# MINUTES CHURCHILL COUNTY PLANNING COMMISSION

September 11, 2013

Chairman Richardson called the regular meeting of the Churchill County Planning Commission to order at 7:00 p.m. in the Churchill County Administration Complex, 155 North Taylor Street, County Commission Chambers, Fallon, Nevada.

Roll Call.

Present: Chairman Stuart Richardson, Vice-Chairman Tom Lammel, Member Charlotte

Louis, Member Deanna Diehl, Member Shawn Kohltfarber, Member Doug Hill

Absent: Member Mary Lou Lehman.

PLANNING STAFF PRESENT:

**CIVIL D.A. STAFF PRESENT:** 

Michael K. Johnson, Planning Director

Ben Shawcroft, Deputy District Attorney

Terri Pereira, Associate Planner Debi Kissick, Recording Secretary

# CALL TO ORDER

Pledge of Allegiance was led by Member Doug Hill. Next Member Doug Hill asked for a 15 second moment of silence in remembrance of the victims of the September 11, 2001 terrorist attack.

Chairman Richardson explained the procedures for scheduled agenda items and verified with the Recording Secretary that the agenda had been properly posted and that notification was sent to all landowners in accordance with NRS and the Churchill County Code. Then he asked for any changes to the agenda. The Recording Secretary stated that there were none.

### \*Public Comments

Chairman Richardson asked for any public comments for anything *not listed* on tonight's agenda. There were none.

# **MINUTES**

Review and Adoption of Minutes: August 27, 2013 Meeting

Motion: To approve the August 27, 2013 Minutes as written, Action: Approve, Moved by Member Charlotte Louis, Seconded by Member Shawn Kohltfarber

# **OLD BUSINESS**

The following Temporary Use Permits for a manufactured home or RV to be used on a temporary basis for hardship situation were acted upon:

Gladys T. Dieckmann – 1600 Lucas Road, 008-133-56, Origination Date 10/11/2006 a mobile home for her grandson to reside in as a caretaker

Chairman Richardson asked for any comments or questions regarding this request; there were none.

Motion: To renew the temporary use permit for Gladys T. Dieckmann for another year based on the information provided in the renewal application. And, when the mobile home is no longer needed, that it be removed from the property, Action: Approve, Moved by Member Shawn Kohltfarber, Seconded by Member Charlotte Louis, Vote: Motion carried by unanimous roll call vote (summary: Yes = 6).

Terry Edgmon – 1770 Sheckler Cut-Off, 008-631-08, Origination Date 10/14/1998 a mobile home for his mother to reside in

Chairman Richardson asked for any comments or questions regarding this request; there were none. He asked the Planning Staff if we received anything from Mr. Edgmon; the Recording Secretary stated that we did not receive a renewal request nor were we able to contact the Edgmons. She asked the Planning Commission to postpone this item to allow us time to contact Mr. Edgmon and get the necessary information.

Motion: postpone, Action: Postpone, Moved by Member Doug Hill, Seconded by Member Charlotte Louis, Vote: Motion carried by unanimous roll call vote (summary: Yes = 6).

Julian Gussett -830 S. McLean Street, 007-791-01, Origination Date 10/14/09 to reside in their fifth wheel RV on the property while constructing their new home.

Chairman Richardson asked for any comments or questions regarding this request; there were none.

**Motion:** To renew the temporary use permit for one year based on the information provided in the renewal application. And, when the mobile home is no longer needed, that it be removed from the property, **Action:** Approve, **Moved by** Member Charlotte Louis, **Seconded by** Member Shawn Kohltfarber, **Vote:** Motion carried by unanimous roll call vote (**summary:** Yes = 6).

# **ACTION ITEM**

7:06 p.m. An application for a sending site filed by Silver Creek Farm LLC located at 5455 Testolin Road, APN: 006-791-27, 5601 Testolin Road, APN: 006-791-28, and Berney Road, APN: 006-851-81 consisting of ±235.82 acres with ±206.43 water righted acres in the A-10 land use district.

Jared Laca of 5255 Casey Road said he didn't have anything to add to the application.

John Dirickson representing NAS Fallon stated that these three parcels are situated right off the end of our east-west runway, and they are very important to our program. It is important for us to purchase the development rights associated with this property if possible. We greatly support this application.

Motion: The property exceeds the minimum parcel size for a sending site and is located within the military operations buffer zone. Development of the property for residential use would not be supportive of the County Master Plan and may be detrimental to the operations of NAS Fallon. Therefore I move to recommend approval of the application for properties located at 5601 Testolin Road (APN 006-791-28), 5455 Testolin Road (APN 006-791-27) and Berney Road (APN 006-851-81) as sending sites. Further I recommend that 324 TDRs be assigned to the sending site upon recordation of a conservation easement on the property. Action: Approve, Moved by Member Charlotte Louis, Seconded by Member Deanna Diehl. Vote: Motion carried by unanimous roll call vote (summary: Yes = 6).

Chairman Richardson thanked Mr. and Mrs. Laca and advised them that this application would be forwarded to the Board of County Commissioners with a recommendation for approval for their October 3<sup>rd</sup> meeting.

7:09 p.m. An application for a sending site filed by Corkill Bros. Inc. located at 425 E. Corkill Lane, APN: 006-831-36, and E. Corkill Lane, APN: 006-831-37, consisting of  $\pm 208.33$  acres with  $\pm 166.25$  water righted acres in the A-10 land use district.

**Bruce Corkill** of 400 East Corkill Lane said he's already got one of his ranches in this program and he wants to get the rest of his ranch into the program—it is one of the best programs to help agriculture. There is already land on both sides of his ranch that they have

taken the water rights off of. The worst thing the County did was allow water to be taken off the property and this program helps keep that water on the property forever.

**John Dirickson** representing **NAS Fallon** said this property is a little further out than the Laca properties, but it is definitely within the buffer zone and the base would like to prevent residential development out there as much as possible. This request supports the base mission and the County's goals for agriculture, so we approve and support this application.

Motion: The property exceeds the minimum parcel size for a sending site and is located within the military operations buffer zone. Development of the property for residential use would not be supportive of the County Master Plan and may be detrimental to the operations of NAS Fallon. Therefore I move to recommend approval of the application for property located at 425 E. Corkill Lane and E. Corkill Lane (APN 006-831-36 and APN 006-831-37) as sending sites. Further I recommend that 270 TDRs be assigned to the sending site upon recordation of a conservation easement on the property. Action: Approve, Moved by Member Doug Hill, Seconded by Member Shawn Kohltfarber. Vote: Motion carried by unanimous roll call vote (summary: Yes = 6).

**Chairman Richardson** thanked Mr. Corkill and advised him that this application would be forwarded to the Board of County Commissioners with a recommendation for approval for their October 3<sup>rd</sup> meeting.

# **PUBLIC HEARINGS**

7:14 p.m. COLBY & ASHLEY FREY – An application for a special use permit for property located at 1045 Dodge Lane, Assessor's Parcel Number 006-091-70 consisting of 50 acres with 22.27 acres of water righted property in the A-10 land use district. The applicant is applying for a special use permit under section 16.08.150.D of the Churchill County Code to construct and operate a distillery on the property. The distillery will process and distill grain and fruit grown on the property to produce a high quality whiskey, brandy and vodka product. The majority of the spirits will be distributed and sold elsewhere, however the applicants would like to be able to sell limited amounts of their products in conjunction with the wine tasting operation, by appointment only. They anticipate five to ten vehicles per week.

Colby and Ashley Frey of 1045 Dodge Lane said we have Churchill Vineyards on the same property and we have a special use permit to make and sell wine on the property. We are looking to expand that to include a distillery, using grains we grow on our property. Our whole goal is to promote agriculture and to produce something out of our products that is more than just feeding it to cows. We will take our grains, roll the grains and put them into a mash, ferment them to make an alcohol, and distill the alcohol out. Then what is left is a porridge type material that we can still feed to cows when we're done. We are still feeding the cows and we are promoting our agricultural products in a new way. We already have a federal license for a distillery, the state license for a distillery, a liquor license and a business license for Churchill County and we would really appreciate a special use permit that would allow us to do this.

Chairman Richardson noted that he was doing some research on distilleries and asked Colby if he was going to grow the potatoes for the vodka. Mr. Frey explained that the definition of vodka is tasteless and odorless, the only flavor should be from the alcohol. The way you get it that way is you make it as close to 100% alcohol as possible and water it down to 40%, like what you buy in the stores. Most of the high end vodka we buy in stores is made from grains. The traditional Russian way to make vodka is with potatoes, because it was very

hard to grow things with the cold weather, but potatoes grow there without a problem. There is actually a vodka made from grapes and wine. We will use grains for ours.

**Chairman Richardson** asked for any public comments or questions. There being none he turned the discussion over to the Planning Commission.

Member Doug Hill commended the Freys, your ranch is a class act, I've been out there a few times and I think it is good for the community. I think you should put in a health spa and get more people to come into Churchill County and stay a while. To you and the other people here for sending sites, we appreciate what you are doing for agriculture in the community, thank you.

Vice Chairman Tom Lammel had the following questions and comments for Mr. Frey:

- 1. I know you are a long way from anybody that isn't family. But what type of fumes would be emitted from a distillery? **Mr. Frey** advised the Commission, there are very little fumes that will come into contact with the air. It is a closed system so everything that comes out is already condensed back into a vapor. Inside the distillery building will be explosion-proof electrical fittings and that sort of thing. There should be no fumes or odors. There are no chemicals; it is just grain being fermented into alcohol and wine.
- 2. Do you put it in a barrel and store it for a long period of time? **Mr. Frey** agreed and added that gins and vodka are not aged; you can bottle and sell them immediately. But a barrel of whiskey or brandy would typically be put in a barrel and set aside for three to five years. So we would put those in separate buildings and they always have to be locked or have somebody there, there is a federal law requiring that. There are several different laws that basically protect whiskey. So they will be set aside and not touched for several years.
- 3. And you will put this under a label that you develop yourself, not under a contract to make whiskey for Jack Daniels or someone else? **Mr. Frey** affirmed that they would use their own label. Originally we were going to use a label for Churchill Vineyards and make brandy. We have brandy that is ready to sell whenever we get the okay. We will do a name of our own, different than Churchill Vineyards for the whiskey and sell it under our own name.
- 4. As far as the road out there, five vehicles a week is not a big impact. The road is county maintained all the way up to the entrance to the ranch. Is that correct? **Mr. Frey** said yes and then he noted on the aerial photo on the overhead that they maintain the road inside the ranch and it is kept very well. He noted that the area with the "X" is where the distillery will be situated.
- 5. In the application you state that you will have some lighting around the distillery and possibly a lighted sign on the distillery. **Mr. Frey** was not sure about the sign, but we will have lights outside for nighttime. We don't want to have our hours of business posted there and people just showing up. We also live there so we want to save our privacy.
- 6. It sounds like you meet all of the requirements that we have to consider as a planning commission. Thank you for the testimony.

# Member Deanna Diehl had the following question:

1. After the grain has fermented and becomes a mash, is there any alcohol left in it? Mr. Frey said no, not after you distill it. When you distill it, you boil out the alcohol and alcohol has a lower boiling point than water. So you put the mash into a still, the alcohol steams up and there is a collection condenser at the top that condenses that steam back into a liquid. That is the alcohol is distilled out. After the distilling process you are left with the mash and then we take it to the dairy next door and feed it to the cows.

# Member Charlotte Louis asked the following questions:

- 1. What grains will you use? **Mr. Frey** answered; wheat, rye, barley and corn are the main ingredients for whiskey. We have already harvested the wheat, rye and barley and they are ready to distill; they are being stored in silos right now. We need to harvest the corn still.
- 2. How long does it take to distill these products? **Mr. Frey** said it takes about three days for the grains to ferment. Then it takes between eight to twelve hours to distill them; it does vary. Then we put it into barrels and set them in storage until they are ready; it takes three to five years for whiskey or brandy. It is a long process and it will be several years before we have a whiskey or anything like that. But we'll have some vodkas and gin and maybe some brandy here soon.

# Chairman Richardson had the following questions:

- 1. How much acreage do you have to dedicate for the grains? **Mr. Frey** said it is amazing how much grain you can actually get on one acre. He estimated 2000-3000 bottles per acre
- 2. So you're not cutting down your typical farming operations much, if any. Mr. Frey agreed and added that we typically sell all of the grains to the dairy next door. We've spoken to him and he wants them all as the mash also. We will not be supplying him with any less grain; it will just be in a different form. The mash will actually be more digestible and he will be able to mix it with other feeds. Typically we sell him grain, unrolled and unprocessed, this will already be broken down, processed and ready to go.

**Shawn Kohltfarber** noted that last week after the staff meeting he and Michael (Johnson, Planning Director) had visited the property and gotten a tour. He was very impressed with what he saw that they are currently doing and with the plans for what they want to do. There is a high likelihood that you will succeed.

Motion: Based on the information provided in the application and heard tonight, it appears that the application for a special use permit for a distillery at 1045 Dodge Lane meets the requirements of Churchill County Code. There will not be any adverse impacts to the neighborhood. Therefore I move to approve the special use permit for Colby and Ashley Frey subject to the following conditions:

- Maintenance of existing business license and liquor license;
- Acquisition of a building permit for the new structure and compliance with the water right dedication ordinance;
- Acquisition of a commercial well permits if required by the State Engineer's office. (Terri Pereira clarified for the record, "It is my understanding that you need a commercial well permit. So you must apply for a commercial well permit. You can get one for 4,000 gallons of water per day or less, but you cannot use your domestic well for this.");
- Maintenance of State of Nevada Craft Distillers License;
- Maintenance of Department of the Treasury Alcohol and Tobacco Tax and Trade Bureau permit; and
- Compliance with Churchill County Code.

Action: Approve, Moved by Member Shawn Kohltfarber, Seconded by Member Charlotte Louis, Vote: Motion carried by unanimous roll call vote (summary: Yes = 6).

Chairman Richardson thanked Mr. and Mrs. Frey and advised them that there is a ten-day appeal period and to contact the Planning Department for further permitting procedures.

# **DISCUSSION ITEM**

7:30 p.m. JOHN DIRICKSON-NAS-FALLON: Presentation of NAS Fallon Installation Environmental Assessment (see attached Letter and NAS Fallon Airfield Operations EA FONSI, Exhibit "A")

John Dirickson said we have three NEPA actions taking place and this is the first one to be completed and it was made public on August 30<sup>th</sup>. We also have another Environmental Assessment (EA) for B-16 where for years we've had withdrawn properties that were open to the public. But with the expanded use by the SEALs (Naval Special Warfare) and some other aircraft, we need to close some of the withdrawn but open areas for a safety buffer. We expect the B-16 EA to be complete just after the first of the year. Last, we have the Environmental Impact Study on the Fallon Range Training Complex (FRTC) in progress, but as you know EISs take a while. This will be done by 2015. Mr. Dirickson went through a PowerPoint presentation, several slides showed pictures of the various aircraft being discussed.

The reason for the NAS Fallon EA was to look at the activities out at NAS Fallon and look into the future. This EA looks out to 2028; other unforeseen things could come up which might require us to do another EA, but this EA is based on what we know today. One of the major things we are looking forward to is replacing the early model F-18s with F-35Cs, the Joint Strike Fighter jets (JSF). We'll have the FA-18 Super Hornets, which are similar to the regular F-18's only they are 25% larger. They are louder as you all know, but they are quite capable and used for a lot of missions at this point. So based on the changes we'll take a look at the air quality, safety at the air field, the land use and noise around the air field, and then we'll talk about the socioeconomics of that and public involvement process that we went through since the first of the year.

# Proposed Action:

- Period of Study: 2015 through 2028
- Increase baseline airfield operations
- Support future training capability (increasing from 55,300 missions to 61,900 missions per year)
- Conduct airfield operations with new aircraft that are permanently assigned here for Naval Strike and Air Warfare Center (NSAWC).
- Replace twelve Legacy FA-18A/C with six F-35C, the Joint Strike Fighter (JSF), the JSF is very stealthy and has a softer shape so they are more difficult to see on radar. Aircraft like this might have a radar signature of a bird, depending on the quality of the radar that the enemy employs. This means that we don't have to fly in at low levels to hit the target anymore, we can fly in and drop weapons at much further ranges and turn around to return to the aircraft carrier much safer now. This has one pilot. A big change with the JSF is that the Marine Corps, the Air Force and the Navy are all using different versions of the same aircraft. It is a single engine, which is rare for the Navy as we typically like twin engines because if one engine goes out, they can still get back to the aircraft carrier on the other engine. But we're trying to be in line with the other services and have one aircraft that serves them all, maybe save some money that way—they all chose to go to one aircraft.

The EA-6B Prowler is being replaced by the EA-18G (Growlers) used for the forward deployment before a strike, get into a country to suppress enemy radar and that sort of thing. The Growler looks like an F-18 except they carry five jamming pods that can jam any kind of radar or tracking system that the enemies may use to track us. And they carry special missiles that once they find a radar trying to target one of our aircraft, these missiles will follow the

radar signal back to its source and take it out. This aircraft has two pilots; the pilot up front is flying the aircraft and the one in back is operating all of the sophisticated radar equipment and jamming equipment.

Chairman Richardson noted, you mentioned that you are going to increase the number of missions. But you are going to replace six aircraft with four—how do you do that? Mr. Dirickson said the big numbers, 55,000 to 62,000 will include all of the aircraft that come here as part of the carrier air groups. Once these go out into the inventory and start being put onto the aircraft carriers, there will be thousands of them and they will replace the smaller F-18s on the carriers today. And, same as always, our carriers will come here as part of their training package before they are deployed. The four aircraft that will be here will be used by NSAWC, who will develop the best tactics for the way this plane can be used. Until they can get their hands on it and see how it performs, and all the things that it can do, they will probably fly it the way an F-18 is flown today. But then as they learn the capabilities of the aircraft, you can imagine they will change the tactics to some degree and do things better.

Member Kohltfarber noted that in the past couple of weeks he's seen a lot of dog fighting drills. Which aircraft are they? Mr. Dirickson was not sure what exactly Shawn had seen, but he suspected that he was probably seeing some Top Gun classes. F-18s are flown regularly out here with the Top Gun class, going against F-5s and F-16s that portray different aircraft from different countries.

- Add 4 EA-18Gs
- Replace two legacy E-2Cs with 2 E-2Ds, which are basically the aircraft controllers up in the sky. You've probably seen these flying around here, they are the big propeller driven aircraft with the big dome on top, and the aircraft controllers sit in that aircraft and they can see every enemy aircraft, all of our aircraft and they can conduct the mission changes as needed to get folks to their target, warning them of attacks by the enemy and they take care of business up there.
- The RQ-7B Shadow UAS (Unmanned Aerial Systems) is for sure going to be used out here. The SEALs also have a much smaller one that can be carried in a backpack and has a camera on it. They put together, launch it and it send the images back to their computer, they can see the enemy before they really have to go into the area, and they can make a better plan for taking care of business. They also have a very large jet powered UAV (Unmanned Aerial Vehicle). The UCAV have been launched from aircraft carriers and about a month ago they launched it from an aircraft carrier three times and twice they were able to land it on the aircraft carrier. Those are so sophisticated, they have a program and are programmed to do a mission and then they launch them, when the mission is complete and the UCAV comes back to the aircraft carrier it asks for permission to land, is given permission to land, nobody is controlling it—it lands itself on the aircraft carrier. And if there are any issues the aircraft itself made the determination that it was unsafe to land and its program took over and it flew back to the mainland and landed at a regular air station rather than trying to land on the aircraft carrier. The technology today is amazing!
- Construct or renovate facilities to support aircraft changes

Member Louis asked if they were using one of these at the Rim Fire, by Yosemite. Mr. Dirickson concurred that they were using an AUV, probably something like the RQ-7B he had shown in the PowerPoint presentation. He added that the Center of Excellence is being set up in six locations around the U.S. and many of the different states and communities are trying to get that as a business and there is a consortium in Northern

Nevada trying to bring that to the Northern Nevada area. The Center of Excellence would like to use some of the air space that the Navy uses, so those things are being discussed at this time. You will be seeing more on the UAVs because there is a lot of concern about them and questions to be asked, such as why are they spying on us, or what are they doing?

Member Hill asked if people start playing around outside with their laser pointers and lock in on one of these things, will they get themselves into trouble or anything like that. Mr. Dirickson said that he was not sure the lasers would affect UAVs. He advised the Commission that it is against federal law to point a laser at a piloted aircraft.

# Purpose & Need:

- Sustain fleet and associated training while accommodating the introduction of new aircraft and increasing airfield operations to support future training conditions. As you know every aircraft carrier group that leaves this country comes to NAS Fallon as part of their training before they leave. As aircraft evolve and change or get replaced, we need to take a look at what the environmental impacts are to the new aircraft and the way it might be operated.
- Needed to maintain operational readiness

Proposed Facility Construction: In the past the UASs have been at pretty low levels and they've actually used some of the taxiways and runways that we have today. Obviously if we're going to do a lot of UASs, they will need to actually construct and dedicate a UAS runway and get them off the main runway so they do not conflict with manned aircraft missions. The new F-35C is a very secret aircraft, it has a lot of new systems and even the voltage of the aircraft is greatly changed, so it will need a new hangar. They could renovate some of the existing hangars at the base, but it is cheaper and better to build new rather than to retrofit old hangars. We'll just see how the budget works out as we move forward.

# Alternative 1:

- Construct UAS runways & support facilities
- Renovate Hangar 1
- Construct Integrated Air Wing Facility
- Demolish Bldgs 304 & 326
- Construct Operational Training Facility
- Construct a two-module Type I aircraft maintenance hangar and apron to support new F-

# Alternative 2:

• Same as Alternative 1 except, instead of constructing a new hangar, renovate two existing hangars (Hangars 2 & 5)

# Findings: Air Quality

- Impacts to air quality would not be significant
- Emissions as a result of proposed aircraft operations and construction activities would not exceed the 250 tons per year comparative threshold. Right now at the base we're right about 80 tons per year and we don't see that changing at all with the new aircraft.

# Findings: Safety

- Increase the number of flights by approximately 6,600 per year
- A 10% increase in operations is not anticipated to result in significant impacts to safety hazard
- No changes would be required to the existing Accident Potential Zones or Clear Zones

Member Hill asked if the majority of the flight operations will remain in the north-south pattern versus east-west. Mr. Dirickson said yes, it is pretty rare that they need to use the west runway, but every now and then we get a strong wind from the south west, that is when we use it. Many times the aircraft will take off, the wind will change directions while they are up and they'll have to use it, but it is pretty rare. The east-west runway today is a little narrower and a little short for a lot of our aircraft. There is a project on the books that has been there a long time to widen it and lengthen it; if it gets longer it would be out to the east and the runway would be used more if that were to occur. With the budget where it is and ten years of military spending the way it has been, it hasn't been possible to move forward.

He referred to the overhead display showing the Accident Potential Zones and the Clear Zones depicted in pink (see attached, Exhibit "B"). The clear zones are areas that require absolutely no development, buildings or facilities whatsoever. The clear zones are for the most part situated on base property. The next area out is Accident Potential Zone I depicted in a darker orange, and then Accident Potential Zone II depicted in the yellowish color. Everybody gets worried about those areas because of the name, but it doesn't necessarily mean there are more accidents there. Typically when aircraft is going to get into trouble it is shortly after take-off or possibly when it is coming in for landing.

We try to keep what is built in these locations to a minimum. So it works really well with our Transfer of Developments Rights (TDR) Program to keep this area in agriculture, rather than allowing houses to be built in these areas. So far we've been pretty successful. Findings: Land Use and noise. We looked at the aircraft itself, FA-18 Super Hornet and F-35C, side by side. The F-35C is 3-4 decibels louder than the FA-18 Super Hornet; 3 decibels is considered to the level at which you can notice that it is louder. The engine in the F-35C is the most powerful single engine in the military so they will have the ability to take off at a much steeper climb rate once they leave the runway. If their flight profiles are determined to be flown that way, although they are a louder aircraft, they will get away from the ground sooner so the noise contours would actually contract slightly. I have brought that to their attention so they are aware that if they were to take off the way we do now, the noise contours would actually expand because it would get louder.

Chairman Richardson asked what the fuel consumption was for the F-35C. Mr. Dirickson indicated that he did not have that information, but generally you don't want to take off using too much thrust because that uses more fuel and reduces the amount of time you have out on the range. He noted that in Europe they have far more cities and towns throughout all of Europe, so they have a law that when you take off in a jet there you take off at a very steep angle to get away from all of the people. Most of the other bases outside of Fallon are in similar situations, including Miramar, Virginia Beach and Coronado in San Diego and the Navy has made a commitment to take off at steeper angles. The Air Force has some of the same issues at Luke Air Force Base in Phoenix. So the noise contour model on the map is slightly smaller than the existing model because they based the model on steeper take-offs. It is not too different and will not affect our TDR purchase program at all. The F-35C is louder on takeoff, but it is actually quieter in all of the other modes. With the increased operations we forecast:

- Proposed construction, demolition, and renovation of facilities would be consistent with current land uses
- Off-base area affected by noise levels 65 dB DNL or greater would decrease by 1,737 acres and 215 fewer people.

- On-base area affected by noise levels 65 dB DNL or greater would increase by 15 acres. Findings: Socioeconomics
- Permanent military personnel payrolls would increase by approximately \$9 million annually (80 jobs?)
- Mission change adds approximately 240 people including families, to the Churchill County population
- Expenditures for proposed airfield infrastructure improvements would be approximately \$89 million.
- The increase in construction spending would generate direct construction and secondary jobs

# Public Involvement

- Draft EA was released on June 28, 2013
  - The 15-day public comment period on the Draft EA was extended to July 19<sup>th</sup> as there were some people having issued getting it to download from the website.
- Navy actively solicited public comments; we had some comments, not a lot.
  - Published Notice of Availability ads in Lahontan Valley News and Nevada Appeal
  - Posted Draft EA on CNRSW website for public download
  - Placed printed copies of Draft EA in Churchill County Public Library
  - Mail Notice of Availability letters to project stakeholders
  - Issued Press Release
- Final EA was released on 30 August 2013. We'll make sure the County and the Churchill County Library have copies of the Final EA so you have them.

# Summary

- NAS Fallon is a community partner and will continue to work together with the community. We share the best relationship between a Navy base and the City and County than any other Naval base in the entire country. We want to keep that relationship going and examine the impacts as we move forward.
- The Navy is proposing to transition aging aircraft to newer aircraft, increase training operations, and construct or renovate facilities at NAS Fallon to support aircraft transitions and training requirements between 2015 and 2028
- EA: environmental impacts are not considered significant

Member Shawn Kohltfarber asked about flight changes, if you are reducing the numbers of aircraft does that mean that you won't fly the other aircraft that you have had coming in and out. How does that impact all of those operations? Mr. Dirickson explained that basically over time there will be a slight increase in the number of Super Hornets, there will be a decrease in the F-16 use and the F-5s. The regular Hornets, FA-18As are louder than the JSFs, if they take off at the steeper angle. It is a one-for-one swap out, small Hornet for a JSF. And since the JSF can take off quieter, that will reduce the overall sound. Even though the number of flights will increase, the sound will actually be quieter with the exception of takeoff. There will be a slight contraction to the sound model; it will not all of a sudden be so much quieter at Harmon Junction.

Vice Chairman Lammel asked if there will be any additional withdrawals of ranges, particularly areas like Dixie Valley and Alpine Valley. Mr. Dirickson said anytime you get a new weapons system come online such as this aircraft and the line of weapons that it carries, that is always being looked at by NSAWC. NSAWC sets the standard for how the planes will be flown in combat for everybody in the Navy. NSAWC is currently looking at, thought they don't have their hands on the aircraft yet. Initially the aircraft will be flown by units before

NSAWC has them assigned to them. Initially it will probably be flown the same way as an F-18 is flown. But fine tuning and using it to its ultimate capability probably won't be determined until NSAWC has their hands on it.

Vice Chairman Lammel noted that often times you see on TV where people are trying to derail the F-35 saying that they are too expensive and they place all their emphasis into the UAVs. Is there a budget in place for these F-35s? Mr. Dirickson answered that they have their current budget and there is a planning budget that goes out five years into the future. But, of course it is up to Congress and what they approve is up to the politicians and what they see as a threat. The aircraft is expensive, approximately \$180 million each. China is moving straight ahead with doing it as well, so you don't want to get too far behind the curve by letting other countries advance their technology well beyond ours. That is what Congress will have to look at and weigh the threats around the world, and the costs of developing the most sophisticated aircraft possible.

Member Doug Hill referred to the discussion earlier about other bases, he recalled the El Toro Marine air station, and a retirement community was built around it. They wanted to put in seven-story towers so the base was in the way. He understood the need and intent for what NAS Fallon is doing with the TDR program. From what it sounds, even with budget cuts, if anything happens, we'll be stable here while other bases may close. Mr. Dirickson concurred and said that there absolutely is no other place in the United States where a carrier air group can come in for four weeks and do what we do over Nevada. When you get outside of Churchill County, there are over 8,000,000 acres and there are about 1,000 people, so we bug the heck out of those 1,000 people. But when you look around the United States, where else can they do it? We have perfect weather, it's not too hot and it's not too cold. I don't see the Fallon Range Training Complex (FRTC) going away as long as we need a military.

Chairman Richardson recalled 30 to 35 years ago when people complained about the Navy jets flying so low and spooking the cattle. Mr. Dirickson said that would be a thing of the past. With the F-35 alone, that mission would be a high-flown mission and because of the capabilities of the weapons they can launch the weapons further from the target and turn around and head home earlier than we ever could have.

Member Deanna Diehl asked if they reinforce the pilots with survival training here at the Fallon range. Mr. Dirickson said they do not get that training here, it is done somewhere else.

Member Charlotte Louis asked how long it would be until the F-35s get here. Mr. Dirickson said that if things keep going along and they don't change the current budget that they would have the F-35s in the aircraft carrier groups by 2016 or 2017. Once they do that you would see them here. It looks like they have pushed the ones for NSAWC out to 2020.

Associate Planner Pereira asked if we could go back to the sound attenuation since noise was the biggest issue in the EA. You say that the F-35s are louder on take offs, but what is the radius for that noise? How far out will they notice it? Will the Corkills and the Lacas notice it? Mr. Dirickson said no, because we don't take off to the west very often. If the wind is blowing so heavy that that is a requirement, a lot of times they will just cancel the flight. The biggest impact will be to the north and south of the base, along that runway. There are a few folks to the south of us, but there are more people to the north, which is the direction that we take off in most of the time. If they were to take off at the same profile as the F-18 does today at 3,000 feet per minute climb rate, it would be louder for those people. But it can take off at 9,000 feet per minute climb rate. If they do that, the noise that they hear on Highway 50 and at Louie Guazzini's place, the noise will actually be less from that aircraft

than that from today because they are separating from the ground at a steeper angle, the higher up the less noise from the aircraft to a person on the ground.

Associate Planner Pereira asked if it is more dangerous for the pilot to take off at that steep an angle compared to the current climb rate of 3,000 feet per minute. Mr. Dirickson said that the current F-16 Air Force plane they use out here sometimes, because it is a single engine, they take off at a steeper angle because they are trying to get up to the altitude that they can actually glide back to the air base and crash land on the runway, if that engine were to fail. So with the single engine F-35s, that will always be a goal to reach the altitude that they can glide back, as soon as possible.

Member Doug Hill noted that they might just have criteria for taking off here. Mr. Dirickson concurred and said it would likely be criteria above the Super Hornet to gain altitude quicker because of that reason. They can even take off steeper than that if they really want to reduce the noise on the ground, but that is the trade off with the fuel load after takeoff. The Commission thanked Mr. Dirickson for his informative presentation.

# \*Public Comments

**Chairman Richardson** asked for any public comments for anything *not listed* on tonight's agenda. There were none.

# Planning Department update regarding current issues Director Johnson had the following updates:

- 1. First I'd like to welcome Ben Shawcroft, he is our new Civil DA who is replacing Craig Mingay. Craig Mingay said they started about the same time so he's been here about eight years. If you have any civil legal questions, Ben is who you will need to work with. Craig has moved up to Olympia, Washington working for the Attorney General's Office, he'll be working with about 400 to 450 other lawyers.
- 2. You may remember when I first started here we were talking about the temporary farm help temporary use permits, that they were just kind of renewed administratively and that Eleanor and Debi were concerned that they were kind of grandfathered and not actually used in compliance with the permit that was issued to them. So we started sending out a renewal letter last November advising permit holders that this year they would actually have to submit proof that they have a bonafide farming need. It is coming up on one year now that we've been sending out the letters. Over the next few weeks I hope to sit down with Ben and Eleanor so we can go through the code and see what we might require. I just wanted to give you a heads up that we will start having the farm help TUPs on our agendas so that they can come before you and justify their need. I think we will probably review the farm help TUPs through you for at least the next year or two.

# ADJOURNMENT

There being no further business to come before the Planning Commission, Chairman Richardson adjourned the meeting at 8:09 p.m.

Respectfully submitted,

Deli Massick

Debi Kissick

Recording Secretary



# DEPARTMENT OF THE NAVY

NAVAL AIR STATION FALLON 4755 PASTURE ROAD FALLON, NV 89496-5000

# RECEIVED

SEP 0 4 2013

CHURCHILL CO. PLANNING DEPT.

5090 August 29, 2013

Mr. Stuart Richardson Churchill County Churchill County Planning Commission 155 N. Taylor Street, Ste. 194 Fallon, NV 89406

Dear Mr. Richardson:

The U.S. Navy has prepared and made available to the public the Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) for Airfield Operations at Naval Air Station (NAS) Fallon, Nevada. The Final EA evaluates the potential environmental effects of the proposed action and summarizes the public comments received during the public review of the Draft EA.

The Proposed Action is anticipated to be implemented during the 2015-2028 timeframe and includes the following at NAS Fallon: maintaining current/baseline airfield operations; conducting airfield operations with new types of aircraft; constructing, renovating, or demolishing facilities to support new types of aircraft; and increasing airfield operations to support future potential training conditions.

The Navy finds that implementing the proposed action will not significantly affect the quality of the human environment; therefore, the Navy has determined that the preparation of an Environmental Impact Statement is not required. A copy of the FONSI is enclosed. The Final EA is available for review at the following website: http://www.navyregionsouthwest.com/go/doc/4275/1422155/. A printed copy of the Final EA and FONSI is available for review at the Churchill County Library, 553 S. Maine Street, Fallon, Nevada 89406. Copies of the Final EA and FONSI may be obtained from: Naval Facilities Engineering Command, Southwest, Attn: Ms. A. Kelley, Code EV21.AK, Bldg. 1, 5<sup>th</sup> Floor, 1220 Pacific Highway, San Diego, CA 92132. If you have questions or require additional information, please contact Mr. Nathan Arcoraci at 775-426-2382 or by email at: nathan.arcoraci@navy.mil.

Sincerely,

L. E. STEINBAUGH Captain, U.S. Navy Commanding Officer

Enclosure (1): NAS Fallon Airfield Operations EA FONSI

# U.S. Department of the Navy United States Fleet Forces Command

# FINDING OF NO SIGNFICANT IMPACT (FONSI) for Airfield Operations at Naval Air Station Fallon, Nevada

### Introduction

Pursuant to Section 102(2) of the National Environmental Policy Act (NEPA) of 1969, as amended; Council on Environmental Quality regulations (40 Code of Federal Regulations [CFR] §§ 1500-1508) implementing NEPA; U.S. Department of the Navy (Navy) Regulations (32 CFR § 775); and Chief of Naval Operations Instruction (OPNAVINST) 5090.1C, CH-1; the Navy gives notice that an Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) were prepared for the maintenance of current/baseline airfield operations; conducting airfield operations with new types of aircraft; constructing, renovating, or demolishing facilities to support new types of aircraft; and increasing airfield operations to support future potential training conditions.

# Purpose and Need

The purpose of the Proposed Action is to sustain fleet and associated training at the Naval Air Station (NAS) Fallon airfield while accommodating the introduction of new aircraft and increasing airfield operations to support future potential training conditions. The Proposed Action is needed to maintain operational readiness mandated in Title 10 U.S. Code § 5062. NAS Fallon is the only Navy facility of its kind. Therefore, NAS Fallon is critical to accomplishing Navy and Marine Corps required aviation training for tactical aviation squadrons and the airfield operations and associated training at the Fallon Range Training Complex (FRTC). Specifically, the use of NAS Fallon is necessary so the Navy can achieve and sustain required aviation training, thereby supporting the timely deployment of naval units; and achieve and maintain readiness of squadrons to quickly provide significant combat power in the event of a national crisis or contingency operation consistent with the Fleet Readiness Training Plan.

### **Description of the Proposed Action**

Under the Proposed Action, the Navy would maintain current/baseline airfield operations; conduct airfield operations with new types of aircraft; and increase airfield operations to support future potential training conditions. Airfield operations at NAS Fallon currently support advanced tactical training events by Carrier Air Wings (CVWs) and other aviation units. As aircraft transitions occur, CVWs and other aviation units would arrive at NAS Fallon to participate in training events with newer aircraft, such as the F-35C Lightning II, EA-18G Growler, and RQ-7B Shadow. The Navy would progressively transition aging aircraft to newer aircraft beginning in 2015 with the transition to be complete by 2028. Training courses with F-35C would begin in 2017. Proposed facility development required to support aircraft missions at NAS Fallon would include space for aircraft maintenance, crew and equipment, administration, training, and an Unmanned Aircraft System (UAS) runway and staging area.

### Alternatives

This EA addresses two action alternatives along with the No-Action Alternative. The action alternatives reflect baseline airfield operations, replacement of legacy aircraft with new aircraft and the associated airfield operations, an increase in annual aircraft operations to account for increased training conditions associated with the CVW detachment, and facility development required to support the new aircraft. Alternative 1 and Alternative 2 consist of the same proposed elements for airfield operations and facility development. The two action alternatives differ with respect to proposed hangar facilities. Alternative 1 identifies new hangar construction whereas Alternative 2 identifies renovations to two existing hangars.

Alternative 1. To support current and potential future airfield operations at NAS Fallon, Alternative 1 would involve aircraft transitions, an increase in the number of annual airfield operations, and

southwest of NAS Fallon. When compared to baseline conditions, noise levels of 65 decibels (dB) daynight average sound level (DNL) or greater would affect 1,737 fewer total acres and 215 fewer people. While there would be 3 people located along Macari Lane exposed to 85+ dB DNL under Alternative 1, this does not represent a significant impact because the change in noise exposure at this location is 1 dB DNL, from 85 dB to 86 dB. The proposed construction projects would occur on the flight line, so aircraft-related noise would dominate construction noise. Based on the proposed changes in aircraft noise, there would be no significant impacts on the existing noise environment under Alternative 1

Alternative 2. Implementation of Alternative 2 would result in the same impacts to the noise environment as under Alternative 1, as the differences between alternatives include only infrastructure improvements and proposed aircraft operations are the same under both alternatives. Since Alternative 2 only involves renovation of existing hangars on the flight line, there would be no noise impacts from construction. Based on the proposed changes in aircraft noise, there would be no significant impacts on the existing noise environment under Alternative 2.

# Air Quality

Alternative 1. Proposed aircraft operations and construction activities associated with Alternative 1 would not result in emissions exceeding the 250 tons per year comparative threshold; therefore, there would be no significant impacts to air quality with implementation of Alternative 1.

Alternative 2. Aircraft operational emissions for Alternative 2 would be the same as Alternative 1. Construction activities would only include renovation of existing facilities and renovation activities. Operational and construction emissions would not exceed the 250 tons per year comparative threshold; therefore, there would be no significant impacts to air quality with implementation of Alternative 2.

# Land Use

Alternative 1. Under Alternative 1, proposed construction, demolition, and renovation of facilities would be consistent with current and proposed land uses at NAS Fallon. For areas adjacent to NAS Fallon, Alternative 1 would result in an overall decrease in areas affected by noise greater than 65 dB DNL. Therefore, there would be no significant impacts to land use under Alternative 1.

Alternative 2. Proposed renovation of facilities associated with Alternative 2 would be consistent with current and proposed land uses at NAS Fallon. Aircraft transitions and operations and associated noise impacts due to aircraft operations under Alternative 2 would be identical to Alternative 1. Therefore, there would be no significant impacts to land use under Alternative 2.

# Socioeconomics and Environmental Justice

Alternative 1. Under Alternative 1, the study area would gain 230 people (180 permanent and 50 transient personnel), less than 1 percent of the Churchill County population. Permanent military personnel payrolls would increase by approximately \$9 million annually. The expenditures for proposed airfield infrastructure improvements would be approximately \$89 million. Under a conservative scenario, all permanent personnel would seek off-installation housing. This would represent less than 1 percent of Churchill County's total housing units, approximately 9 percent of Churchill County's vacant units, and would occur over 7 years, further reducing any potential negative impacts to the study area's housing market.

The percentage of minority and low-income populations within the 65 dB DNL and greater noise zone would be less than under baseline conditions. Therefore, Alternative 1 would not have disproportionately high and adverse human health or environmental effects on minority populations. The percentage of children within the 65 dB DNL and greater noise zone would be less than the percentage of children in Churchill County. Therefore, there would be no disproportionate environmental health and safety risks to children under Alternative 1.

Alternative 2. Alternative 2 would involve demolishing or renovating buildings that are not eligible for listing on the NRHP; therefore, it would have no effect on NRHP-listed, NRHP-eligible, or state-listed architectural resources on NAS Fallon. Impacts to archaeological resources from the proposed UAS runway and staging area would be the same as those under Alternative 1. Alternative 2 will not affect Site 26CH1963 because the alternative does not include construction of a new hangar or apron.

# Biological Resources

Alternative 1. Under Alternative 1 approximately 48 acres of common vegetation types would be disturbed from proposed construction and demolition activities. Potential impacts to wildlife would occur from proposed construction activities, construction noise, increased airfield operations, and associated aircraft noise. These impacts would not be significant as there are limited areas of suitable habitat and wildlife species in the vicinity of NAS Fallon are habituated to human disturbance and aircraft noise. No special-status species are known to occur on NAS Fallon or in the vicinity.

Alternative 2. Under Alternative 2 approximately 33 acres of common vegetation types would be disturbed from proposed construction and demolition activities. Impacts to wildlife and special-status species would be the same as those described under Alternative 1. Therefore, there would be no significant impacts to biological resources under Alternative 2.

# Geological Resources

Alternative 1. Under Alternative 1, construction projects would result in approximately 48 acres of new facility footprint and 44 acres of net new impervious surface; no topographic features would be affected. To minimize potential impacts associated with erosion, runoff, and sedimentation, best management practices (BMPs) would be implemented during and following the construction period. Therefore, there would be no significant impact to geological resources under Alternative 1.

Alternative 2. Under Alternative 2, construction projects would result in approximately 33 acres of new facility footprint and 31 acres of net new impervious surface; no topographic features would be affected. To minimize potential impacts associated with erosion, runoff, and sedimentation, BMPs would be implemented during and following the construction period. Therefore, there would be no significant impacts to geological resources under Alternative 2.

# Water Resources

Alternative 1. Under Alternative 1, construction projects would result in approximately 44 acres of net new impervious surfaces. To minimize potential impacts associated with erosion, runoff, and sedimentation, BMPs would be implemented during and following the construction period. The 44 acres of impervious surface would occupy several smaller areas, minimizing impacts to groundwater recharge. Therefore, there would be no significant impacts to water resources under Alternative 1.

Alternative 2. Under Alternative 2, construction projects would result in approximately 31 acres of net new impervious surfaces. Impacts to water resources would be the same as those described under Alternative 1. Therefore, there would be no significant impacts to water resources under Alternative 2.

# Hazardous Materials and Waste

Alternative 1. Under Alternative 1, surveys would be conducted for lead-based paint (LBP), asbestos containing material (ACMs), and polychlorinated biphenyls (PCBs) prior to demolition or renovation activities. LBP, ACMs, and PCBs would be characterized, managed, transported, and disposed of according to applicable state, federal, and local requirements for protecting human health and safety and the environment. Construction, demolition, and operations activities under Alternative 1 would have no impact on any known Installation Restoration Program (IRP) sites within the vicinity of the Proposed Action. IRP site 3 is more than 150 feet to the northwest and more than 300 feet to the southeast of Hangar 1, which will only have internal renovations; furthermore, Remedial Investigation determined that risks to the human or natural environment are considered negligible. All hazardous materials and wastes would continue to be managed under established standard operating procedures. Therefore, no significant

# Cultural Resources

Comment Summary. The commenter requested that potential visual impacts to NRHP-eligible properties from proposed construction and demolition activities be addressed in the EA.

Response. The cultural resources section of the EA has been revised to address potential visual impacts to NRHP-eligible buildings on NAS Fallon from proposed construction and demolition activities.

# Best Management Procedures (BMPs) for Surface Water Runoff

Comment Summary. The commenter requested additional information regarding the implementation of BMPs to avoid runoff into conveyance facilities under the jurisdiction of the Bureau of Reclamation.

Response. The Navy would implement BMPs to minimize soil erosion and/or any adverse impacts from surface water runoff. BMPs for construction activities will be per Nevada Division of Environmental Protection's Nevada Contractors Field Guide for Construction Site Best Management Practices.

# Geographic Scope of Analysis.

Comment Summary. The commenter requested that the EA explain the relationship or distinction between actions proposed in this EA and those in the FRTC Environmental Impact Statement (EIS). Response. The geographic scope of analysis for this EA includes only the area potentially affected by proposed airfield operations at NAS Fallon within Class D airspace. Aircraft operations within other areas (e.g., ranges, airspace units, airfields) are beyond the scope of the current analysis. Aircraft using NAS Fallon under the Proposed Action do not all go to the FRTC after departing from NAS Fallon, nor do all aircraft using FRTC originate from NAS Fallon. If no flights were to initiate from NAS Fallon, the Navy and other services would continue to train on the FRTC. The purpose of the FRTC EIS is to assess all training operations, air and ground, from all users within the FRTC, irrespective of the origin of the users conducting the training operations. The impact analysis in the EIS will provide a single comprehensive NEPA document allowing for a more accurate and focused assessment of potential environmental impacts within the FRTC.

### **Finding**

After review of the EA, which has been prepared in accordance with the requirements of NEPA and Navy regulations for implementing NEPA (32 CFR § 775), the Navy finds that the Proposed Action will not significantly affect the quality of the human environment. Therefore, preparation of an Environmental Impact Statement is not necessary.

J. W. Murphy

Charles To Age

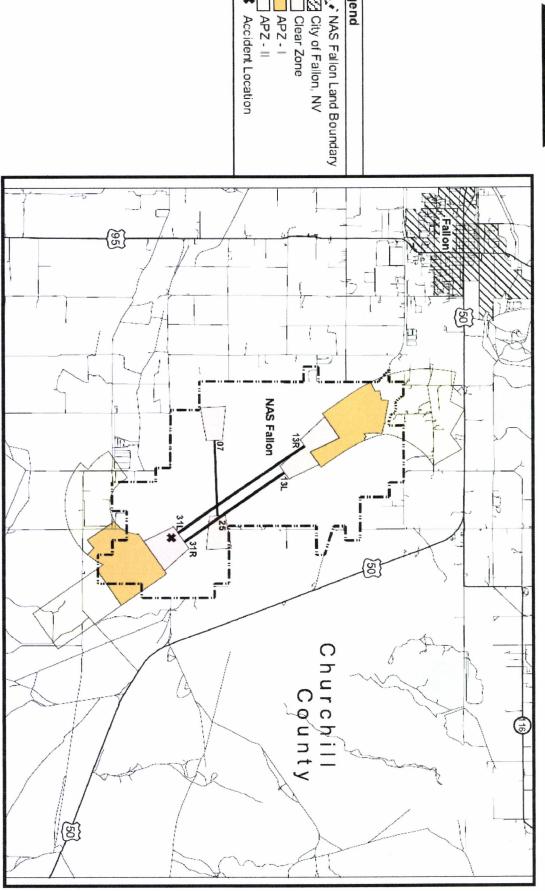
Deputy Chief of Staff

Fleet Installations and Environmental Readiness

EXHIBIT "A" P9 8 of 8



# **Accident Potential Zones** Clear Zones



APZ-

APZ - II

Accident Location

City of Fallon, NV Clear Zone

# CHURCHILL COUNTY PLANNING COMMISSION MEETING 11 September 2013

Name: (Please Print)	Reason For Attending:	Contact Phone or email
John Dreidesmy	MASF	426-2925
Katrina Laca	TORIS	017-2052
Ashley Frey	SUP	917-2052 423-4000
Brucz Corkell	TDRS	
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