregate Crushing Facility.

September 28, 2011 the Planning Commission approved a Special Use Permit to allow four 190 foot tall wind turbines on the property.

February 2, 2016 the Community Development Department found that the Special Use Permit for the aggregate and the batch plant operations was still valid.

March 15, 2016 a Major Project Review (MPR) meeting was conducted relative to the asphalt plan and crushing facility. At the meeting, applicant advised plans were not current, and MPR comments were not prepared.

ENVIRONMENTAL INFORMATION

FLOOD ZONE: Zone X

SLOPE/DRAINAGE: The site is primarily flat
SEISMIC ZONE: Zone II: Moderate

SITE DEVELOPMENT INFORMATION

PARCEL AREA: 10 Acres
EXISTING LAND USE: Asphalt plant

DISCUSSION:

Per Carson City Municipal Code (CCMC) 18.04.150, Asphalt Manufacturing is a Conditional Use in the General Industrial (GI) Zoning District. At its meeting of January 26, 2011, the Planning Commission approved Special Use Permit SUP-10-115 allowing for an asphalt plant and aggregate crushing facility on the subject property. The Special Use Permit was approved subject to conditions of approval, including:

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

The applicant is seeking to modify the conditions of approval, specifically modifying the hours to allow startup of equipment from 5:30 AM – 6:00 AM, with gates open to customers from 6:00 AM – 7:00 PM, and with an ability to run nights exclusively for municipal and state work. The applicant has advised staff that the expanded hours are necessary to meet customer demand, including anticipated demand from the South Carson Street project and improvements on Highway 50 from Stage Coach to Silver Springs. Staff cannot regulate who purchases the asphalt and where it is used. Therefore, staff recommends that the conditions of approval remain silent of whether the asphalt is being manufactured for a public project or a private project.

The process to modify the Special Use Permit is the same as obtaining a Special Use Permit. The Planning Commission conducts a public hearing, and is authorized to issue the modification to the Special Use Permit upon making each of the seven required finding of fact in the affirmative. The conditions of approval may change as necessary to make the required findings.

Although the Special Use Permit was approved in 2001, operations of the Asphalt Plant actually commenced on July 9, 2016. The Special Use Permit was still valid in 2016 as the aggregate crushing facility had commenced work within twelve months of approval of the Special Use Permit.

Since operations began in July 2016, there have been three notices of violation issued by the City's Code Enforcement staff for operating outside of approved operating hours. The notices of Violation cited starting work before 7:00 AM and working on Sunday.

The notices of violation were only issued in cases where Code Enforcement staff could validate the violation. Although only three notices were issued, between February 20, 2018 and September 26, 2018, fifty-six complaints were received. These complaints were primarily related to working outside of hours of operation and odors.

In addition to the City, the State's Department of Environment Protection (NDEP), specifically the Bureau of Air Pollution, has enforcement responsibility, specifically with respect to air quality and odors. In January 2017, NDEP cited the business for failing to notify NDEP of initial startup, and assessed fines of \$1,750. Between January 2017 and March of 2018, NDEP cited the business seven times for violations related to air quality, and assessed fines of \$61,055. NDEP only recently acquired equipment to test odors.

The applicant has provided four inspection reports dated June 14, 2018, August 15, 2018, September 18, 2018, and September 28, 2018 demonstrating compliance with NDEP's regulations. The applicant also provided visual inspection reports dated October 5, 2018.

Tahoe Western Asphalt, the business operator, has made modifications to operations since commencement in order to address air quality and odors. These modifications include:

- Adding a steel roof of the truck load chute area.
- Adding a vent condenser to the oil tank.
- Adding an econ burner analyzer for testing.
- Acquired an Ecosorb odor clarifier.
- Adding a complete water system for dust control over all plant systems.

The asphalt plant is located in an area that was previously known as the Tip Top Pit. It is also located in 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. Currently, aggregate is trucked to the site, and the asphalt is manufactured on the site.

When presented in 2011, staff report stated "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 staff report also noted that the plant would be powered by a Wind Energy Conversion System, with natural gas serving as a backup power source.

The specified equipment is not the equipment that is being utilized, and the plant is powered by propane.

The Planning Commission may approve the modifications to the Special Use Permit upon making each of the seven required findings in the affirmative. The applicant provided the finding utilized in the January 26, 2011 staff report to the Planning

Commission. Therefore, that report is included in its entirety as it was submitted by the applicant as part of his application.

PUBLIC COMMENTS: Public notices were mailed on September 28, 2018 to 101 property owners in the area. In Carson City, noticing went to 33 property owners within 7500 feet of the property. In Lyon County, noticing was provided based on input by Lyon County planning staff based on its understanding of property owners who would be potentially impacted. One comment in opposition has been received to date. 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 request for expanded hours was routed to various City agencies for comment. No City agencies had comments.

FINDINGS: Staff recommends approval of the expanded hours for the asphalt plant 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.

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

Staff finds the proposed expanded hours will be consistent with the Master Plan, specifically noting the following.

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.

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.

5.1c—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.

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.

(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.

The change in hours will not impact the scenic quality of the V & T experience.

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 use has lawfully established. The request is to modify the hours of operation.

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 use 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 use 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 use 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 use 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.

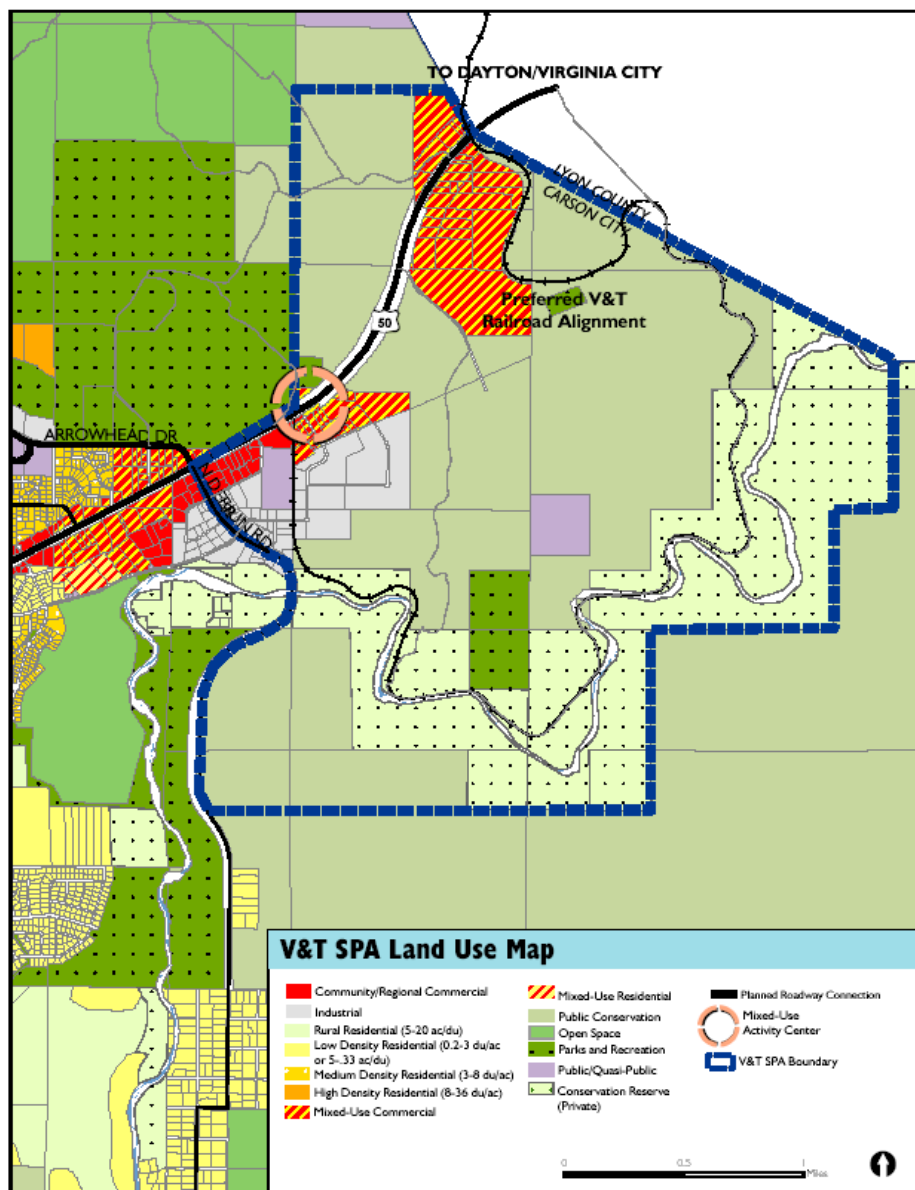
This goal is not applicable; due to the fact the use is not located along the Carson River corridor.

(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 staff has notified Lyon County Planner Rob Pyzel of the request to modify the hours of operation as well as obtained a mailing list from Lyon County of property owners who may be potentially impacted by the change in hours of operation. Sixty eight Lyon County property owners were notified.



- 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 use creates odors. The impact of the odors are primarily on residents to the east of the facility. NDEP staff has explained that the primary source of the odor is Volatile Organic Compounds (VOC's). NDEP staff advised of a similar problem with an asphalt plant in Fernley. In that case, the operator installed a Regenerative Thermal Oxidizer, and there have been no odor complaints in over two years. This equipment is installed after the bag house. Of note, the applicant does not believe a Regenerative Thermal Oxidizer is effective.

Staff also met with Eric Florio, an Air Quality Specialist with the Business Environmental Program at UNR. He conducted independent research, and advised that

there are odor suppressants that are additives to the mix. Based on his research, the two products that are effective suppressants are Ecosorb and Asphalt Solutions. The applicant has acquired Ecosorb, but has not incorporated into his operations.

Other steps that will potentially address the odor, although to what degree of effectiveness is questionable, are:

- Install a roof over the truck loading chute area.
- Install water fogging systems at drop points when material drops to a different part of the equipment and is exposed to air.
- The vent condenser that has been installed must be maintained to address odors.

The staff finds it is necessary to take proactive steps to address odors. As the applicant has acquired the Ecosorb, and the air quality expert that staff consulted with found it to be an effective odor suppressant based on research, staff would recommend a condition of approval that the applicant utilize the Ecosorb that he has acquired, as well as install and maintain the three bulleted items above. Staff further recommends that the Special Use Permit be scheduled for further review in one year so that the effectiveness of the suppressant can be reviewed. The review of the Special Use Permit shall be subject to the noticing requirements identified in CCMC 18.02.045, with the applicant responsible for paying noticing fees.

Furthermore, with respect to hours of operation, staff has consulted with personnel at the Nevada Department of Transportation relative to the road project on Highway 50 from Stage Coach to Silver Springs. It is anticipated that project will be primarily day work as there is a requirement to keep a lane open. Work on South Carson Street will not occur until 2020, and is also anticipated to be primarily day work. Both projects anticipate occasional night work. Therefore, the staff recommends limiting work outside of the approved hours of operation to only 30 times per year. Specifically, staff recommends modification of the hours of operation to:

Monday through Saturday: 6:00 AM – 6:00 PM (startup of equipment 5:30 AM – 6:00 AM, gates open at 6:00 AM); and

Up to 30 evenings or Sundays in a calendar year, with the provision that the applicant must advise the Community Development Director at least seventy two hours in advance of working an evening or a Sunday.

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

The modification to the hours of operation will have little effect on vehicular or pedestrian traffic.

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.*

The proposed change in hours of operation will not overburden existing public facilities or 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.**

The use has lawfully established. The property is zoned General Industrial, and is consistent with 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.

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

With the recommended conditions of approval, particularly the conditions that address odors and the review in one year, staff finds that the modification to the hours of operation as recommended by the staff will not be detrimental to the public health, safety, convenience and welfare.

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

With the recommended conditions of approval, particularly the conditions that address odors and the review in one year, staff finds that the modification to the hours of operation as recommended by the staff will not be detrimental to the public health, safety, convenience and welfare.

Attachments:

Correspondence from Bryan Wagner
Application (SUP-10-115-2)
Supplemental materials provided by the applicant.

-----Original Message-----

From: Bryan Wagner [<mailto:bryanwwagner@yahoo.com>]

Sent: Thursday, October 04, 2018 3:41 PM

To: Planning Department

Subject: Special Use Permit for Asphalt Plant. FILE NO. SUP-10-115-2

This message originated outside of Carson City's email system. Use caution if this message contains attachments, links, or requests for information.

Dear Planning Commissioners:

I own a home on Traci Lane in the Moundhouse manufactured homes community. This proposed Asphalt plant is very close to this residential home community.

Approving this Asphalt Plant's proposal, to modify its hours of operation to 5:30 am-7:00 pm and to also allow it to run its operations throughout the night on government contracts, will create a great hardship for those who live in the Moundhouse manufactured homes community.

Workers need to be able to obtain a good night's sleep. It is also critical that their children be able to obtain a good night's sleep. Sleep deprived workers cannot perform as well and are more likely to have work related and driving accidents. In addition, sleep deprived children will not be able to do as well in school.

This proposed modification, if approved, would create safety issues and endanger members of the community. Furthermore, all the noise produced by this Asphalt Plant during the night and during the early morning hours would create a nuisance.

For the foregoing reasons I request the Carson City Planning Commission deny the Asphalt Plant's request to modify its special use permit.

Thank you,

Bryan Wagner

Sent from my iPhone

RECEIVED

RECEIVED

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

FOR OFFICE USE ONLY:

CCMC 18.02.080

SEP 25 2018

SEP 10 2018

FILE # SUP - 18 - 10-115-2

CARSON CITY
PLANNING DIVISION

SPECIAL USE PERMIT

CARSON CITY
PLANNING DIVISION

APPLICANT PHONE #
 Tahoe Western Asphalt 7753097176

MAILING ADDRESS, CITY, STATE, ZIP
 8013 Highway East, Carson City, NV, 89701

EMAIL ADDRESS
 robert.matthews68@gmail.com

PROPERTY OWNER PHONE #
 Robert Matthews

MAILING ADDRESS, CITY, STATE, ZIP
 8013 Highway East, Carson City, NV, 89701

EMAIL ADDRESS
 See above

APPLICANT AGENT/REPRESENTATIVE PHONE #
 Robert Matthews

MAILING ADDRESS, CITY STATE, ZIP
 See above

EMAIL ADDRESS
 See above

FEE*: \$2,450.00 MAJOR
 \$2,200.00 MINOR (Residential
 zoning districts)
 + noticing fee
 *Due after application is deemed complete by
 staff

SUBMITTAL PACKET - 4 Complete Packets (1 Unbound
 Original and 3 Copies) including:

- ✓ Application Form
- ✓ Detailed Written Project Description
- ✓ Site Plan
- ✓ Building Elevation Drawings and Floor Plans
- ✓ Special Use Permit Findings
- ✓ Master Plan Policy Checklist
- ✓ Applicant's Acknowledgment Statement
- Documentation of Taxes Paid-to-Date
- Project Impact Reports (Engineering)

CD or USB DRIVE with complete application in PDF

Application Received and Reviewed By:

Submittal Deadline: See attached Planning Commission
 application submittal schedule.

Note: Submittals must be of sufficient clarity and detail for
 all departments to adequately review the request. Additional
 information may be required.

Project's Assessor Parcel Number(s): 00861135
 Street Address 8013 Highway East

Project's Master Plan Designation Mixed Use Commercial
 Project's Current Zoning General industrial
 Nearest Major Cross Street(s) Highway 50 and Lineham

Please provide a brief description of your proposed project and/or proposed use below. Provide additional pages to describe your request in more detail.
 We seek to change our current business hours

PROPERTY OWNER'S AFFIDAVIT

I, C.B. Maddox Family Trust, 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 BY: C.B. Maddox, trustee
 Address P.O. Box 70517 Reno, NV 89570

Date 9/5/2018

Use additional page(s) if necessary for additional owners.

STATE OF NEVADA
 COUNTY OF WASHOE

On Sept 5, 2018, C.B. Maddox, 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.

Notary Public



DANIEL MCGILL
 Notary Public - State of Nevada
 Appointment Recorded in Washoe County

No. 86-0612-4 Expires October 25, 2019

NOTE: If your project is located within the Historic District or airport area, it may need to be scheduled before the Historic Resources Commission or the
 Airport Authority in addition to being scheduled for review by the Planning Commission. Planning staff can help you make this determination.



09/07/2018

Carson City,

Tahoe Western Asphalt is seeking to change their hours to the following:

- 5:30-6:00AM Warmup
- 6:00AM-7:00PM Plant Operation

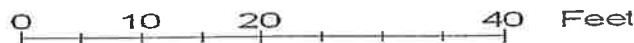
In addition to this, Tahoe Western Asphalt is also seeking approval to run at nights exclusively for municipality and state work.

Thank you for consideration,
Tahoe Western Asphalt

SITE PLAN CHECKLIST AND PROJECT IMPACT REPORTS

SITE PLAN: The site plan shall be drawn on quality paper (minimum size of 8.5 inches by 11 inches) at an appropriate scale or dimension to depict the parcel. Any site plan larger than 8.5 inches by 11 inches must be folded. The site plan shall include the following information:

1. Show a north point arrow and site plan scale. A bar scale is preferred because when the drawings are reduced, it will still show an accurate scale. A bar scale could appear like this for a project that has a scale of one inch equals 20 feet on the original site plan:



2. Vicinity map must be shown on the site plan. This is a map, not to scale, that you would provide a visitor unfamiliar with the area as directions to get to your property. It will show adjacent streets.
3. Title block in lower right-hand corner including:
 - (a) Applicant's name, mailing address, and daytime phone number (including area code).
 - (b) The name, mailing address, and daytime phone number of the person preparing the site plan, if different from applicant.
 - (c) The name, mailing address, and daytime phone number of the record owner of the subject property, if different from applicant.
 - (d) Assessor Parcel Number(s) (APN) and address (location, if no address) of the subject property.
 - (e) Project title and permit request. (Example: Variance, Special Use Permit).
4. Property lines of the subject property with dimensions indicated.
5. All existing and proposed structures shall be shown, including:
 - (a) Distances from property lines indicated by dimensions.
 - (b) Distances between buildings shall be indicated on the site plan.
 - (c) Clearly label existing and proposed structures and uses, and show dimensions.
 - (d) Square footage of all existing and proposed structures.
 - (e) If a commercial or multi-family project, show all elevations and submit roof plans showing all proposed roof equipment and means of screening from view along with plans for trash receptacle screening and loading/unloading area location and design.
 - (f) Elevations of any proposed structures/additions.
 - (g) All easements.
6. Show curb, gutter, sidewalks, ADA facilities, PFD, circulation.
7. Project access:
 - (a) Show the location of proposed street access and all existing accesses of neighboring properties including across the street.
 - (b) Show adjoining street names.
 - (c) Show all curb cuts with dimension.
8. Show the Assessor Parcel Number(s) of adjoining parcels.
9. Show all existing and proposed parking, landscape islands and traffic aisles, with dimensions. 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.
10. Show location of existing and proposed utilities and drainage facilities, and indicate whether overhead or underground. Show the location of any septic lines/fields.
11. If specific landscape areas are required or provided, show with dimensions.
12. Show location of all proposed amenities, such as gazebos, retaining walls, retention areas, etc.

PROJECT IMPACT REPORTS: Provide documentation regarding project impacts related to traffic, drainage, water, and sewer, including supportive calculations and/or reports required per the Carson City Development Standards, Divisions 12, 14 and 15. Contact Development Engineering to determine if these are necessary for your project at (775) 887-2300.

SPECIAL USE PERMIT APPLICATION FINDINGS

State law requires that the Planning Commission consider and support the statements 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 required findings with as much detail as possible to ensure that there is adequate information supporting your proposal.

THE FINDINGS BELOW ARE PROVIDED IN THE EXACT LANGUAGE FOUND IN THE CARSON CITY MUNICIPAL CODE (CCMC), FOLLOWED BY EXPLANATIONS TO GUIDE YOU IN YOUR RESPONSE. ON A SEPARATE SHEET TO BE INCLUDED WITH YOUR COMPLETE APPLICATION, LIST EACH FINDING AND PROVIDE A RESPONSE IN YOUR OWN WORDS. ANSWER THE QUESTIONS AS COMPLETELY AS POSSIBLE TO PROVIDE THE PLANNING COMMISSION WITH THE DETAILS NECESSARY TO CONSIDER YOUR PROJECT. IF A FINDING DOES NOT APPLY TO YOUR SITUATION, EXPLAIN WHY.

CCMC 18.02.080(5) FINDINGS. Findings from a preponderance of evidence must indicate that the proposed use:

1. Will be consistent with the objectives of the Master Plan elements.

Explanation: Explain how your project will further and be in keeping with, and not contrary to, the goals of the Master Plan elements. Turn to the Master Plan Policy Checklist included with this application. The Master Plan Policy Checklist for Special Use Permits and Major Project Reviews addresses 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. Provide written support of the policy statement in your own words as a part of these findings. For additional guidance, please refer to the Carson City Master Plan document on our website at www.carson.org/planning or you may contact the Planning Division to review the document in our office or request a copy.

2. Will not be detrimental to the use, peaceful enjoyment, economic value, or development of surrounding properties or the general neighborhood; and is compatible with and preserves the character and integrity of adjacent development and neighborhoods or includes improvements or modifications either on-site or within the public right-of-way to mitigate development related to adverse impacts such as noise, vibrations, fumes, odors, dust, glare or physical activity.

Explanation:

- A. Describe the general types of land uses and zoning designations adjoining your property (for example: North: grocery store, 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. 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. 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.
- E. Describe the proposed landscaping, including screening and arterial landscape areas (if required by the zoning code). Include a site plan with existing and proposed landscape shown on the plan which complies with City ordinance requirements.
- F. Explain any short-range and long-range benefit to the people of Carson City that will occur if your project is approved.

3. Will have little or no detrimental effect on vehicular or pedestrian traffic.

Explanation: Consider the pedestrian and vehicular traffic that currently exists on the road serving your project. What impact will your development have to pedestrian and vehicular traffic when it is successfully operating? Will additional walkways and traffic lights be needed? Will you be causing traffic to substantially increase in the area? State how you have arrived at your conclusions.

4. 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.

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?
- B. How will your project affect police and fire protection?
- C. Is the water supply 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? Contact the Development Engineering Division at (775) 887-2300 for assistance with this item, if applicable.
- D. If your project will result in the covering of land area with paving or a compacted surface, how will drainage be accommodated? Contact the Development Engineering Division at (775) 887-2300 for assistance with this item, if applicable.
- E. 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? Contact the Development Engineering Division at (775) 887-2300 for assistance with this item, if applicable.
- F. What kind of road improvements are proposed or needed to accommodate your project? Contact the Development Engineering Division at (775) 887-2300 for assistance with this item, if applicable.
- G. Indicate the source of the information that you are providing to support your conclusions and statements made in this application (private engineer, Development Engineering, Public Works, Transportation, title report or other sources).

5. Meets the definition and specific standards set forth elsewhere in Carson City Municipal Code, Title 18 for such particular use and meets the purpose statement of that district.

Explanation: Explain how your project meets the purpose statement of the zoning district in which it is located and how it meets the specific standards that are set forth in that zoning district. In CCMC Section 18.04, Use Districts, find the zoning district where your property is located. Refer to the purpose statement at the beginning of the zoning district section and explain how your project meets the purpose statement of that district. In addition, find the specific Intensity and Dimensional Standards for your zoning district in either CCMC Section 18.04.190 (Residential) or CCMC Section 18.04.195 (Non-Residential) and explain how your project meets these specific standards. To access the Carson City Municipal Code, visit our website at www.carson.org/planning.

6. Will not be detrimental to the public health, safety, convenience and welfare.

Explanation: Provide a statement explaining how your project will not be detrimental to the public health, safety, convenience and welfare. If applicable, provide information on any benefits that your project will provide to the general public.

7. Will not result in material damage or prejudice to other property in the vicinity, as a result of proposed mitigation measures.

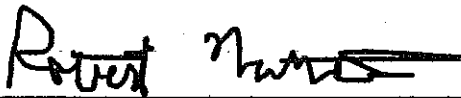
Explanation: Provide a statement explaining how your project will not result in material damage or prejudice to other property in the vicinity.

If there is any additional 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 it in your detailed description.

Please type and sign the statement on the following page at the end of your findings response.

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's Signature

Robert Matthews

Print Name

8/24/18

Date

Master Plan Policy Checklist

Special Use Permits & Major Project Reviews & Administrative Permits

PURPOSE

The purpose of a development checklist is to provide a list of questions that address whether a development proposal is in conformance with the goals and objectives of the 2006 Carson City Master Plan that are related to non-residential and multi-family residential development. This checklist is designed for developers, staff, and decision-makers and is intended to be used as a guide only.

Development Name: _____

Reviewed By: _____

Date of Review: _____

DEVELOPMENT CHECKLIST

The following five themes are those themes that appear in the Carson City Master Plan and which reflect the community's vision at a broad policy level. Each theme looks at how a proposed development can help achieve the goals of the Carson City Master Plan. A check mark indicates that the proposed development meets the applicable Master Plan policy. The Policy Number is indicated at the end of each policy statement summary. Refer to the Comprehensive Master Plan for complete policy language.

CHAPTER 3: A BALANCED LAND USE PATTERN



The Carson City Master Plan seeks to establish a balance of land uses within the community by providing employment opportunities, a diverse choice of housing, recreational opportunities, and retail services.

Is or does the proposed development:

- ☐ Meet the provisions of the Growth Management Ordinance (1.1d, Municipal Code 18.12)?
- ☐ Use sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?
- ☐ Located in a priority infill development area (1.2a)?
- ☐ Provide pathway connections and easements consistent with the adopted Unified Pathways Master Plan and maintain access to adjacent public lands (1.4a)?

- ☐ Protect existing site features, as appropriate, including mature trees or other character-defining features (1.4c)?
- ☒ At adjacent county boundaries or adjacent to public lands, coordinated with the applicable agency with regards to compatibility, access and amenities (1.5a, b)?
- ☐ In identified Mixed-Use areas, promote mixed-use development patterns as appropriate for the surrounding context consistent with the land use descriptions of the applicable Mixed-Use designation, and meet the intent of the Mixed-Use Evaluation Criteria (2.1b, 2.2b, 2.3b, Land Use Districts, Appendix C)?
- ☐ Meet adopted standards (e.g. setbacks) for transitions between non-residential and residential zoning districts (2.1d)?
- ☐ Protect environmentally sensitive areas through proper setbacks, dedication, or other mechanisms (3.1b)?
- ☐ Sited outside the primary floodplain and away from geologic hazard areas or follows the required setbacks or other mitigation measures (3.3d, e)?
- ☐ Provide for levels of services (i.e. water, sewer, road improvements, sidewalks, etc.) consistent with the Land Use designation and adequate for the proposed development (Land Use table descriptions)?
- ☐ If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?

CHAPTER 4: EQUITABLE DISTRIBUTION OF RECREATIONAL OPPORTUNITIES



The Carson City Master Plan seeks to continue providing a diverse range of park and recreational opportunities to include facilities and programming for all ages and varying interests to serve both existing and future neighborhoods.

Is or does the proposed development:

- ☐ Provide park facilities commensurate with the demand created and consistent with the City's adopted standards (4.1b)?
- ☐ Consistent with the Open Space Master Plan and Carson River Master Plan (4.3a)?

CHAPTER 5: ECONOMIC VITALITY



The Carson City Master Plan seeks to maintain its strong diversified economic base by promoting principles which focus on retaining and enhancing the strong employment base, include a broader range of retail services in targeted areas, and include the roles of technology, tourism, recreational amenities, and other economic strengths vital to a successful community.

Is or does the proposed development:

- ☐ Encourage a citywide housing mix consistent with the labor force and non-labor force populations (5.1j)
- ☐ Encourage the development of regional retail centers (5.2a)
- ☐ Encourage reuse or redevelopment of underused retail spaces (5.2b)?
- ☐ Support heritage tourism activities, particularly those associated with historic resources, cultural institutions and the State Capitol (5.4a)?
- ☐ Promote revitalization of the Downtown core (5.6a)?
- ☐ Incorporate additional housing in and around Downtown, including lofts, condominiums, duplexes, live-work units (5.6c)?

CHAPTER 6: LIVABLE NEIGHBORHOODS AND ACTIVITY CENTERS



The Carson City Master Plan seeks to promote safe, attractive and diverse neighborhoods, compact mixed-use activity centers, and a vibrant, pedestrian-friendly Downtown.

Is or does the proposed development:

- ☐ Use durable, long-lasting building materials (6.1a)?
- ☐ Promote variety and visual interest through the incorporation of varied building styles and colors, garage orientation and other features (6.1b)?
- ☐ Provide variety and visual interest through the incorporation of well-articulated building facades, clearly identified entrances and pedestrian connections, landscaping and other features consistent with the Development Standards (6.1c)?
- ☐ Provide appropriate height, density and setback transitions and connectivity to surrounding development to ensure compatibility with surrounding development for infill projects or adjacent to existing rural neighborhoods (6.2a, 9.3b 9.4a)?
- ☐ If located in an identified Mixed-Use Activity Center area, contain the appropriate mix, size and density of land uses consistent with the Mixed-Use district policies (7.1a, b)?
- ☐ If located Downtown:
 - ☐ Integrate an appropriate mix and density of uses (8.1a, e)?
 - ☐ Include buildings at the appropriate scale for the applicable Downtown Character Area (8.1b)?
 - ☐ Incorporate appropriate public spaces, plazas and other amenities (8.1d)?
- ☐ Incorporate a mix of housing models and densities appropriate for the project location and size (9.1a)?

CHAPTER 7: A CONNECTED CITY



The Carson City Master Plan seeks promote a sense of community by linking its many neighborhoods, employment areas, activity centers, parks, recreational



Special Use Permit, Major Project Review, & Administrative Permit Development Checklist

amenities and schools with an extensive system of interconnected roadways, multi-use pathways, bicycle facilities, and sidewalks.

Is or does the proposed development:

- ☐ Promote transit-supportive development patterns (e.g. mixed-use, pedestrian-oriented, higher density) along major travel corridors to facilitate future transit (11.2b)?
- ☐ Maintain and enhance roadway connections and networks consistent with the Transportation Master Plan (11.2c)?
- ☐ Provide appropriate pathways through the development and to surrounding lands, including parks and public lands, consistent with the Unified Pathways Master Plan (12.1a, c)?

STAFF REPORT FOR PLANNING COMMISSION MEETING JANUARY 26, 2011

FILE NO: SUP-10-115

AGENDA ITEM: H-4

STAFF AUTHOR: Jennifer Pruitt, Principal Planner

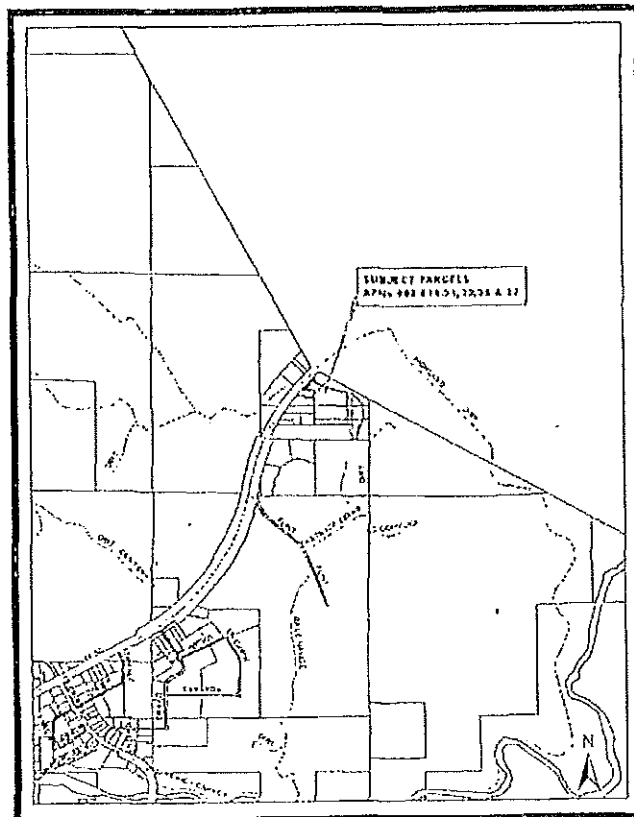
REQUEST: A Special Use Permit to allow for an asphalt plant and aggregate crushing facility with a 2.5 megawatt wind turbine at a height of 225 feet, on property zoned General Industrial (GI), located on the south side of Highway 50 East near the Lyon County/Carson City border, APNs 008-611-31, -33,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

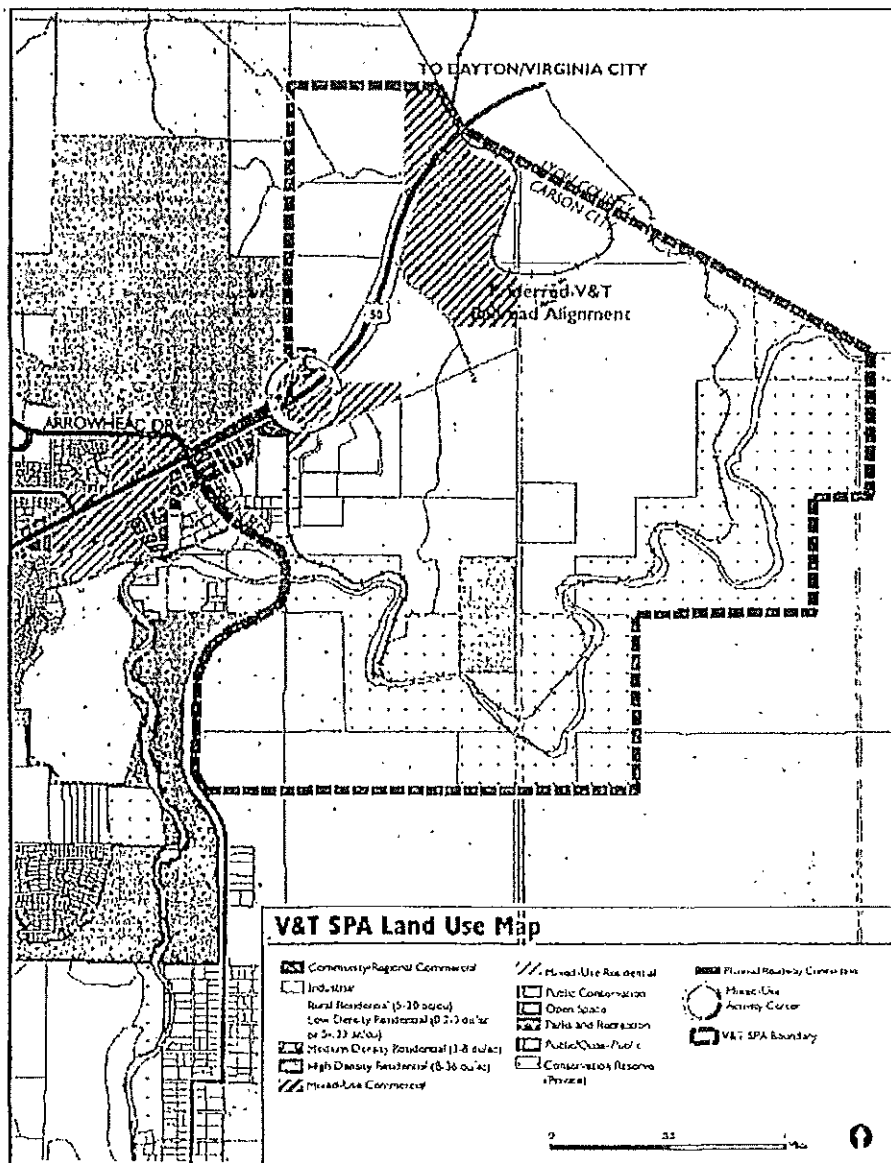
This goal is not applicable; due to the fact the proposed project is not located along the Carson River corridor.

(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



CARSON CITY

City of Nevada

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Secured Tax Inquiry Detail for Parcel # 008-611-31

Property Location: HWY 50 EAST

Tax Year: 2018-19

Billed to: MADDOX, C B FAM TRUST 2/2/17

Roll #: 010927

% C B & A H MADDOX, CO-TTEES

District: 2.4

P O BOX 70577

Tax Service:

RENO, NV 89570-0577

Land Use Code: 150

[Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
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No Prior Year Taxes

Current Year

08/20/18	138.57		138.57	138.57	.00	
10/01/18	138.00		138.00	.00	138.00	Pay
01/07/19	138.00		138.00	.00	276.00	Pay
03/04/19	138.00		138.00	.00	414.00	Pay
Totals:	552.57	.00	552.57	138.57		

[Payment Cart](#)
[History](#)

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	900.96	99.20			



CARSON CITY

Capital of Nevada

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Secured Tax Inquiry Detail for Parcel # 008-611-33

Property Location: HWY 50 EAST

Tax Year: 2018-19

Billed to: MADDOX, C B FAM TRUST 2/2/17

Roll #: 010928

% C B & A H MADDOX, CO-TTEES

District: 2.4

P O BOX 70577

Tax Service:

RENO, NV 89570-0577

Land Use Code: 150

[Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
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No Prior Year Taxes

Current Year

08/20/18	221.49		221.49	221.49	.00	
10/01/18	220.00		220.00	.00	220.00	Pay
01/07/19	220.00		220.00	.00	440.00	Pay
03/04/19	220.00		220.00	.00	660.00	Pay
Totals:	881.49	.00	881.49	221.49		

[Payment Cart](#)
[History](#)

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	1,438.69	158.37			



CARSON CITY

Forward Thinking
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Secured Tax Inquiry Detail for Parcel # 008-611-35

Property Location: 8013 HWY 50 EAST

Tax Year: 2018-19

Billed to: MADDOX, C B FAM TRUST 2/2/17

Roll #: 010929

District: 2.4

% C B & A H MADDOX, CO-TTEES

Tax Service:

P O BOX 70577

Land Use Code: 150

[Code Table](#)

RENO, NV 89570-0577

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
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No Prior Year Taxes

Current Year

08/20/18	238.93		238.93	238.93	.00	
10/01/18	237.00		237.00	.00	237.00	←Pay
01/07/19	237.00		237.00	.00	474.00	←Pay
03/04/19	237.00		237.00	.00	711.00	←Pay
Totals:	949.93	.00	949.93	238.93		

[Payment Cart](#)
[History](#)

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	925.93	170.72			



CARSON CITY

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Secured Tax Inquiry Detail for Parcel # 008-611-37

Property Location: HWY 50 EAST

Tax Year: 2018-19

Billed to: MADDOX, C B FAM TRUST 2/2/17

Roll #: 010930

% C B & A H MADDOX, CO-TTEES

District: 2.4

P O BOX 70577

Tax Service:

RENO, NV 89570-0577

Land Use Code: 150

[Code Table](#)

Outstanding Taxes:

Prior Year	Tax	Penalty/Interest	Total	Amount Paid	Total Due
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No Prior Year Taxes

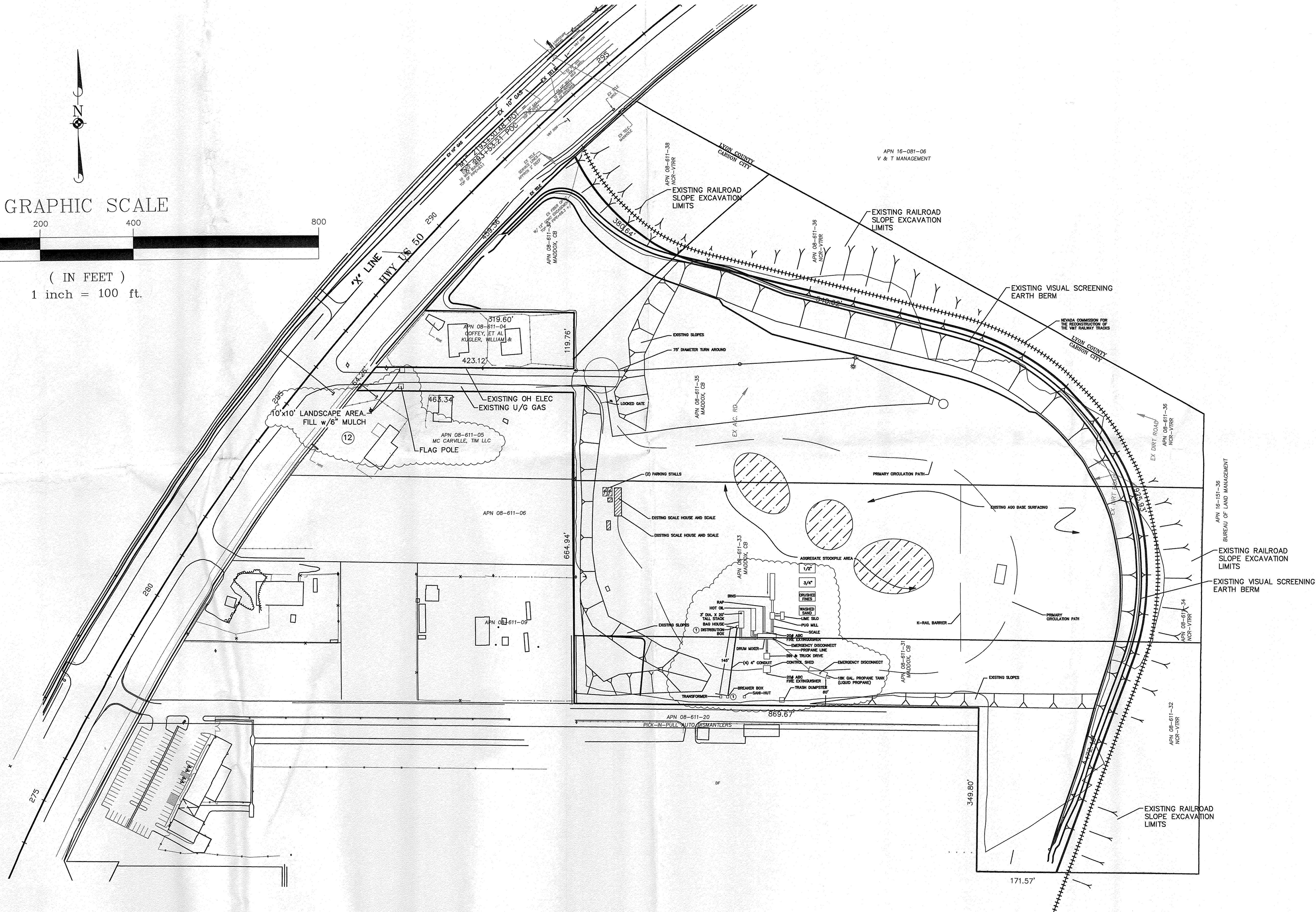
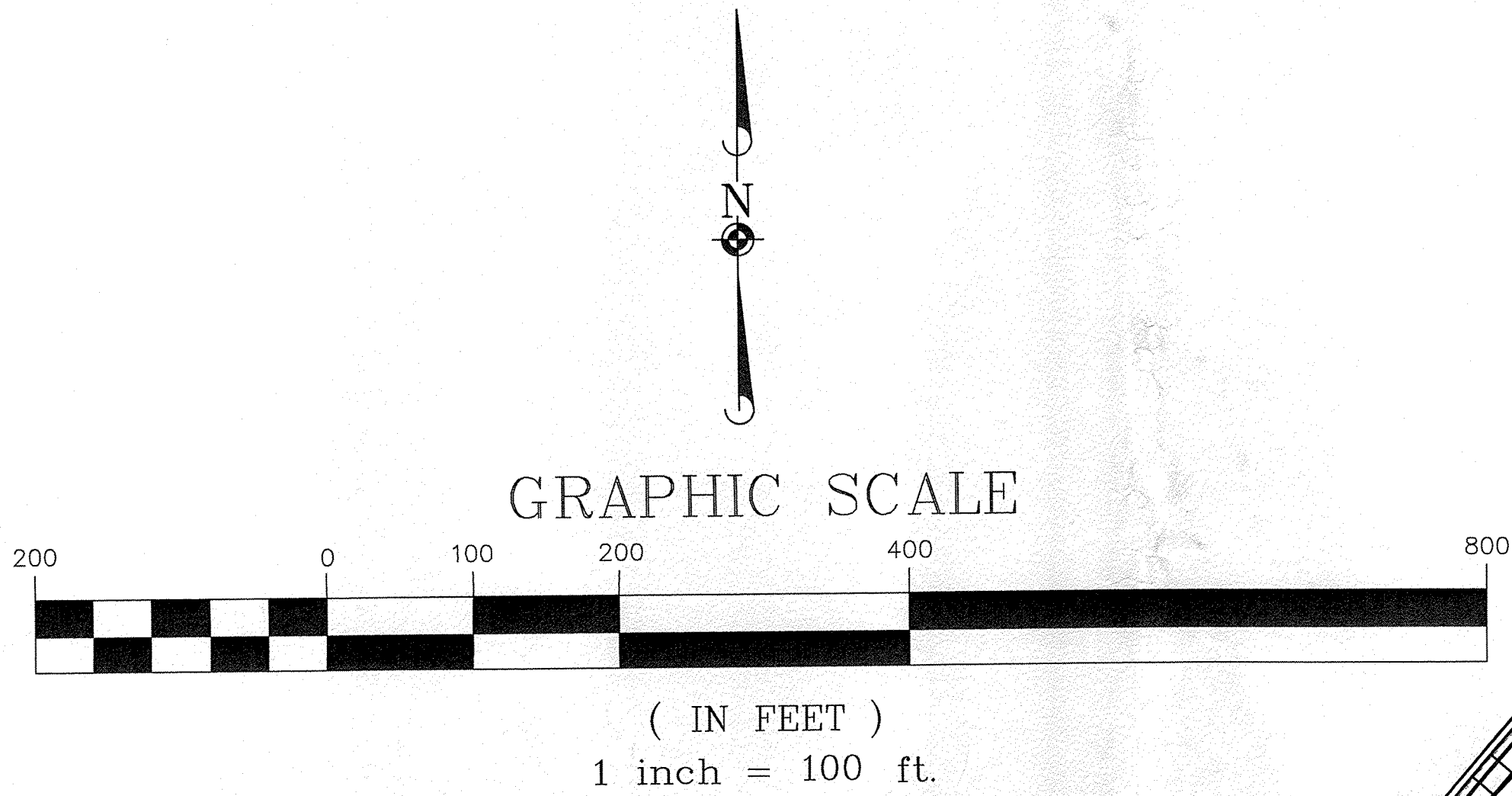
Current Year

08/20/18	105.62		105.62	105.62	.00	
10/01/18	104.00		104.00	.00	104.00	←Pay
01/07/19	104.00		104.00	.00	208.00	←Pay
03/04/19	104.00		104.00	.00	312.00	←Pay
Totals:	417.62	.00	417.62	105.62		

[Payment Cart](#)
[History](#)

Additional Information

	2018-19	2017-18	2016-17	2015-16	2014-15
Tax Rate	3.5700	3.5700	3.5200	3.5200	3.5400
Tax Cap Percent	4.2	2.6	.2	3.2	3.0
Abatement Amount	544.85	80.61			



NO.	REVISIONS/ISSUE	DATE

PROJECT INFORMATION

TAHOE WESTERN ASPHALT
8013 HIGHWAY 50 EAST - CARSON CITY, NV

CONTRACTOR "DESIGNER" INFORMATION

JIM WENINGER
1964 AMBERWOOD - CARSON CITY, NV 89703
NV LIC #52356 - B2 - LIMIT \$950,000.00 EXP: 10/31/2016 - (775)741-3960

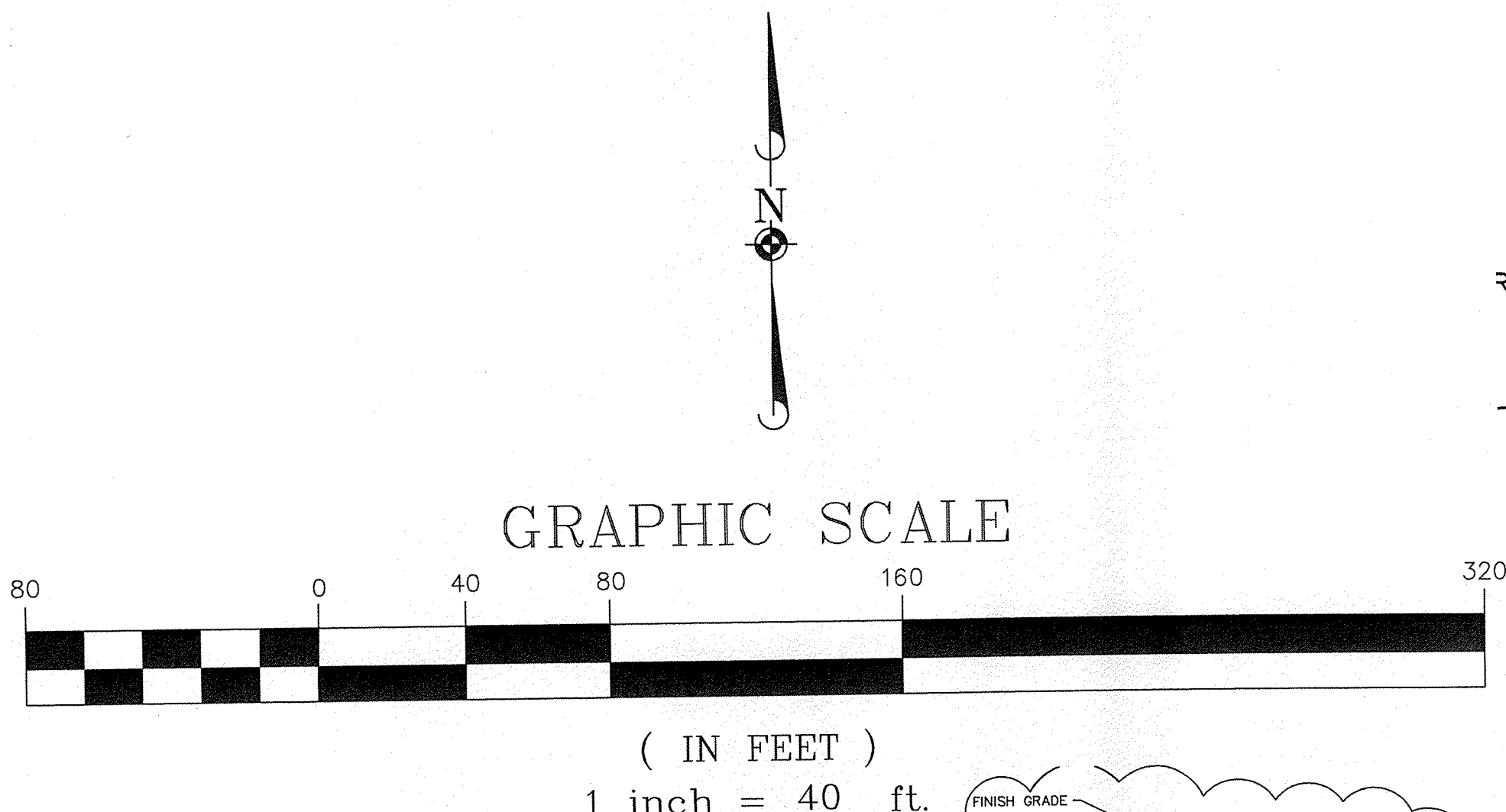
SHEET TITLE:

Contractor "Project Designer"
These Plans are provided & submitted by the contractor as an exemption to NRS 623.330 for work under the contractors license category authorized under NRS 624

Qualified Individual's Signature
Jim Weninger
I am responsible for the designs, preparation, and information shown on these plans.

Date

DATE	SHEET
March 15, 2016	1

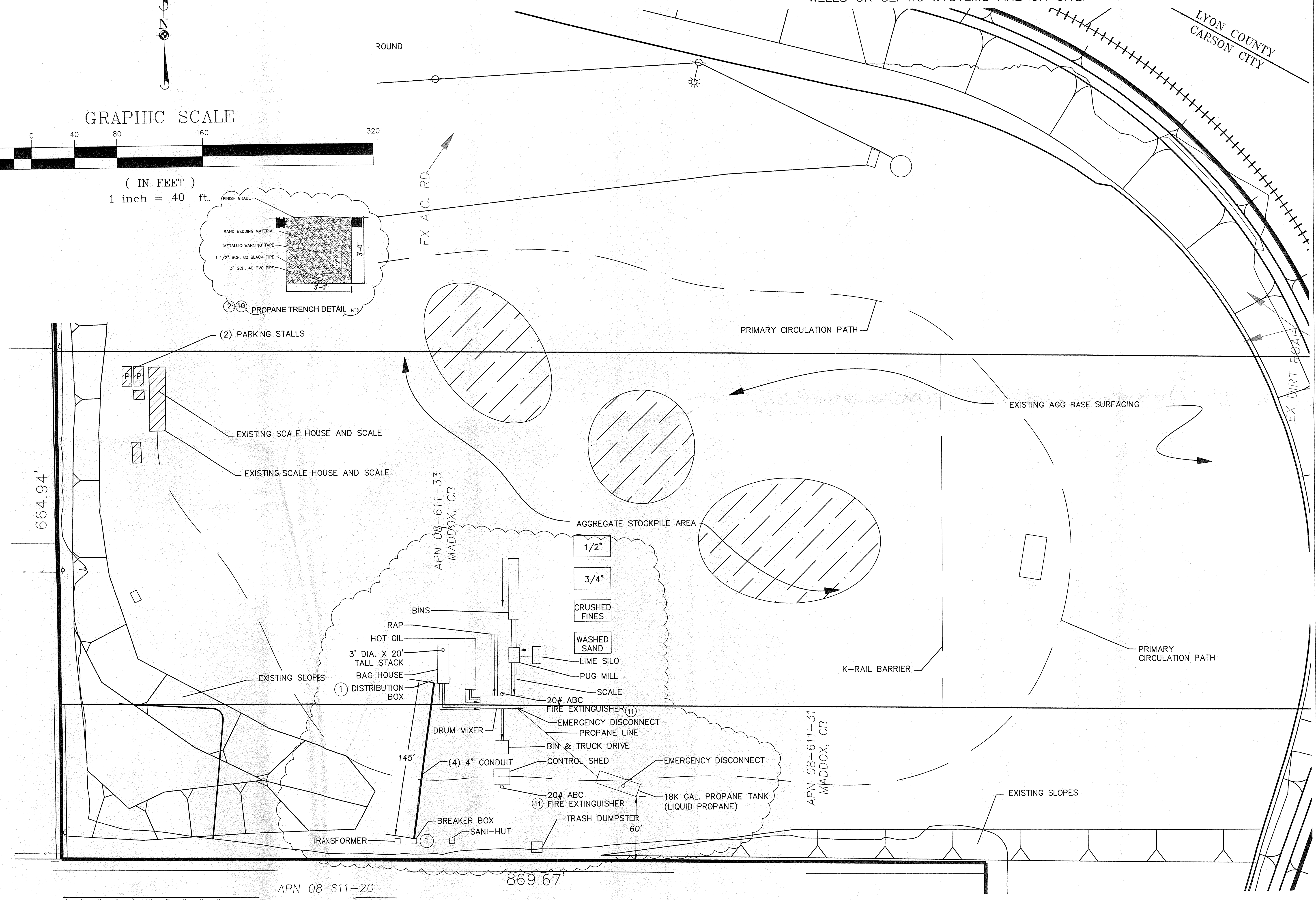


- NOTE:
- 1) OWNER WILL PROVIDE 3000 GAL. WATER TRUCK FOR DUST CONTROL. WATER TO BE SUPPLIED FROM WATER HYDRANT ON ASPHALT WAY FROM METER CHECKED OUT FROM CITY.
 - 2) NO CITY WATER OR SEWER CONNECTIONS WILL OCCUR ON SITE AND NO WELLS OR SEPTIC SYSTEMS ARE ON SITE.

NO.	REVISIONS/ISSUE	DATE

TAHOE WESTERN ASPHALT
8013 HIGHWAY 50 EAST - CARSON CITY, NV

JIM WENINGER
1964 AMBERWOOD - CARSON CITY, NV 89703
NV LIC #52356 - B2 - LIMIT \$950,000.00 EXP: 10/31/2016 - (775)741-3960



SHEET TITLE:

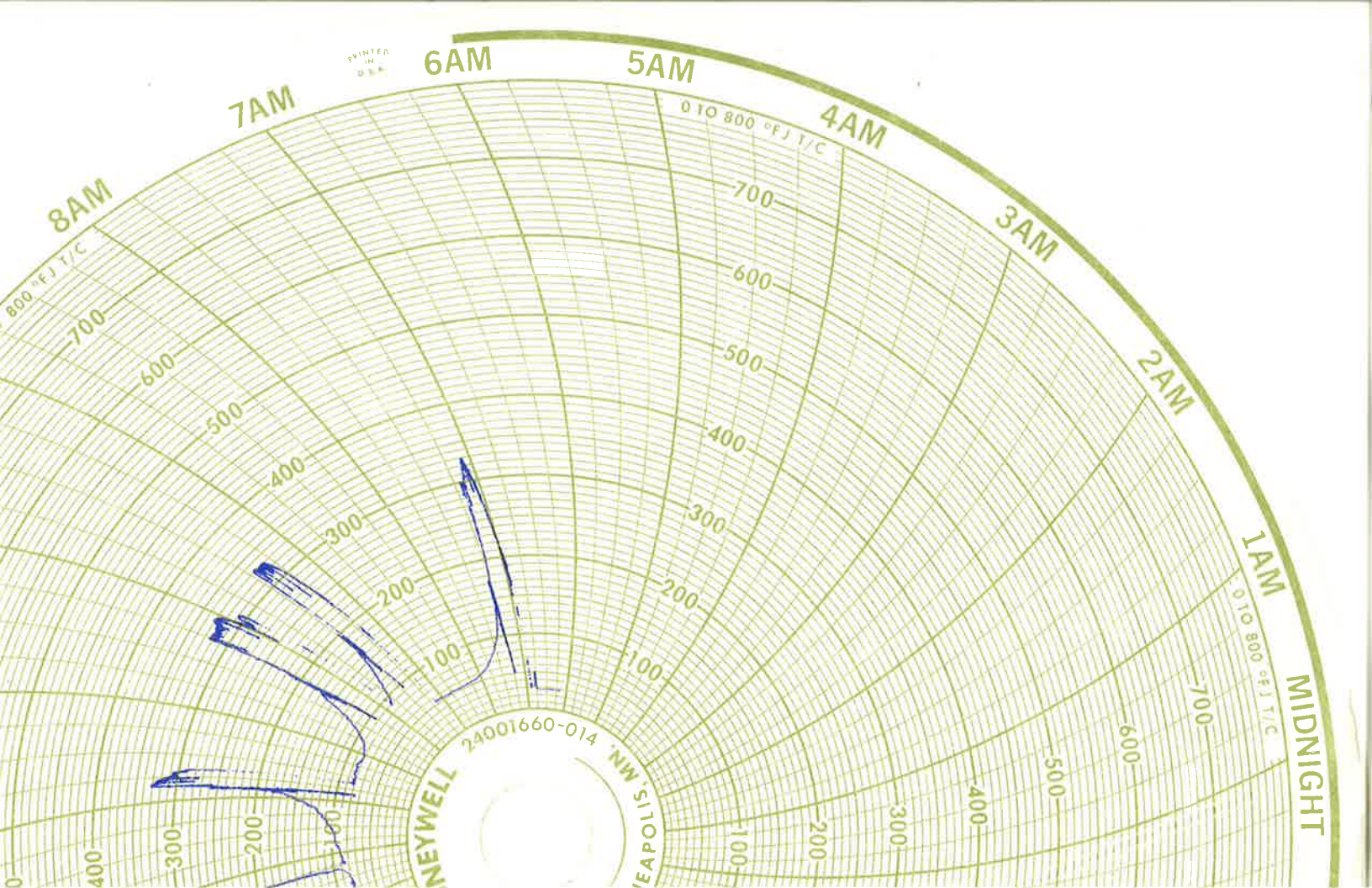
Contractor: "Project Designer"
These Plans are checked & submitted by contractor as an exception to NRS 633.530 for work under the contractors license category authorized under NRS 624

Qualified Individual's Signature
Jim Weninger

Date
March 15, 2016

DATE
March 15, 2016

SHEET
2





10/10/2018

Carson City,

The following improvements have been made to the TWA hot plant located at 8013 Highway 50 East.

Since our last NDEP violation, we have:

1. Added a steel roof over the silo top
2. Added a vent condenser to the oil tank.
3. Added an econ burner analyzer for testing.
4. Added an Ecosorb odor clarifier.
5. Added a complete water system for dust control over all plant systems.

Thank you for your continued support.

NDEP-BAPC FACILITY FIELD VISIT REPORT

DATE <u>6/14/2018</u>	ARRIVAL TIME <u>~ 6:50 am</u>	DEPARTURE TIME <u>~ 7:30 am</u>
FACILITY NAME <u>Tahoe Western Asphalt</u>	FIN <u>A1969</u>	PERMIT NUMBER <u>AP1611-3748</u>
ADDRESS <u>8013 US. 50 EAST</u>	CITY <u>CARSON CITY</u>	COUNTY <u>CARSON CITY</u>
FACILITY DESCRIPTION <u>HOT MIX ASPHALT PLANT</u>		
GENERAL APPEARANCE OF FACILITY <u>AVERAGE</u>	PERMIT POSTED (Circle One) Yes No <u>UNKNOWN</u>	
BAPC INSPECTOR(S) <u>TRAVIS OSTERHOUT</u>		
MET REPRESENTATIVE OF FACILITY (Circle One) Yes <u>No</u>	FACILITY REPRESENTATIVE/TITLE <u>N/A</u>	
FACILITY REPRESENTATIVE PHONE NUMBER <u>N/A</u>	FACILITY REPRESENTATIVE EMAIL <u>N/A</u>	
SOURCE OPERATING (Circle One) <u>Yes</u> No		
TEMPERATURE <u>~ 60°F</u>		
WIND DIRECTION <u>TO THE NE</u>		WIND SPEED <u>~ 2 mph</u>
SKY CONDITION (Circle One) <u>Clear.</u> Partly Cloudy Cloudy		
SNOW (Circle One) Yes <u>No</u>		
RAIN (Circle One) Yes <u>No</u>		
METHOD 9 CONDUCTED (Circle One) Yes <u>No</u>		OPACITY AVERAGE (If Applicable) <u>N/A</u>
PHOTOS TAKEN (Circle One) <u>Yes</u> No		
REMARKS/RECOMMENDATIONS <p><u>Observed emissions coming from TWA while driving on Highway 395 at approx. 6:40 am and travelled to the site to investigate.</u></p> <ul style="list-style-type: none"> <u>• Observed operations from Flint Rd.</u> <ul style="list-style-type: none"> <u>→ Looked dirty, but the sun angle was not correct.</u> <u>• Observed operations from water tank road on the hill.</u> <ul style="list-style-type: none"> <u>→ Emissions were within permit limits - running approx. 5% to 15% opacity - No VED taken.</u> <u>→ No asphalt odors detected.</u> 		

6/14/2018

- Drove through Carson Highlands neighborhood
→ No asphalt odors detected.
- Observed operations from top of water tank hill.
→ Emissions were within permit limits - running approx. 5% to 15% opacity with max 20% opacity during truck loadout (brief periods) - No VEO taken.
- Asphalt odors were detected while leaving on Highway 50, near the V&T Railroad bridge.

NDEP-BAPC FACILITY FIELD VISIT REPORT

DATE 8/15/2018	ARRIVAL TIME ≈ 6:40 am	DEPARTURE TIME ≈ 7:45 am
FACILITY NAME TAHOE WESTERN ASPHALT, LLC	FIN A1969	PERMIT NUMBER AP1611-3748
ADDRESS 8013 US 50 EAST	CITY CARSON CITY	COUNTY CARSON CITY
FACILITY DESCRIPTION HOT MIX ASPHALT PLANT		
GENERAL APPEARANCE OF FACILITY AVERAGE	PERMIT POSTED (Circle One) Yes No UNKNOWN	
BAPC INSPECTOR(S) TRAVIS OSTERHOUT		
MET REPRESENTATIVE OF FACILITY (Circle One) Yes No	FACILITY REPRESENTATIVE/TITLE N/A	
FACILITY REPRESENTATIVE PHONE NUMBER N/A	FACILITY REPRESENTATIVE EMAIL N/A	
SOURCE OPERATING (Circle One) Yes No		
TEMPERATURE ≈ 65 °F		
WIND DIRECTION TO THE E/NE	WIND SPEED ≈ 3 mph	
SKY CONDITION (Circle One) SLIGHT SMOKE FROM WILDFIRES Clear Partly Cloudy Cloudy		
SNOW (Circle One) Yes No		
RAIN (Circle One) Yes No		
METHOD 9 CONDUCTED (Circle One) Yes No	OPACITY AVERAGE (If Applicable) N/A	
PHOTOS TAKEN (Circle One) Yes No		
REMARKS/RECOMMENDATIONS <p>Following up on phone conversations with complainants on 8/14/18, I went to the TWA site to investigate odors and emissions from the plant.</p> <p>Observed from the water tank road on the hill from approx. 6:40 am to approx. 7:05 am.</p> <ul style="list-style-type: none"> • Plant was not operating. <p>Drove to Carson Highlands neighborhood.</p> <ul style="list-style-type: none"> • Observed semi-truck entering the TWA property from Highway 50. • Drove around Carson Highlands neighborhood to see if asphalt odors were present - none detected. 		

Observed from top of water tank hill from approx. 7:15 am to approx. 7:25 am.

- TWA plant was operating.
- Emissions were within permit limits - opacity approx. 5% to 10% - No VED taken.
- No asphalt odors were detected.

Drove through Carson Highlands neighborhood.

- Detected slight asphalt odor at corner of Cheri Dr. and Traci Ln. at approx. 7:30 am.
- Drove around neighborhood for another 15 minutes - did not detect any additional asphalt odors.
- Left neighborhood at approx. 7:45 am.

Called William Kohbarger, Carson City Code Enforcement, at approx. 8:30 am to notify him that TWA had not been operating before 7:00 am and no violations related to our Air Quality Operating Permit were observed during my site visit.

Bureau of Air Pollution Control

Compliance Branch Odor Sampling Data Sheet

Date Odor Sampled: 9/18/18 S M T W T F Saturday

***Non Detection**

[illegible]

③ When Shannon Keyes and I first arrived at the sample location, we both smelled asphalt. While I was odor sampling with the Nasal Ranger, Shannon Keyes noted at 9:11 a.m. that she no longer smelled asphalt.

NDEP-BAPC FACILITY FIELD VISIT REPORT

DATE 9/18/18	ARRIVAL TIME 9:20 am	DEPARTURE TIME 9:50 am
FACILITY NAME TWA	FIN A1969	PERMIT NUMBER AP1611-3748
ADDRESS 8013 US 50 E.	CITY Carson City	COUNTY Carson
FACILITY DESCRIPTION Asphalt Production Plant		
GENERAL APPEARANCE OF FACILITY Good	PERMIT POSTED (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
BAPC INSPECTOR(S) Shannon Hayes, Chad Myers		
MET REPRESENTATIVE OF FACILITY (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	FACILITY REPRESENTATIVE/TITLE N/A	
FACILITY REPRESENTATIVE PHONE NUMBER N/A	FACILITY REPRESENTATIVE EMAIL N/A	
SOURCE OPERATING (Circle One) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
TEMPERATURE 60°F		
WIND DIRECTION From SW		WIND SPEED 2 mph
SKY CONDITION (Circle One) <input checked="" type="checkbox"/> Clear <input type="checkbox"/> Partly Cloudy <input type="checkbox"/> Cloudy		
SNOW (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
RAIN (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
METHOD 9 CONDUCTED (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		OPACITY AVERAGE (If Applicable) N/A
PHOTOS TAKEN (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
REMARKS/RECOMMENDATIONS Arrived hill near water tank at 9:20 a.m. after taking odor sample in Highland's Housing area. Plant was operating. No dust from the grounds. Emissions from baghouse stack were only slightly visible. Plant shut down at 9:30 a.m. Loader was parked. Left hill at 9:50 a.m. and returned to the Highland's Housing area. No scent of asphalt at the NE corner of Chari Dr. and Jenni Ln. at 10:00 a.m. Returned to BAPC HQ after stopping at intersection of		

Chari Dr. and Jenni Ln. CM

Bureau of Air Pollution Control

Compliance Branch Odor Sampling Data Sheet

Date Odor Sampled: 9/28/18 S M T W T **F** Saturday

***Non Detection**

[illegible]

Ambient Temperature: 42 ° F

Weather Conditions: Sunny, Clear

Precepitation: None

Wind Direction : ω

Wind speed: 3-5 MPH

(blowing from)

Relative Humidity: 4 %

Barometric Pressure: _____

Comments: ① Sampled air at NE corner of Chari Dr. and Jenni St.
in Highland's Housing area.

② Smelled vegetation at D/T of 4.

③ Shannon Keyes was with me at the sample location.

She did not smell asphalt the entire time I was using the Nasal Ranger.

Signed Date

Inspector

Signature

NDEP-BAPC FACILITY FIELD VISIT REPORT

DATE 9/28/18	ARRIVAL TIME 6:55 am	DEPARTURE TIME 9:30 am
FACILITY NAME TWA	FIN A1969	PERMIT NUMBER AP1611-3748
ADDRESS 8013 US50 E.	CITY Carson City	COUNTY Carson
FACILITY DESCRIPTION Asphalt Production Plant		
GENERAL APPEARANCE OF FACILITY Good	PERMIT POSTED (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
BAPC INSPECTOR (S) Shannon Hayes, Chad Myers		
MET REPRESENTATIVE OF FACILITY (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	FACILITY REPRESENTATIVE/TITLE N/A	
FACILITY REPRESENTATIVE PHONE NUMBER N/A	FACILITY REPRESENTATIVE EMAIL N/A	
SOURCE OPERATING (Circle One) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
TEMPERATURE 40° F		
WIND DIRECTION From SW	WIND SPEED 3-5 mph	
SKY CONDITION (Circle One) <input checked="" type="checkbox"/> Clear <input type="checkbox"/> Partly Cloudy <input type="checkbox"/> Cloudy		
SNOW (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
RAIN (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		
METHOD 9 CONDUCTED (Circle One) Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	OPACITY AVERAGE (If Applicable) N/A	
PHOTOS TAKEN (Circle One) <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
REMARKS/RECOMMENDATIONS Arrived Highland's Housing area at 6:45 am. Drove Chari Dr. and Miriam Way. No scent of asphalt. Arrived hill near water tank at 6:55 am. Plant started operating at 7:05 am. There was a scent of asphalt. Left hill and arrived at NE corner of Chari Dr. and Jenni Ln. at 7:20 am. Faint smell of asphalt off and on. Sampled air with Nasal Ranger from 7:30 am to 7:37 am. (→)		
INSPECTOR SIGNATURE Chad Myers		DATE 10/1/18

pg 1/2

Sampled air again at same location from 7:57 am to 8:03 am. (See Odor Sampling Data sheets.)
Drove around Highland's Housing area for 15-20 min. No scent of asphalt. Returned to hill near water tank. Plant was not operating. Loader was parked. Left hill at 9:30 am and returned to BAPC HQ.

CM
// pg 2/2

VISIBLE EMISSION OBSERVATION FORM

No.


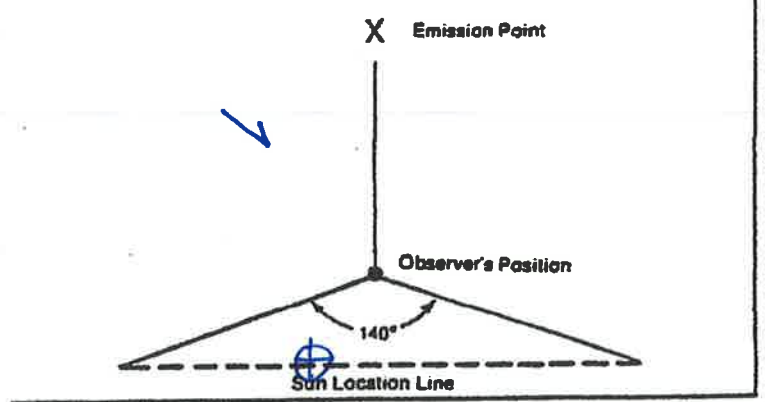

COMPANY NAME Iahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER PFL001 1611-3748	

PROCESS EQUIPMENT Loader transfer	OPERATING MODE operating
CONTROL EQUIPMENT None	OPERATING MODE n/a

DESCRIBE EMISSION POINT Front end loader drops aggregate into one of four bins	
HEIGHT ABOVE GROUND LEVEL 15'	HEIGHT RELATIVE TO OBSERVER Start 10' End 10'
DISTANCE FROM OBSERVER Start 50' End 50'	DIRECTION FROM OBSERVER Start west End west

DESCRIBE EMISSIONS	
Start none	End none
EMISSION COLOR	
Start n/a	End n/a
IF WATER DROPLET PLUME	
Attached <input type="checkbox"/>	Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED	
Start 5' above dump	End 5' above dump

DESCRIBE PLUME BACKGROUND	
Start Silo	End Silo
BACKGROUND COLOR	
Start brown/blue	End blue
WIND SPEED	
Start 2mph	End 2mph
WIND DIRECTION	
Start from west	End from west
WET BULB TEMP	
Start n/a	End n/a
RH, percent	
Start n/a	End n/a

Stack with Plume Sun Wind	SOURCE LAYOUT SKETCH	Draw North Arrow
		

ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18		START TIME 8:36am		END TIME 8:42am	
SEC MIN	0	15	30	45	COMMENTS
1	0	0	0	0	
2	0	0	0	0	
3	0	0	0	0	6-minute
4	0	0	0	0	average - 0%
5	0	0	0	0	
6	0	0	0	0	
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OBSERVER'S NAME (PRINT) Gay McCleary	
OBSERVER'S SIGNATURE Gay McCleary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	

VISIBLE EMISSION OBSERVATION FORM

No.

COMPANY NAME Lahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER RP PFL002 1611-3748	

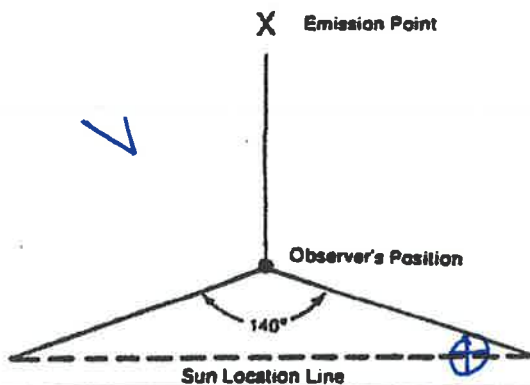
PROCESS EQUIPMENT Feed bin transfer	OPERATING MODE operating
CONTROL EQUIPMENT None	OPERATING MODE n/a

DESCRIBE EMISSION POINT Feed bin transfer to collecting conveyor	
HEIGHT ABOVE GROUND LEVEL 3'	HEIGHT RELATIVE TO OBSERVER Start -2' End -2'
DISTANCE FROM OBSERVER Start 10' End 10'	DIRECTION FROM OBSERVER Start north End north

DESCRIBE EMISSIONS	
Start none	End none
EMISSION COLOR	
Start n/a	End n/a
IF WATER DROPLET PLUME	
Attached <input type="checkbox"/>	Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED	
Start 1' above discharge	End 1' above discharge

DESCRIBE PLUME BACKGROUND	
Start aggregate stockpile	End aggregate stockpile
BACKGROUND COLOR	
Start gray	End gray
WIND SPEED	
Start 2 mph	End 2 mph
WIND DIRECTION	
Start from west	End from west
WET BULB TEMP	
Start n/a	End n/a
RH, percent	
Start n/a	End n/a

Stack with Plume	<p>SOURCE LAYOUT SKETCH</p> <p>Draw North Arrow</p> 
Sun	
Wind	



ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18		START TIME 8:48 am		END TIME 8:50 am	
SEC	0	15	30	45	COMMENTS
1	0	0	0	0	Observed for 2 minutes
2	0	0	0	0	
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OBSERVER'S NAME (PRINT) Gay McCleary	
OBSERVER'S SIGNATURE Gay McCleary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	

VISIBLE EMISSION OBSERVATION FORM

No.

COMPANY NAME Tahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER AP RFL-003 1611-3748	

PROCESS EQUIPMENT Collecting conveyor	OPERATING MODE operating
CONTROL EQUIPMENT None	OPERATING MODE n/a

DESCRIBE EMISSION POINT Collecting conveyor discharge to pugmill	
HEIGHT ABOVE GROUND LEVEL 9'	HEIGHT RELATIVE TO OBSERVER Start 4' End 4'
DISTANCE FROM OBSERVER Start 30' End 30'	DIRECTION FROM OBSERVER Start WNW End WNW

DESCRIBE EMISSIONS	
Start minimal	End minimal
EMISSION COLOR Start light brown End light brown	IF WATER DROPLET PLUME Attached <input type="checkbox"/> n/a Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED Start 5' above drop End 5' above drop	

DESCRIBE PLUME BACKGROUND	
Start sky	End sky
BACKGROUND COLOR Start light brown End light brown	SKY CONDITIONS Start mostly cloudy End mostly cloudy
WIND SPEED Start 2 mph End 2 mph	WIND DIRECTION Start from west End from west
AMBIENT TEMP Start 46°F End 46°F	WET BULB TEMP n/a
	REL. percent n/a

Stack with Plume Sun Wind	SOURCE LAYOUT SKETCH Draw North Arrow

ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18		START TIME 8:54 am		END TIME 9:00 am	
SEC MIN	0	15	30	45	COMMENTS
1	10	5	15	0	
2	0	0	0	0	
3	0	0	0	0	6-minute
4	0	0	0	0	average - 1.25%
5	0	0	0	0	
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OBSERVER'S NAME (PRINT) Gay McCleary	
OBSERVER'S SIGNATURE Gay McCleary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	

VISIBLE EMISSION OBSERVATION FORM

No.

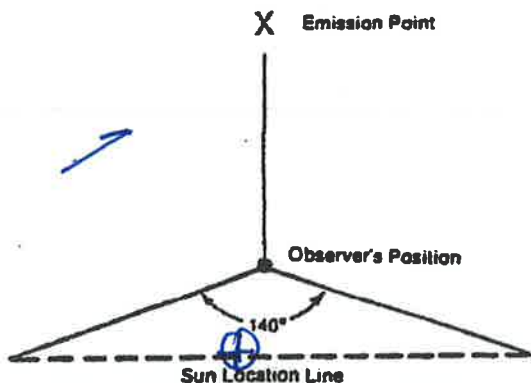
COMPANY NAME Tahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER AP PF1.004 1611-3748	
PROCESS EQUIPMENT Pugmill transfer		OPERATING MODE operating
CONTROL EQUIPMENT None		OPERATING MODE nla

DESCRIBE EMISSION POINT Pugmill transfer to incline conveyor	
HEIGHT ABOVE GROUND LEVEL 7'	HEIGHT RELATIVE TO OBSERVER Start 2' End 2'
DISTANCE FROM OBSERVER Start 25' End 25'	DIRECTION FROM OBSERVER Start WNW End WNW

DESCRIBE EMISSIONS	
Start none	End none
EMISSION COLOR	IF WATER DROPLET PLUME
Start nla End nla	Attached <input type="checkbox"/> nla Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED	
Start exit from pugmill	End exit from pugmill

DESCRIBE PLUME BACKGROUND	
Start hillside	End hillside
BACKGROUND COLOR	SKY CONDITIONS
Start brown End brown	Start Sunny End Sunny
WIND SPEED	WIND DIRECTION
Start 1 mph End 1 mph	Start from south End from south
AMBIENT TEMP	WET BULB TEMP
Start 50°F End 50°F	nla
	RH. percent
	nla

Stack with Plume	SOURCE LAYOUT SKETCH	Draw North Arrow
Sun		
Wind		



ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18					START TIME 9:33 am	END TIME 9:39 am
SEC MIN	0	15	30	45	COMMENTS	
1	0	0	0	0		
2	0	0	0	0		
3	0	0	0	0	6-minute	
4	0	0	0	0	average = 0%	
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OBSERVER'S NAME (PRINT) Gay McCleary	
OBSERVER'S SIGNATURE Gay McCleary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	

VISIBLE EMISSION OBSERVATION FORM

No.

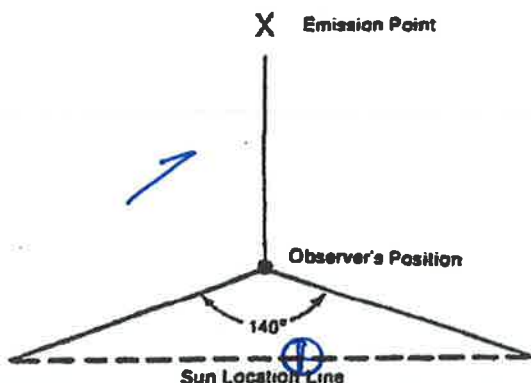
COMPANY NAME Tahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER AP PFL005 1611-3748	
PROCESS EQUIPMENT Conveyor transfer		OPERATING MODE operating
CONTROL EQUIPMENT None		OPERATING MODE n/a

DESCRIBE EMISSION POINT Conveyor transfer to drum mixer	
HEIGHT ABOVE GROUND LEVEL 12'	HEIGHT RELATIVE TO OBSERVER Start 7' End 7'
DISTANCE FROM OBSERVER Start 15' End 15'	DIRECTION FROM OBSERVER Start WNW End WNW

DESCRIBE EMISSIONS Start None End None	
EMISSION COLOR Start n/a End n/a	IF WATER DROPLET PLUME Attached <input type="checkbox"/> n/a Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED Start discharge End discharge	

DESCRIBE PLUME BACKGROUND Start metal frame End metal frame	
BACKGROUND COLOR Start gray End gray	SKY CONDITIONS Start Sunny End Sunny
WIND SPEED Start 1 mph End 1 mph	WIND DIRECTION Start from South End from South
AMBIENT TEMP Start 50°F End 50°F	WET BULB TEMP n/a
	RH. percent n/a

Stack with Plume Sun Wind	SOURCE LAYOUT SKETCH Draw North Arrow
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ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18		START TIME 9:41 am		END TIME 9:47 am	
SEC MIN	0	15	30	45	COMMENTS
1	0	0	0	0	
2	0	0	0	0	6-minute average = 0%
3	0	0	0	0	
4	0	0	0	0	
5	0	0	0	0	
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OBSERVER'S NAME (PRINT) Gay McCleary		DATE 10/5/18
OBSERVER'S SIGNATURE Gay McCleary		
ORGANIZATION ECON, Inc.		
CERTIFIED BY Koontz + Associates		DATE 4/26/18
CONTINUED ON VEO FORM NUMBER		

VISIBLE EMISSION OBSERVATION FORM

No.

COMPANY NAME Lahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER AP PFL006 1611-3748	

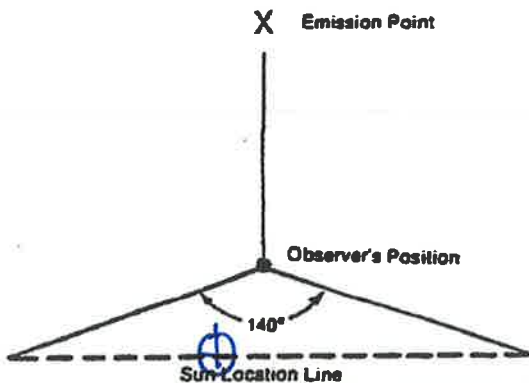
PROCESS EQUIPMENT Drum mixer discharge	OPERATING MODE operating
CONTROL EQUIPMENT None	OPERATING MODE n/a

DESCRIBE EMISSION POINT Drum mixer discharge to flat conveyor	
HEIGHT ABOVE GROUND LEVEL 4'	HEIGHT RELATIVE TO OBSERVER Start -1' End -1'
DISTANCE FROM OBSERVER Start 15' End 15'	DIRECTION FROM OBSERVER Start west End west

DESCRIBE EMISSIONS Start None End None	
EMISSION COLOR Start n/a End n/a	IF WATER DROPLET PLUME Attached <input type="checkbox"/> n/a Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED Start 1' above drop End 1' above drop	

DESCRIBE PLUME BACKGROUND Start equipment End equipment	
BACKGROUND COLOR Start brown End brown	SKY CONDITIONS Start sunny End sunny
WIND SPEED Start calm End calm	WIND DIRECTION Start N/A End N/A
AMBIENT TEMP Start 53°F End 53°F	WET BULB TEMP n/a
	RH. percent n/a

Stack with Plume 	SOURCE LAYOUT SKETCH Draw North Arrow
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ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18		START TIME 10:09am		END TIME 10:15am	
SEC MIN	0	15	30	45	COMMENTS
1	0	0	0	0	
2	0	0	0	0	
3	0	0	0	0	6-minute
4	0	0	0	5	average = 0%
5	0	0	0	0	
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OBSERVER'S NAME (PRINT) Gay McCreary	
OBSERVER'S SIGNATURE Gay McCreary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	

VISIBLE EMISSION OBSERVATION FORM

No.

COMPANY NAME Iahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER PP1.007 1611-3748	
PROCESS EQUIPMENT Slat conveyor transfer	OPERATING MODE operating	
CONTROL EQUIPMENT None	OPERATING MODE n/a	

DESCRIBE EMISSION POINT Slat conveyor transfer to surge bin	
HEIGHT ABOVE GROUND LEVEL 40'	HEIGHT RELATIVE TO OBSERVER Start 35' End 35'
DISTANCE FROM OBSERVER Start 60' End 60'	DIRECTION FROM OBSERVER Start WNW End WNW

DESCRIBE EMISSIONS	
Start continuous	End continuous
EMISSION COLOR Start light brown End light brown	IF WATER DROPLET PLUME Attached <input type="checkbox"/> n/a Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED Start 1' above transfer End 1' above transfer	

DESCRIBE PLUME BACKGROUND	
Start blue sky	End blue sky
BACKGROUND COLOR Start blue sky End blue sky	SKY CONDITIONS Start Sunny End Sunny
WIND SPEED Start calm End calm	WIND DIRECTION Start n/a End n/a
AMBIENT TEMP Start 52 End 52	WET BULB TEMP n/a
	RH. percent n/a

Stack with Plume Sun Wind	<p>SOURCE LAYOUT SKETCH</p> <p>Draw North Arrow</p> <p>X Emission Point</p> <p>Observer's Position</p> <p>140°</p> <p>Sun Location Line</p>
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ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18		START TIME 10:00 am		END TIME 10:06 am	
SEC	0	15	30	45	COMMENTS
MIN					
1	10	25	15	35	
2	10	5	0	0	
3	30	15	10	5	6 minute
4	5	5	10	5	average = 11.25%
5	5	5	25	10	
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OBSERVER'S NAME (PRINT) Gay McCleary	
OBSERVER'S SIGNATURE Gay McCleary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	

VISIBLE EMISSION OBSERVATION FORM

No.

COMPANY NAME Tahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER AP PFL008 1611-3748	

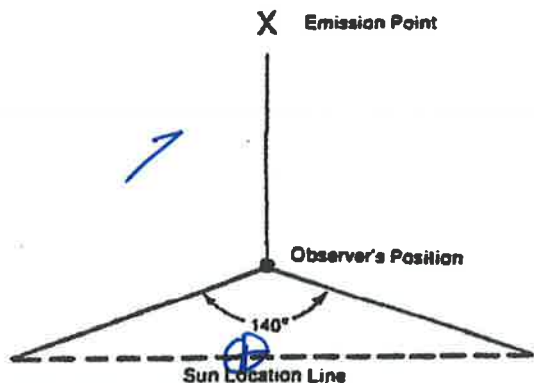
PROCESS EQUIPMENT Surge bin transfer	OPERATING MODE operating
CONTROL EQUIPMENT None	OPERATING MODE n/a

DESCRIBE EMISSION POINT Surge bin transfer to trailers	
HEIGHT ABOVE GROUND LEVEL 15'	HEIGHT RELATIVE TO OBSERVER Start 10' End 10'
DISTANCE FROM OBSERVER Start 40' End 40'	DIRECTION FROM OBSERVER Start NNW End NNW

DESCRIBE EMISSIONS	
Start intermittent	End intermittent
EMISSION COLOR	IF WATER DROPLET PLUME
Start gray End gray	Attached <input type="checkbox"/> n/a Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED	
Start drop to trailer	End drop to trailer

DESCRIBE PLUME BACKGROUND	
Start small hill	End small hill
BACKGROUND COLOR	SKY CONDITIONS
Start gray End gray	Start sunny End sunny
WIND SPEED	WIND DIRECTION
Start 1 mph End 1 mph	Start from south End from south
AMBIENT TEMP	WET BULB TEMP
Start 51°F End 51°F	n/a
	RH, percent
	n/a

Stack with Plume	SOURCE LAYOUT SKETCH	Draw North Arrow
Sun		
Wind		



ADDITIONAL INFORMATION

OBSERVATION DATE		START TIME				END TIME
10/5/18		9:49 am				9:55 am
SEC	MIN	0	15	30	45	COMMENTS
1	0	0	30	0		truck dump
2	40	0	0	0		
3	0	0	0	0		6-minute
4	0	0	0	0		average 2.9%
5	0	0	0	0		
6	0	0	0	0		
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OBSERVER'S NAME (PRINT) Gay McCleary	
OBSERVER'S SIGNATURE Gay McCleary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	

VISIBLE EMISSION OBSERVATION FORM

No.

COMPANY NAME Lahoe Western Asphalt, LLC		
STREET ADDRESS 8013 US 50 East		
CITY Carson City	STATE NV	ZIP 89706
PHONE (KEY CONTACT) 775-309-7176	SOURCE ID NUMBER AP 52.001 1611-3748	

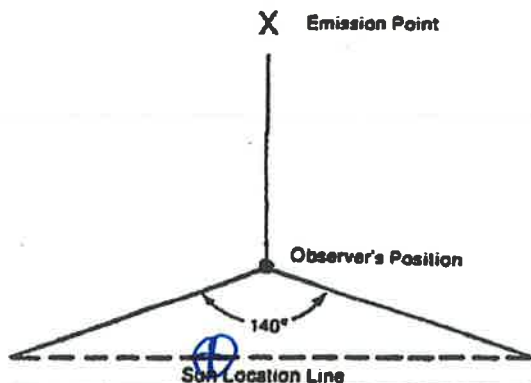
PROCESS EQUIPMENT Asphalt drum dryer	OPERATING MODE operating
CONTROL EQUIPMENT Baghouse	OPERATING MODE operating

DESCRIBE EMISSION POINT Emission discharge from baghouse stack	
HEIGHT ABOVE GROUND LEVEL 35'	HEIGHT RELATIVE TO OBSERVER Start -65' End -65'
DISTANCE FROM OBSERVER Start 1400' End 1400'	DIRECTION FROM OBSERVER Start NW End NW

DESCRIBE EMISSIONS	
Start None	End None
EMISSION COLOR	IF WATER DROPLET PLUME
Start n/a End n/a	Attached <input type="checkbox"/> n/a Detached <input type="checkbox"/>
POINT IN THE PLUME AT WHICH OPACITY WAS DETERMINED	
Start 5' above stack exit	End 5' above stack exit

DESCRIBE PLUME BACKGROUND	
Start hillside	End hillside
BACKGROUND COLOR	SKY CONDITIONS
Start brown End brown	Start Sunny, light clouds End Sunny, light clouds
WIND SPEED	WIND DIRECTION
Start calm End calm	Start n/a End n/a
AMBIENT TEMP	WET BULB TEMP RH, percent
Start 56°F End 56°F	n/a n/a

Stack with Plume	SOURCE LAYOUT SKETCH	Draw North Arrow
Sun		
Wind		



ADDITIONAL INFORMATION

OBSERVATION DATE 10/5/18		START TIME 10:43 am		END TIME 10:49 am	
SEC MIN	0	15	30	45	COMMENTS
1	0	0	0	0	
2	0	0	0	0	
3	0	0	0	0	6-minute
4	0	0	0	0	average-090
5	0	0	0	0	
6	0	0	0	0	
7					
8					
9					
10					
11					
12					
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OBSERVER'S NAME (PRINT) Gay McCleary	
OBSERVER'S SIGNATURE Gay McCleary	DATE 10/5/18
ORGANIZATION ECON, Inc.	
CERTIFIED BY Koontz + Associates	DATE 4/26/18
CONTINUED ON VEO FORM NUMBER	



NEVADA DIVISION OF
**ENVIRONMENTAL
PROTECTION**

STATE OF NEVADA
Department of Conservation & Natural Resources

Brian Sandoval, Governor
Bradley Crowell, Director
Greg Lovato, Administrator

October 16, 2018

Robert Matthews
Owner
Tahoe Western Asphalt, LLC
PO Box 21645
Carson City, NV 89721

Re: Status of Class II Air Quality Operating Permit AP1611-3748, FIN A1969 – Tahoe Western Asphalt, LLC

Dear Mr. Matthews:

The Nevada Division of Environmental Protection – Bureau of Air Pollution Control (BAPC) received an email from Tahoe Western Asphalt, LLC (TWA) on October 1, 2018 requesting the compliance status of the TWA facility.

Currently, TWA is in good standing with the above-referenced permit.

For informational purposes, please note that a payment schedule still exists between TWA and the State Environmental Commission (SEC) for past violations. To date, \$11,650.00 (eleven thousand six hundred and fifty dollars) has been received and the total amount still outstanding is \$16,300.00 (sixteen thousand three hundred dollars). There are seven (7) total remaining payments due on the following dates: 10/5/18, 10/19/18, 11/2/18, 11/16/18, 11/30/18, 12/14/18 and 12/28/18.

If you have any questions or concerns, please contact me at (775) 687-9336 or lkremer@ndep.nv.gov.

Sincerely,

Lisa Kremer, P.E.
Chief
Bureau of Air Pollution Control

E-Copy: Jeffrey Kinder, P.E., Deputy Administrator, Nevada Division of Environmental Protection