

**SITE SPECIFIC DEVELOPMENT PLAN AND USE BY SPECIAL
REVIEW (USR) APPLICATION**

FOR PLANNING DEPARTMENT USE	DATE RECEIVED: <u>4/28/15</u>
RECEIPT # /AMOUNT # _____ /\$ <u>2,500.00</u>	CASE # ASSIGNED: <u>USR15-0027</u>
APPLICATION RECEIVED BY <u>D. Aungst</u>	PLANNER ASSIGNED: <u>D. Aungst</u>

Parcel Number 0 9 5 7 - 1 8 - 3 - 0 0 - 0 4 4 and 0957-18-0-00-009
(12 digit number - found on Tax I.D. information, obtainable at the Weld County Assessor's Office, or www.co.weld.co.us)

Legal Description part of the south half of _____, Section 18, Township 5N North, Range 67 West

Zone District: Agricultural, Total Acreage: 131.42, Flood Plain: No, Geological Hazard: No

Airport Overlay District: No

FEE OWNER(S) OF THE PROPERTY:

Name: Gerrard Investments LLC (Tom Donkle, contact)
Work Phone # 970-669-1463 Home Phone # _____ Email tdonkle@gerrardinc.com
Address: 27486 County Road 13
Address: _____
City/State/Zip Code Loveland, CO 80534

Name: Weld LV LLC (Jack Holler, contact)
Work Phone # 702-4331551 Home Phone # _____ Email HollerCRE@hotmail.com
Address: 3821 Derby Trail
Address: _____
City/State/Zip Code Round Rock, TX 78681

Name: _____
Work Phone # _____ Home Phone # _____ Email _____
Address: _____
Address: _____
City/State/Zip Code _____

APPLICANT OR AUTHORIZED AGENT (See Below: Authorization must accompany applications signed by Authorized Agent)

Name: Martin Marietta (David Hagerman, contact)
Work Phone # 720-245-6405 Home Phone # _____ Email david.hagerman@martinmarietta.com
Address: 10170 Church Ranch Way, Suite 201
Address: _____
City/State/Zip Code Westminster, CO 80021

PROPOSED USE:

An aggregate transloading facility with concrete batch plant and an asphalt plant operations as well.
Gerrard's construction business may continue to operate on-site for up to one year after approval of this new USR.

I (We) hereby depose and state under penalties of perjury that all statements, proposals, and/or plans submitted with or contained within the application are true and correct to the best of my (our) knowledge. Signatures of all fee owners of property must sign this application. If an Authorized Agent signs, a letter of authorization from all fee owners must be included with the application. If a corporation is the fee owner, notarized evidence must be included indicating that the signatory has to legal authority to sign for the corporation.

 3-24-2015
Signature: Owner or Authorized Agent Date

Signature: Owner or Authorized Agent Date

QUESTIONNAIRE

Highway 34 Development

1. Explain, in detail, the proposed use of the property.

Martin Marietta is an American-based leading supplier of aggregates and heavy building materials with operations throughout North America. The company supplies materials needed to build schools, homes, and roads by providing the materials that build our communities.

Primary materials provided are mined naturally occurring aggregates (crushed stone, sand, and gravel), which are used as the primary constituents for asphalt and ready-mix concrete. Aggregate resources available to be mined in both Larimer and Weld Counties are depleting; therefore, it is becoming increasingly necessary to transport these materials into northern Colorado from other locations to meet the demands of our growing communities and sustain economic growth.

New production facilities are also needed in northern Colorado to meet the need for road repairs, new road construction, and general construction occurring in our communities as the economy improves. Key customers that Martin Marietta serves in Weld and Larimer Counties include county and city governments, the Colorado Department of Transportation, general contractors, homebuilders, and oil and gas companies.

Martin Marietta has been evaluating potential aggregate rail yards and asphalt/ready-mix production-sites along railroads in Weld County that meet specific transportation and production criteria. The most favorable site that they found along the Union Pacific Railroad corridor is 133 acres of land currently owned by Gerrard Investments, LLC (“Gerrard”) and Weld LV II, LLC (“Weld LV”) that is located in a portion of the south half of Section 18, Township 5 North, Range 67 West. There are two parcels that will be leased, Parcel 095718300044, located at 27486 WCR 13, and Parcel 095718000009, located at 6433 WCR 56. The parcel at 27486 WCR 13 is currently owned and occupied by Gerrard and the parcel at 6433 WCR 56 is currently owned by Weld LV. Gerrard has a contingent contract to purchase 6433 WCR 56; the contract is contingent on approval of this USR application. Upon approval of the USR application, Gerrard would then lease all of the land to Martin Marietta so that the Highway 34 Development facility could be constructed.

The parcel at 6433 WCR 56 is primarily agricultural farmland. There is a single family residence, a barn, and some miscellaneous outbuildings on the south side. The home and other buildings are all leased for use as a residential property (the current lease expires in January 2016). When the Highway 34 Development facility is constructed, this home will remain on the site, but some of the outbuildings north of the house will need to be removed to accommodate the grading for the railroad and proposed berm.

Martin Marietta is seeking to permit the proposed Highway 34 Development facility to operate as an aggregate rail unloading facility. A rail loop will be constructed off the

existing Union Pacific Railroad line to allow for the unloading of aggregates. It is anticipated aggregates will arrive by train one to three times per week and will be unloaded and prepared for sale to local customers or utilized by the ready-mix concrete plant and asphalt plant that are also proposed to be on this site. Following is a more detailed list of the uses proposed for the site.

- Approximately 7,200' of rail loop spurring off of the Union Pacific Railroad line allowing for unloading of various products consistent with and supporting the various on-site uses. Products that could be unloaded include aggregates and asphalt cement. One to three times per week (depending on market demand for product), a train with up to four locomotives and up to 117 cars will pull onto rail spur planned on the site and remain parked on the spur until such time that all of the rail cars are unloaded. A recessed hopper under the train will be constructed on the south end of the rail loop. This will allow the train cars to bottom dump aggregates into the hopper and then onto a conveyor where they can then be conveyed into stockpiles on the site for utilization in the facility or sale to the local external market. It is possible that top unloading could occur if, for some reason, the bottom unloading system could not be used. To top unload a railcar, an excavator would move along the top of the railcars to remove aggregates and place them in a dump truck that would then drive along a road that parallels the rail. If the need for top unloading were to occur, Martin Marietta would notify the County Planning Director to explain the situation and let him/her know how long the activity would be occurring. If asphalt cement is brought in on the train, it will be unloaded from the train via pipeline to the asphalt cement tank.
- Aggregate trucks will be used to bring specific aggregate products to the site to meet regulatory specifications for the concrete and asphalt design mixes. These same trucks may be used to re-load with on-site aggregate and deliver to local customers.
- A portable wash plant is proposed at the facility to allow for washing, screening, sorting, stockpiling, unloading, and loading of sand, gravel, rock, crushed stone, recycled materials, overburden, clay, and topsoil type products. The wash plant discharge will enter a 12-foot diameter/60-foot tall thickener tank. The clean water from the thickener tank will be diverted into a 30-foot diameter/20-foot tall water tank, which will recycle back to the wash plant. The sand from the thickener tank will be discharged into a multi-bin wash out bay. These sands will be properly disposed off-site by either selling the product externally, transporting the material to another Martin Marietta site for use, or disposed of in a landfill. This will be determined based on demand. These finished products will be utilized onsite or loaded onto trucks and delivered to the local market for use. The wash plant equipment is portable so it may be moved around the property from time to time.
- A recycled materials processing plant will operate to crush and sort various recyclable materials including, but not limited to, concrete and asphalt. The recyclable type materials would either be byproducts of existing processes or they would be brought onsite from various local construction projects. The recycling plant is portable so it may be moved around the property from time to time. Martin Marietta will ensure that any non-asphalt, non-concrete and non-rebar materials that are brought onto the site with recycled materials will be removed from the site within 30 days and the

amount of this type of material will not exceed 10% of the total materials on-site by weight or volume. Any material that needs to be removed from the site will either be hauled off to a landfill or recycled accordingly.

- The asphalt plant will utilize the natural products (sand, gravel, and rock) in conjunction with recycled asphalt and various additives to produce bituminous asphalt for utilization on various road and construction projects. The asphalt plant will be powered by natural gas. As part of the asphalt plant portion of the facility, asphalt cement (AC) will be transported to the site and stored in tanks to be utilized in the process of making asphalt. The asphalt produced will be trucked offsite for use by the local market. Asphalt paving equipment, parking, and supporting facilities for the paving crews will be located near the asphalt plant to allow for greater efficiency of the operation. The asphalt plant equipment will be set on foundations.
- A ready mix concrete plant will also operate at the facility. It will utilize sand, gravel, rock, cement, and various additives required for the production of concrete that will be trucked off-site for use on various construction projects. The ready mix concrete plant will be set on a foundation.
- Aggregate as well as recycled asphalt and concrete will be stored on the site in separate piles. It is estimated that up to 680,000 cubic yards of material could potentially be stored on-site at any one time.

Temporary Continuation of Uses Permitted under USR-1584

The parcel owned by Gerrard Investments, LLC located at 27466 WCR 13 is currently encumbered by USR-1584. Upon approval of Martin Marietta's proposed USR, USR-1584 will need to be vacated and Gerrard will make plans to vacate the premises within one year. Due to the fact that USR-1584 will be vacated and Gerrard will need to be able to continue to operate at the facility for up to one year after USR15-0027 is approved, the uses currently permitted under USR-1584 will need to be allowed under the new USR for that year. All existing structures on the Gerrard facility are shown on our USR plat map and those structures will remain on the site once Gerrard vacates and only Martin Marietta is on the premises.

For up to one year after the approval of USR15-0027 Gerrard will operate their construction business out of the two existing modular office buildings and the existing shop. Other structures that they will continue to use will include the existing fueling station and covered parking area. Their access to the facility will continue to be in its current location onto County Road 13. During this time period Martin Marietta will be constructing their facility and the construction activity will be east of where Gerrard needs to operate.

Power

Poudre Valley REA (PVREA) provides power to this site and they will continue to provide electric service to Martin Marietta's facility. PVREA will require additional power. It will be brought to the site from one of their existing substations within 5 miles of this site. Power will be delivered to the site at 14.4 kV and Martin Marietta will transform it down at a 7.5 MVA substation proposed at the facility for internal distribution.

Fencing

There is an existing fence and gate on the Gerrard portion of the property that will continue to be used. It will need to be slightly modified due to the new improvements that are proposed by Martin Marietta. Proposed modifications to the fence are graphically conveyed on the USR plat map. Areas on the east side of the property will be enclosed with a barbed wire fence. A fence detail for the barbed wire fence is shown on the USR plat map.

Screening to Mitigate Visual and Sound Impacts

The railroad and activities within the site will be screened by grassy earthen berms to mitigate visual and sound impacts on surrounding parcels (see USR Map for exact locations). There is a berm that wraps around the outside edge of the railroad spur on the northeast, east and southeast sides of the parcel. This berm is designed to be 10' taller than the rail bed for the rail spur. When looking at this berm from outside of the property it will range from 11 to 24 feet above grade. It is about 11 feet tall on the north end of the site and transitions to be about 24 feet tall on the south end of the site. The reason for the range in berm height is related to the fact that the rail spur is designed to remain relatively flat around the property and since the natural grade is higher on the north than on the south, the rail bed is more elevated on the south than it is on the north. In addition, two more berms are proposed to be constructed on the interior of the rail spur loop to further shield activities and noise from surrounding properties. These two berms are both approximately 12 feet above grade.

Accesses

There will be one main access into the facility off of WCR 13. The access will be the same access currently used by Gerrard for their existing business. The majority of the activity at the facility will occur within the rail loop planned on the site. A train will be parked on the rail spur intermittently; therefore, a bridge will be installed over the train to allow access into the interior portion of the rail loop. At the request of the Front Range Fire Authority, a 20' wide secondary emergency access only connection to Weld County Road 13 is also planned on the property just north of where the Union Pacific Railroad tracks cross Weld County Road 13. This access will be closed off with a gate and can only be used in an emergency situation when the primary access into the site cannot be used. In addition, a 20' wide at-grade crossing of the railroad loop within the site is proposed on the north end of the site. This at-grade crossing is proposed to allow for emergency vehicles to enter the site when the bridge access is not accessible. Assuming a train is parked on the rail loop, Martin Marietta employees will be trained to operate the locomotive, move the train, and be able to break the train at this at-grade crossing, if necessary, to get access to the interior of the rail loop.

Parking

All existing parking on the site currently used by Gerrard will continue to be available for Gerrard to use while they operate for up to one year following approval of USR15-0027.

Martin Marietta's proposed facility will provide ample parking for employees and visitors. The table on the following page outlines how the number of parking spaces required for the site was calculated along with information about the actual number parking spaces proposed on the USR plat. Parking for structures proposed to be occupied was calculated per the land

use code. However, since some employees at the site will be truck drivers and field workers who will not work out of a building, we also calculated the amount of parking required and provided based on the number of each of these types of employees. The table below explains the parking calculation in more detail. Parking is distributed throughout the site, as shown on the USR plat map.

Parking based on building size				
Building	Building Size (sf)	Number of Employees	Parking Required Based on Code	Parking Provided
Modular office (existing)	1,200	5	5	5
Modular office (existing)	900	5	4	4
Modular dispatch (proposed)	1,200	5	5	5
Office (proposed)	14,400	10	34	34
Shop (existing)	14,500	7	15	15
Shop (proposed)	14,500	7	15	15
QC lab (proposed)	4,000	6	4	4
Scalehouse office	4,800	5	12	12
Ready Mix Plant Control Room	100	1	.5	.5
Asphalt Plant Control Room	100	1	.5	.5
Asphalt Trailer	1,800	5	6	6
SUBTOTAL		57	101	101
Parking for Truck Drivers and Field Workers				
Employee type		Number of Employees		Parking Provided
Truck drivers		45		45
Off-site field workers		25		25
On-site field workers		14		14
SUBTOTAL		84		84
TOTAL PARKING SPACES		141		185¹

¹ Out of the 185 parking spaces that are provided, we have provided six (6) ADA accessible parking spaces and one (1) of the six (6) is van accessible.

Traffic Generation

Gerrard's existing facility will continue to generate some traffic during the period that they continue to operate on the premises. Their traffic generation is estimated to be as follows:

The following make one trip in/out in the morning and one in/out in the evening:

- Employee vehicles (approx. 30)
- Straight Trucks up to 54,000 GVW (10)
- Semi w/ Trailer up to 80,000 GVW (10)

The following are in and out randomly throughout a business day:

- Heavy equipment transport (2)
- Supervisor pickups
- Deliveries – UPS, truck/equipment parts, fuel/oil, office supplies
- Customers

Beginning in 2017, when Gerrard is no longer operating from this site, it is anticipated that Martin Marietta's facility will generate approximately 1,120 daily site trips. This number will grow over time to an estimated 2,260 site trips per day by the year 2035. It should be noted that these estimates are indicative of the peak summer season and have not been adjusted to reflect off-peak season conditions. During the off-peak season, significantly fewer trips are expected. The lower count, off-peak traffic will occur four to six months out of the 12 month calendar. A detailed traffic report is included in the application package.

Lighting Plan

In accordance with the Weld County Code, all sources of light will be shielded so that light rays will not shine directly onto adjacent properties where such would cause a nuisance or interfere with the use on the adjacent properties. Neither the direct, nor reflected light from any light source will create a traffic hazard to operators of motor vehicles on public or private streets. No colored lights will be used which may be confused with, or construed as traffic control devices.

The facility will utilize two separate lighting systems: operational lighting and security lighting as described below.

- Security lighting will used after sundown.
 - Metal halide wall pack lighting will be used around all buildings and critical areas (entrances/exits, fuel storage etc.).
 - LED pole mounted lights, up to 25-feet tall will be used in equipment parking areas.
 - Security lighting will be controlled by a combination of motion sensors and photo cells in order to remain in compliance with IECC standards.
- Operational lighting will be used when operating after sundown.
 - LED pole mounted fixtures, up to 35-feet tall will be used in the work areas.
 - Operational lighting will be controlled on its own control circuit so that it is turned on only when operating after sundown.

Trash Enclosures

Solid surface fencing material will be used to construct trash enclosures to screen all trash and recycling bins. A detail of the trash enclosure is included on the USR plat map.

2. Explain how this proposal is consistent with the intent of the Weld County Code, Chapter 22 of the Comprehensive Plan.

Gerrard's existing construction business was deemed consistent with the intent of the Weld County Code sections 22-2-60(A. Goal 4) and 22-2-170.C (C. Goal 3) upon approval of USR-1584.

The Highway 34 Development will be consistent with the intent of the Weld County Code and Comprehensive Plan in the following ways:

Section 22-2-10. Agriculture

Sec. 22-2-10. B. The intent of the agricultural Goals is to support all forms of the agricultural industry and, at the same time, to protect the rights of the private property owners to convert their agricultural lands to other appropriate land uses.

The proposed plant would allow the land owners to convert their agricultural lands to an appropriate land use (natural resource materials processing) that supports the economic goals of Weld County and the communities along the Highway 34 Corridor. The western portion of the site (the portion currently owned by Gerrard) is already being used for commercial and manufacturing uses, as approved in USR 1584. Due to the site's location along the Union Pacific Railroad, proximity to WCR 13 (a major north-south road through Weld County), and Highway 34 where CDOT is already proposing a signalized intersection, the site is conducive to development into business activities that require rail and highway access. The site especially makes sense for Martin Marietta's business of providing construction materials due to the amount of economic development and activity occurring in this portion of northern Colorado.

Sec. 22-2-20. Agriculture goals and policies

B. A.Goal 2. Continue the commitment to viable agriculture in Weld County through mitigated protection of established (and potentially expanding) agricultural uses from other proposed new uses that would hinder the operations of the agricultural enterprises.

2. A.Policy 2.2. Allow commercial and industrial uses, which are directly related to or dependent upon agriculture, to locate within agricultural areas when the impact to surrounding properties is minimal or mitigated and where adequate services and infrastructure are currently available or reasonably obtainable. These commercial and industrial uses should be encouraged to locate in areas that minimize the removal of agricultural land from production.

a. Recommended Strategy A.2.2.a. Establish land use regulations which minimize burdensome restrictions placed on the land use changes.

b. Recommended Strategy A.2.2.b. Facilitate a timely determination in the approval process for agriculturally related enterprises.

AND

G. A.Goal 7. County land use regulations should protect the individual property owner's right to request a land use change.

1. A.Policy 7.1. County land use regulations should support commercial and industrial uses that are directly related to, or dependent upon, agriculture, to locate within the agricultural areas, when the impact to surrounding properties is minimal, or can be mitigated, and where adequate services are currently available or reasonably obtainable.

Martin Marietta's business of supplying aggregate product, concrete, and asphalt directly benefits the agricultural industry as many agricultural businesses depend on these products to operate their businesses. Along WCR 13 where there is easy access to Highway 34 is a prime location for the facility to allow easy access to the materials that agricultural and many other businesses need for daily operations and business expansion. The easier it is to get access to these materials, the lower the costs, which in turn improves the financial bottom line for agricultural businesses. Therefore, Martin Marietta's proposed facility will support Weld County's and northern Colorado's agricultural industry and other businesses.

In addition, the land being removed from agriculture has been kept in pasture grass and is not a significant generator of food product for people or animals. Therefore, the agricultural land being removed from production would not be considered prime agricultural production land. The property is in an area that is planned for future development and the property owner is pursuing the option of developing their property in order to achieve the highest and best use of their property considering its location in relation to the Union Pacific Railroad tracks, WCR 13, and Highway 34.

Potential impacts on the surrounding properties are being mitigated by Martin Marietta. Traffic is being routed onto WCR 13 and the vast majority of it will head north to Highway 34. Based on the sound analysis study prepared for the project, County and State noise regulations could be met by this project without any noise mitigation. However, in the interests of being a good neighbor and improving land use compatibility, noise mitigation techniques are being implemented at the site including the use of berms, white noise back-up alarms, a below-grade hopper, and acoustical enclosures. A dust mitigation plan will be in place for the site and APEN permits will be obtained to protect air quality. The asphalt plant will use vertical tanks and condensers to control odor; Martin Marietta has certified nasal rangers and has purchased equipment that they use to guarantee compliance with the County and State odor regulation. The berms proposed for mitigating noise will also serve to help screen views to the facility.

2. A.Policy 7.2. Conversion of agricultural land to nonurban residential, commercial and industrial uses should be accommodated when the subject site is in an area that can support such development, and should attempt to be compatible with the region.

AND

3. A.Policy 7.3. Conversion of agricultural land to urban residential, commercial and industrial uses should be considered when the subject site is located inside an

Intergovernmental Agreement area, Urban Growth Boundary area, Regional Urbanization Area or Urban Development Nodes, or where adequate services are currently available or reasonably obtainable. A municipality's adopted comprehensive plan should be considered, but should not determine the appropriateness of such conversion.

The proposed project site was carefully selected by Martin Marietta for the proposed facility because it meets many of the site selection criteria identified by Martin Marietta that are necessary to support the facility. Specifically, the property is in an area where there is access to railroad. Union Pacific Railroad and Great Western Railroad both have rail lines in the area. The property proposed for development by Martin Marietta has frontage along the Union Pacific Railroad and the property meets the size and topographic (relatively flat) requirements necessary to allow for the construction of a rail spur. In addition, the site is conveniently located along WCR 13, a major north-south road, and is just ½ mile from Highway 34, and the site is located in the region where a significant amount of economic development is taking place that is demanding construction materials (aggregate, concrete, and asphalt), all of which will be generated at this proposed facility. Martin Marietta took a look at a number of properties along the Union Pacific Railroad tracks in Weld County to try and find properties that would meet their needs, and it was determined that this property best fit their criteria. A report outlining the criteria that Martin Marietta used to find a site for their facility is included in the USR application as a supplemental report titled Site Selection Report.

In addition, the proposed site is compatible with the level of development anticipated for this area according to the Comprehensive Plans for Greeley, Johnstown, and Windsor. Below is an explanation of what each community's comprehensive plan proposes for this area.

Greeley

The project area is within the "Greeley Annexation Area," per the 2008 Intergovernmental Agreement (IGA) between the City of Greeley and the Town of Windsor. The IGA delineates a Strategic Employment Development Corridor (consistent with Greeley's Comprehensive Plan). According to this IGA, the project area is within the Secondary Corridor Area, which allows land uses that are: "...permitted within the annexing jurisdiction and may include residential, retail, restaurant, neighborhood commercial and other institutional uses as may be defined by the annexing jurisdiction." The City of Greeley's 2060 Comprehensive Plan shows the project area just south of the US 34 Employment Corridor. The City of Greeley's Comprehensive Plan also states that heavy industrial and manufacturing uses should be located: "To take advantage of existing freight rail corridors, air transportation, and major arterial roads."

Johnstown

The project area is over a mile from the current city limits of the Town of Johnstown, but it is shown to fall within the Town of Johnstown's Growth Management Area, according to the Town of Johnstown 2006 Comprehensive Plan. Johnstown's Comprehensive Plan designates the project area as Large Lot Residential, although it is directly adjacent to Employment and Commercial Mixed Use Districts that they have planned for the Highway 34 corridor. In addition, due west of Martin Marietta's proposed facility and immediately west of WCR 13/LCR 1, on land that is within Johnstown's Growth Management Area, is an existing rail unloading facility that is used to unload frac sand. Martin Marietta's proposed use of the rail will be compatible with this existing rail unloading operation in the area.

Windsor

While the project area does not fall within the planning area for Windsor, Windsor has annexed land northeast of the intersection of WCR 13 and Highway 34. According to Windsor's Land Use Map, the land north of Highway 34 from WCR 13 all the way to WCR 17 is proposed as an employment corridor. In addition, Windsor recognizes that according to Windsor's Comprehensive Plan (3-7): "Siting requirements for industry should include parcel size, topography, access to rail and transportation and other infrastructure requirements."

Therefore, Martin Marietta's use of the property as proposed is in-line with the long range plans for the area. Very early on in the process, Martin Marietta recognized that there is a residential neighborhood located to the northeast of the facility and other single residences located in various locations around the property. Therefore, they have gone to great lengths to find ways to ensure they are proposing a plan that will allow them to be a good neighbor when operating in the area. Potential impacts on the surrounding properties are being mitigated by Martin Marietta. Traffic is being routed onto WCR 13 and the vast majority of it will head north to Highway 34. Based on the sound analysis study prepared for the project, County and State noise regulations could be met by this project without any noise mitigation. However, in the interests of being a good neighbor and improve compatibility, noise mitigation techniques are being implemented at the site including the use of berms, white noise back-up alarms, a below-grade hopper, and acoustical enclosures. A dust mitigation plan will be in place for the site and APEN permits will be obtained to protect air quality. The asphalt plant will use vertical tanks and condensers to control odor; Martin Marietta has certified nasal rangers and has purchased equipment that they use to guarantee compliance with the County and State odor regulation. The berms proposed for mitigating noise will also serve to help screen views to the facility.

H. A.Goal 8. Ensure that adequate services and facilities are currently available or reasonably obtainable to accommodate the requested new land use change for more intensive development.

1. A.Policy 8.1. The land use applicants should demonstrate that adequate sanitary sewage and water systems are available for the intensity of the development.

Sanitary sewage will be adequately handled by the use of an existing septic system (permit SP-0701064, SP-1000036) and by installing up to two additional septic systems on-site, per public health regulations. See the Site Plan for more details on the location of these septic systems. Little Thompson Water District will provide water service to the facility.

3. A.Policy 8.3. The land use applicants should demonstrate that the roadway facilities associated with the proposed development are adequate in width, classification and structural capacity to serve the proposed land use change.

Access to the proposed facility will be off of WCR 13. WCR 13 is considered an arterial road according to Weld County's 2035 Transportation Plan. Highway 34 is just ½ mile north of the site access and CDOT already has plans to someday have a signal light installed at the intersection of WCR 13 and Highway 34 due to the amount of traffic that is expected at this intersection. A traffic study was prepared for this application which outlines the traffic projections and required road improvements that will be associated with Martin Marietta's facility. Martin Marietta is prepared to enter into an improvements agreement with Weld County to be responsible for their portion of the required improvements.

5. A.Policy 8.5. The land use applicants should demonstrate that public service providers, such as but not limited to schools, emergency services and fire protection, are informed of the proposed development and are given adequate opportunity to comment on the proposal.

The project area is within the Front Range Fire Rescue Authority's service area. Martin Marietta has met with Fire Marshal Jesse Molinar Jr. about the project and we will continue to coordinate with him to make sure the District's requirements are met related to access and fire protection. As a result of the meeting, we have proposed a secondary emergency only connection to WCR 13 as well as a secondary emergency only access into the center of the railroad loop. In addition, Martin Marietta will work with the Authority to develop an Emergency Action Plan for the facility.

1. A.Goal 9. Reduce potential conflicts between varying land uses in the conversion of traditional agricultural lands to other land uses.

2. A.Policy 9.2. Consider the individuality of the characteristics and the compatibility of the region of the County that each proposed land use change affects, while avoiding requirements that do not fit the land use for that specific region.

The project area is within the Highway 34 Economic or Employment Corridor that is identified for concentrated development to support the economic growth of the region. This Economic Corridor is delineated in the comprehensive plans for the City of Greeley, the Town of Windsor, and the Town of Johnstown, in addition to being identified in the 2008 IGA between the City of Greeley and the Town of Windsor. The region this project serves includes, but is not limited to, Weld and Larimer Counties, City of Greeley, City of Loveland, City of Fort Collins, Town of Windsor, and Town of Johnstown. The proposed project would support the economic growth of this region by providing the construction materials needed to support new road and building construction as well as existing

agricultural businesses. The site is centrally located within this rapidly developing area and has excellent access to both rail and road transportation corridors.

5. A.Policy 9.5. Applications for a change of land use in the agricultural areas should be reviewed in accordance with all potential impacts to surrounding properties and referral agencies. Encourage applicants to communicate with those affected by the proposed land use change through the referral process.

As soon as Martin Marietta identified this site as a prime location for their facility, they also identified the fact that the site is located near residential uses. Therefore, as soon as Martin Marietta had a conceptual plan for the facility put together, they scheduled an open house style neighborhood meeting to hear from the neighbors about their concerns in order to find ways to address those concerns so that Martin Marietta would be operating on the site as a good neighbor. The neighborhood meeting was held on Tuesday, January 27th at the Best Western Plus at Highway 34 and I-25. Martin Marietta mailed a notice of the meeting to all neighbors within 500' per Weld County's notification requirements and recognized that word would get out to people outside of that notification area. Over 100 people attended the meeting. Attendees lived within the immediate area as well as in Loveland, Johnstown, Fort Collins, Eaton, and Boulder. At the meeting, the project was explained to attendees, and representatives from Martin Marietta and Tetra Tech were available to answer questions, listen, and take note of the concerns. We also provided comment cards for attendees to fill out to provide their feedback. Martin Marietta kept records of all who attended the meeting and all of the comments received so that we would not overlook any significant concerns raised by neighbors. A copy of all of this documentation is provided in our application as a separate report titled "Neighborhood Meeting, January 2015." Based on the feedback that we received, below is a summary of the primary issues of concern we heard from the public:

- Why did Martin Marietta select this site and not some other site far away from where people live
- Impacts on views to the west
- Noise
- Air pollution
- Odor from the asphalt plant
- Health risks associated with the asphalt plant
- Impacts on wildlife in the area
- The project will only be to the economic benefit of Martin Marietta
- Property values will be negatively impacted
- Traffic generation
- The safety practices of Martin Marietta

Therefore, Martin Marietta took it upon themselves to address each of these land use compatibility related issues in this application in order to do their best to make sure they would operate in a manner that would allow them to be good neighbors. Below is an explanation of how Martin Marietta has responded to the neighbors' concerns:

- A Site Selection Report was prepared to explain why Martin Marietta decided to propose the project on this particular piece of property. This report is included in the application.

- A consultant was hired to prepare a Sound Analysis Report to analyze the noise that is anticipated to be generated by the facility. The Report demonstrated that the facility would operate in compliance with both Weld County's and the State's noise regulations even with no noise mitigation. However, in an effort to be a good and compatible neighbor, Martin Marietta will be implementing noise mitigation techniques through the installation of landscaped earthen berms on the site so that they operate in a manner that is quieter than the allowed standards. In addition, Martin Marietta will be using white noise back-up alarms, a below-grade hopper, and acoustical enclosures. A copy of the Sound Analysis Report is included in the application.
- A consultant was hired to develop a computer generated Visual Analysis Model of the site. The interactive model is available for us to show any interested parties, but for purposes of this application, we have included snapshots from the model from points around the site looking toward the project to give people an idea of what will be seen.
- As is required by the County, a Dust Mitigation Plan has been developed for the project and is included in the application. In addition, APEN permits must be obtained from the State for the facility. Information regarding the APEN permitting requirements is provided in the application.
- An Air Emissions Assessment for the Asphalt Plant, Ready Mix Plant, and Asphalt Recycling facilities was completed by Stewart Environmental Consultants. This assessment concluded that the air emissions for the proposed Highway 34 facilities are well below the EPA standards and the more restrictive California air quality standards. The assessment concludes that this facility will not negatively impact the surrounding environment or affect human health as it will meet all environmental standards. Refer to the Air Emissions Assessment in the Supplemental Documents.
- Martin Marietta contacted Dr. Scott Phillips, a physician who is board certified in medical toxicology and internal medicine to provide information related to the health impacts of living near an asphalt plant. The findings are that the facility will not pose a health risk. More details can be found in the Answers to Asphalt Plant Health Questions document included in the application.
- A Wildlife Desktop Review report was prepared by a biologist who looked at the site for the potential occurrence of wildlife species of interest. The site was cleared of having any significant species currently inhabiting the site. There were some species of migratory birds that were noted as having the potential to occur at the project site and so, as with any site, it was recommended that Martin Marietta initiate construction outside of the active nesting periods or have a biologist take a look at the site prior to construction to clear the site of having any of the migratory birds present.
- Martin Marietta put together a document titled Community Benefits of Industry. It is true that Martin Marietta is a for-profit company and so they operate to make a profit; however, Martin Marietta's business is a key component to ensuring the economic health and wellbeing of all residents of northern Colorado. The Community Benefits of Industry report is included in the application package.
- Real estate values are impacted by a variety of factors and so it is hard to determine the correlated impact that this proposed facility may have on neighboring residential properties. However, Martin Marietta recognizes this concern and they have

proposed a plan that aims to mitigate impacts on the adjacent properties in order to minimize negative impacts on property values (including berms, open space buffers, acoustical enclosures, clustering the location of activities, etc.). In addition, as landowners, Gerrard and Weld LV are concerned about their property value. They have a desire to see that their land is put to its highest and best use and they see that this can best be done by taking advantage of the excellent rail and road access this property has to offer.

- As is required by the County, a traffic study was prepared for the project that identifies the amount of traffic projected to be generated and the road improvements that will be required at the site access to WCR 13 as a result of the project and at the WCR13 and US Highway 34 intersection as a result of the background traffic and project traffic.
- The safety of Martin Marietta's employees as well as the surrounding communities is a core value at Martin Marietta and their company culture reflects their strong commitment to both safety and sustainability. Included in the application is a report titled Martin Marietta's Culture of Safety and Commitment to Sustainability which provides more information on this topic.
- Some neighbors expressed a concern that their organic gardens and farms would be destroyed by the facility. Martin Marietta investigated the USDA's National Organic Program Standards. Information that was found is included in the application package. However, to summarize the findings, according to the USDA website, "the organic standards describe the specific requirements that must be verified by a USDA-accredited certifying agent before products can be labeled USDA organic. Overall, organic operations must demonstrate that they are protecting natural resources, conserving biodiversity, and using only approved substances." When it comes to organic crops, "the USDA organic seal verifies that irradiation, sewage sludge, synthetic fertilizers, prohibited pesticides, and genetically modified organisms were not used." Martin Marietta's operation will have no impact on these factors.

Sec. 22-2-80. Industrial development Goals and Policies

A. I.Goal 1. Promote the location of industrial uses within municipalities, County Urban Growth Boundary areas, Intergovernmental Agreement urban growth areas, growth management areas as defined in municipalities' comprehensive plans, the Regional Urbanization Areas, Urban Development Nodes, along railroad infrastructure or where adequate services are currently available or reasonably obtainable.

The proposed plant is within the Strategic Employment Development Corridor outlined in the IGA between the Town of Windsor and the City of Greeley. The property has access to railroad infrastructure, which is essential to deliver aggregate materials to the site from out of state. The major road and employment corridor of Highway 34 is also readily accessible and necessary for distribution of the materials to businesses, farms and others in the region.

C. I.Goal 3. Consider how transportation infrastructure is affected by the impacts of new or expanding industrial developments.

D. I.Goal 4. All new industrial development should pay its own way.

The proposed site was selected by Martin Marietta for this project because the property is located off of WCR 13 just ½ mile south of Highway 34. According to Weld County's 2035 Transportation Plan, WCR 13 is planned as an arterial road and CDOT has plans for a traffic signal at the intersection of WCR13 and Highway 34. Therefore, impacts to the County's transportation infrastructure will be minimal. In addition, a traffic study was prepared for the project which addresses traffic projected to be generated by the site in the short term as well as long term. Martin Marietta will enter into an Improvements Agreement with Weld County to ensure that Martin Marietta will pay their shared portion of the required road improvements. Please refer to the Traffic Impact Study for full details on the recommended and proposed transportation improvements.

E. I.Goal 5. New industrial uses or expansion of existing industrial uses should meet existing federal, state and local policies and legislation.

1. I.Policy 5.1. Industrial uses should be evaluated using criteria, including but not limited to the effect the industry would have on air and water quality, natural drainage ways, soil properties and natural patterns and suitability of the land.

The proposed project will meet or exceed all State and local standards for air quality and water quality as required by the Weld County Health Department and Colorado Department of Public Health and Environment (CDPHE). A drainage report has also been prepared for the project to ensure that the historic drainage patterns will be maintained in the developed condition. In addition, existing irrigation structures will be protected. For more details, please see the Final Drainage Report included with the application.

2. I.Policy 5.2. Development improvements should minimize permanent visual scarring from grading, road cuts and other site disturbances. Require stabilization and landscaping of final land forms, and that runoff be controlled at historic levels.

The proposed looped railroad spur will require that embankments be constructed for the rail so that the train will be relatively flat when parked on the rail spur on the property. To minimize the visual impact from the railroad as well as provide a noise buffer, a berm is proposed around the northeast, east, and southeast edges. The berm will be vegetated with a native mix of grasses to prevent erosion. For more details about plans for the grading and plans for erosion control, please see the Final Drainage Report.

F. I.Goal 6. Minimize the incompatibilities that occur between industrial uses and surrounding properties.

1. I.Policy 6.1. Consider the compatibility with surrounding land uses and natural site features.

The property on which the project is proposed is located in an area with two rail lines (Union Pacific and Great Western) and excellent access to Highway 34, making it very desirable as a transloading facility. The current surrounding land uses include commercial, agricultural, and residential uses. However, the surrounding municipalities (Greeley, Windsor, and

Johnstown) have planned that the area along Highway 34 will be a regional economic corridor. Martin Marietta's proposed facility will support the economic growth planned for this area. At the same time, Martin Marietta has taken steps in planning for this project to mitigate impacts on its future neighbors, particularly the residential properties. As explained previously, an open house about the proposed project was held back in January and as a result of the input heard at that meeting, they have taken extra steps to ensure that the property will be designed to operate in a manner that will be compatible with the residential uses in the area.

The property is relatively flat, which is one of the reasons the site was selected (needed to accommodate the rail spur loop). The most significant natural site features on the property are some irrigation ditches and laterals that will all be maintained in their current locations when the site develops.

2. I.Policy 6.2. Support the use of visual and sound barrier landscaping to screen open storage areas from residential uses or public roads.

A berm, which will be vegetated with native grasses, has been proposed along the northeast, east, and southeast edges of the property to serve as a visual and sound barrier from residential uses. Martin Marietta's product storage piles will all be located on the inside of the rail loop, much of which is elevated on an embankment to keep the rail spur loop on the property flat. Therefore, the storage areas will be screened. In addition, Martin Marietta is planning berms on the interior of the rail loop to further screen activity from the residential neighborhood to the northeast.

3. I.Policy 6.3. Encourage informational neighborhood meetings for proposed industrial uses that do not require a public hearing.

Martin Marietta wants to be a good neighbor when they operate on the proposed property. From the very start of planning this project, they recognized the fact that they had residential neighbors and so they chose to host an open house on January 27, 2015 and invited their neighbors within 500 feet, as is required by Weld County regulations. The meeting was open to anyone from the public and people from all over northern Colorado attended. At the open house, representatives from Martin Marietta and Tetra Tech were on hand to explain conceptual plans for the project, answer questions, and listen to concerns. The input received at that meeting and after the meeting was all taken to heart and the proposed project was finalized with their input in mind. In addition, email addresses for people in attendance at the meeting were collected so that we could notify them of updates throughout the process. A packet of information related to the open house including records of who attended and input received is included in the USR application package.

4. I.Policy 6.4. Ensure that industrial properties are free of derelict vehicles, refuse, litter and other unsightly materials.

The facility will be operated and maintained similar to other Martin Marietta facilities in Colorado, which operate in an organized and clean manner, free of derelict vehicles, refuse, litter, or other materials that are not a part of the processing activities.

G. I.Goal 7. Recognize the importance of railroad infrastructure to some industrial uses.

1. I.Policy 7.1. Support the continued and expanded use of existing railroad infrastructure for industrial uses.

The sand and gravel resource in Northern Colorado is depleting quickly. This resource is critical to supporting a strong economy. Therefore, Martin Marietta needs to be prepared to import material from another area. Granite Canyon, Wyoming is a good source for this material and the most cost-effective way to get this material to Weld County is via train utilizing the Union Pacific Railroad. Therefore, Martin Marietta needs to have a site along the Union Pacific tracks. The proposed site is immediately adjacent to the Union Pacific Railroad along its southwest edge, making this a prime location for the facility. Martin Marietta has plans to construct a rail spur off of this existing rail line on the proposed property. There are standards that need to be met in the design of the rail spur related to curves and slope of the line and this property allows for a rail spur to be designed to meet the design criteria.

3. Explain how this proposal is consistent with the intent of the Weld County Code, Chapter 23 (Zoning) and the zone district in which it is located.

The property is located in the A (Agricultural) Zone District. The A (Agricultural) Zone District is also intended to provide areas for the conduct of Uses by Special Review which have been determined to be more intense or to have a potentially greater impact than Uses Allowed by Right. The A (Agricultural) Zone District regulations are established to promote the health, safety, and general welfare of the present and future residents of the County. According to the Weld County Code, Gerrard's construction business as well as Martin Marietta's proposed materials processing, asphalt and concrete batch plants, and transloading are all considered "Uses by Special Review" in the A (Agricultural) Zoning District.

4. What type of uses surround the site (explain how the proposed use is consistent and compatible with surrounding land uses).

The western portion of the facility is currently operating in accordance with an approved USR (USR-1584) by Gerrard as a construction business, shop, and office. Gerrard will continue to operate on this site for up to a year after approval of Martin Marietta's proposed facility which will expand on these already approved uses for the area. Surrounding land uses to the project area are agricultural to the north, west, south, and east. Indianhead Subdivision is located to the northeast of the site and there are a few individual residences located sporadically around the site. However, surrounding municipalities (Greeley, Windsor, and Johnstown) have adopted plans that show the area along Highway 34 as a regional economic corridor with plans for more intense development in this area.

As explained previously in this questionnaire, Martin Marietta has taken steps to minimize the impacts of their proposed project on the existing surrounding uses.

5. Describe, in detail, the following:

• Number of people who will use this site.

For the year that Gerrard is operating, they will continue to have the following people on the site:

Up to 15 – full time employees (office personnel/mechanics)
Up to 15 – Truck drivers (come in to get their truck then back at the end of the day)
Up to 6 – Field Supervisors (in and out)
Customers/Vendors, on occasion

Once Martin Marietta begins to operate on the site, they will have up to 71 employees working at the site full time. There will also be up to 45 truck drivers and 25 field construction workers who will be based out of this facility, but they will be off site most of the time. They two will have occasional customers/vendors come to the property.

- **Number of employees proposed to be employed at this site.**

Up to 141 employees will be based out of the location but only up to 71 will work at the site full time.

- **Hours of operation.**

Gerrard's normal hours of operation during the year that they are on-site will continue to be as follows:

Yard: 6:00 a.m. to 6:30 p.m. M-F, 7:00 a.m. to 12:00 p.m. SAT

Office: 6:30 a.m. to 6:00 p.m. M-F

Note: These hours are approximate and change seasonally.

Martin Marietta would like to permit the site to be able to operate 24 hours a day/seven days a week. However, most times the facility will only operate during daylight hours, 6 days a week (Monday – Saturday) as Martin Marietta does not like to work their employees extra hours. The only times that they anticipate needing to operate outside of those hours would be to provide product for construction projects that occur overnight. For the asphalt plant, this would generally be public road paving projects. While these paving projects tend to last 6-8 weeks, they don't tend to happen every year. During these construction projects, the asphalt plant would fill the asphalt storage silos during daylight hours so that at night they would only need to load out the asphalt haul trucks. It is anticipated that the ready mix concrete plant would only need to operate during the early morning hours before daylight up to two times per month when there are projects that require a continuous pour throughout the day so that the concrete can cure as a solid structure. When Martin Marietta becomes aware of projects that require operation outside of daylight hours, they would email the Weld County Planning Director to let him/her know about the plans to operate outside of daylight hours, who the project is for, how long it will be occurring, and where the materials are being delivered. This is the way that Martin Marietta has been operating their ready mix and asphalt plant facility off of 35th Avenue near Greeley and it has worked well for all involved.

- **Type and number of structures to be erected (built) on this site.**

All existing buildings on the Gerrard site will remain on the property including:

- Modular office buildings (1,200 and 900 square feet)
- Fuel storage tank
- Fueling station
- Covered truck parking structure
- Shop/maintenance building (14,500 square feet)

On the Weld LV parcel the following structures will remain:

- House
- Outbuildings

The new structures proposed to be erected on the site as part of this project are listed below. The square footages of buildings that would be occupied are provided and the heights of the plants are provided.

- Office building (up to 14,400 square feet)
- Modular dispatch trailer (up to 1,200 square feet)
- One maintenance building (up to 14,500 square feet)
- Fueling station
- Wash plant
- Recycled materials processing equipment
- Asphalt plant and related equipment (up to 100' tall)
- Ready mix concrete plant and related equipment (up to 110' tall)
- Truck wash
- Scale house (up to 4,800 square feet)
- Asphalt Cement (AC) storage tanks
- Asphalt trailer (up to 1,800 square feet)
- Conex buildings
- Maintenance sheds
- Electrical substation
- **Type and number of animals, if any, to be on this site.**
There will be no animals kept on this site.
- **Kind of vehicles (type, size, weight) that will access this site and how often.**
For Gerrard's use, the following make one trip in/out in the morning and one in/out in the evening:
 - Employee vehicles (approx. 30)
 - Straight Trucks up to 54,000 GVW (10)
 - Semi w/ Trailer up to 80,000 GVW (10)In addition, the following are in and out randomly throughout a business day:
 - Heavy equipment transport (2)
 - Supervisor pickups
 - Deliveries – UPS, truck/equipment parts, fuel/oil, office supplies
 - Customers

Martin Marietta had a traffic study prepared for their proposed use. As reported in the Traffic Impact Study which is included in the application, peak hour site trips for the short term (2017) and long term (2035) are as described in the table which follows.

	Morning Peak Hour		Afternoon Peak Hour		Daily
	In	Out	In	Out	
SHORT TERM					
Trucks	40	78	40	20	
Cars	67	--	--	67	
TOTAL	107	78	40	87	1,120
LONG TERM					
Trucks	75	152	40	20	
Cars	93	--	--	93	
TOTAL	168	152	40	113	2,260

Martin Marietta’s policy does not allow drivers to leave the site if they exceed the DOT weight limits.

- **Who will provide fire protection to the site.**

The property falls within the fire protection district for the Front Range Fire Rescue Authority. Martin Marietta has met with Fire Marshal Jesse Molinar Jr. about the project and we will continue to coordinate with him to make sure the district’s requirements are met related to access and fire protection. In addition, we will work with them to develop an Emergency Action Plan for the facility.

- **Water source on the property (both domestic and irrigation).**

Little Thompson Water District currently provides potable water service to Gerrard’s operation on this site. In addition, the property has 1/6 share of Big Thompson Ditch and Manufacturing and 1/4 share of Farmer’s Ditch. The ditch water is used and will continue to be used for irrigating the undeveloped portions of the site and as much of the landscaping as possible that can be watered by flood irrigating. Martin Marietta will also obtain water from Little Thompson Water District. Included in the application is a commitment to serve letter from the District.

- **Sewage disposal system on the property (existing and proposed).**

There is an existing septic system on the west side of the property that serves the existing Gerrard facility (SP-0701064 and SP-10000036) and there is an existing septic system on the property at 6433 WCR 56 that serves the existing residence (SE-0000094). Martin Marietta will be applying for one to two more septic systems at their facility to serve the sanitary sewer needs within the rail spur loop. The locations of the existing and proposed septic fields associated with Martin Marietta’s facility are all called out on the USR plat map. The asphalt plant operates on a seasonal basis; therefore, Martin Marietta will use portable toilets to serve the asphalt plant, similar to Martin Marietta’s asphalt operation in Greeley.

- **If storage or warehousing is proposed, what type of items will be stored.**

Gerrard will continue to store pipe and appurtenances, construction equipment, trucks/trailers, truck and equipment parts, and construction tools.

Martin Marietta’s facility will have stockpiles of aggregate and recycled concrete and asphalt. There will also be an equipment/part storage area, as shown on the USR site plan map. The approximate locations of each of these stockpiles and the equipment/part storage area are shown on the USR plat map.

6. Explain the proposed landscaping for the site.

Gerrard installed some low water evergreen trees along Weld County Road 13 at the entrance to the facility. These trees will be maintained by Martin Marietta. However, some of the trees will need to be removed to make space for the secondary emergency access road required by the fire protection district.

In addition, Martin Marietta plans to install screening berms along the northeast, east, and southeast sides of the project along the outside edge of the railroad embankment. In most areas, this berm is planned to be 10' tall measured from the rail bed. When looking at this berm from outside of the property it will range from 11 to 24 feet above grade. It is about 11 feet tall on the north end of the site and transitions to be about 24 feet tall on the south end of the site. The reason for the range in berm height is related to the fact that the rail spur is designed to remain relatively flat around the property and since the natural grade is higher on the north than on the south, the rail bed is more elevated on the south than it is on the north. In addition, 12 feet tall berms are also proposed inside of the rail loop closer to the activity to provide additional screening. All berms will be vegetated with a native grass mix. Due to spacing restrictions, the berm on the outside edge of the railroad embankment will have 2:1 slopes and not be able to be mowed; therefore, a grass mix has been selected that does well under these conditions. This same grass seed mix will also be used on the other berms and other disturbed areas on the site which will be mowed.

7. Explain any proposed reclamation procedures when termination of the Use by Special Review activity occurs.

When termination of the use proposed with this USR occurs, the rail line will likely remain in place, along with the shop, office building, and other improvements on the site that could potentially be utilized by another business (it is noted that a new USR would likely need to be approved to allow for the use of these existing structures). However, the asphalt plant, concrete plant, wash plant, and recycled material processing equipment, which are specific to Martin Marietta's operations, would all be removed. Any areas left disturbed after the removal of Martin Marietta's equipment would be reclaimed with grass to prevent erosion.

8. Explain how the storm water drainage will be handled on the site.

The onsite storm water drainage will be handled by drainage ditches and culverts sized to convey the 100-year, 1-hour storm. The detention pond on-site will be sized in order to provide capacity for the 100-year, 1-hour storm and release at a rate that does not exceed the 10-year, 1-hour storm. Offsite drainage will be routed around the site through drainage channels that are sized to convey the 100-year, 1-hour storm. For a detailed evaluation of the proposed storm water drainage improvements, please see the Final Drainage Report.

9. Explain how long it will take to construct this site and when construction and landscaping is scheduled to begin.

Martin Marietta proposes to begin construction of the facility upon approval of the USR permit. The goal is to have the ready mix concrete plant operational by early 2016. The existing use permitted through USR 1584, Gerrard Excavating, Inc., is planned to continue on the site during the construction phase of the proposed plant. The existing use is expected

to operate out of this facility for up to 12 months from the date the USR application is approved by Weld County. This is necessary to give Gerrard time to find a new location to operate their construction business. The proposed grass berms internal to the site will be constructed when the ready mix plant is operational; however, the berms tied to the embankment for the proposed railroad loop will not be constructed until the embankment for the railroad loop is constructed, which is anticipated to be by 2017.

10. Explain where storage and/or stockpiles of wastes will occur on this site.

The stockpiling of aggregate, recycled concrete, and recycled asphalt is proposed on this facility and the locations of those stockpiles are shown on the USR plat map. There is also an area designated on the plan for the storage of equipment and parts. No waste will be stockpiled on this site. All waste will be handled consistent with the Waste Handling Plan.

11. Please list all proposed on-site and off-site improvements associated with the use (example: landscaping, fencing, drainage, turn lanes, etc.) and a timeline of when you will have each one of the improvements completed.

On-site improvements:

Ready mix plant construction: end of 2015/early 2016

Asphalt plant construction: end of 2016/early 2017

Rail construction: end of 2016/early 2017

Office building: 2026

Shop inside rail loop: 2026

Grass berm on outside edge of rail spur: end of 2016/early 2017

Grass berms on inside of rail loop: early 2016

Fencing: early 2016

Off-site improvements:

WCR13 road improvements at entrance to facility: end of 2015/early 2016

WCR 13 and Highway 34 improvements: when warranted by CDOT