

STAFF REPORT FOR PLANNING COMMISSION MEETING OF OCTOBER 28, 2020

FILE NO: LU-2020-0033

AGENDA ITEM: E.5

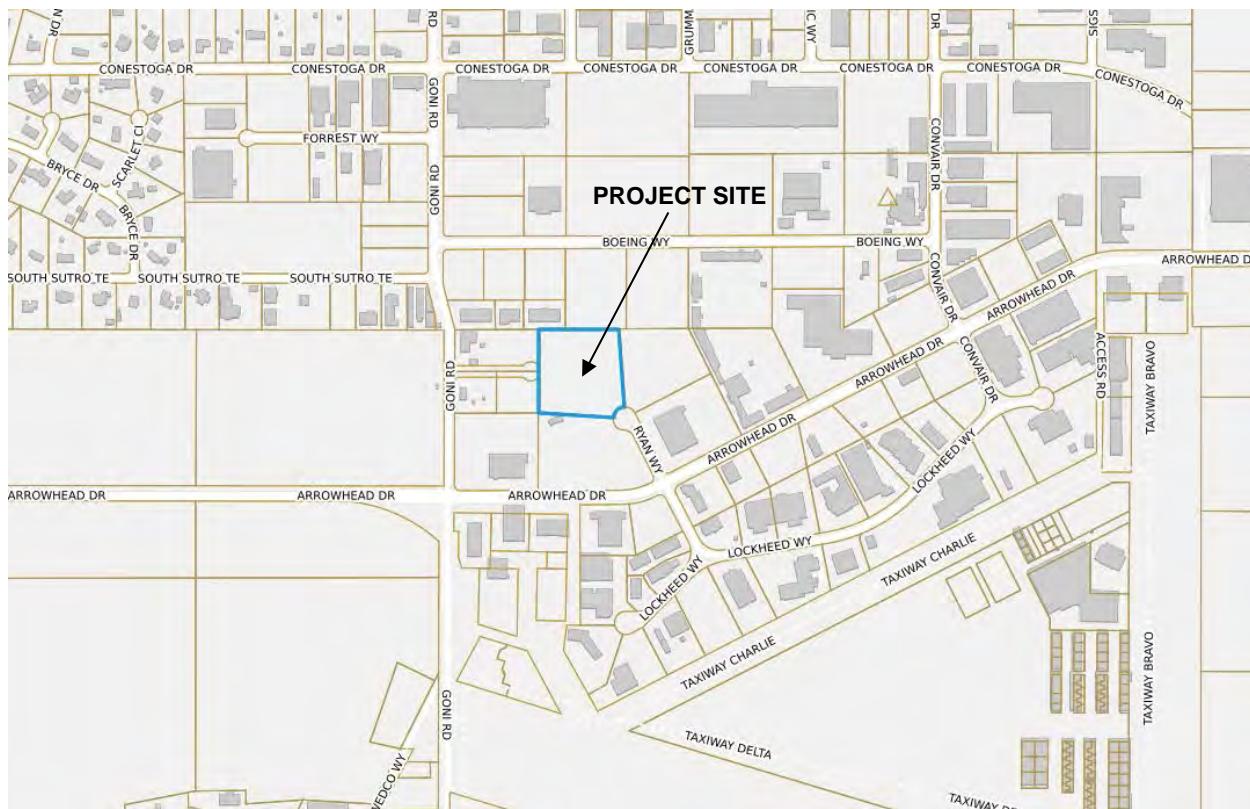
STAFF CONTACT: Heather Ferris, Associate Planner

AGENDA TITLE: For Possible Action: Discussion and possible action regarding a request for a Special Use Permit for a concrete batch plant and rock crushing operation, with silos exceeding the 45-foot height limitation on property zoned General Industrial Airport (GIA), located at 4500 Ryan Way, APN 005-072-06. (Heather Ferris, h ferris@carson.org)

SUMMARY: The applicant is seeking to construct a permanent concrete batch plant and rock crushing operation which requires approval of a Special Use Permit per Carson City Municipal Code Section 18.04.152. Additionally, the facility will include silos for material storage that will exceed the 45-foot height limitation for a total overall height of 50 feet. A Special Use Permit is required to exceed the height limit in any zoning district. The Planning Commission is authorized to approve a Special Use Permit.

RECOMMENDED MOTION: "I move to approve LU-2020-0033 based on findings and subject to conditions of approval contained in the staff report."

VICINITY MAP:



RECOMMENDED CONDITIONS OF APPROVAL:

Standard Conditions of Approval per CCMC 18.02.105(1):

1. The applicant must sign and return the Notice of Decision for conditions for approval within 10 days of receipt of notification. If the Notice of Decision is not signed and returned within 10 days, then the item may be rescheduled for the next Planning Commission meeting for

further consideration.

2. All development shall be substantially in accordance with the development plans approved with this application, except as otherwise modified by these conditions of approval.
3. All on and off-site improvements shall conform to City standards and requirements.
4. The use for which this permit is approved shall commence within 12 months of the date of final approval. A single, one-year extension of time may be requested in writing to the Planning Division thirty days prior to the one-year expiration date. Should this permit not be initiated (obtain a Building Permit) within one-year and no extension granted, the permit shall become null and void.

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

5. The applicant shall submit a copy of the Notice of Decision / condition of approval, signed by the applicant and owner.
6. The silos shall be no taller than 50 feet. Silos shall be painted an earth-toned/neutral color to blend with the surrounding environments. The applicant shall provide the Planning Division with the proposed color choices for review and approval with the building permit.
7. In order to mitigate potential for an increase in bird population on-site and the possibility of bird strikes, the applicant shall develop a refuse storage and disposal plan. The plan shall be reviewed and approved by the Airport Manager prior to the issuance of any building permit.
8. As part of the site improvement permit, the applicant must provide a landscape and irrigation plan demonstrating consistency with the applicant's September 28, 2020 letter and conceptual site plan which indicates 10.2% of the sites impervious surface will be landscaped. Due to the proximity to the airport, the landscaping plans shall be limited to landscaping that does not attract birds. The landscape plan shall be subject to review and approval by the Airport Manager as well as the Planning Division.
9. Prior to the issuance of the certificate of occupancy, the applicant shall provide payment of \$5,000 in-lieu of meeting the full landscape standards outlined in Division 3 of the Development Standards. The in-lieu payment shall be used by the City for neighborhood beautification (i.e., landscaping) efforts in the general vicinity of the project site.
10. Prior to issuance of any building permit, the applicant shall file with the Federal Aviation Administration (FAA) a form 7460-1, providing the FAA with notice and opportunity for review of construction near the airport. Any mitigation required as a result of this review shall be implemented.
11. Silos shall be equipped with proper obstruction lighting (red beacon light on top), as required by the Airport Manager.
12. The applicant shall submit exterior light fixture details for any proposed fixtures with the building permit application. Lights must be shielded with a 90-degree full cutoff so that light is projected downward and not horizontally or upward. Light sources or refractors shall not extend below the bottom of the shield.
13. Ryan Way must be paved, the width of half of a rural street section, from Arrowhead Drive to the cul-de-sac, and half of the cul-de-sac must be paved.

14. An eastbound left turn lane must be installed on Arrowhead Drive at Ryan Way. The turn lane shall include a 100-foot-long storage pocket and appropriate tapers per either American Association of State Highway and Transportation Officials (AASHTO) or Nevada Department of Transportation (NDOT) geometric design guidance. Lane widths shall be consistent with Carson City Standard Detail for urban streets.
15. Due to the anticipated truck traffic and the nature of the existing subgrade, the required pavement and base section for any newly paved or widened roadway areas must be designed by an engineer with experience in pavement design, to be approved by the City Engineer. The structural section of the newly paved or widened roadway areas shall, at a minimum, meet the City's standard detail for industrial streets.
16. The open channel along Ryan Way must be propagated along the frontage with a swale style crossing for the driveway, unless an alternative design is approved by the City Engineer.
17. An 8-inch water main must be extended up Ryan Way and a hydrant installed at the end.
18. All on-site driving surfaces shall be paved to the extent practicable.

Additional Conditions of Approval:

19. Rock crushing shall be limited to Monday through Saturday 8 AM- 5 PM.

LEGAL REQUIREMENTS: CCMC 18.02.080 (Special Use Permits); CCMC 18.04.152 General Industrial Airport (GIA).

MASTER PLAN DESIGNATION: Industrial

PRESENT ZONING: General Industrial Airport (GIA)

KEY ISSUES: Does the application meet the required findings for approval of a Special Use Permit? Is the proposed use compatible with surrounding properties?

SURROUNDING ZONING AND LAND USE INFORMATION:

NORTH: General Industrial / stockpiling and crushing facility; and machine shop
EAST: General Industrial Airport / vacant
SOUTH: General Industrial Airport / vacant office building
WEST: General Industrial Airport / vacant and fuel station

ENVIRONMENTAL INFORMATION:

1. FLOOD ZONE: Zone X shaded (0.2% annual chance of flood hazard)
2. EARTHQUAKE FAULT: Beyond 500 feet; Zone III, Moderate Severity
3. SLOPE/DRAINAGE: Generally flat, sloping from north to south.

SITE DEVELOPMENT INFORMATION:

LOT SIZE: 4.4 +/- acres

EXISTING LAND USE: Vacant

VARIANCES REQUESTED: None

DISCUSSION:

The applicant is proposing a concrete batch plant and rock crushing operation on the 4.4 +/- acre project site. The subject property is zoned General Industrial Airport. A concrete batch plant and rock crushing are permitted uses subject to first obtaining a special use permit (CCMC 18.04.152). Additionally, silos are proposed for material storage. The silos would exceed the 45-foot height

limitation for a total overall height of 50 feet. Approval of a special use permit is also required in order to exceed the height limitation in any zoning district.

The batch plant is proposed to operate six days per week, Monday through Saturday between the hours of 6 AM and 5 PM. The applicant has also indicated they may operate on Sundays and/or 24 hours per day in order to fulfill any State or government contracts. The applicant estimates that 24-hour operations would occur approximately 100 days per year. The batch plant operations would include stockpiles of rock and sand; enclosed silos (maximum 50 feet in height) for cement storage and fly-ash; hoppers and conveyors to deliver the sand and rock to the plant; and the batch plant itself. Materials will be mixed in the enclosed plant and then loaded onto trucks for delivery off-site.

The rock crushing operation is proposed in order to recycle returned concrete into base material. Any unused concrete that is returned from a jobsite would be stockpiled where it can harden. Once the material hardens it can be crushed and recycled into based material which would then be reused at the batch plant. The crushing would only occur once the stockpile reaches approximately 400-600 tons. It is estimated the crushing would occur for a maximum of 90 days per calendar year; however, the applicant is requesting approval to operate rock crushing Monday- Saturday during normal business hours (8 AM- 5 PM) in order to limit noise impacts to the surrounding area.

The facility will also include a 3,360 square-foot, two-story, office/shop building. The building will be used as office space for employees, including dispatching trucks; a break area; parts storage; and light maintenance of vehicles and equipment. Twenty-two parking stalls are proposed to be provided north of the office/shop building. The site will also include washout pits for drivers to clean their trucks, silos, conveyors, material stockpiles, storage containers, and a vehicle fueling station. The site will be fenced with perimeter chain link fencing with slats.

Per the provisions of 18.02.080, the Planning Commission has the authority to approve a Special Use Permit upon making each of the seven required findings in the affirmative.

PUBLIC COMMENTS: Public notices were mailed to 31 property owners within 850 feet of the subject property on September 11, 2020. At the September 30, 2020 Planning Commission meeting, the matter was continued to the October 28, 2020 Planning Commission meeting to allow the applicant to work with staff regarding outstanding issues related to roadway improvements. One public comment (attached) was received on September 28, 2020. The commenter is primarily concerned with how the noise and dust would be addressed. Any additional comments that are received after this report is completed will be submitted to the Planning Commission prior to or at the meeting on October 28, 2020, depending on the date of submittal of the comments to the Planning Division.

OTHER CITY DEPARTMENTS OR OUTSIDE AGENCY COMMENTS: The following comments were received by various city departments. Recommendations that are not code requirements have been incorporated into the recommended conditions of approval, where applicable.

Fire Department:

Project must comply with the International Fire Code and Northern Nevada Fire Code amendments as adopted by Carson City.

Building Division:

1. A building permit is required. Design to the 2018 building code amendments.
2. Site plans must show all utility lines with trench details and specific material and sizes.
3. The batch plant equipment must be 3rd party listed. A PE will need to perform an evaluation

report. Engineer or listing will need to provide process to attach equipment to the parcel.

Airport:

1. The applicant will need to submit FAA 7460 for FAA obstruction review as it relates to protective airspace imaginary surfaces.
2. Tanks/silos must have proper obstruction lighting (red beacon on top).
3. Any parking lot or other lights be aimed in a downward direction.
4. No landscaping that attracts birds.
5. Proper enclosed refuse to limit bird attractants.

Engineering Department:

The Engineering Division has no preference or objection to the special use request provided that the following conditions are met:

- Due to the anticipated truck traffic and the nature of the subgrade present, the required pavement and base section must be designed by an engineer with experience in pavement design, to be approved by the City Engineer. The street section will, at a minimum, meet the City's standard detail for industrial streets.
- A center left turn lane must be installed on Arrowhead Drive. This may necessitate FEMA permitting.
- The project must meet Carson City Development Standards including, but not limited to, the following:
 - The open channel along Ryan Way must be propagated along the frontage, with a swale style crossing for the driveway. This will necessitate FEMA permitting.
 - An 8-inch water main must be extended up Ryan Way and a hydrant installed at the end.
 - Ryan Way must be paved, the width of half of a rural street section, from Arrowhead Drive to the cul-de-sac, and half of the cul-de-sac must be paved.
 - All driving surfaces on the project must be paved to the extent practicable.

The Engineering Division has reviewed the application within our areas of purview relative to adopted standards and practices and to the provisions of CCMC 18.02.080, Conditional Uses. The Engineering Division offers the following discussion:

C.C.M.C. 18.02.080 (5a) - Master Plan

The request is not in conflict with any Engineering Master Plans.

C.C.M.C. 18.02.080 (5b) – Use, Peaceful Enjoyment, Economic Value, Compatibility

Development Engineering has no comment on this finding.

C.C.M.C. 18.02.080 (5c) - Traffic/Pedestrians

The existing infrastructure and proposed drive isles are sufficient to provide safe access and circulation if conditions are met.

C.C.M.C. 18.02.080 (5d) - Public Services

The existing sewer, water, and storm drain infrastructure are sufficient to provide service to the project.

C.C.M.C. 18.02.080 (5e) – Title 18 Standards

Development Engineering has no comment on this finding.

C.C.M.C. 18.02.080 (5f) – Public health, Safety, Convenience, and Welfare

The project meets engineering standards for health and safety.

C.C.M.C. 18.02.080 (5g) – Material Damage or Prejudice to Other Property
Development Engineering has no comment on this finding.

C.C.M.C. 18.02.080 (5h) – Adequate Information

The plans and reports provided were adequate for this analysis.

FINDINGS: Staff's recommendation is based upon the findings as required by CCMC Section 18.02.080 (Special Use Permits) enumerated below and substantiated in the public record for the project.

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

The application is a request for a Special Use Permit for a concrete batch plant and rock crushing facility, including additional height to allow for 50-foot tall silos. The Master Plan designates this property as Industrial with primary uses including light and heavy manufacturing, warehousing, and distribution, indoor and screened outdoor storage; and a wide variety of other industrial services operations. These uses typically involve more intensive work processes including manufacturing or basic resource handling. Chapter 3 of the Master Plan calls for achieving a more balanced land use pattern by encouraging infill and redevelopment within the City's existing urbanized area. The subject property is in an area developed with industrial uses. This application has been made consistent with CCMC 18.04.152 which allows a concrete batch plant and rock crushing facility in the General Industrial Airport zoning district, subject to first obtaining a Special Use Permit; and CCMC 18.04.195 which allows additional height, subject to first obtaining approval of a Special Use Permit. The property is zoned General Industrial Airport which is consistent with the underlying Industrial Master Plan designation.

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.

In considering these findings, staff is primarily concerned with the impact on the surrounding neighborhood. The subject property is surrounded by similar use and vacant land that is similarly zoned (i.e., General Industrial and General Industrial Airport). The silos are proposed to be 50 feet in height, five feet taller than the allowed 45-foot height limit. The additional height is requested in order to provide for enough clearance for the trucks to be loaded from the silo via the gravity fed mechanism. The silos will be located near the interior of the subject parcel, approximately 105 feet from the nearest property line. The silos will also be required to be painted a non-glossy earth-toned/neutral that blends with the surrounding environment. Additionally, advertising is prohibited on the silos. As proposed the hours of operations will be Monday - Saturday 6 AM to 5 PM for the batch plant and Monday - Saturday 8 AM to 5 PM for the rock crushing facility. Staff has also incorporated conditions of approval requiring the applicant to submit exterior lighting fixture details with the building permit application and further requiring the fixtures to be shielded with a 90-degree full cutoff so that light is projected downward and not horizontally or upward. While the City does not have a noise level limitation, the applicant also provided an acoustical analysis of the equipment associated with the project. The analysis found that at the closest property line, which is developed with a similar use, the noise levels would range from 62.8 dBA (approximately equivalent to conversational speech) to 82.5 dBA (approximately equivalent to a garbage disposal). These noise levels would be acceptable due to the similarity in the adjacent uses. There are no residential uses in the immediate vicinity. The

closest residence is approximately 1,500 feet from the northwest property corner of the subject parcel. It is estimated that noise levels at the residence would be 54.4 dBA (approximately equivalent to a refrigerator). With the proposed conditions of approval, staff finds that this finding can be made in the affirmative.

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

The applicant provided a Trip Generation Letter as part of the application. On a typical day the project is anticipated to generate approximately 110 daily trips with 25 AM peak hour trips and 25 PM peak hour trips. On a peak day the project will generate approximately 230 daily trips with 50 AM peak hour trips and 50 PM peak hour trips. Therefore, the project is not anticipated to generate enough trips to trigger a full Traffic Impact Analysis. However, staff is recommending conditions of approval requiring the structural street section for half the width of Ryan Way, from Arrowhead to the cul-de-sac, to be improved to meet the City's standard detail for industrial streets in order to accommodate the large truck traffic. With the proposed condition of approval, the project will not have a detrimental effect on vehicular or pedestrian traffic.

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.*

The proposed use will not overburden existing public services. The existing sewer, water and storm drain infrastructure are sufficient to provide service to the project. Per Carson City Municipal Code, the applicant will be required to extend the water main up Ryan Way and install a fire hydrant and continue the open drainage channel along Ryan Way with a swale style crossing for the driveway. The use is commercial in nature and will not result in generating additional students to impact the schools. The Fire Department has also reviewed the development. The department currently serves this area. As noted in the Fire Department comments, the project must comply with the currently adopted edition of the International Fire Code and the Northern Nevada Fire Code Amendments as adopted by Carson City.

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

The subject property is zoned General Industrial Airport. The application is a request for a Special Use Permit for a concrete batch plant and rock crushing facility, including additional height to allow for 50-foot tall silos. This application has been made consistent with CCMC 18.04.152 which allows a concrete batch plant and rock crushing facility in the General Industrial Airport zoning district, subject to first obtaining a Special Use Permit; and CCMC 18.04.195 which allows additional height, subject to first obtaining approval of a Special Use Permit. The applicant has requested a modified standard for landscaping. Per Division 3.2 of the Development Standards the director may approve variations to the standards if the variation is found to be more appropriate for the site and equivalent means of achieving the intent of the landscaping requirements are provided. Per Division 3, twenty percent of the sites impervious surface must be landscaped. The applicant is proposing 10.2% of the site be landscaped, including an enhanced landscape area at the entry as well as a 10-foot-wide landscape strip adjacent to the parking area. Additionally, the applicant has offered to pay an in-lieu fee, prior to certificate of occupancy, to be used by the City for neighborhood beautification efforts in the general vicinity of the project site. With the on-site landscaping and in-lieu fee, staff is in support of the request to modify the standards per Division 3.2 due to the location of the property, configuration of the site, and limited visibility. Staff has recommended conditions of approval requiring the applicant provide a landscape and irrigation plan consistent with the plans included in their September 28, 2020 letter and conceptual landscape plan and pay the in-lieu fee.

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

As conditioned, the Special Use Permit will not be detrimental to the public health, safety, convenience and welfare. The project is in an industrial area and surrounded by other industrial type uses. Staff has recommended conditions of approval to limit hours of operation and ensure exterior lighting does not impact the night sky or spillover on to adjacent properties. Additionally, the applicant has provided an acoustical study that demonstrates noise impacts will be minimal.

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

As conditioned, the use will not result in material damage or prejudice to other property in the vicinity. The project is in an industrial area and surrounded by other industrial type uses. Staff has recommended conditions of approval to limit hours of operation and ensure exterior lighting does not impact the night sky or spillover on to adjacent properties. Additionally, the applicant has provided an acoustical study that demonstrate noise impacts will be minimal.

Attachments:

Application: LU-2020-0033
Applicant's September 28, 2020 letter
Applicant's October 7, 2020 email
Public comment received September 28, 2020

Special Use Permit R&K Ready Mixed Concrete

Submitted to Carson City

August 20, 2020

Prepared for

R&K Ready Mixed Concrete, LLC

930 Tahoe Blvd, Ste 802; PMB 526

Incline Village, NV 89451

Prepared by



WOOD RODGERS

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Section 1

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

FILE

APPLICANT	PHONE #
R&K Ready Mixed Concrete LLC 949-253-2800 xt 368	
MAILING ADDRESS, CITY, STATE, ZIP	
930 Tahoe Blvd, Ste 802, PMB 526, Incline Village, NV 89451	
EMAIL ADDRESS	
ANichols@assocrmc.com (Alex Nichols)	
PROPERTY OWNER	PHONE #
CNM Family, LLC	
MAILING ADDRESS, CITY, STATE, ZIP	
PO Box 6448, Reno, NV 89513-6448	
EMAIL ADDRESS	
APPLICANT AGENT/REPRESENTATIVE	PHONE #
Wood Rodgers, Inc (Stacie Huggins) 775-823-5258	
MAILING ADDRESS, CITY STATE, ZIP	
1361 Corporate Blvd, Reno, NV 89502	
EMAIL ADDRESS	
shuggins@woodrodgers.com	

FOR OFFICE USE ONLY:

CCMC 18.02.080

SPECIAL USE PERMIT

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: 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):	Street Address	
005-072-06	4500 Ryan Way	
Project's Master Plan Designation	Project's Current Zoning	Nearest Major Cross Street(s)
Industrial	General Industrial Airport	Ryan Way and Arrowhead Drive

Please provide a brief description of your proposed project and/or proposed use below. Provide additional pages to describe your request in more detail. A concrete batch plant and rock crushing operation are proposed for this parcel. Refer to Project Description in Section 2 for additional information.

PROPERTY OWNER'S AFFIDAVIT

I, Claude Cognian, 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

A.O. Box 6448 Reno
NV 89513

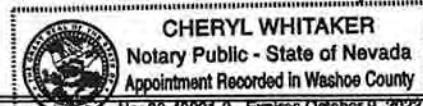
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Use additional page(s) if necessary for additional owners.

STATE OF NEVADA
 COUNTY of Washoe

On August 10, 2020, Claude Cognian, 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.

Cheryl Whitaker
 Notary Public



No. 89-49221-2, Expires October 9, 2022

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.

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: R & K Ready Mix

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)?

The site is master planned Industrial which supports a wide range of industrial services and operations. Surrounding land uses are similar in nature to the proposed use of this property.

- 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)?

This project is nearby sewer and water services that are anticipated to have capacity to serve this project. Roadway capacity and pedestrian access are not anticipated to be adversely affected by this project.

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)?

N/A - This development is not anticipated to produce additional recreational demand.

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.

This proposed project encourages industrial economic activities in a suitable area for Carson City, per the zoning and master plan designation of the property.

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:

The proposed site plan and project details adhere to the setbacks, articulation, landscaping, and other development standards outlined within Carson City Municipal Code.

- 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

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

Is or does the proposed development:

No new roadways will be created for this project that will interfere with the existing roadway network or impede the implementation of goals and policies of the Transportation Master Plan.

- 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)?

Carson City Property Inquiry

Property Information

Parcel ID	005-072-06	Parcel	4,4200
Tax Year	2020 ▾	Acreage	
Land Use	VAC	Assessed	202,162
Group		Value	
Land Use	150 - Vacant - Industrial	Tax Rate	3.5700
Zoning	GIA	Total Tax	\$6,442.73
Tax District	024	Fiscal Year	(2020 - 2021)
Site Address	4500 RYAN WY	Total Unpaid	\$4,831.77
		All Years	

[Pay Taxes](#)

No Sketches or Photos

Assessments

Taxable Value	Land	Building	Per. Property	Totals
Residential	0	0	0	0
Com / Ind.	577,606	0	0	577,606
Agricultural	0	0	0	0
Exempt	0	0	0	0
Pers. Exempt				0
Total	577,606	0	0	577,606
Assessed Value	Land	Building	Per. Property	Totals
Residential	0	0	0	0
Com / Ind.	202,162	0	0	202,162
Agricultural	0	0	0	0
Exempt	0	0	0	0
Pers. Exempt				0
Total	202,162	0	0	202,162
	New Land	New Const.	New P.P.	Omit Bldg
Residential	0	0	0	0
Com / Ind.	0	0	0	0
Agricultural	0	0	0	0
Exempt	0	0	0	0
Totals	0	0	0	0

Assessor Descriptions

Assessor Descriptions	Subdivision Name	Section	Township	Range	Block	Lot
Changed from Parcel # 008-403-10	INDUSTRIAL AIR PARK	04	T15N	R20E		

No Personal Exemptions

Billing Fiscal Year (2020 - 2021)

Installment	Date Due	Date Paid	Tax Billed	Cost Billed	Penalty/Interest	Total Due	Amount Paid	Total Unpaid
1	8/17/2020	8/5/2020	\$1,610.96	\$0.00	\$0.00	\$1,610.96	\$1,610.96	\$0.00
2	10/5/2020		\$1,610.59	\$0.00	\$0.00	\$1,610.59	\$0.00	\$1,610.59
3	1/4/2021		\$1,610.59	\$0.00	\$0.00	\$1,610.59	\$0.00	\$1,610.59
4	3/1/2021		\$1,610.59	\$0.00	\$0.00	\$1,610.59	\$0.00	\$1,610.59
Total			\$6,442.73	\$0.00	\$0.00	\$6,442.73	\$1,610.96	\$4,831.77

Payment History

Fiscal Year	Total Due	Total Paid	Amount Unpaid	Date Paid
⊕ (2020 - 2021)	\$6,442.73	\$1,610.96	\$4,831.77	8/5/2020
⊕ (2019 - 2020)	\$6,281.03	\$6,281.03	\$0.00	2/26/2020
⊕ (2018 - 2019)	\$5,934.06	\$5,934.06	\$0.00	2/27/2019

[Show 22 More](#)

Related Names

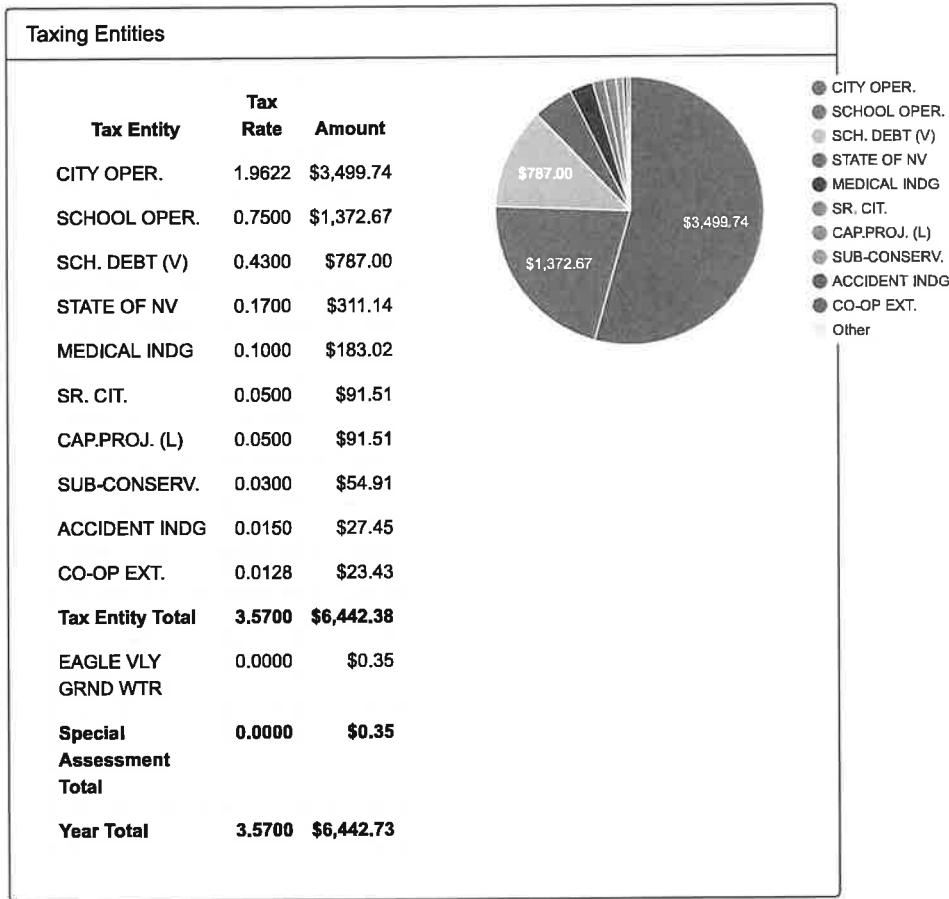
CURRENT MAIL TO AS OF 2021		CURRENT OWNER AS OF 2021	
MAIL TO	CNM FAMILY LLC,	OWNER	CNM FAMILY LLC,
Mailing	PO BOX 6448	Mailing	
Address	RENO, NV, 89513-6448	Address	
Status	Current	Status	Current
Account		Account	
MAIL TO	CNM FAMILY LLC,	OWNER	CNM FAMILY LLC,
Mailing	PO BOX 6448	Mailing	
Address	RENO, NV, 89513-6448	Address	
Status	Current	Status	Current
Account		Account	

No Structure Information

Sales History

Year	Document #	Document Type	Sale Date	Sold By	Sold To	Price
2005	334970	GRANT BARGAIN SALE DEED	4/18/2005	ARROWHEAD PARTNERS	CNM FAMILY LLC	\$1,200,000

No Genealogy Information



Section 2

R&K Ready Mixed Concrete Batch Plant
Special Use Permit Application
Project Description

PROJECT DESCRIPTION

Request

The proposed project is a permanent concrete batch plant and rock crushing operation on a parcel zoned General Industrial Airport, which requires approval of a SUP per Carson City Municipal Code Section 18.04.152. A special use permit is also needed to use silos for material storage that exceed the 45-foot height limitation in the GIA zone.

Existing Conditions

The proposed site is located at APN 005-072-06 at 4500 Ryan Way. The site, located on the north terminus of Ryan Way, is approximately $4.42\pm$ acres in size. (*Refer to the Vicinity Map in Section 2 of this submittal packet*). The subject site is currently zoned General Industrial Airport (GIA) and the properties surrounding the site are zoned General Industrial or General Industrial Airport. Consistent with the zoning, the subject site has a master plan designation of Industrial. (*Refer to Zoning and Master Plan Maps in Section 2 of this submittal packet*).

The surrounding area is developed with a variety of uses, including a medicinal mushroom factory to the south, a gravel and aggregate storage facility to the north, an industrial area to the east with a trailer repair shop, a tool and mold shop, and other industrial uses.



The area is relatively flat with undisturbed native vegetation (*Refer to Aerial map in Section 2 of this submittal package*.) There are no slopes greater than 15% on the site. The property is located within a Floodway Zone X (Shaded) per FEMA LOMR case 19-09-1428P dated May 28, 2020.

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

Project Details

R&K Ready Mixed is proposing to develop a new concrete batch plant and rock crushing operation on the project site. (*Refer to Preliminary Site Plan in Section 2 of this submittal packet*). The concrete batch plant is proposed on the southern portion of the site while the rock crushing facility is proposed on the northern portion. A 6' chain link fence will be installed along the northern portion of the batch plant operation to separate the two uses and ensure safety throughout the site. Upon approval of the SUP and subsequent Building Permits, the applicant plans to erect the batch plant equipment and import materials needed to process concrete to pave the site instead of hauling concrete from elsewhere.

Batch Plant Operation

In terms of operation, the batch plant is proposed to operate six days a week, Monday through Saturday, between the hours of 6am and 5pm, with the occasional need to run on Sundays and/or 24 hours a day to fulfill any State or government contracts. Based on prior situations, the applicant foresees the batch plant operating 24 hours a day approximately 100 days per year. Operationally, the plant includes stockpiles for rock and sand, with enclosed silos ranging from 50 – 60 feet in height for cement storage and flyash. Rock and sand are delivered to the batch plant via hoppers and conveyors. Cement and flyash will be pneumatically or gravity fed to the batch plant. Materials are mixed together in the enclosed batch plant and loaded onto mixer trucks for delivery to offsite construction sites.

In terms of structures on site, the batch plant includes a 3000-square-foot “shop building” used for parts storage, a break area for employees, and light maintenance on vehicles. The batch plant also includes a 1,200-square-foot “office building” used for operating the plant equipment and dispatching trucks.

In terms of other elements on the site, in addition to the batch plant itself, the project includes three washout pit bays that drivers will use to clean their mixer trucks at the end of the day. These pads are designed so that water and excess material can be recycled and reused. Additional typical plant elements include silos, conveyors, material stockpiles, storage containers for AD Mixtures, and a vehicle fueling station.

Photos of typical plant elements have been included in Section 3 for reference.

Rock Crushing Operation

In terms of the rock crushing operation, the purpose of this element is to turn returned concrete into recycled base. Generally speaking, concrete that is ordered for a construction jobsite that is unused/returned to the facility will be stockpiled in the northern portion of the site where it will ultimately harden. Once the materials have hardened, they will be transferred to the crushing and screening equipment to size the crushed material appropriately. Finished product is then conveyed to a second stockpile that can be reused within the batch plant as base material.

Operationally, the crushing equipment would operate when the stockpile has approximately 400 – 600 tons of returned concrete. The crushing equipment proposed with this project can crush up to 150 tons per hour at the slowest speed. Assuming the maximum tonnage for this facility, we anticipate the rock crushing equipment operating approximately 60 – 90 days over the course of a year. In order to accommodate peak

R&K Ready Mixed Concrete
Special Use Permit Application
Project Description

construction seasons and stay within that timeframe, the applicant is seeking approval to operate the rock crushing equipment up to six days a week (Monday – Saturday) during normal business hours which will limit noise impacts on the surrounding area.

Photos of typical rock crushing elements have been included in Section 3 for reference.

Access, Circulation, and Traffic

Looking specifically at the site design, on-site circulation is a key element in design. As proposed with this project, both entry and exit access to the site is provided via a new driveway connecting to Ryan Way. As designed, trucks will enter the site from the south and follow the access road along the southern boundary where they will turn and head north either stopping at the material stockpiles or continuing to circulate through the site toward the batch plant located on the eastern portion of the site. From the batch plant, trucks will head south to the exit onto Ryan Way. Additional access lanes are provided along the eastern property boundary primarily for vehicular traffic (employees) and also for access to the rear portion of the site where the rock crushing operation is planned. To control access to the rock crushing operation, an access gate will be installed.

In terms of traffic, CCMC requires a traffic study if the proposed project generates eight (80) or more peak hour trips or five hundred daily trips. A trip generation letter prepared by Headway Transportation (*refer to Headway Transportation Letter in Section 4 for additional details*) estimates that the proposed project will generate fewer trips than the threshold for triggering a full traffic study.

Specifically, the analysis estimated that, on a typical day the plant could potentially have 25 round trips (concrete out/materials in), which is estimated to generate approximately 110 daily trips with 25 PM peak hour trips with approximately half of the daily trips expected to be trucks/heavy vehicles. The analysis further estimated, on a peak day typically during peak construction season, the plant could potentially have 75 round trips (concrete out/materials in), potentially generating approximately 230 daily trips with 50 PM Peak trips. While there is a slightly higher impact estimated during peak construction season, the proposed project is not anticipated to substantially increase traffic in the area.

Parking

In terms of parking, the project has been designed to meet the Manufacturing plant requirement of 1 space/500 sqft gross floor area. As proposed, the project includes a total of 25 parking spaces, nine employee spaces, 1 accessible stall, and the remaining spaces designated for mixer trucks.

In order to minimize vehicle/pedestrian impacts, parking spaces have been provided in close proximity to each building. Specifically, the majority of parking has been provided on the northern portion of the batch plant site adjacent to the shop building. This parking area has been designed to provide parking for both vehicles and mixer trucks. Additionally, two parking spaces have been provided near the office building so employees do not have to cross truck traffic when going to and from their vehicles.

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

Landscaping

In terms of landscaping, Carson City Code requires 20% of the impervious area excluding building area to be landscaped. Given the type and location of the proposed project, the applicant is seeking relief from this requirement. Landscaping at a facility like this would be destroyed by trucks and equipment on a daily basis if required to be planted throughout the site. To compromise on the landscaping requirement, the applicant is proposing an enhanced entry feature at the gate that includes drought tolerant shrubs and grasses and trees that are similar to the landscape treatments used in the area.

As a part of the enhanced landscape feature at the entry, a monument sign with the name of the company and address is proposed. The sign will be designed in accordance with Carson City Municipal Code Section 4 Signs.

Lighting

External lighting will consist of 30-foot tall pole lights strategically located throughout the site and wall pack lighting on the buildings. The lights will include refractors to direct the light down to meet dark sky requirements. A lighting cut sheet has been included in Section 3 of this application package.

Utilities

Utilities to serve the project are generally located in Arrowhead Drive. In order to serve the project, utilities will be extended up Ryan Way where they will be designed to serve the various aspects of the operation.

Drainage

Onsite stormwater will be designed to sheet flow into drainage swales along the south and east sides of the project site where it will be detained in a linear basin along the south edge of the site prior to discharge. Stormwater from the site will outlet into Ryan Way where it will flow along an improved roadside swale then be routed into the existing storm drain network in Arrowhead Drive. Currently, there is an existing drainage swale that flows through the western side of the parcel that will be intercepted and rerouted along the western edge of the project site and discharged into the existing swale located on the parcel south of the project. No additional stormwater will be added to the western swale from the project site.

Additionally, the adjacent parcel, east of the project site, has an existing open drainage channel located within FEMA Flood Area AE. A stormwater culvert is proposed under the extension of Ryan Way for the crossing with the existing channel where it will then continue its current flow path within the existing roadside swale along Ryan Way. The proposed project site is located within FEMA Flood Area Zone X therefore buildings will be elevated one foot above the existing ground elevation. A Technical Drainage Study will further analyze and design the stormwater system in the subsequent Improvement Permit. (Refer to the Preliminary Site Plan provided in Section 2 of this submittal packet)

R&K Ready Mixed Concrete
Special Use Permit Application
Project Description

Development Statistics

Total Site Area:	4.42± acres (192,534 sq. ft.)
Building Footprint Area:	4,200± sq. ft.
Parking/Pavement Area:	76,282± sq. ft.
Landscape/Open Space Area:	3,153± sq. ft.
Landscape Area Required:	15,256± sq. ft. (20% impervious)
Landscape Area Provided:	3,153± sq. ft. (4.1%)
Parking Required:	9 stalls
Parking Provided:	25 stalls
Accessible Parking Required:	1 stall
Accessible Parking Provided:	1 stall

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

Special Use Permit Findings

Special Use Permit: General special use permit findings. Except where specifically noted, all special use permit applications shall require that all of the following general findings be met, as applicable.

(1) The proposed use is consistent with the master plan elements;

Response: *The proposed use is consistent with the general theme of the Master Plan. Specifically, in terms of a balanced land use pattern (Principle 3), the site is designated Industrial in the Carson City Master Plan which supports a wide range of industrial services and operations. Surrounding land uses are similar in nature to the proposed use of this property and infrastructure is available and adequate for the proposed project. The proposed use promotes vitality and long-term economic stability in an area of Carson City that supports similar uses that can enhance the employment base while further diversifying the economic base (Principle 5).*

In terms of livable neighborhoods and activity centers (Principle 6), the proposed project is designed with appropriate height and setback transitions to ensure compatibility with surrounding development. In terms of a connected city (Principle 7), the proposed project does not require any new roadways that will interfere with the existing street network in the general vicinity; however, it is worth noting that as part of the project Ryan Way will be improved to Carson City rural street standards.

(2) The project 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.

A. Describe the general types of land uses and zoning designations adjoining your property.

Response: *The site is surrounded by a variety of uses, including a medicinal mushroom factory to the south, a gravel and aggregate storage facility to the north, an industrial area to the east with a trailer repair shop, a tool and mold shop, and other industrial uses. The subject site is currently zoned General Airport Industrial (GIA) and the properties surrounding the site are also zoned GIA, which is conforming with the master plan designation of Industrial.*

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.

Response: *The proposed use will generate less impacts than many uses allowed in the GIA zoning district. In fact, the project site is located in an area that has been developed with heavy*

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

industrial uses including an existing gravel and aggregate storage facility immediately adjacent to the proposed project. Given the GIA zoning and Industrial master plan designations, the proposed project is consistent with the land use planned for the area and therefore should not hurt property values within the area.

In terms of specific impacts related to the project, any new development has the potential to create some impacts on the surrounding area. For this project, the key potential impact is noise associated with the equipment, specifically the rock crushing equipment. It is worth noting, that Carson City does not have specify daytime maximum noise levels, however, to address this potential impact, an acoustical analysis was prepared by Sespe Consulting and is included in Section 4 of this application packet. In summary, the analysis found that at the closest property lines, which are developed with similar Industrial-type uses, the predicated noise level ranged from 62.8dBA to 82.5dBA. In terms of impacts to residential uses, the subject site does NOT share a property line with residential uses, and in fact, the nearest residential use is approximately 1,500 feet from the northwest property line, where noise levels were projected to be 54.4dBA, well below acceptable daytime noise levels noted for nearby jurisdictions. Based on the findings of the analysis, additional noise mitigation measures are not warranted.

In terms of visibility, the project site is not visible from Arrowhead Drive and is only partially visible from Goni Road, as the existing fueling station and light industrial buildings provide a natural buffer along Goni Road. Additionally, the portion of the project closest to Goni Road includes material stockpiles, similar to the existing aggregate and materials storage facility directly north of the site.

In terms of physical appearance, the site is actually buffered from the surrounding properties with a 6' chain link fence with slates on all sides to screen the uses. Additionally, where the silos are concerned, they will be painted an earth-tone color to blend with the natural environment.

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.

Response: *The project site is located in an industrial use and is surrounded by other office and light industrial uses. The project is not anticipated to 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.

Response: *The subject site is surrounded by typical industrial uses with parking lot lighting as necessary. The site will include 30-foot tall pole lights strategically placed around the site to ensure safety for both pedestrians and vehicles. A cut sheet of the proposed light fixture is provided in Section 3 for reference.*

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

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 the City ordinance requirements.

Response: *In accordance with CCMC, the project site requires 20% of the impervious area excluding building area to be landscaped. As part of this request, the applicant is seeking approval from the Director to reduce the required landscape area because the project consists primarily of paved roads and parking areas, so providing landscaping based on 20% of the impervious area would result in significant landscaping and increased water demand. Additionally, providing landscaping at the rate required by Code would actually make the project more obvious since the surrounding uses generally consist of large buildings with minimal impervious surface requiring less landscaping.*

While we understand and acknowledge the benefit of landscaping, we believe that the proposed project, which includes 4% of the site in landscaping, seems adequate given the proposed use and surrounding built environment.

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

Response: *The proposed project will benefit the general public in that it will provide an essential supply and service to the Carson City and surrounding area(s) with respect to construction and development needs.*

(3) Will have little or no detrimental effect on vehicular or pedestrian traffic;

Response: *Considering the nature of pedestrian and vehicular traffic that currently exists on Ryan Way (and nearby, connected Arrowhead Road), the proposed project is anticipated to have minimal impact on the area and surrounding establishments. Seeing that the proposed project did not meet the threshold for triggering a full traffic study (refer to Headway Transportation Letter in Section 4 for additional details), no additional walkways, traffic lights or other vehicle/pedestrian accommodations should be necessary.*

The analysis by Headway Transportation estimated that, on a typical day the plant could potentially have 25 round trips (concrete out/materials in), which is estimated to generate approximately 110 daily trips with 25 PM peak hour trips with approximately half of the daily trips expected to be trucks/heavy vehicles. The analysis further estimated, on a peak day typically during peak construction season, the plant could potentially have 75 round trips (concrete out/materials in), potentially generating approximately 230 daily trips with 50 PM Peak trips. While there is a slightly higher impact estimated during peak construction season, the proposed project is not anticipated to substantially increase traffic in the area.

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

(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.

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?

Response: *The proposed project will have no effect on schools or the school district, as the proposed location is not near a school district facility and, as an industrial business, will not impact student populations.*

B. How will your project affect police and fire protection?

Response: *The proposed project is not anticipated to generate significant impact to fire and/or police services in the area. All construction will meet fire code standards to minimize any risk to buildings or equipment, or that which could result from day-to-day operations. Onsite activity will result from business operations by employees or contractor clientele only, and is unlikely to require any additional police presence. Measures will be implemented to ensure the utmost safety and welfare of employees and customers during operations, as well as sufficient security efforts to protect the site outside of business hours.*

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.

Response: *Utilities (including those to supply water) will be extended to the site from existing lines in Arrowhead Road, where they will be designed to serve the various aspects of the operation. Adequate City water supply/pressure is anticipated for the proposed project, and will not degrade supply or quality to others in the area.*

The project includes three washout pit bays that drivers will use to clean their mixer trucks at the end of the day. These pads are designed so that water and excess material can be recycled and reused, therefore reducing the water quantity necessary to operate the site.

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.

Response: *Onsite stormwater will be designed to sheet flow into drainage swales along the south and east sides of the project site where it will be detained in a linear basin along the south edge of the site prior to discharge. Stormwater from the site will outlet into Ryan Way where it will flow along an improved roadside swale then be routed into the existing storm drain network in Arrowhead Drive. Currently, there is an existing drainage swale that flows through the western side of the parcel that will be intercepted and rerouted along the*

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

western edge of the project site and discharged into the existing swale located on the parcel south of the project. No additional stormwater will be added to the western swale from the project site. Additionally, the adjacent parcel, east of the project site, has an existing open drainage channel located within FEMA Flood Area AE. A stormwater culvert is proposed under the extension of Ryan Way for the crossing with the existing channel where it will then continue its current flow path within the existing roadside swale along Ryan Way. The proposed project site is located within FEMA Flood Area Zone X therefore buildings will be elevated one foot above the existing ground elevation. A Technical Drainage Study will further analyze and design the stormwater system in the subsequent Improvement Permit.

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.

Response: *To service the site, the exiting 8-inch public sanitary sewer main located along the west property line will be utilized. The flows generated by this project are low, less than 200 fixture units, and it is assumed that the downstream system can handle the additional load.*

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.

Response: *Ryan Way will be widened and extended up to the project site. It will be designed to meet Carson City's Rural Roads Roadway Section Standard Detail. It will be a 28-foot wide asphalt section with a 4-foot shoulder.*

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).

Response: *The property owner worked with Wood Rodgers, Inc. (engineering, survey and planning services), Headway Transportation (traffic engineering services) and Carson City Public Works to establish the information provided in this request/proposal.*

(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.

Response: *The proposed project meets the use definition/standards and fits within the purpose statement for the General Industrial Airport zoning district in which it is located, as described in CCMC, Title 18:*

The GIA District is established to preserve an industrial district which combines the uses engaged in the assembly or manufacture of products from previously prepared materials with the uses engaged in the basic processing and manufacturing of materials or products predominantly from extracted or

**R&K Ready Mixed Concrete
Special Use Permit Application
Project Description**

raw materials, while continuing to promote accessory airport and support services due to the proximity of the district to the Carson City Airport.

R&K Ready Mixed Batch Plant will operate as an industrial use, engaging in the processing of materials or products (concrete) from raw/extracted materials. While unrelated to general airport operations, the plant will serve to meet the construction/surfacing needs of the Carson City and surrounding area(s).

Additionally, the project meets, or will meet, the specific Intensity and Dimensional Standards for the GIA zoning district, as outlined below:

Zoning Districts	Minimum Area (SF or AC) ¹³	Minimum Lot Width (Feet)	Maximum Lot Depth (Feet)	Maximum Height (Feet)	Minimum Setbacks (Feet): Front	Minimum Setbacks (Feet): Side	Minimum Setbacks (Feet): Street Side	Minimum Setbacks (Feet): Rear
GIA	12,000 SF	120	N/A	45 ¹	30 ^{8,10}	0 ¹⁰	0 ^{8,10}	0 ^{8,10}

Additional Requirements or Allowances:

1. Additional height allowed by special use permit.
8. Business Arterial landscape setback requirement = 10 feet (average).
10. 50 feet adjacent to residential district.

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

Response: *The proposed project will not be detrimental to public health, safety, convenience and/or welfare. The project will be subject to public health, safety and environmental standards through the Carson City/State permitting process(es), and will adhere to all requirements necessary to meet those standards.*

The proposed project will benefit the general public in that it will provide an essential supply and service to the Carson City and surrounding area(s) with respect to construction and development needs.

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

Response: *The proposed project will not result in material damage or prejudice to other property in the vicinity. Mitigation measures are planned to be self-contained to the existing property boundaries, and any disruption or damage to other property resulting from such measures will be mitigated and restored as deemed appropriate and necessary by law.*

Section 3



WODO PRODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard
Reno, NV 89502
Tel: 775.823.4068
Fax: 775.823.4066

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Vicinity

Zoning Report - APN: 005-072-06
May 2020

 Subject Parcel
 Airport Noise Corridor



Aerial

Zoning Report - APN: 005-072-06

May 2020

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Subject Parcel






WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard
Reno, NV 89502
Tel: 775.823.4068
Fax: 775.823.4066

Master Plan

Zoning Report - APN: 005-072-06

May 2020



300
150
0
Net:

Subject Parcel
Carson City Master Plan
Industrial
Public / Quasi-Public
Parks & Recreation

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

SOUTH SUTROTE

BOEING WY

Industrial

GONI RD

Parks &
Recreation

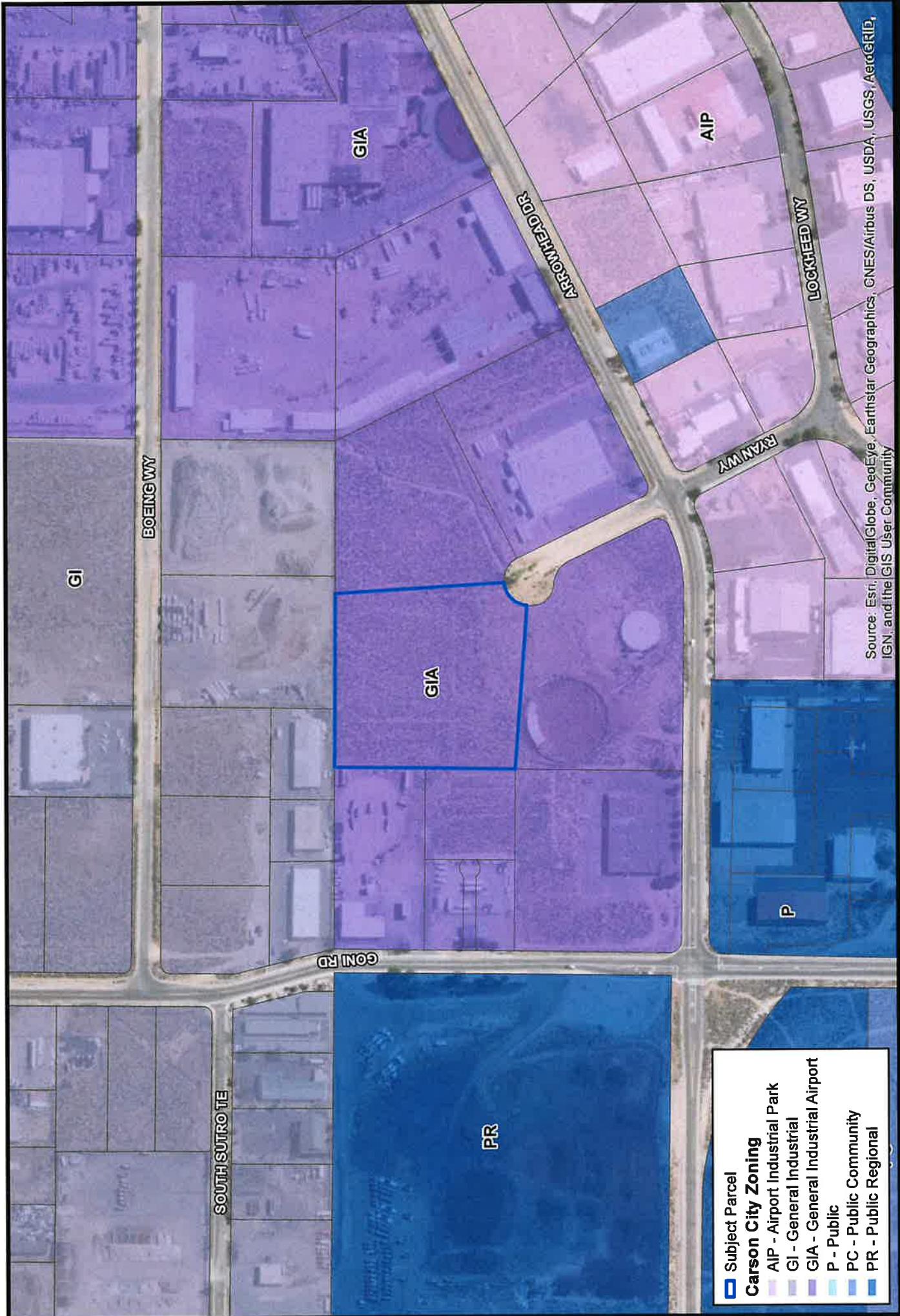
ARROWHEAD DR

LOCKHEED WY

RYAN WY

Public /
Quasi-Public

File:31885_R&K_Randy_MarR&K_Ready_Mix_OAGIS/Tasks/MasterPlan_20200421.mxd 5/29/2020 1:08:22 PM sharpie



Zoning Report - APN: 005-072-06
May 2020



WOODRODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1361 Corporate Boulevard
Reno, NV 89502
Tel: 775.823.4068
Fax: 775.823.4066

E-AL2L Series

LED Area Light - Type III
Replaces 400W PSMH



A one-for-one replacement for 400W PSMH.

Efficient

- Uses 33% less energy than comparable 400W PSMH fixtures
- Heat dissipating fins keep LEDs running cooler, longer

Recommended Use

- General area lighting
- Parking lots
- Roadways

Durable

- Sturdy, low-copper die-cast aluminum construction
- Rugged tempered glass lens

Input Voltage

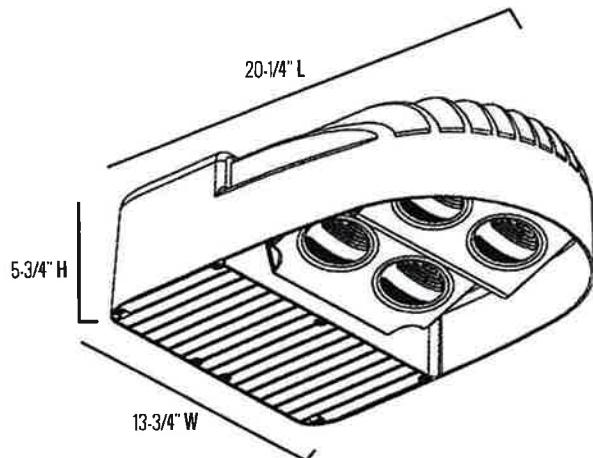
- Universal (120V through 277V Operation)

Certifications



Making LED easy.

E-AL2L Series



Series Overview

DIMENSIONS	PRODUCT WEIGHT	MOUNTING HEIGHT	SPACING
20-1/4" L x 13-3/4" W x 5-3/4" H	26.71 lbs.	20 to 30 feet	4 to 5 times the mounting height

Fixture Specifications

HOUSING	Low-copper, die-cast aluminum housing Dark bronze polyester powder-coat finish
LENS ASSEMBLY	Tempered glass lens is thermal, shock and impact resistant Patented lens design delivers 11° type III distribution
MOUNTING	Fixture comes without mounting (sold separately) For use in 0° orientation (downlight position) only

Electrical Performance

OPERATING MINIMUM	LIFESPAN L ₅₀ AT 25°C (77°F)	POWER FACTOR	TOTAL HARMONIC DISTORTION	DIMMABLE
-40°C (-40°F)	Estimated 100,000 Hours	>0.9	<20%	No
INPUT VOLTAGE	120V	208V	240V	277V
Current Draw (Amps)	2.6A	1.6A	1.4A	1.2A

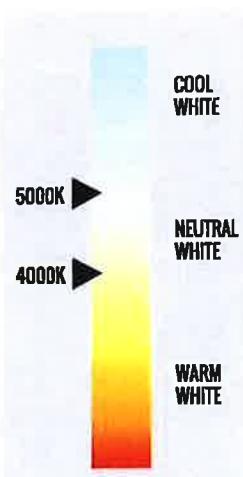
Warranty & Certifications

WARRANTY	UL LISTED	DLC	ENERGY STAR
5-Year Limited	Wet Locations (0° tilt only)	Only E-AL2L331NZ	---

Output Specifications

SKU	LIGHT OUTPUT	COLOR TEMP (See chart)	POWER CONSUMPTION	COLOR ACCURACY	REPLACES
E-AL2L331CZ	24,200 Lumens	Cool White (5000K)	300W	≥ 70 CRI	400W PSMH
E-AL2L331NZ	24,000 Lumens	Neutral White (4000K)	300W	≥ 70 CRI	400W PSMH

CORRELATED
COLOR TEMPERATURE
(CCT)



Due to continuous product improvement, information in this document is subject to change.

Revision Date: 03/16/16

1501 96th Street, Sturtevant, WI 53177 | Phone (888) 243-9445 | Fax (262) 504-5409 | www.e-conolight.com

E-AL2L Series

Accessories



Photocell - Button, 120V/208V/240V/277V

SKU: **E-ACP1** (120V)

E-ACP2 (208V/240V/277V)

USE: Photocell is field installed
For use with 2" adjustable slip fitter only

Mounting Options (Use only when mounting E-AL1L & E-AL2L Series Area Lights)



6" Mounting Arm

SKU: **E-ACE**

USE: For pole mounting



2" Slip Fitter

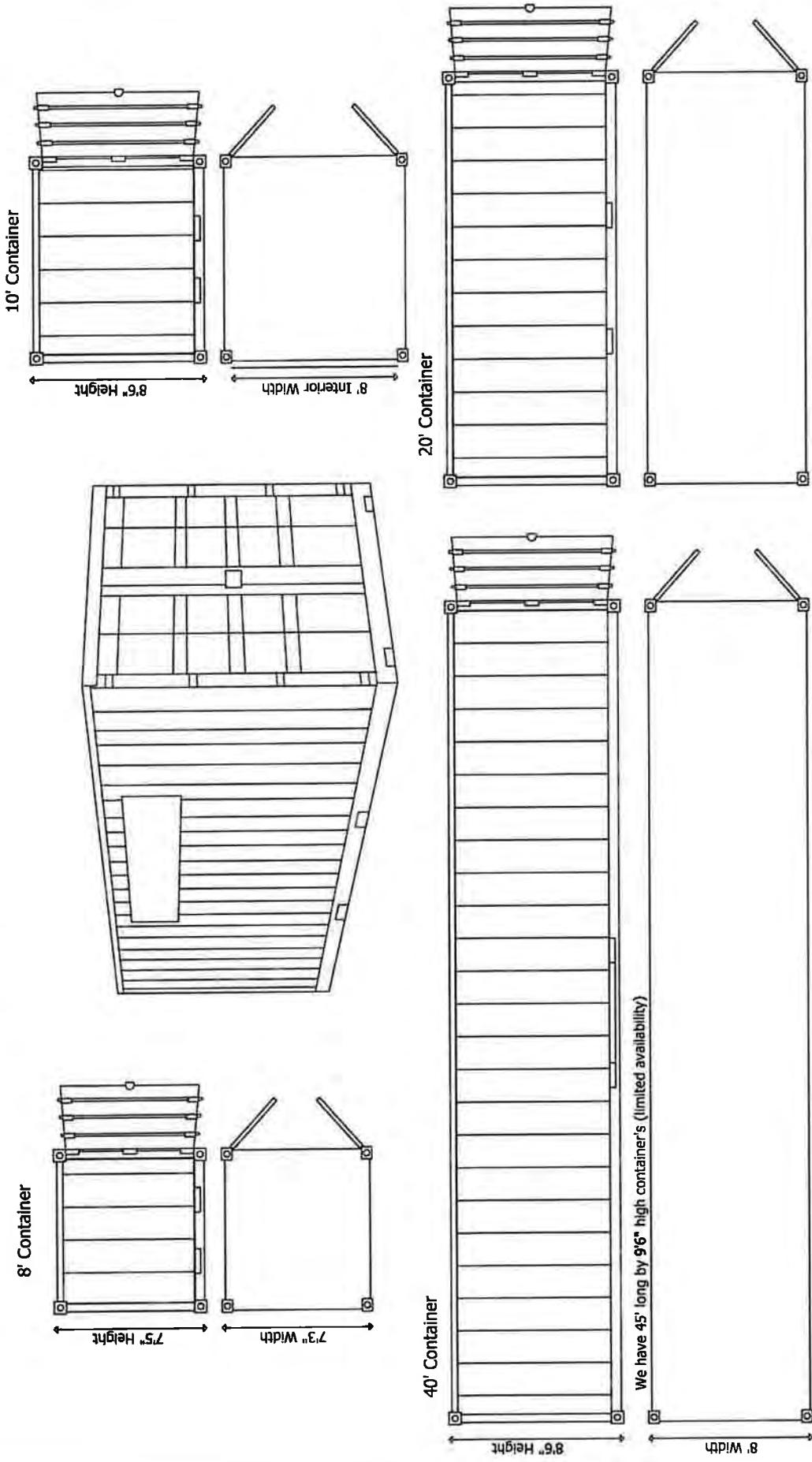
SKU: **E-ACS**

USE: For pole mounting
Fits over 2-3/8" O.D. pipe



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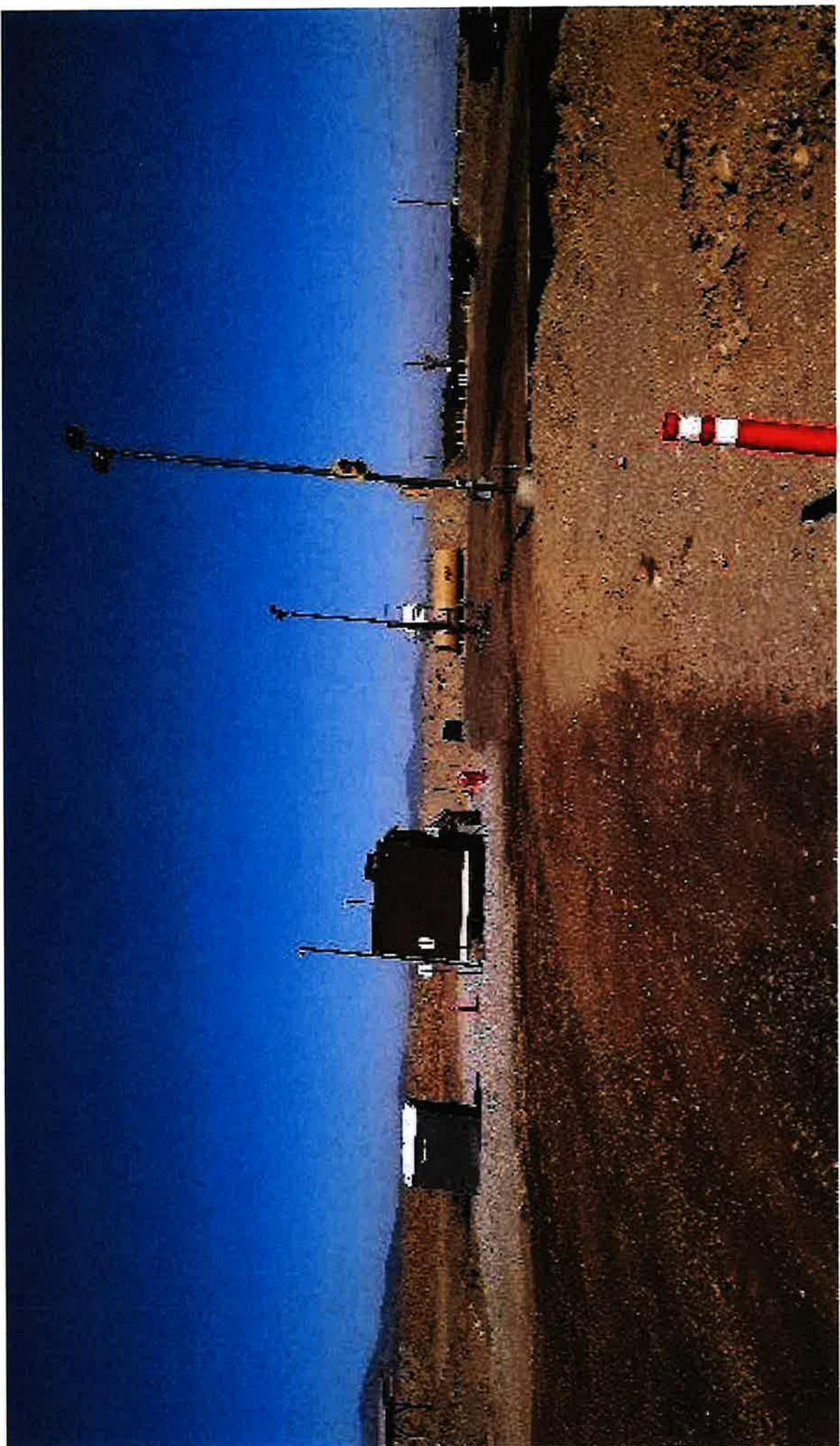
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Containment Solutions, Inc. (CSI) has earned the reputation over the last 40 years for providing owners and engineers with cost effective solutions for the safe storage of motor vehicle fuels in underground and aboveground applications. This goal is best achieved by providing customers with a totally integrated fueling system assembled and field inspected by factory trained and qualified employees.

The FuelMaster® System from CSI takes the guess work and frustration out of selecting and maintaining a vehicle fueling system. CSI realizes that end users require additional products and services in order to have a fully operational and safe fueling system.

With FuelMaster® you also receive dispensers that are weights and measures approved, electronic overfill indication, and leak detection. Consult CSI for dispensers compatible with ethanol blend gasoline greater than E10.

STANDARD FEATURES:

- Complete AGT System
- UL 2085 Listed Tank
- UL Listed Components
- Extensive Warranty
- One Price Approach
- Standard Products
- Electronic Overfill / Leak Detection
- Weights & Measures Approved Dispenser

BENEFITS:

- Single-source accountability & convenience
- Easy to specify, bid, test and install
- Eliminates missing components
- UL listed as Insulated, Protected Secondary Containment Tank
- Most comprehensive warranty in the industry
- Continuous fail-safe monitoring

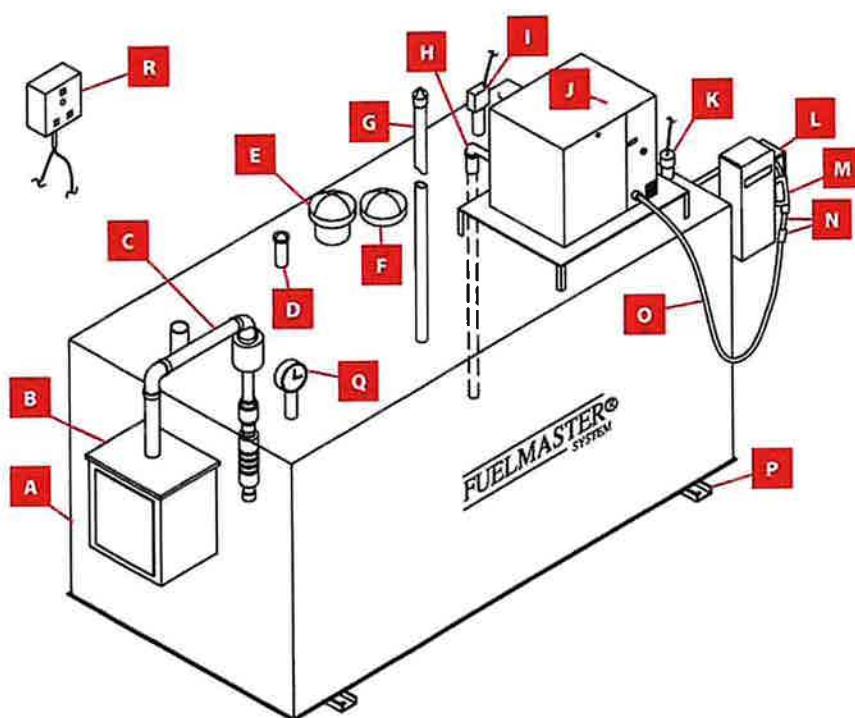
OPTIONS:

- Inventory Management System
- Compartment Tanks
- FIBERVAULT® Exterior Coatings
- Phase I & II Vapor Recovery Packages
- Start-Up Inspection Service
- Annual Maintenance & Service Program

STANDARD TANK SIZES

CAPACITY (GALLONS)	LENGTH	WIDTH	HEIGHT	SHIPPING WEIGHT
250	4'9"	3'7"	3'9"	4,100 LBS.
500	6'8"	4'7"	3'9"	6,100 LBS.
1,000	7'9"	5'7"	4'9"	9,300 LBS.
1,500	10'7"	5'11"	4'9"	11,050 LBS.
2,000	11'10"	6'11"	4'9"	13,300 LBS.
2,500	9'5"	6'11"	7'1"	13,900 LBS.
3,000	9'8"	7'11"	7'1"	16,600 LBS.
4,000	12'8"	7'11"	7'1"	19,800 LBS.
5,000	15'8"	7'11"	7'1"	24,500 LBS.
6,000	18'8"	7'11"	7'1"	27,800 LBS.
8,000	24'8"	7'11"	7'1"	34,250 LBS.
10,000	30'8"	7'11"	7'1"	42,400 LBS.
12,000	36'8"	7'11"	7'1"	49,550 LBS.
15,000	45'8"	7'11"	7'1"	61,200 LBS.
20,000	60'8"	7'11"	7'1"	77,700 LBS.

Fuelmaster® Standard Equipment

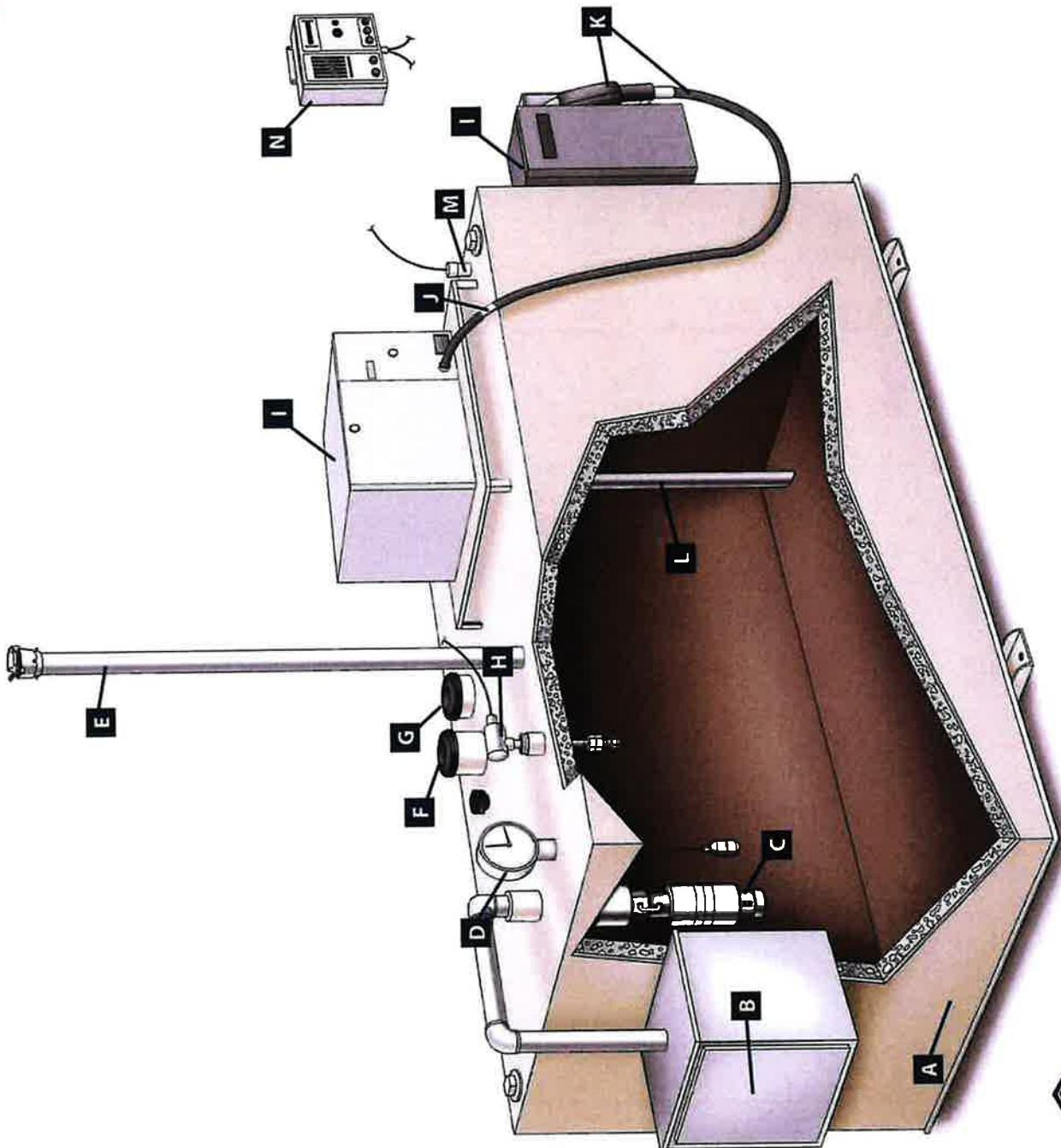


- A. UL-2085 Insulated, Protected Type Secondary Containment Tank
- B. Ground Level Fill Containment Box & Piping
- C. Fill w/Overflow Prevention Valve & Drop Tube
- D. Secondary Containment Working Vent
- E. Primary Tank Emergency Vent
- F. Secondary Tank Emergency Vent
- G. Primary Tank Vent w/ Riser Pipe
- H. Pump Supply w/ Suction Pipe
- I. High Level Alarm Float
- J. Weights & Measures Approved Pump
- K. Secondary Containment Leak Detection Sensor
- L. Side Mount Register
- M. Automatic Nozzle
- N. 3/4" Whip Hose & Breakaway
- O. 3/4" x 12' Fuel Hose
- P. Extended Channel for Anchoring (Seismic Zone 4 Rating)
- Q. Clock Level Gauge
- R. Leak Detection & Overfill Alarm System w/ Audible Alarm (Remote Location)



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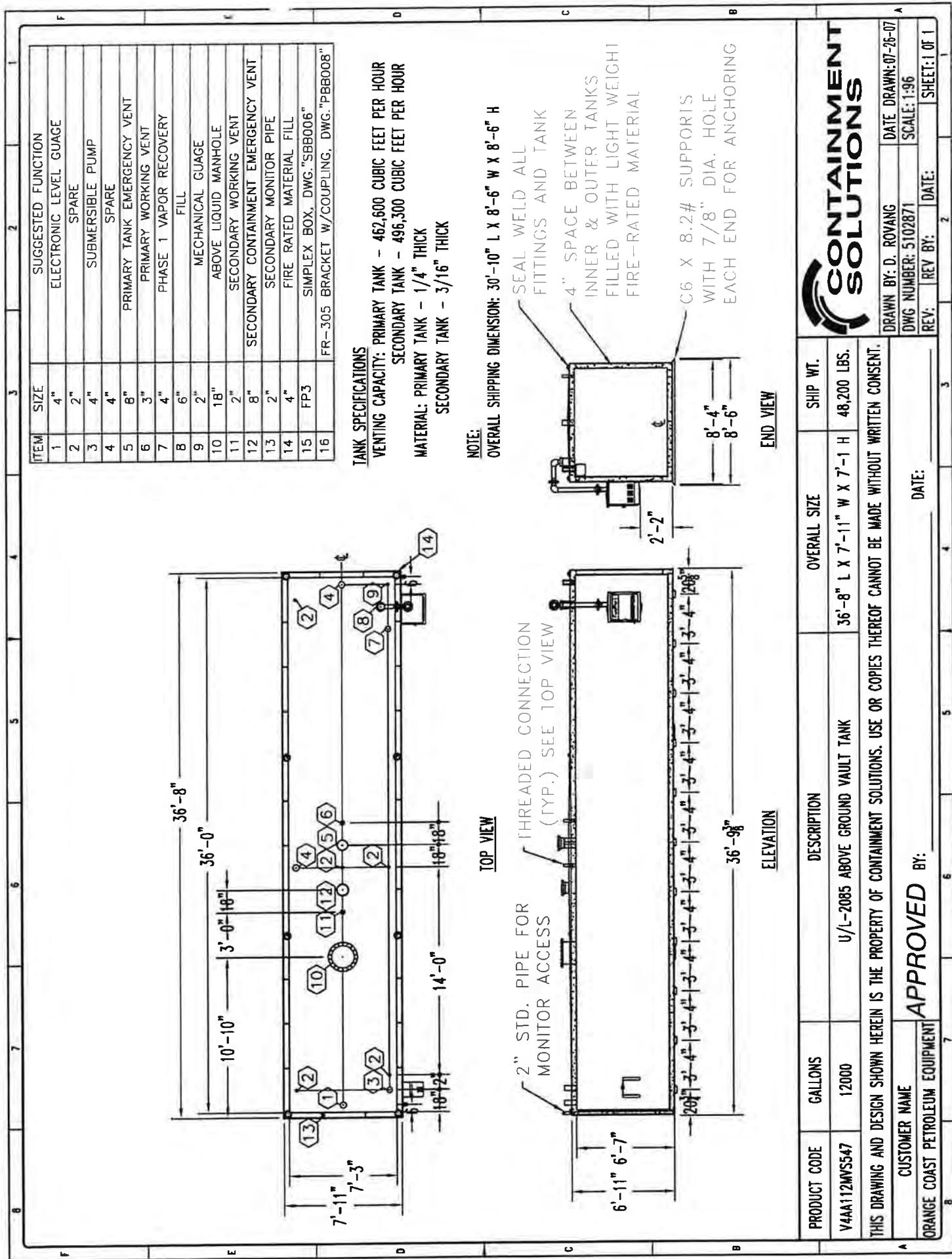
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Typical Batch Plant Equipment



R&K Ready Mixed Concrete
Special Use Permit Application
Project Description

Typical Rock Crushing Equipment



**R&K READY MIXED CONCRETE
CARSON CITY
SPECIAL USE PERMIT
TITLE SHEET**

OWNER/DEVELOPER:
K READY MIXED CONCRETE, LLC
10 TAHOE BLVD. STE 802; PMB 526
INCLINE VILLAGE, NV 89451
949-253-2800 EXT 368

BASIS OF BEARINGS

WYANDOTTE PLANE COORDINATE SYSTEM, VISIONE,
NORTH AMERICAN DATUM 1983 (NAD 83), HIGH ACCURACY
EPOCH (NATIVE) 1994 (JULY) GPS OBSERVATIONS
REFINED TO 1994 (JULY) GPS OBSERVATIONS
REFINED TO 2010 CAXTON CITY, KANSAS, MEDIUM
REFINEMENT ACTIVATED CAXTON CITY, KANSAS
REFINEMENT AND CONSIDERATES INCORPORATED EAST, ALL
WYANDOTTE SITES AND CLOUDS DELIANCES GRID 10
CAXTON CITY, KANSAS, MEDIUM

BASIS OF ELEVATION

BASED ON THE NORTH AMERICAN EPIPHYLICAL DATA (1981) (HAND ED.)
AT 1000' FROM CARSON CITY, NEVADA, U.S.A., WITH A
PUBLISHED ELEMENT OF 47.95% REACHMANN COCOLE, IS
CULTIVATED ON A 100' X 100' FIELD. THE FIELD IS LOCATED
AT 1000' FROM THE NEAREST ROAD, AND 1000' FROM
AN INTERSECTION OF OLD HIGHWAYS 90 AND 395. NO
WATER IS APPLIED.

VICINITY MAP

1024



SITE PLAN

SITE INFORMATION:

ENGINEERS STATEMENT:

PREFACE TO THE REVISED EDITION OF THE WORKS OF JAMES RUSSELL LOWELL



SHEET INDEX

Ref No.	2000-0	Shaded/Unshaded
1	1.1	SHADED
1	3.1	UNSHADED
2	Q1	SHADED
4	Q1	UNSHADED

**R&K READY MIXED CONCRETE
TITLE SHEET**



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Reno, NV 89502
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Fax: 775.623.40006
38885.001 SLEET T 1 05 4
AUGUST 1, 2020

Section 4



July 23, 2020

Stacie Huggins
Wood Rodgers, Inc.
1361 Corporate Boulevard
Reno, NV 89502

Trip Generation Letter – R&K Ready Mixed Concrete

Dear Ms. Huggins,

This letter provides trip generation and distribution estimates for the R&K Ready Mixed Concrete project in Carson City, NV. The proposed project is located on the northwest corner at the terminus of Ryan Way (APN 00507205) as shown in **Figure 1**, attached. The project proposes to construct a concrete batch plant as shown in the site plan on **Figure 2**.

Trip Generation

The *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE) does not provide trip generation estimates for the proposed land use. Therefore, trip generation was estimated based on operator projections. To be conservative, each employee is assumed to arrive in the morning, leave and return at lunch and depart in the evening. Similar land uses within the *Trip Generation Manual, 10th Edition* indicate that the peak hour trip generation is approximately one-fifth of the total Daily trips generated.

Typical Day

The plant expects to employ approximately 15 employees. The plant expects to deliver approximately 14 loads of concrete and receive 9 loads of materials per day. For the purposes of this analysis we have rounded up to 25 round trips for a typical day. **Table 1** shows the Daily, AM peak hour, and PM peak hour trip generation estimates for the proposed project on a typical day.

Table 1. Estimated Project Trips (Typical Day)

Element	Trips						
	Daily	AM	AM In	AM Out	PM	PM In	PM Out
Employees	60	15	15	0	15	0	15
Heavy Vehicles	50	10	5	5	10	10	0
Total Trips	110	25	20	5	25	10	15

Source: Headway Transportation, 2020

As shown in the table, the proposed project is expected to generate approximately 110 Daily trips, 25 AM peak hour trips, and 25 PM peak hour trips on a typical day. Approximately half of the daily project trips are assumed to be trucks/heavy vehicles.

Peak Production Day

The plant expects to employ up to 20 employees during the peak construction season. The plant could potentially deliver approximately 42 loads of concrete and receive 27 loads of materials. For the purposes of this analysis we have rounded up to 75 round trips on a peak day. **Table 2** shows the Daily, AM peak hour, and PM peak hour trip generation estimates for the proposed project during the peak construction season.

Table 2. Estimated Project Trips (Peak Day)

Element	Trips						
	Daily	AM	AM In	AM Out	PM	PM In	PM Out
Employees	80	20	20	0	20	0	20
Heavy Vehicles	150	30	15	15	30	30	0
Total Trips	230	50	35	15	50	30	20

Source: Headway Transportation, 2020

As shown in the table, the proposed project is expected to generate approximately 230 Daily trips, 50 AM peak hour trips, and 50 PM peak hour trips on peak days. Approximately two-thirds of the daily project trips are assumed to be trucks/heavy vehicles.

Trip Distribution

Project trips were distributed to the adjacent roadway network based on the plant location relative to the urban area and likely areas to which concrete loads would most commonly be delivered. Project trips are anticipated to be distributed as follows:

- ▶ 80% to/from the west via Arrowhead Drive
- ▶ 20% to/from the east via Arrowhead Drive

The project trip distribution and assignment for a typical day is shown on **Figure 3** and a peak day is shown on **Figure 4**.

Carson City Municipal Code

The Carson City Municipal Code states that a traffic engineering study is required if a proposed development generates eighty (80) or more peak hour trips or five hundred or more daily trips. The proposed project is anticipated to generate fewer peak hour trips (50 or less) and daily trips (230 or less) than the threshold that would require a full traffic study.



Conclusion

Based on operator projections, the project is anticipated to generate approximately 110 Daily trips, 25 AM peak hour trips, and 25 PM peak hour trips on a typical day. Approximately half of the daily project trips on a typical day are expected to be trucks/heavy vehicles. On a peak day, the project is anticipated to generate approximately 230 Daily trips, 50 AM peak hour trips, and 50 PM peak hour trips. Approximately two-thirds of the daily project trips on a peak day are expected to be trucks/heavy vehicles. The proposed project is anticipated to generate fewer peak hour and daily trips than the 80 peak hour trips or 500 daily trips threshold which would trigger a formal Traffic Study.

Please do not hesitate to contact us at (775) 322-4300 with any questions.

Sincerely,
Headway Transportation, LLC

Loren E. Chilson, PE
Principal



Attachments:

- ▶ Figure 1 – Project Location
- ▶ Figure 2 – Site Plan
- ▶ Figure 3 – Typical Day Project Trip Distribution and Assignment
- ▶ Figure 4 – Peak Day Project Trip Distribution and Assignment



Figure
R&K Ready Mixed Concrete
Trip Generation Letter



Figure R&K Ready Mixed Concrete Trip Generation Letter

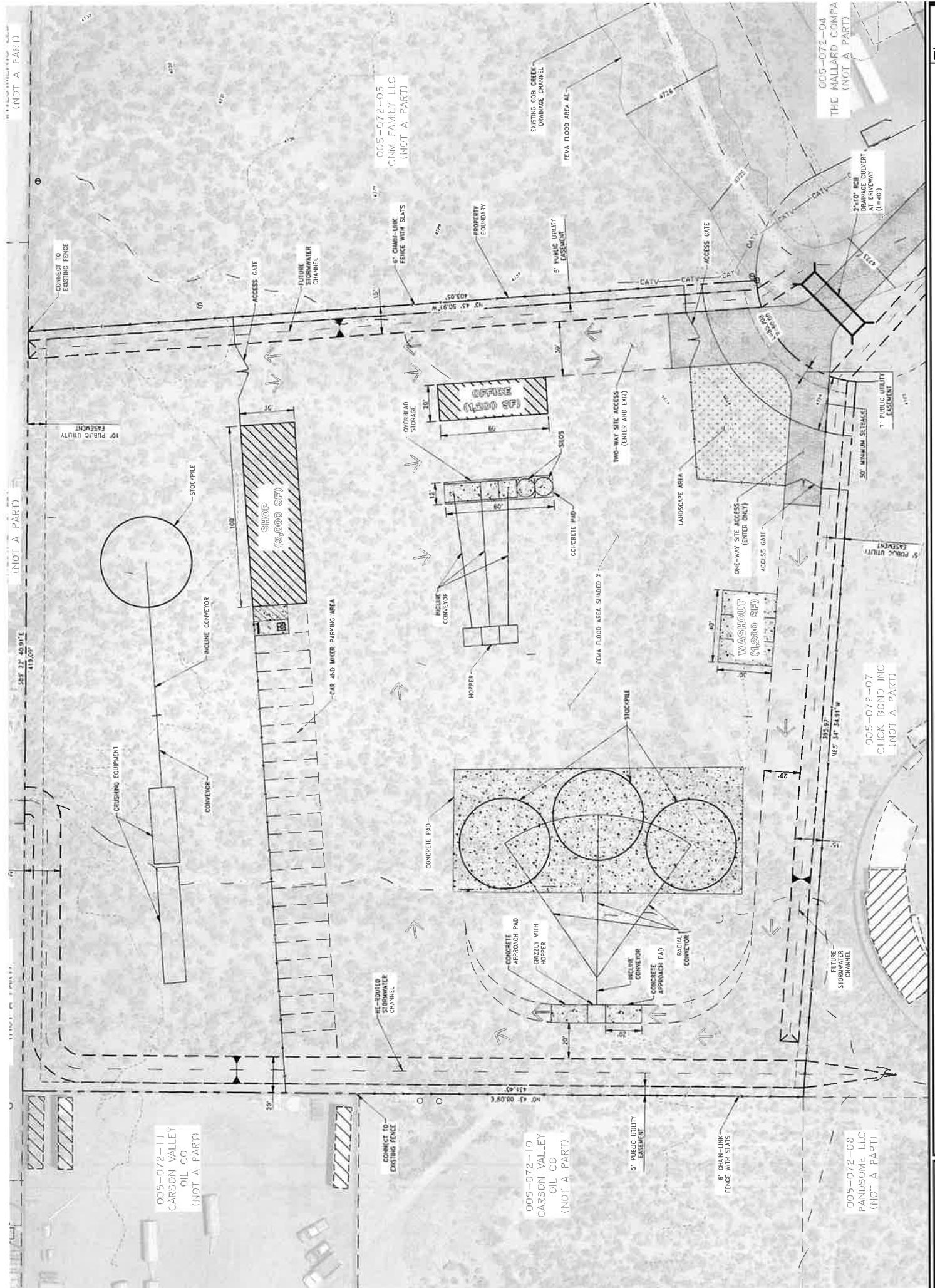
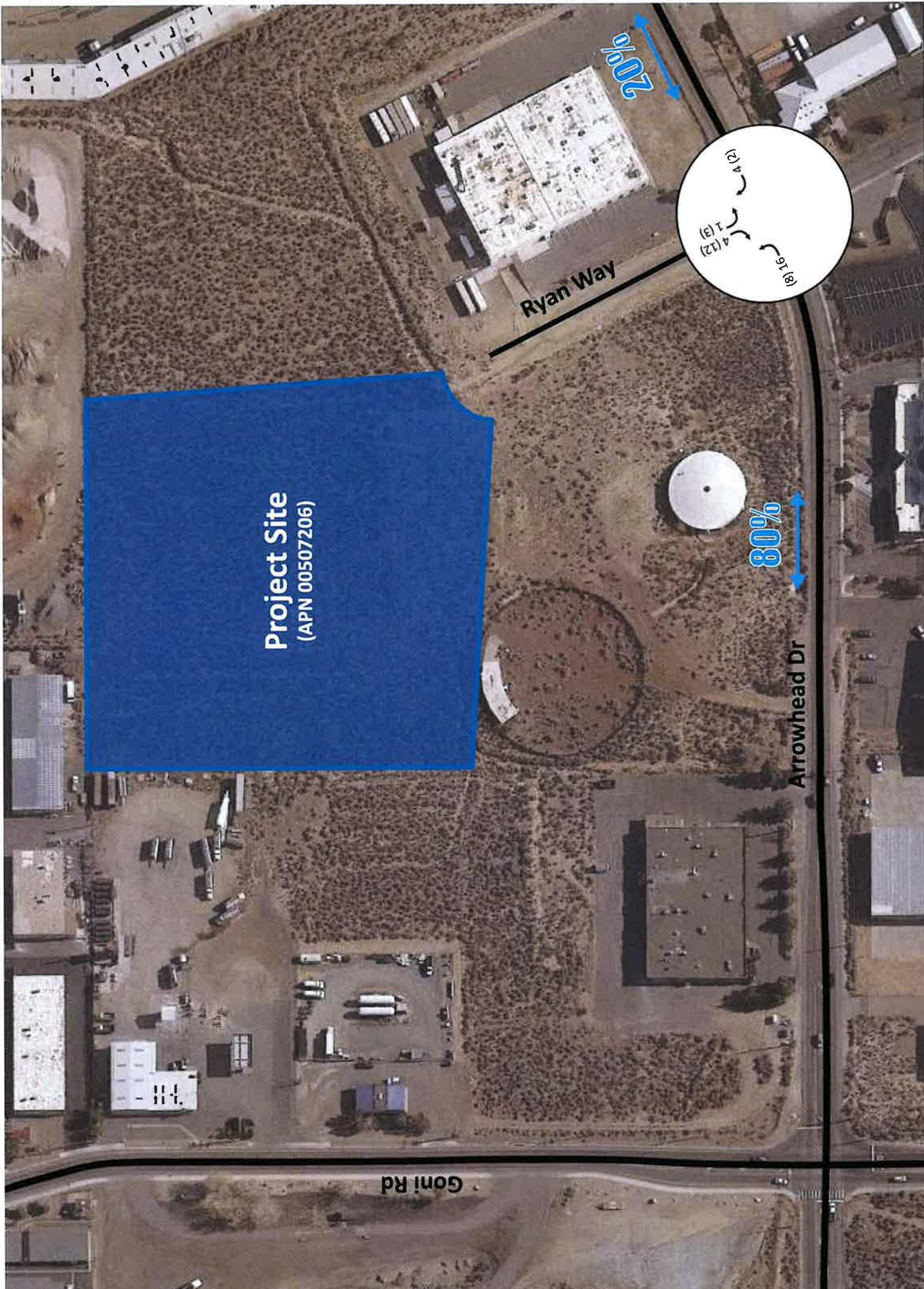
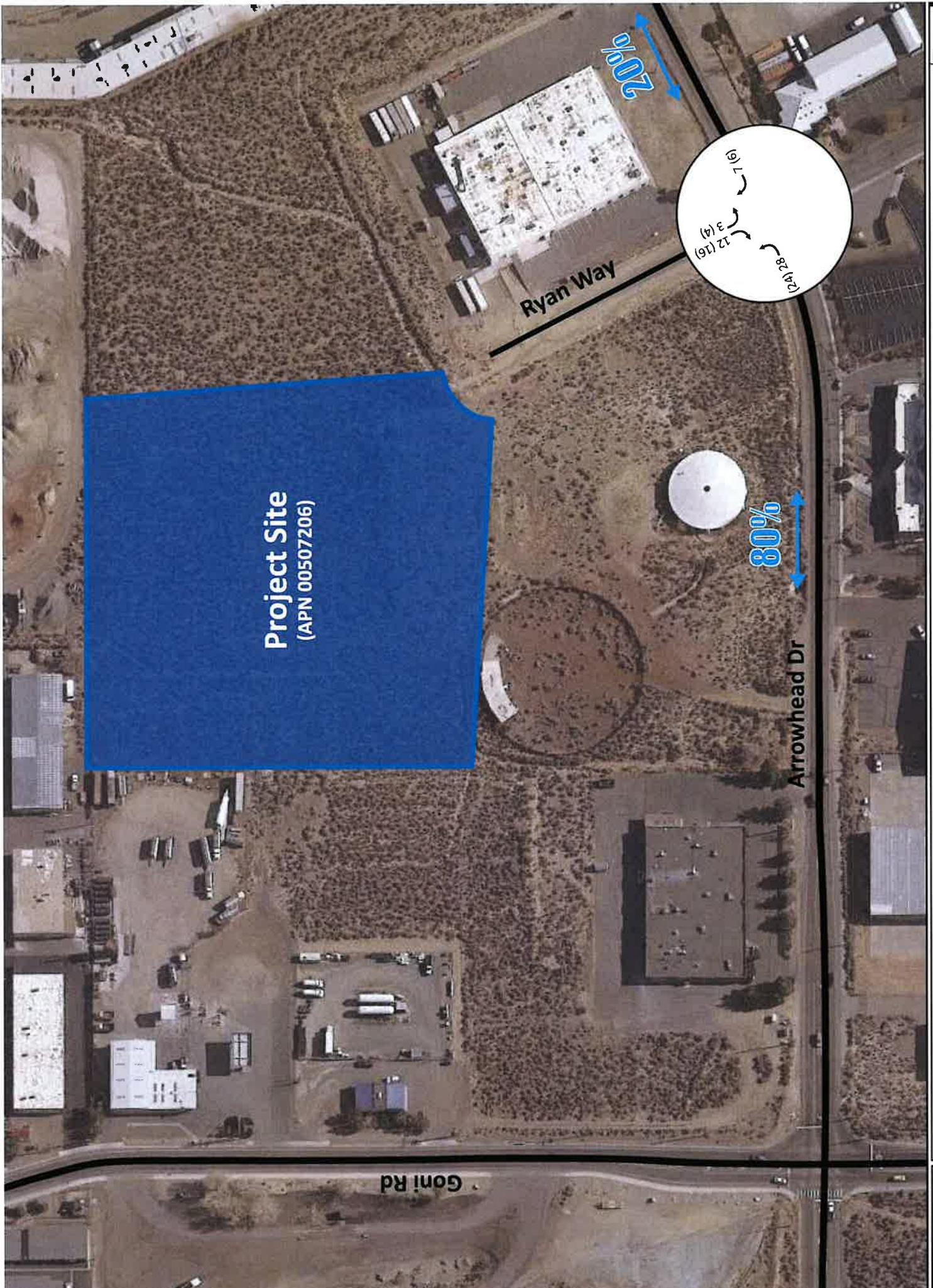


Figure
R&K Ready Mixed Concrete
Truck Generation Layout





MEMORANDUM

Date: August 18, 2020

To: R&K Ready Mix Concrete

From: Graham Stephens and Scott D. Cohen, P.E., C.I.H.

Cc: John Hecht, P.E., Sespe Consulting

Re: **Noise Measurements & Prediction for Concrete Crushing Operation**

R&K Ready Mix Concrete – 4500 Ryan Way, Carson City, Nevada (APN 005-072-06)



On July 27, 2020, Sespe conducted noise monitoring at the R&K Ready Mix Concrete ("R&K") site Otay Mesa, California. The noise levels observed (attached) were then used to determine noise levels that may be expected at property lines and adjacent receptors for the 4.2-acre subject property in Carson City, Nevada. The crushing process begins with stockpiled concrete debris fed by loader to a portable plant consisting of a feed hopper, impact crusher, vibrating screen, and stacking conveyor system.

SOURCE NOISE MEASUREMENTS (OTAY MESA)

Figure 1 shows photos of the crushing plant proposed for the subject site. Two (2) Quest Technologies Soundpro SE/DL sound level meters programmed for A-weighted sound and slow response were positioned in various locations around the crushing plant for three (3) minutes each location. Figure 2 illustrates each of the ten (10) measurement locations and a scaled representation of the crushing plant equipment. The sound level meters were field calibrated prior to and following the measurements and are factory calibrated and certified annually (attached). Measurements were taken with the meters placed on tripods so that the microphones were approximately five (5) feet above the ground in an area of the site that was free of obstructions that may reflect or attenuate noise (e.g., walls or barriers). A noise log report for each location measured is attached.

During the noise measurements, the loader and crushing system were reported by R&K to be operating at a normal rate representative of the rate that can be expected to occur at the subject site. Additionally, at least one other offroad vehicle was operating nearby working within the Otay Mesa site during the noise measurements. By capturing noise from the crushing operation and other offroad vehicle(s) performing unrelated tasks, the measurements overestimate the noise generated by the crushing operations alone. Thus, the noise level determined for the crushing operation (i.e., 78.1 dBA at 100-feet as shown in Table 1) is considered a conservatively high value as compared to the actual noise level from the crushing operations.

Table 1: Noise Measurements

Location ID	Number of Three-Minute Measurements	Distance to Source (ft)	Sound Pressure Level (dBA L _{eq})	Normalized Sound Pressure Level @ 100-feet (dBA L _{eq})
1	3	205	81.2	87.4
2	3	145	76.4	79.6
3	3	42	80.7	73.2
4	3	51	81.5	75.6
5	3	54	81.0	75.7

Location ID	Number of Three-Minute Measurements	Distance to Source (ft)	Sound Pressure Level (dBA L _{eq})	Normalized Sound Pressure Level @ 100-feet (dBA L _{eq})
6	2	78	82.7	80.5
7	2	96	78.2	77.8
8	1	140	83.4	86.3
9	1	120	73.3	74.9
10	1	70	72.8	69.7
Crushing Plant Noise Level (L_{eq}) – Average @ 100-feet:				78.1 dBA

Note: Normalized 100-foot sound pressure levels at each location were calculated using the following equation. $L_{eq,Calc} = Selected_L_{eq} - 20 * \log(D/100)$. "Selected_L_{eq}" = reference noise level @ 100-feet. D = distance to location/receptor (feet). (Source: Federal Highway Administration's Roadway Construction Noise Model (FHWA, 2006)). These values were then statistically averaged to determine a common reference noise level (78.1 dBA) at 100-feet from the source.

PREDICTED NOISE LEVELS (CARSON CITY)

Figure 3 shows crushing plant proposed near the northwest corner of the Carson City site. Distance from the plant to the property lines and adjacent receptors, 78.1 dBA at 100-feet noise generation by the crushing operation, and assuming noise attenuation by -6 dBA per doubling of distance from the plant equipment (FHWA, 2006), were used to determine noise at the receptors presented in Figure 3 (attached) and Table 2 (below). Calculations with more detail are attached.

Table 2: Noise Levels at Property Line and Nearby Receptors

Location ID	Receptor Type / Land Use	Description	Direction	Distance to Sources (feet)	Noise Level (dBA L _{eq})
1	Industrial	Property Line	North	70	81.2
2	Industrial	Receptor/Structure	North	110	77.3
3	Industrial	Property Line	West	60	82.5
4	Industrial	Receptor/Structure	West	385	66.4
5	Industrial	Property Line	South	325	67.8
6	Industrial	Receptor/Structure	South	575	62.9
7	Industrial	Property Line	East	240	70.5
8	Industrial	Receptor/Structure	East	580	62.8
9	Residential	Property Line	Northwest	1,525	54.4
10	Residential	Receptor/Structure	Northwest	1,610	53.9

Note: FHWA (2006) equation utilized to predict noise levels at locations described above. See Table 1 footnote for more detail.

The rock crushing equipment will operate at the Carson City site during daytime hours (7:00 a.m. – 7:00 p.m.) only.

Noise levels presented in Table 2 were determined based on geometric spreading without regard to other attenuation factors such as ground absorption; atmospheric effects and refraction; and shielding by natural and manmade features, noise barriers, diffraction, and reflection. Accordingly, values in Table 2 are believed to be conservatively high as compared to actual levels that will occur with the project. As shown in Table 2, predicted noise levels at the receptors range from 53.9 dBA to 82.5 dBA at the closest property lines/structures to the crushing plant. Parcels that share a property line with the site appear to have industrial uses.

The crushing equipment will operate during daytime hours only. The Carson City Development Code does not limit daytime maximum noise levels associated with new development. However, acceptable daytime noise levels in nearby jurisdictions were researched. Comparison of noise levels determined for the crushing operation to allowable levels for those jurisdictions shows that project noise is expected to be compatible with the surrounding land uses. For example, the City of Reno Noise Ordinance limits daytime noise at residential receptors to 65 dBA and the maximum residential exposure presented in Table 2 is 54.4 dBA. Thus, noise mitigation is unwarranted for this project.

ATTACHMENTS

- Figures
- Summary of Noise Measurement (Otay Mesa) & Predicted Noise Levels (Carson City)
- Noise Meter Logs
- Noise Meter and Calibration Device Factory Certifications