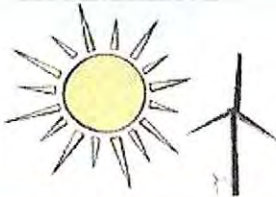


# FAR WEST AGGREGATE & ASPHALT

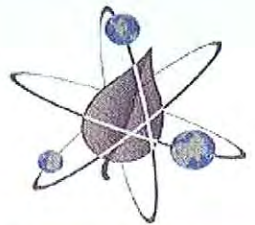
Building America's First Green Mile



**ECONOMIC &  
WORKFORCE  
DEVELOPMENT**  
BRIDGEWAY  
CALIFORNIA  
COMMUNITY  
COLLEGE



water systems



1	Applications
2	Project letter
3	MAP'S
4	Site Pictures
5	TurBine Specs
6	Site Plan
7	Airport Comments
8	F. P.A.
9	Sound study
10	Lyon County
11	Support Letters
12	Parker Carson
13	1603 INFO
14	
15	

RECEIVED

AUG 18 2011

CARSON CITY PLANNING DIVISION

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

SPECIAL USE PERMIT

FEE: \$2,450.00 MAJOR  
\$2,200.00 MINOR (Residential zoning districts)

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

SUBMITTAL PACKET

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

Application Reviewed and Received By:

Submittal Deadline: See attached PC application submittal schedule.

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

FILE # SUP - 11 - SUP - 10 - 115

C.B. Maddox

PROPERTY OWNER  
5990 Morgan Hill RD. Carson City, NV 89701

MAILING ADDRESS, CITY, STATE, ZIP  
775-883-1244 775-883-5656

PHONE # FAX #

Name of Person to Whom All Correspondence Should Be Sent

Robert F. Matthews

APPLICANT/AGENT  
712 7th Avenue North, St. Petersburg, FL 33701

MAILING ADDRESS, CITY, STATE ZIP  
727-896-7184

PHONE # FAX #  
robert.matthews68@gmail.com

E-MAIL ADDRESS

Project's Assessor Parcel Number(s): 008-611-31, 33, 35 & 37	Street Address not assigned	ZIP Code
-----------------------------------------------------------------	--------------------------------	----------

Project's Master Plan Designation mixed use commercial	Project's Current Zoning general industrial	Nearest Major Cross Street(s) U.S. Hwy 50/Flint Drive
-----------------------------------------------------------	------------------------------------------------	----------------------------------------------------------

Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal. In accordance with Carson City Municipal Code (CCMC) Section: 18.02.080 or Development Standards, Division \_\_\_\_\_, Section \_\_\_\_\_, a request to allow as a conditional use is as follows:

The installation of (4) 900kw wind turbines. The total height of the turbines 190 ft. The proposed electric plant is permitted by right by Zoning District.

PROPERTY OWNER'S AFFIDAVIT

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

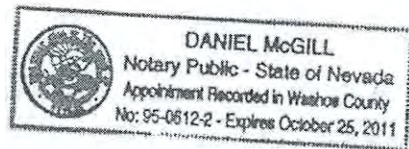
Signature: [Signature] Address: 5990 Morgan Hill Carson City 89701 Date: 8/16/2011

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

STATE OF NEVADA  
COUNTY OF Washoe

On August 16, 2011, 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: [Signature]



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

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

FILE # SUP - 11 -

SPECIAL USE PERMIT

C.B. Maddox

PROPERTY OWNER

5990 Morgan Mill Road, Carson City, NV 89701

MAILING ADDRESS, CITY, STATE, ZIP

(775) 883-1244

(775) 883-5656

PHONE #

FAX #

Name of Person to Whom All Correspondence Should Be Sent

Robert F. Matthews

APPLICANT/AGENT

712 7th Avenue North, St. Petersburg, FL 33701

MAILING ADDRESS, CITY, STATE ZIP

(727) 896-7184

N/A

PHONE #

FAX #

robert.matthews68@gmail.com

E-MAIL ADDRESS

FEE: \$2,450.00 MAJOR  
\$2,200.00 MINOR (Residential zoning districts)

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

SUBMITTAL PACKET

6 Completed Application Packets  
(1 Original + 5 Copies) including:

Application Form

Site Plan

Building Elevation Drawings and Floor Plans

Proposal Questionnaire With Both Questions and Answers Given

Applicant's Acknowledgment Statement

Documentation of Taxes Paid-to-Date (1 copy)

Project Impact Reports (Engineering) (4 copies)

Application Reviewed and Received By:

Submittal Deadline: See attached PC application submittal schedule.

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

Project's Assessor Parcel Number(s):

008-611-31, 33, 35 & 37

Street Address

Not assigned

ZIP Code

Project's Master Plan Designation

Mixed Use Commercial

Project's Current Zoning

General Industrial

Nearest Major Cross Street(s)

U.S. Hwy 50/Flint Drive

Briefly describe your proposed project: (Use additional sheets or attachments if necessary). In addition to the brief description of your project and proposed use, provide additional page(s) to show a more detailed summary of your project and proposal. In addition with Carson City Municipal Code (CCMC) Section: 18.02.080, or Development Standards, Division \_\_\_\_\_, Section \_\_\_\_\_, a request to allow as a conditional use is as follows:

Asphalt plant and aggregate crushing facility powered by renewable energy including a 1.5 megawatt wind turbine and natural gas generation set.  
Wind turbine height of 225' and output of 1.5 megawatts requires a special use permit as does an AC plant operating in a GI zoning district.

PROPERTY OWNER'S AFFIDAVIT

I, Ben Maddox, 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

5990 Morgan Mill Road, Carson City, NV 89701

12/14/10

Address

Date

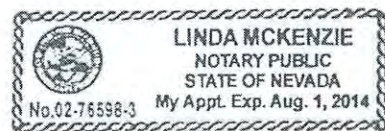
Use additional page(s) if necessary for other names.

STATE OF NEVADA

COUNTY Carson City

On December 14, 2010, Ben 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.

Linda McKenzie  
Notary Public



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

Robert F. Matthews  
Far West LLC  
712 7<sup>th</sup> Avenue North  
St. Petersburg, FL 33701  
727.896.7184  
robert.matthews68@gmail.com

# Far West Inc.

September 6, 2010

To Whom It May Concern:

This is to present The Farwest Hybrid AC Plant with Burner-less Dryer, Moisture Removal and Pre-heat System. The Farwest AC plant is not of the norm. Yes, it is a continuous drum process, but has many newly added features. First we start by supplying all of our own power needs. Yes, we produce all of our own power. This is made possible through the implementation of a ~~generator~~ wind turbines and the use of a Caterpillar natural gas generation set. Not only can we supply all of our own power, but also sell back into the grid at the same time.

The key noted difference with our plant is the burner-less dryer drum. You read that correctly, no burner! We dedicate a set amount of power to dry material through the use of a Tungsten element and a Meliculite-insulated drum. This has never been done before. This also means that there are no unnecessary emissions. In fact, it means that there are no emissions at all. This functionality is derived through the use of special holdings bins as well as the creation of a pre-warming of materials facility specifically designed around the custom construction of our revolutionary new warming bins.

The Farwest bins are ceramically insulated and lined with Tungsten elements to pre-warm the material before entering the final stages of drying in our burner-less dryer drum. These bins utilize nature's free source of wind to generate self-sustaining power. Through the use of thermal cameras and rheostats we are able to control the temperature of material and remove all unwanted moisture while the material is pre-heated. This saves energy

In addition to the electricity from the turbine, we also utilize all the heat from the turbine's heat exchanger and the gen set to circulate heat through our bins and also our storage of all binders! As opposed to the use of a large diesel-fired dryer we use a longer drum that allows nature's wind to provide an almost unlimited energy supply to our process. By utilizing this process we are able to use a considerable amount of RAP that the competition could not even think about with the processes they have in place. This entire configuration allows nature and the human mind to succeed and live together. No emissions, affordability and the use of recyclables. This is the way of the future!

.....

September 6, 2010

Page 2

The Farwest Hybrid will be the cleanest most efficient AC plant on planet Earth!

The products needed for production include:

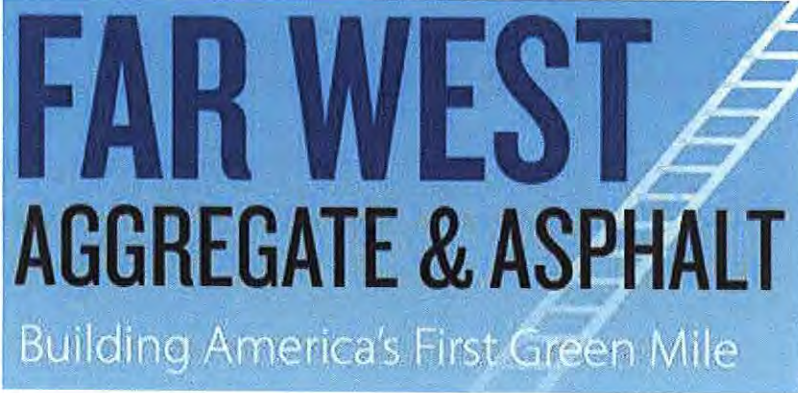
1. Wind turbine (1.5 -2.5 mega watts) 4 - 900 KW - EWT - Turbines
2. A longer drum (30-50 feet) for heating material,
3. The aforementioned specifically designed drying and warming bins
4. Continuously Controlled AC plant

Through the implementation of these new standards, the Farwest hybrid plant will be the plant of the future!

Submitted Respectfully for Your Consideration,

Robert F. Matthews, CEO  
Far West Inc.  
727.896.7184  
[robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)

*Far West Inc.* .....



August 25, 2011

**RE: Proposal Questionnaire - Far West Hybrid Aggregate & Asphalt Plant - Carson City, Nevada**

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

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

Explanation:    *Please see the attached Master Plan Policy Checklist for specific items checked; explanations associated with the selected sections are presented below.*

**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:**

**Use sustainable building materials and construction techniques to promote water and energy conservation (1.1e, f)?**

*According to the Carson City Master Plan, Chapter 3, Goal 1.1f — Energy Conservation, Carson City wants to 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, as well as encourage the use of new and emerging technologies that lead to increased energy conservation for both residential and non-residential uses.*

*While the proposed 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 operations, which is consistent with Goal 1.1f of the Carson City Master Plan.*

*To power both the asphalt production and aggregate to crushing operations, Far West proposes to produce its own power through the use of Four, 900kw Wind Turbines and Caterpillar Natural Gas Generation Set. It is anticipated that the asphalt and crushing facility will use approximately 1.8 megawatts of power, leaving approximately 1.0 megawatt of power at full capacity unused by the proposed operations 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, including Carson City, which has been discussed with officials previously (see email from Andy Burnham expressing interest in partnering for power in the Supporting Documentation section of this application).*

Robert F. Matthews - Far West Inc.

712 7th Avenue North - St. Petersburg, FL 33701

Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)



*The use of a Natural Gas Generation Set in conjunction with, and as a back-up for, the Wind Turbine, will allow for the emissions of the overall asphalt production and aggregate crushing facility to be drastically reduced in relation to the use of diesel fuel in a traditional operation. For operations that require diesel fuel, Far West plans to utilize bio-diesel fuel, which is produced by Bently Biofuels in Douglas County, Nevada, making this operations even more environmentally sensitive by not only producing and using renewable energy sources, but also utilizing recycled fuel from a local source to reduce emissions and benefit local economies. An overview letter from Bently Biofuels has been included in the Supporting Documentation section of this application.*

*This is a cutting edge process that will result in the production of virtually no emissions. This highly functional process is derived through the use of special holding bins as well as the creation of a pre-warming of materials facility specifically designed around the custom construction of Far West's revolutionary new warming bins. Far West bins are ceramically insulated and lined with Tungsten elements to pre-warm the material before entering the final stages of drying in the burner-less dryer drum. These bins utilize wind power to generate self-sustaining power. Through the use of thermal cameras and rheostats, Far West is able to control the temperature of material and remove all unwanted moisture while the material is preheated, which saves energy. 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 and also for the storage of all binders.*

*The use of the aforementioned processes, equipment and fuel replaces the traditional diesel-fired asphalt plant production, which reduces overall plant emissions and utilizes sustainable natural resources.*

**If located within an identified Specific Plan Area (SPA), meet the applicable policies of that SPA (Land Use Map, Chapter 8)?**

*The proposed project is located within the Eastern Portal — Virginia & Truckee Railroad Gateway Specific Plan Area (V&T-SPA). The project relates to the policies identified in this SPA as follows:*

**1.1 Development Quality: Protect the scenic quality of the V&T experience with consideration given from 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.**

- a. *Views from the Train. The typical way a passenger enjoys views from a windowed passenger car in a train is to look out to the side, almost perpendicular with the train as it moves. Looking forward and upward are less ideal for the viewer, therefore, less utilized: 1) because attempting to look forward, the viewer is typically met with obstructions inside the passenger car such as window frames or other passengers in front of them; and 2) because looking up from inside the passenger car only affords a small viewport until it is obstructed by the top of the window frame and the top of the passenger car. This is assuming that the majority of passengers are carried in closed cars.*

Robert F. Matthews - Far West Inc.  
712 7th Avenue North - St. Petersburg, FL 33701  
Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)



# FAR WEST AGGREGATE & ASPHALT

Building America's First Green Mile

*The Nevada Commission for the Reconstruction of the V&T Railway (NCRVTR) working in conjunction with the subject property's landowner, CB Maddox, anticipated the passengers' view experience as it relates to the existing commercial and general industrial areas between the Eastgate Siding and the U.S. Highway 50 bridge, and have placed a visual screening berm for purposes of shielding the passenger views in less desirable areas. For trains traveling from Virginia City to Carson City, the views as the train crosses the U.S. Highway 50 are primarily directed into the valley and to the mountain ranges beyond. Similarly, for trains traveling from Carson City to Virginia City, the passengers' views are predominantly directed toward the properties lying to the south of the existing Pick N Pull, currently unscreened vacant land.*

*In addition, the asphalt plant and associated wind turbine are proposed in an existing pit area, which lies approximately 60' below the visual screening berm constructed by the NCRVTR (please see the Visual Screening Berm Cross Section exhibit included in the Supporting Documentation section of this application). This means that, in combination with the view restrictions discussed above, the passengers on the V&T train should not see the two (2) silos at all (or just the very top of them), and either small sections of the wind turbine base and rotor, if viewing from track directly adjacent; or approximately 20-40 feet turbine from greater distances on the track, resulting in a reduced obstruction due to scale versus distance.*

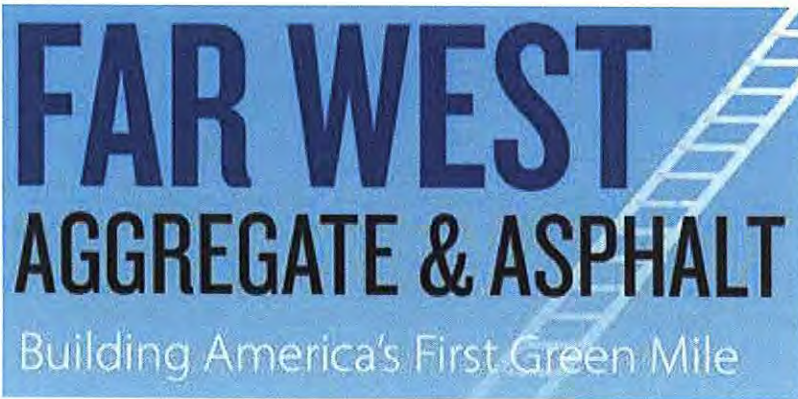
- b. *Views from the Temporary Eastgate Siding Ticket Sales/Passenger Loading Facility, Interim Flint Drive Station and Permanent Drako Way Terminal Sites. As the project relates to the V&T terminal sites, both existing and proposed, it is expected that partial views of the wind turbine will exist. In the case of the existing temporary Eastgate Siding Ticket Sales/Passenger Loading Facility, the view is expected to be of the top 40 feet of the wind turbine because the elevation of the site is below the visual screening berm around the pit, as is the elevation of the floor of the pit itself. This is a temporary location for the current train operations and the permanent terminal site preferred by the NCRVTR is at Drako Way pending receipt of additional funding to extend the V&T Railway to its final location. Alternatively, an interim station may be build off of Flint Drive east of U.S. Highway 50. Views of the turbine at this location are also partially obscured, however, the view will likely be similar of that at the temporary site, approximately 20-40 feet of the turbine. It should be noted that the existing ticking facility is approximately .2 miles away from the proposed wind turbine; the interim Flint Drive station site is approximately .6 miles away and the Drako Way terminal site is approximately 1.5 miles away. All views from the terminal locations are uphill, similar to those views from the train, and the primary views in these locations are downhill toward Carson City and Douglas County versus uphill toward Lyon County where the turbine will be located. Photosimulations of the wind turbine anticipated to be seen from these sites will be provided.*

*It should also be noted that as railroads go (historic or otherwise), and the V&T is no exception, the track often goes through several aggregate pit and industrial areas because these uses were not only served by the railroads, but also helped build the railroads themselves. As is the case with the V&T, the railway passes through at least four (4) different pit areas as it makes its way from Virginia City to Carson City, including the subject site. The other three (3) areas, however, have not been bermed for visual effect, whereas the pit area where the asphalt plant and wind turbine is*

Robert F. Matthews - Far West Inc.

712 7th Avenue North - St. Petersburg, FL 33701

Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)



proposed has been bermed due to proximity to the track itself. On a side note, it is our opinion that the transition from 21st century modern-day developed areas in Carson City to the 19th century scenery and historic development in American Flat/Gold Hill/Virginia City actually enhances the riders' experience on the V&T Railway because it truly gives the illusion of going back in time.

Finally, its important to recognize that the V&T Railway goes through several developed industrial areas with view obstructions including signage that are much less pleasing to the eye than a single wind turbine, albeit large. And while it's not the goal to promote additional obstructions to the views from the V&T, the area where the wind turbine is proposed is zoned general industrial and master planned mixed-use commercial. In either case (commercial or industrial) the possibility exists for views less desirable than the most ideal case, which are unobstructed scenic mountain, valley and river views. Partially obstructing views in the already developed industrial Eastgate area of the V&T are a small trade-off for the benefit that a wind turbine of this size will provide to Carson City. It should also be noted that the majority of the ride, with the exception of the Moundhouse and Carson City is either developed with improvements typical of 19th century mining attributes or undeveloped, particularly the Carson River Canyon, which is targeted by the Carson City Open Space Advisory Committee for acquisition.

**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.**

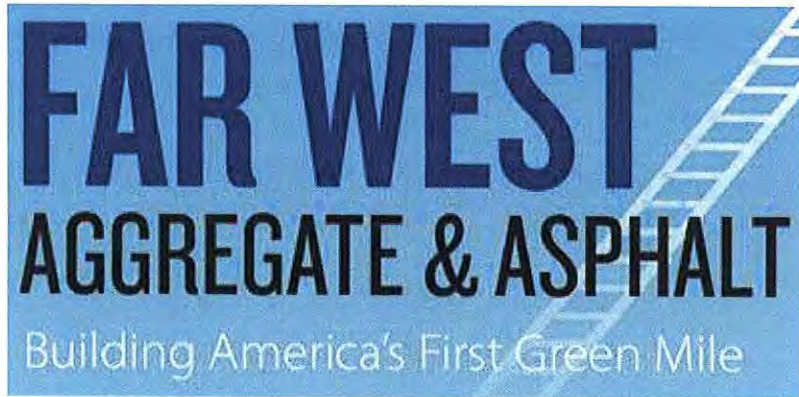
*The subject property is currently zoned general industrial and does fall into the area that Carson City wishes to change to a commercial designation at some time in the future. However, when the Master Plan was adopted in 2006 the development climate in residential, commercial and tourism uses was significantly different and the Master Plan outlined an action plan to change these properties within the first two years of being adopted to accommodate that climate. It is now nearly 2011 and the properties have not yet been rezoned, which is a strong indicator of the demand for commercial uses in the V&T area and the development climate in general. The ultimate goal of changing these properties to commercial is still valid because it will provide Carson City with commercial uses in close proximity to the V&T Railway, however until the demand presents itself the properties are better utilized with their existing general industrial zoning.*

**1.3 View Corridors: Identify Critical views of the landfill area from the V&T route and adjacent commercial areas and mitigate visual impacts by planting, screening or other methods around the landfill.**

*The proposed project is not in the area of the landfill, therefore this goal in not applicable.*

**1.4 Compatibility with Adjacent Uses: 1) 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 2) Consider limiting the use of**

Robert F. Matthews - Far West Inc.  
712 7th Avenue North - St. Petersburg, FL 33701  
Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)



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

*The proposed project is not located on public lands within the V&T-SPA, therefore this goal is not applicable.*

- 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.

*The proposed project is not located in the immediate vicinity of Drako Way or east of the V&T railway alignment, therefore this goal is not applicable.*

- 2.1 Trail Facilities:** The Parks and Recreation will continue to work with the V&T Commission and the 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.

*The proposed project is not located along the Carson River corridor, therefore this goal is not applicable.*

- 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.

*The proposed project is not located along the Carson River corridor, therefore this goal is not applicable.*

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

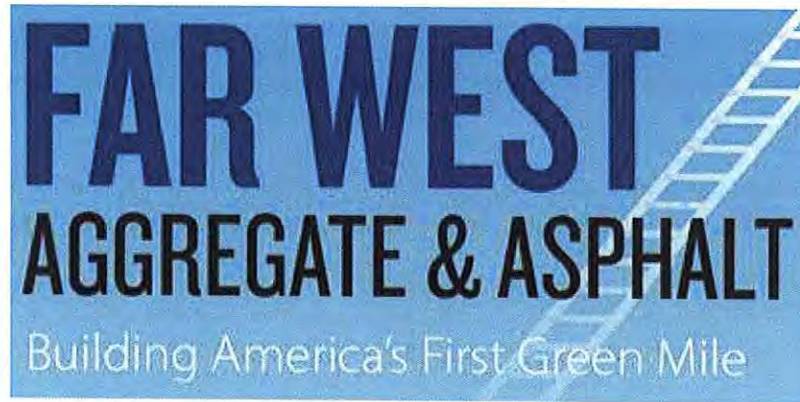
*Not applicable.*

**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:**

**Maintain and enhance the City's primary job base (5.1a - k)?**

Robert F. Matthews - Far West Inc.  
712 7th Avenue North - St. Petersburg, FL 33701  
Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)



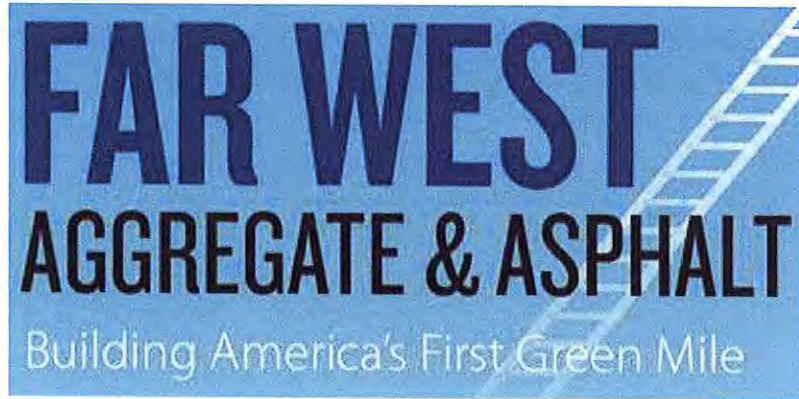
Some of the key components of this goal include the following:

- *Retention and promotion of Carson City's extensive manufacturing community (5.1a). The addition of an asphalt and aggregate plant with associated power production, both for onsite operations and for sale and partnership with other users is meets the goal of retention and promotion of the manufacturing community. This particular 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 materials and wind-generated power.*
- *Promote expansion and recruitment of industries that offer career opportunities for both secondary and post-secondary school graduates (5.1b). This project will create an estimated 10-20 jobs directly related to operations of the asphalt and aggregate plant and wind turbine. Indirect job estimates are unknown, however it is anticipated that additional jobs will either be created or retained in industries that will support this operation including materials hauling, construction, etc. as well.*
- *Promote entrepreneurial opportunities for persons interested in full-time or part-time employment or desiring to own their own business (5.1c). The proposed hybrid asphalt plant is unique in its processes, especially related to the use of renewable energy in combination with natural gas and burner-less drying. Promoting a business with significant emissions reduction and low carbon footprint, as well as the generation of new power for sale into the grid not only promotes an entrepreneurial opportunity within Carson City, but a very green, environmentally-sensitive entrepreneurial opportunity at that.*
- *Identify, development and enhance multiple industrial specializations and improve opportunities for productive employment in key sectors, including, without limitation, those already present in Carson City (5.1d). Thy hybrid AC plant and associated wind turbines includes multiple industrial specializations because it will manufacture asphalt and aggregate as well as produce power for both onsite use and for sale to users.*
- *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 (5.1g). Vertical diversity is achieved with this project because the wind turbine will be co-located onsite with the asphalt and aggregate production and will provide power to these operations, thereby reducing power supply chain costs for the business. In addition, there is the opportunity for reduction in supply chain cost for power to Carson City as well through the purchase of power from the wind turbine generation at a reduced cost.*

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

*The proposed hybrid asphalt and aggregate Plant and associated wind turbine are located within the general industrial zoning district in Carson City Adjacent zoning is also general industrial an surrounding uses include the V&T Railway Eastgate Siding, a Pick N Pull auto wrecking and parts facility, small auto repair businesses and vacant general*

Robert F. Matthews - Far West Inc.  
712 7th Avenue North - St. Petersburg, FL 33701  
Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)



industrial land. The proposed project is consistent with the surrounding uses in noise levels, physical activity, dust, odor, etc. and should not be a detriment to property values in the area.

The proposed project is located within an existing pit area and aggregate facility that has been operational for many years. The proposed project will add an asphalt plant and a 225' wind turbine that will provide power to operate the facility. According to Carson City Municipal Code, the electric/gas plant associated with the wind turbine is permitted by right within the general industrial zoning district, however; due to output and height of the proposed turbine, a special use permit is required. Additionally, an asphalt plant is permitted with a special use permit within the general industrial zoning district.

The height and output of the wind turbine is not anticipated to be detrimental to the use, peaceful enjoyment or development of surrounding properties because the surrounding properties are general industrial and, by nature, tend to be more intensive, invasive uses. Because of its location at the outskirts of the City, the proposed wind turbine will likely not be seen from central Carson City, in particular due to the depressed nature of the pit where the turbine will be located, as well as the significant topography between central Carson City and the wind turbine location. As is outlined in the findings for the V&T-SPA earlier in this document, the height of the wind turbine should have minimal visual impact.

Sound impact from both the wind turbine and asphalt facility are expected to be at or below acceptable levels for their respective operations. Sound studies have been included as a part of this application. Emissions produced by the asphalt plant and associated uses is anticipated to be significantly low as the asphalt plant will be powered by wind energy and natural gas. The majority of emissions produced with this operation will be associated with the actual aggregate crushing and the hauling of materials by semi trucks, neither of which is detrimental to the surrounding general industrial uses.

Truck hauling traffic associated with the asphalt and aggregate crushing plant is expected at 12 round trips per hour during peak hours for a maximum of 132 trips per day (11 hours of operation time per day). This is not anticipated to be more than the peak hour trips for existing aggregate facility at this site when operational, therefore, it is not should not have significant impact on existing traffic levels.

The short and long range benefits from the proposed asphalt and aggregate crushing plant and associated wind turbine include the expansion of Carson City's tax base through the private sale of materials, the creation of direct and indirect jobs, the utilization of an existing similar operation site for this land use versus placement of the plant in a less appropriate area, and the creation of a large renewable energy source which will power onsite operations, thereby reducing emissions significantly, and providing opportunity for additional power source for users, including Carson City, at a reduced rate.

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

The applicant has given sufficient consideration to adapting the proposed hybrid asphalt and aggregate plant with associated wind turbine to existing improvements as follows:

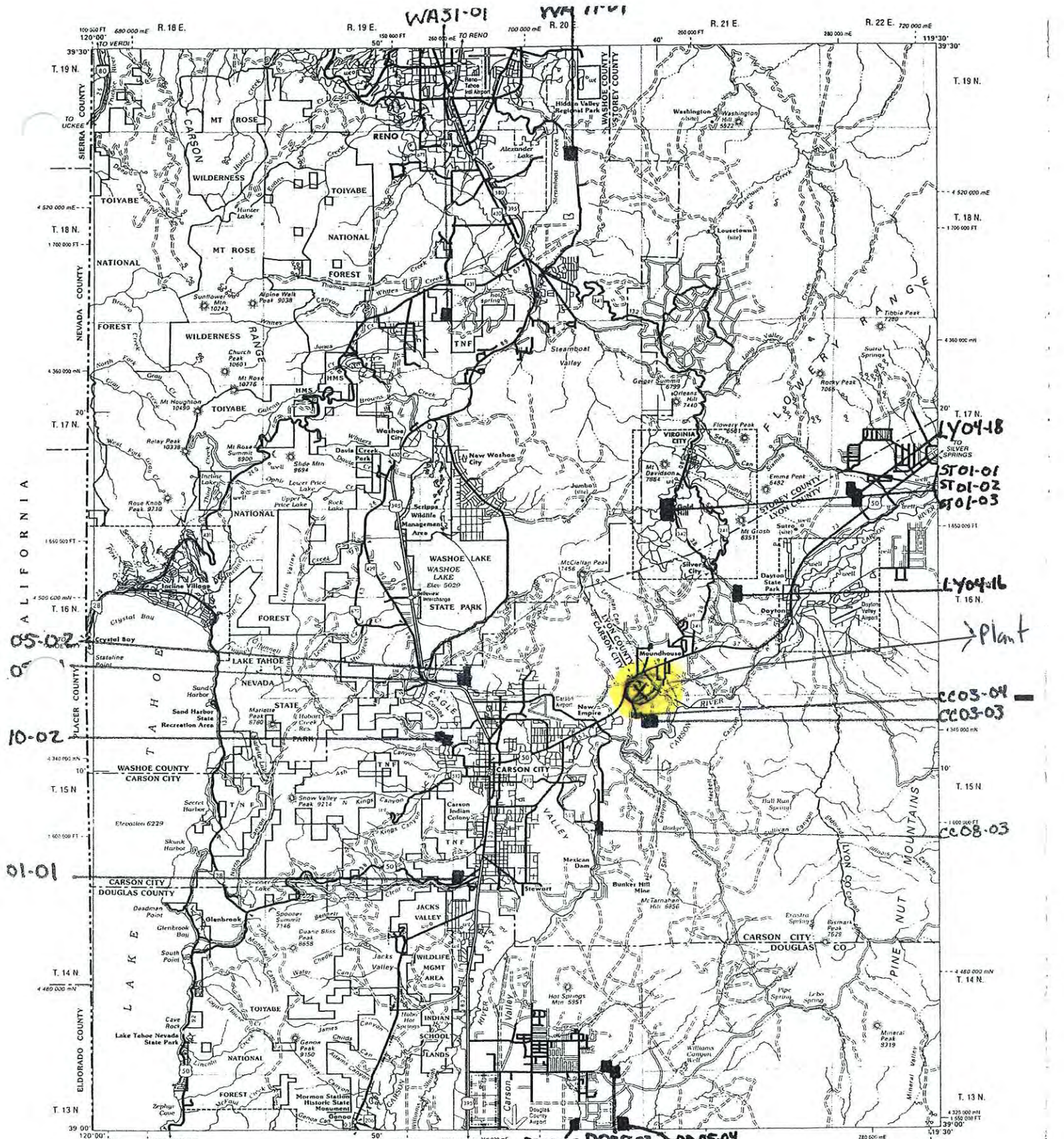
Robert F. Matthews - Far West Inc.  
712 7th Avenue North - St. Petersburg, FL 33701  
Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)

# FAR WEST AGGREGATE & ASPHALT

Building America's First Green Mile

- *The project will not significantly add to the school population, therefore should not affect the school district. The site is on the outskirts of Carson City near the Lyon County border; is currently fenced and will be sufficiently lit, which should have minimal impact on the Sherriff's office.*
- *Drainage runoff from the site is not anticipated as it is an existing aggregate pit in a depressed area. Please see the drainage letter provided as a part of this application.*
- *The project will use non-potable water from Carson City for dust control and operations as needed. Domestic water will not be used for the project, with the exception of water that is already connected to an adjacent warehouse building that will be leased as a part of the operations. Please see the letter of understanding from the warehouse building owner that is included in the Supporting Information section of this submittal.*
- *The project will not be using sewage disposal, with the exception of the sewer that is already connected to an adjacent warehouse building that will be leased as a part of the operations. Please see the letter of understanding from the warehouse building owner that is included in the Supporting Information section of this submittal.*
- *Roadway improvements other than those existing will not be required to serve the project. The site is an existing aggregate facility with a private, maintained access from U.S. Highway 50 along with an approved encroachment permit. Improvements required as a part of the existing encroachment permit will be maintained as necessary.*
- *Outdoor lighting will be provided for the parking area and on the asphalt and aggregate facilities. The specific nature of this lighting is to be determined, however, it will comply with Carson City Municipal Code regarding shielding, dark skies, etc.*
- *Landscaping will be provided in conjunction with the building permit plans for this project.*
- *Parking spaces have been provided in excess of the Carson City Municipal Code requirement as shown on the site plan included in this submittal. One (1) parking space was determined necessary based on square footage and three (3) have been provided.*

Robert F. Matthews - Far West Inc.  
712 7th Avenue North - St. Petersburg, FL 33701  
Ph: 727.896.7184 - Email: [robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)

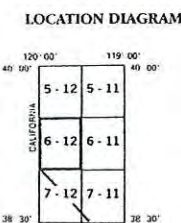
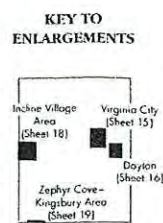


ALIFORNIA  
 05-02  
 10-02  
 01-01

LY04-18  
 ST01-01  
 ST01-02  
 ST01-03  
 LY04-16  
 Plant  
 CC03-04  
 CC03-03  
 CC08-03

DO05-05 DO05-02 DO05-04

Transverse Mercator Projection  
 Mount Diablo Base and Meridian  
 20,000 Meter Grid (---) Based on  
 Nevada Coordinate System West Zone  
 North American Datum 1983  
 50,000 Foot Grid (---) Based on  
 Nevada Coordinate System West Zone  
 North American Datum 1927  
 20,000 Meter Universal Transverse  
 Mercator Grid (---) Zone 11  
 North American Datum 1927  
 To place on the predicted North American  
 Datum of 1983 more coordinate points,  
 25 feet North and 287 feet East  
 Horizontal and vertical control data on  
 file at Carson City, Nevada  
 Mileages shown between arrowheads  
 Dashed lines show the projection by the  
 Bureau of Land Management of unsurveyed  
 all-uv to the rectangular system of surveys



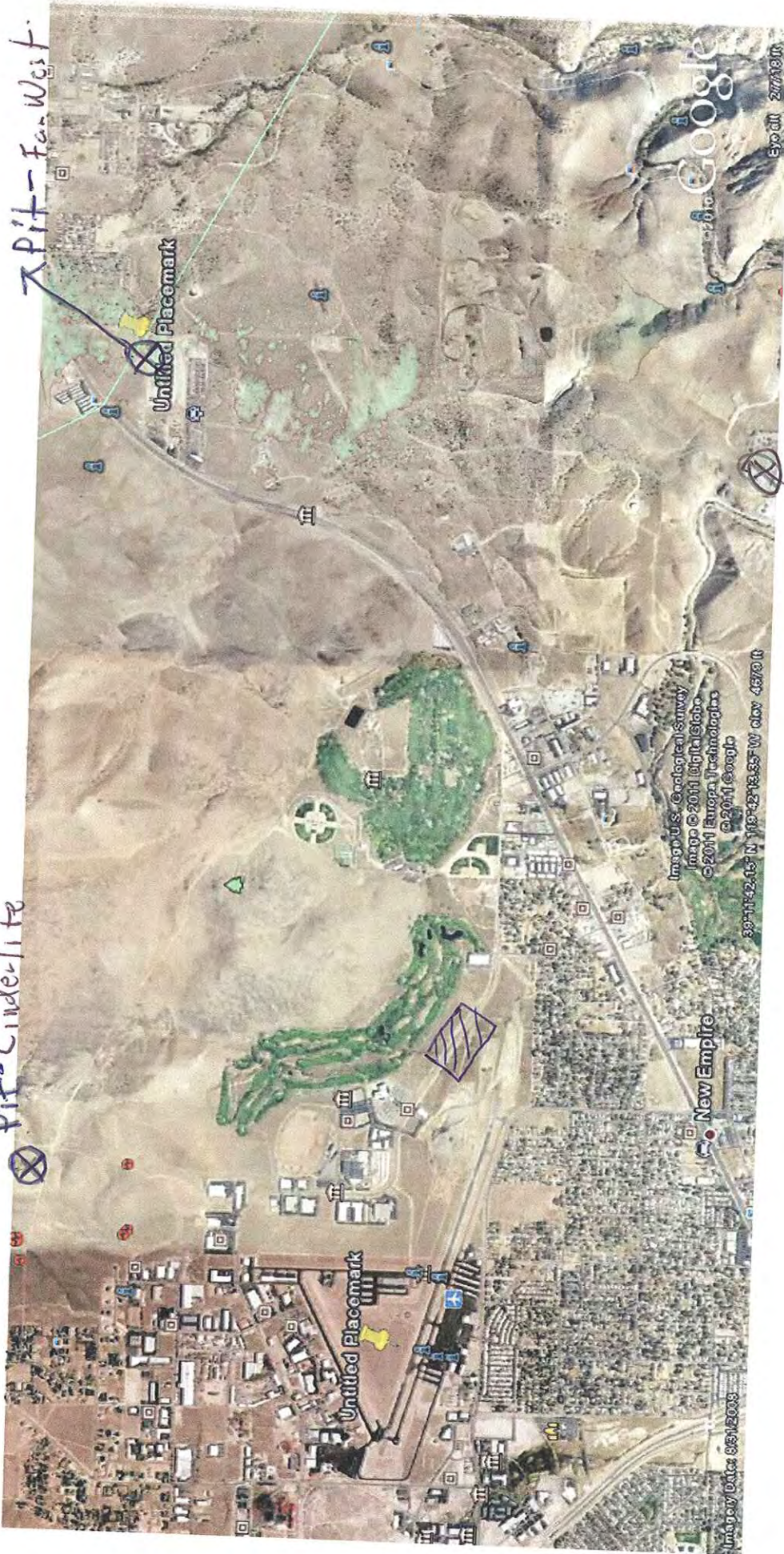
GENERAL HIGHWAY MAP  
 1997  
 CARSON CITY, DOUGLAS, LYON,  
 STOREY, AND WASHOE COUNTIES  
 PREPARED BY  
 NEVADA DEPARTMENT OF TRANSPORTATION  
 IN COOPERATION WITH THE  
 U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION





Pit - Cinder/ite

Pit - Fa. West



PIT - T.E.B.

.....

Robert F. Matthews  
Far West Inc.  
712 7<sup>th</sup> Avenue North  
St. Petersburg, FL 33701  
727.896.7184  
[robert.matthews68@gmail.com](mailto:robert.matthews68@gmail.com)

# Far West Inc.

August 23, 2011

Carson City Planning Commission  
108 East Procter Street  
Carson City, NV 89701

Re: Far West Aggregate & Asphalt  
5990 Morgan Mill Road in Carson City, Nevada (APN 008-531-26, 27 & 28)

Dear Planning Commission:

Please consider the following positive variables with regard to Far West Aggregate and Asphalt utilization of the above referenced property:

- Our site has G1 zoning which allows for a power plant by right of zoning district
- There is high pressure natural gas on site not found anywhere else within the G1 zoning area
- 27 acres is an optimal site size for the wind turbines along with the asphalt crushing and production facility
- It does not interfere with the Carson City Airport
- Site elevation is 300 feet above the valley which allows for the shorter EWT turbines to be used to utilize the wind without airport interference due to the height
- Carson City winds average approximately 9 mph; our site averages almost 14 mph making it optimal for wind energy generation
- There are no additional impacts on this project as it is being placed in an existing pit that has rail service running through it

As you can see, all these factors make our site at Hill Top Pit the one and only site for a very successful wind farm project.

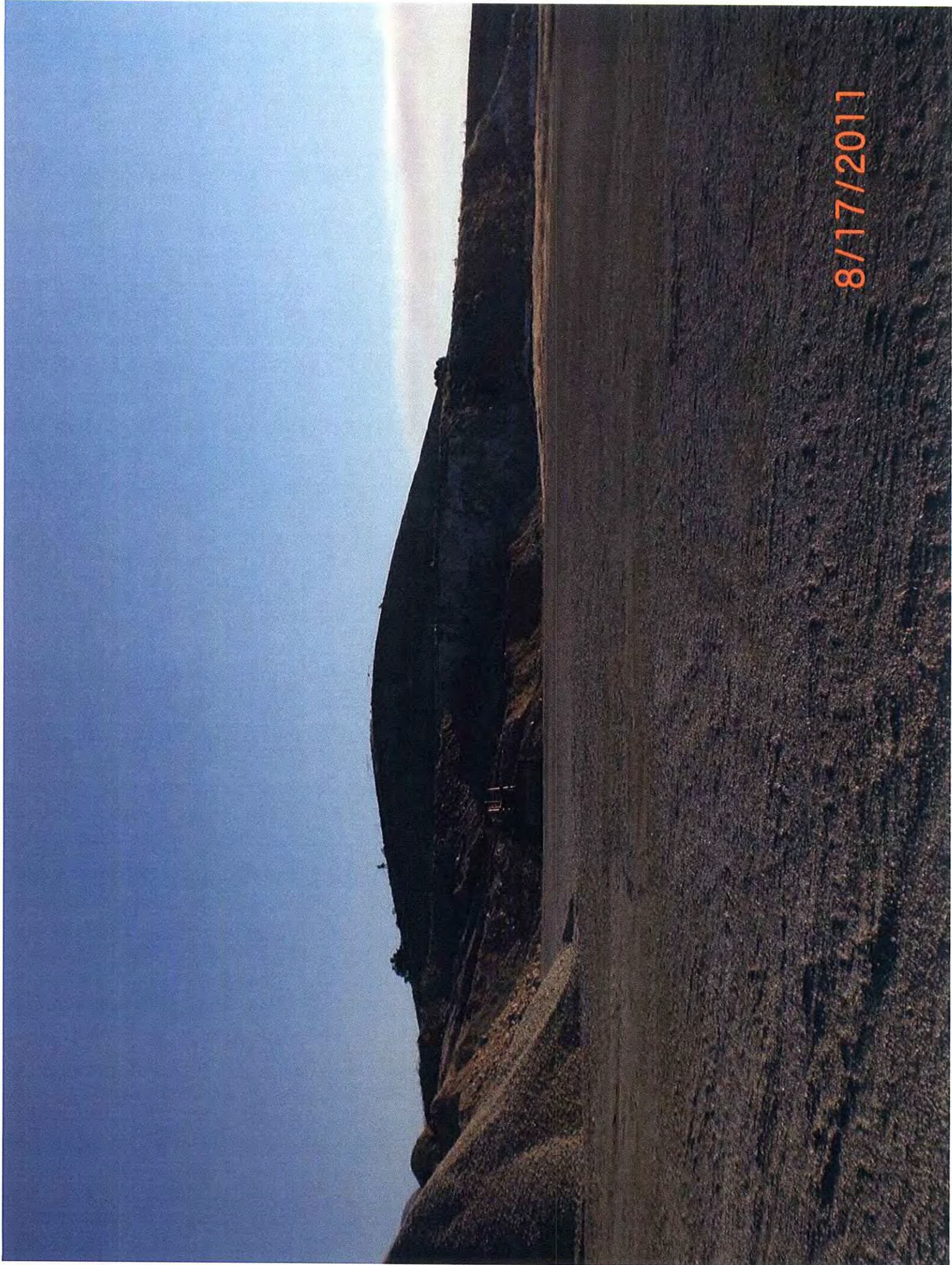
Respectfully,

Robert F. Matthews, CEO  
Far West Inc.

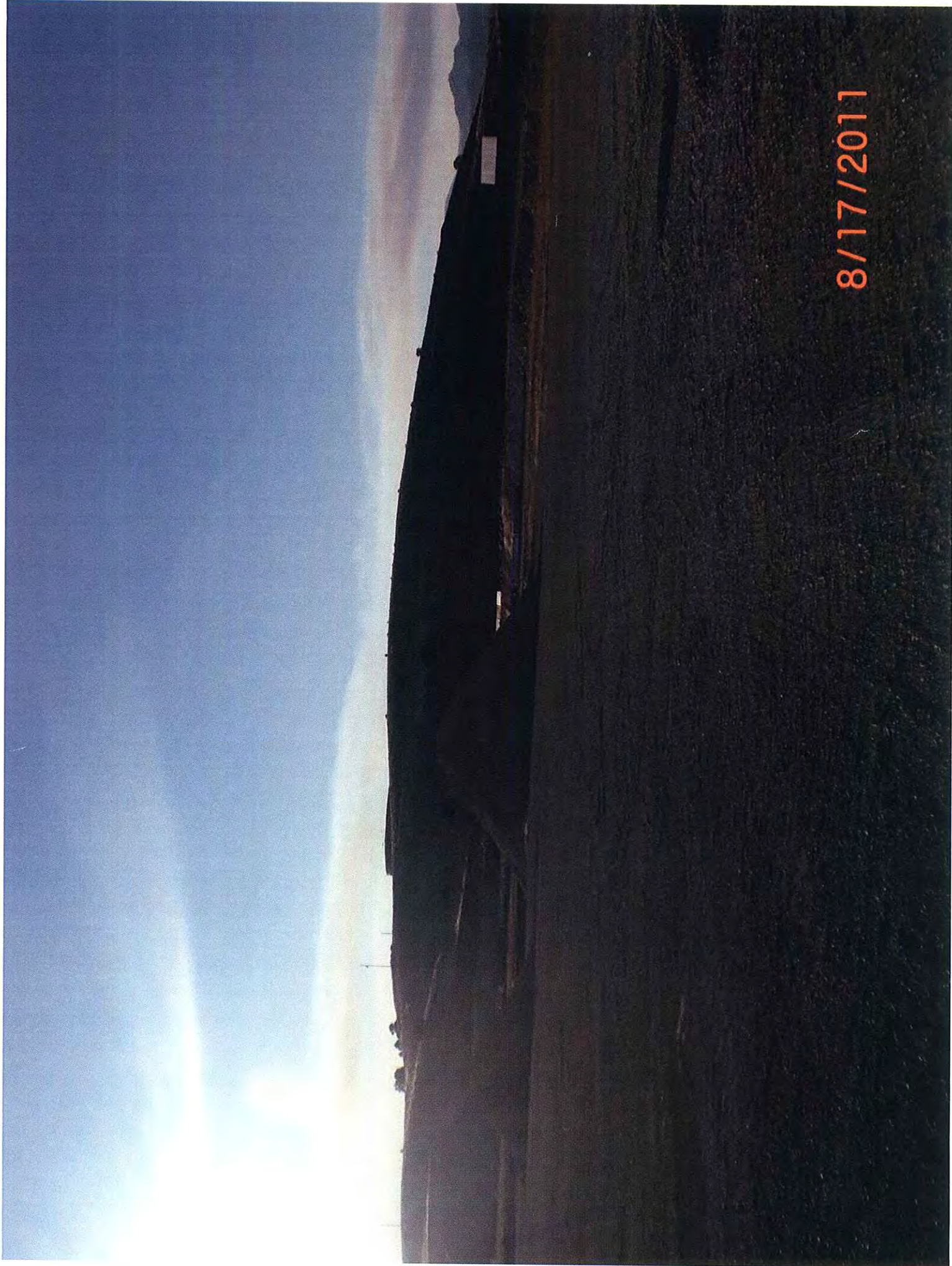
.....







8/17/2011



8/17/2011

5067

5159

8/17/2011

# HK

Harlan King & Associates  
7490 Longley Lane #B, Reno, Nevada 89570 - (775) 852-1777 - FAX (775) 852-1779

Land Surveying

July 19, 2011

Robert Matthews  
712 7<sup>th</sup> Ave. North  
St. Petersburg, FL 33701

Mr. Mathews:

On July 19, 2011 we performed a topographic survey to determine the elevation of the two highest hills adjacent to the Hill Top Pit Aggregate Processing Facility located in Carson City Nevada.

The results of the survey are as follows:

Top of hill to the northeast      Elevation = 5067 ft.

Top of hill to the southeast      Elevation = 5159 ft.  
(Above water tank)

Please call if you have any questions or need any additional information.

Sincerely;

Harlan K. King, P.L.S.







**AWE**

## AWE 52-900 Turbines

### AWE 52-900

Meet the newest member of our AWE turbines family. The AWE 52-900 is our latest offering in a mid-size direct drive machine. It comes from a rich heritage of innovative proven technology.

The AWE 52-900's elegant high tech energy conversion system produces electric power of an excellent quality with its slow running ring generator.

In direct drive turbines, the number of components has been reduced tremendously. The result is a less vulnerable machine. The rotor and generator rotate as one integrated unit, supported by a designed single bearing system.

The absence of a gearbox simplifies maintenance procedures. The use of a monocoque nacelle also allows "all weather" access to essential systems and controls due to internal access.

The AWE 52-900 turbine is available in two configurations. A 52 meter rotor diameter machine for Class II wind conditions. A 54 meter rotor diameter machine (the AWE 54-900) is also available for Class III lower wind conditions.

### Power Quality

Optimised grid properties allow for better utilisation of existing infrastructure and may save grid connection costs.

The variable speed AWE 900 series turbines are ready for present and future requirements due to its sophisticated inverter system and advanced control electronics.

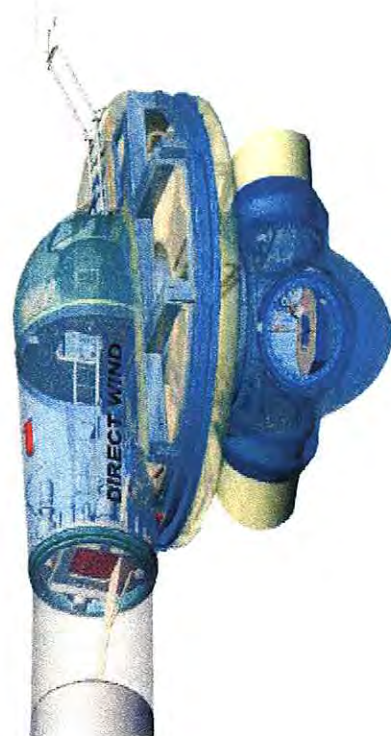
An important programmable function is the power factor, which can be adjusted on demand.

### Americas Wind Energy Inc.

Americas Wind Energy Inc. is a North American Company with the exclusive manufacturing and marketing rights for North America for the products developed by Lagerwey Windturbine B.V. of the Netherlands and Emergya Wind Technologies BV.

The AWE 900 is a much upgraded version of the LW 52-750 wind turbine installed in many locations around the world including the machine on Toronto's waterfront.

AWE's strategy is to manufacture in North America and provide strong market, service, and parts support to wind turbine customers in North America.





# AWE 52-900 Turbine

## Technical Specifications

### Rotor

Type	3-Bladed Horizontal axis
Position	Up wind
Diameter	51.5 meters
Swept area	2082 m <sup>2</sup>
Rotor Speed	Variable Normal 26 rpm
Power regulation	Pitch control
Rotor tilt angle	5°

### Blade set

Type	Polymarin design PMC 24.5
Blade Length	24.5
Tip chord	0.723/0.542 m
Root chord	2.402
Aerodynamic profile	DU 91, DU 98 and NACA 646
Material	Glass reinforced Epoxy
Blade tip	Special low noise geometry
Surface colour	Light grey RAL 7035

### Inverter system

Type	Voltage source inverter
Control	Micro processor
Grid coupling	AC_DC_AC
Output voltage	600 or 690 Volt

### Transmission system

Type	Direct drive
Couplings	flange connection only

### Controller

Type	Parallel processing
Monitoring	Serial all processes

### Generator

Type	Synchronous
Normal power	900 KW
Voltage	690 Volt
Field excitation	Active wound rotor
Protection	IP 54 Insulation class F

### Service Brake

Type	Maintenance
Position	At hub flange
Callipers	Hydraulic one piece

### Yaw system

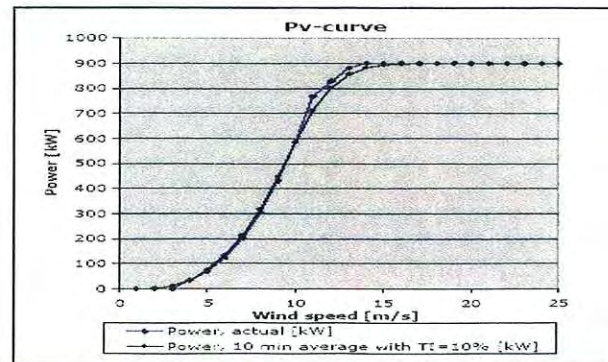
Type	Active
Yaw bearing	4 point ball bearing
Yaw drive	Electric motors
Yaw Brake	Passive friction brake

### Tower

Type	Tapered tubular tower
Hub Height	40 meters 50 meters 75 meters
Surface colour	Light Grey RAL 7035

### Safety system

Type	Independent pitching blades
Activation	Redundant electrical mechanical



"Specifications are subject to change. Specifications shown are not binding"



### Americas Wind Energy Inc.

24 Palace Arch Drive, Phone 416.233.5670  
 Toronto ON Canada, Fax 416.233.6493  
 M9A 2S1 Web [www.awe-wind.com](http://www.awe-wind.com)

AWE 05 06

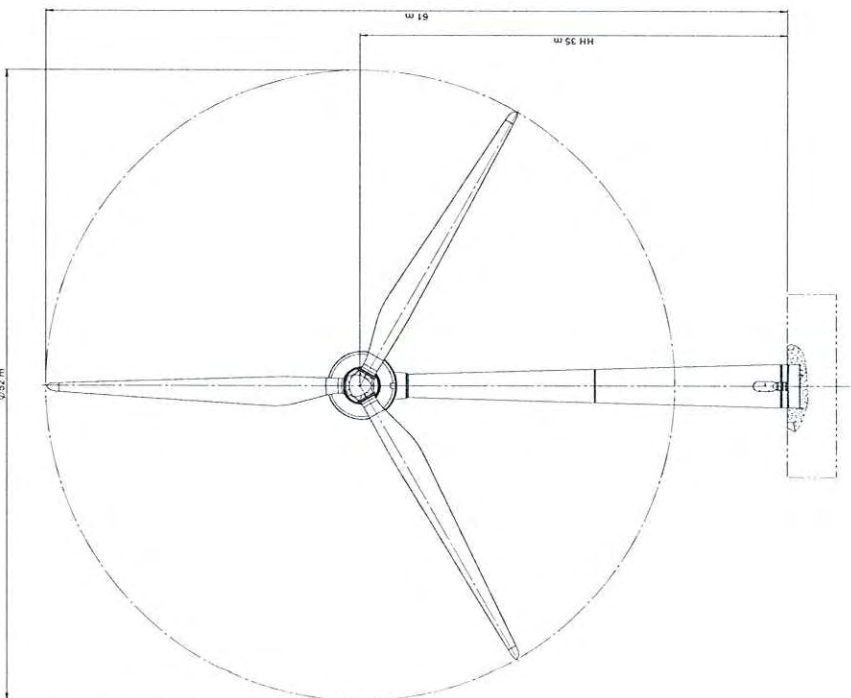
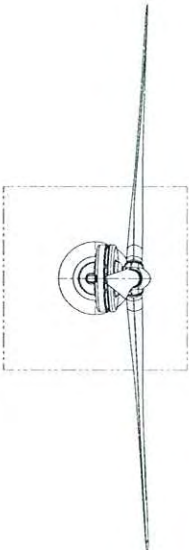
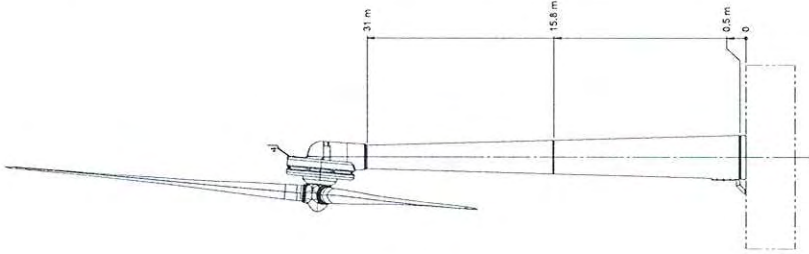
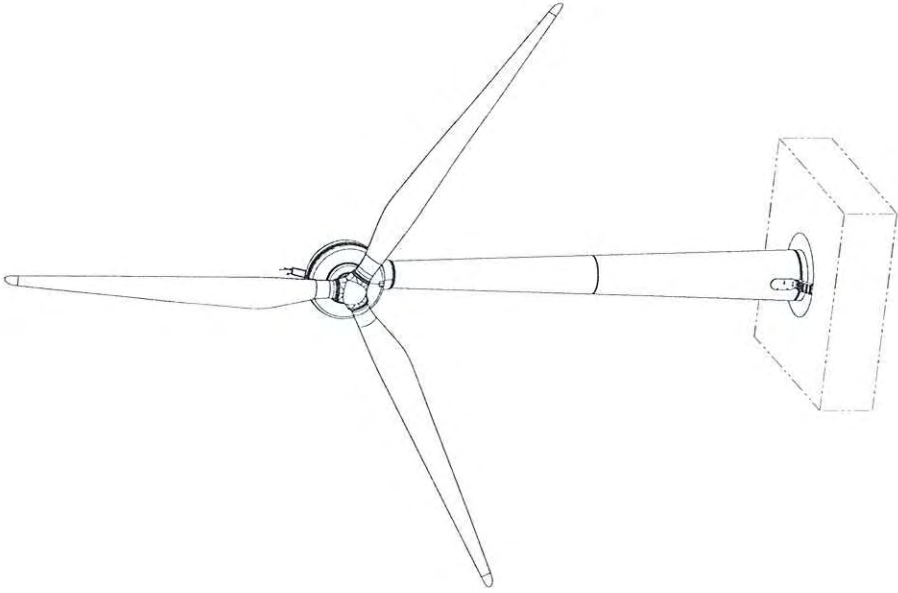


## AWE 52-900 Power Curve

### Power Curve AWE 52-900

The performance data are valid for standard atmospheric conditions of 15 degrees C air temperature, 1013 mbar air pressure and 1.225 kg/m<sup>3</sup> air density, clean rotor blades and horizontal undisturbed air flow. The power curve is calculated with turbulence intensity of 10% according IEC 61400-1.

<b>Conversion Power Curve For Standard Air Density</b>	
<b>Standard Air Density: 1.225 kg/m<sup>3</sup></b>	
<b>Wind Speed m/s</b>	<b>AWE 52-900 Power Output kW</b>
1.0	0
2.0	1
3.0	8
4.0	31
5.0	69
6.0	124
7.0	199
8.0	297
9.0	417
10.0	549
11.0	717
12.0	775
13.0	825
14.0	875
15.0	900
16.0	900
17.0	900
18.0	900
19.0	900
20.0	900
21.0	900
22.0	900
23.0	900
24.0	900
25.0	900



[FOR INFORMATION ONLY]

General Arrangement	
Project Name	DIRECTWIND 52 - HH 35
Project No.	1000913
Rev.	00
Scale	1:200
Weight	150
System	SOLARWIND
Sheet	1 of 1
Copyright Energy Star Technology S.p.A.	



Emergya Wind Technologies BV

*DIRECTWIND 900*

Category:	Specifications	2009-07-24
Title:	<i>DIRECTWIND 900</i> Technical Specification	Page 1 / 11
Doc code:	S-1000920	

Title:

Specifications

# ***DIRECTWIND 900***

## **Technical Specification**

Revision	Date	Author	Checked	Approved	Description of changes
R00	24-07-09	JT	MBB	OEL	N/A

Emergya Wind Technologies BV  
Building 'Le Soleil' - Computerweg 1 - 3821 AA Amersfoort - The Netherlands  
T +31 (0)33 454 0520 - F +31 (0)33 456 3092 - [www.ewtinternational.com](http://www.ewtinternational.com)

© Copyright Emergya Wind Technologies BV, The Netherlands. Reproduction and/or disclosure to third parties of this document or any part thereof, or use of any information contained therein for purposes other than provided for by this document, is not permitted, except with the prior and express permission of Emergya Wind Technologies BV, The Netherlands.