



Chandler • Arizona
Where Values Make The Difference

MEMORANDUM

Planning & Development - PZ Memo No. 09-023e

DATE: MAY 20, 2009

TO: PLANNING AND ZONING COMMISSION

THRU: JEFF KURTZ, ACTING PLANNING AND DEVELOPMENT DIRECTOR
KEVIN MAYO, ACTING PLANNING MANAGER *KM*

FROM: ERIK SWANSON, CITY PLANNER *ES*

SUBJECT: UP08-0067 HUDSON BAYLOR CHANDLER

Request: Use Permit approval for the expansion of a recycling facility located within a General Industrial (I-2) zoning district, and to allow ingress and egress off of Hamilton Street

Location: 1100 N. Hamilton Street,
North and west of the northwest corner of Ray Road and Hamilton Street

Applicant: Mike Curley,
Earl, Curley & Lagarde

Since the writing of the Staff memo, Staff has received two emails in opposition to the request. One email is directed towards Staff, and the second is directed towards the Mayor and City Council. As part of the second email, photos were included. Attached are the two emails along with the photos, as well as a map indicating where the photos were taken from.

Attachments

1. Emails in opposition
2. Photo location map

Heidi Partlowe
539 E. Orchid Lane
Chandler, AZ 85225

May 18, 2009

Mr. Erik Swanson
City Planner
City of Chandler Planning and Zoning Commission

Dear Mr. Swanson,

I am a long-time resident of our city, and I am writing to express my concern about recent discussion and the pending Hudson Baylor Recycling Center expansion request. I understand the request of Hudson Baylor and have attended past neighborhood meetings hosted by this firm and their representation. I oppose this expansion for the following reasons:

- My home is very near to this facility (Northeast) and within line of sight. Current noise pollution due to large trucks and heavy equipment reverse alarms can be heard from my backyard and residence. Expansion of this facility closer to our neighborhood and possible expansion of the industry would increase the noise issues.
- Due to the sorting occurring in an open type of area without a roof structure, this would potentially lead to an increase in the amount of debris, paper and other materials escaping this facility and entering our neighborhood.
- Myself, having a 5 year old daughter, am very concerned about the increase in traffic occurring if the ingress and egress is re-routed from Ray Road to Hamilton Road. Our neighborhood and the adjacent Provinces neighborhood have a large number of children crossing Hamilton Road. Hamilton Elementary is walking distance away as is Espee Park off of Knox Road and Hamilton. The increased risk to these children is unacceptable.

I am hoping you will take into consideration the impact to the residents in the current and future DW Horton neighborhood and deny this request.

Respectfully,

Heidi Partlowe



Fw: Hudson Baylor Corp. Recycling Plant Expansion
Jeff Kurtz to: Erik Swanson, Kevin Mayo

05/18/2009 10:17 AM

History: This message has been forwarded.

----- Forwarded by Jeff Kurtz/COC on 05/18/2009 10:16 AM -----

From: Melanie Sala-Friedrichs/COC
To: Jeff Kurtz/COC, Dave Siegel/COC
Cc: Patrick McDermott/COC, Rich Dlugas/COC@ci.chandler.az.us, Mark Pentz/COC
Date: 05/18/2009 09:44 AM
Subject: Fw: Hudson Baylor Corp. Recycling Plant Expansion

----- Forwarded by Melanie Sala-Friedrichs/COC on 05/18/2009 09:43 AM -----



"Wilma Walters"
<arizona.griggs@cox.net>
05/18/2009 07:34 AM

To <Mayor&Council@chandleraz.gov>
cc

Subject Hudson Baylor Corp. Recycling Plant Expansion

Dear Council Members:

We have recently been made aware of a proposal to expand the recycling plant located west of Ray and Hamilton Streets, to become the Chandler/Gilbert Trash Recycling Center. We believe there is to be a study session held on May 20th. As residents of The Provinces, which is bordered by Hamilton and Ray, we are opposed to this expansion. The areas bordered by Hamilton and Ray are primarily residential—not commercial. There are many children in The Provinces, as well as in the newer housing development on the west side of Hamilton called Festiva Court. Since the proposal is to have Hamilton Street as an entrance and exit for the scores of very large trucks that would be using the facility, we are opposed to this expansion. There is a huge city park (Espee Park) at Hamilton and Knox, and Hamilton Street is the primary route taken by children and residents in our area to gain access to the park.

Photo No. 1 – Only a very small portion of the west side of Hamilton at Ray could even be deemed light commercial, probably one-eighth or less of the west side of the street.

Photo No. 2 – East side of Hamilton at Ray Rd. These houses in The Provinces have very small backyards and the residents would be bombarded with noise from the trucks rumbling down Hamilton St.

Photo No. 3 – These houses in Festiva Court, on the west side of Hamilton, are even closer to the proposed expansion site.

Photo No. 4 – Entrance to Festiva Court on west side of Hamilton. These residents would be greatly impacted by the noise and debris.

Photo No. 5 – Espee Park, at Hamilton and Knox. Hamilton Street is the main route residents in this area take to the park.

We sincerely hope that you council members will view these photos as you would if this were happening in your own neighborhoods. Due to health problems, we will not be able to attend the study session, but hope that you will give due consideration to our concerns.

Respectfully,

Wilma and Thomas Walters
684 E. Gary Drive
Chandler, AZ 85225

[attachment "Hamilton and Ray, SW Side.JPG" deleted by Erik Swanson/COC] [attachment "Hamilton and Ray, SE Side.JPG" deleted by Erik Swanson/COC] [attachment "Hamilton and Sheffield.JPG" deleted by Erik Swanson/COC] [attachment "Festiva Court at Hamilton St..JPG" deleted by Erik Swanson/COC] [attachment "Espee Park at Hamilton and Knox.JPG" deleted by Erik Swanson/COC]



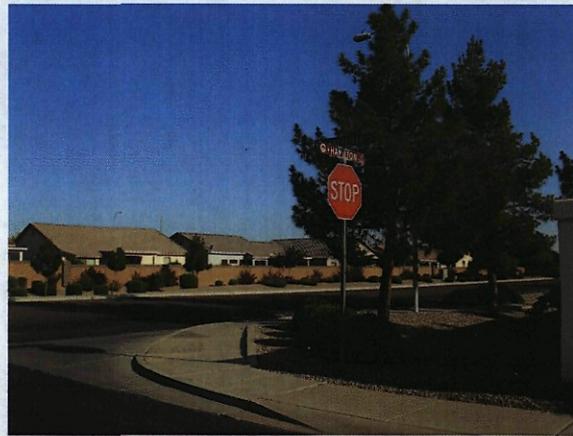
1) Espee Park at Hamilton & Knox
North of subject site



2) West side of Hamilton looking south
East of subject site



3) Northwest corner of Hamilton & Ray
Southeast of subject site



4) Intersection of Hamilton & Sheffield
Northeast of subject site



Project Site

1

4

2

3

Ray Rd.

Vicinity Map



UP08-0067

Hudson Baylor Chandler
Photo location map



D.

MAY 20 2009



Chandler • Arizona
Where Values Make The Difference

MEMORANDUM Planning & Development - PZ Memo No. 09-023d

DATE: MAY 14, 2009
TO: PLANNING AND ZONING COMMISSION
THRU: JEFF KURTZ, ACTING PLANNING AND DEVELOPMENT DIRECTOR
 KEVIN MAYO, ACTING PLANNING MANAGER *KM*
FROM: ERIK SWANSON, CITY PLANNER *ES*
SUBJECT: UP08-0067 HUDSON BAYLOR CHANDLER

Request: Use Permit approval for the expansion of a recycling facility located within a General Industrial (I-2) zoning district, and to allow ingress and egress off of Hamilton Street

Location: 1100 N. Hamilton Street,
 North and west of the northwest corner of Ray Road and Hamilton Street

Applicant: Mike Curley,
 Earl, Curley & Lagarde

The request was withdrawn for the purposes of re-advertising at the May 6th Planning Commission hearing. The request was re-advertised, and a second neighborhood meeting was held in accordance with the Zoning Code. The purpose of re-advertising the request was to allow for the use of the access drive off of Hamilton Street for both ingress and egress purposes.

RECOMMENDATION

The request is for Use Permit approval for the expansion of a recycling facility located within a General Industrial (I-2) zoning district, and to allow ingress and egress off of Hamilton Street. Staff, upon finding consistency with the General Plan and the General Industrial (I-2) zoning district, recommends approval with conditions.

BACKGROUND

The subject site is located north and west of the northwest corner of Ray Road and Hamilton Street. Surrounding the site on all four sides are industrial uses. Directly north of the subject site

is a steel welding facility. Directly east is a lot zoned for I-2 uses, and is currently being utilized to store trailers. South of the subject site is another recycling facility. Directly west is the Southern Pacific Railroad.

Recycling activities have taken place on the subject property since 1995, and on the adjacent property to the south since 1989. The request is for an expansion directly north of the existing facility. The expansion area is approximately two acres in size; the proposed structure is approximately 5,600 square feet.

The structure in which the recyclables will be dropped-off in consists of pre-fabricated 10' tall by 7'-6" wide concrete walls on an approximate 82' x 68' pad. Extending above the walls an additional 10' will be mesh netting, for an overall structure height of 20'. Access into the structure will be through an opening on the southeast corner of the structure. The opening of the structure will be wide enough to safely allow for the maneuverability of the collection vehicles dropping-off the recyclables. Netting will be extended across the opening when vehicular operations are not occurring. The structure's design is comparable to a racquetball court.

The structure will operate as a transfer area where drop-off and pick-up of recyclables will take place. Collection vehicles carrying the recyclables will enter off of Hamilton Street via the access drive, weigh-in, drop-off the materials in the structure, and then exit the site. A front loader will then scoop-up the recyclables and dump them into trailers that will then take the recyclables to a full-service recycling facility. The trailers will be staged and loaded outside of the structure, but upon receiving the materials, will have tarps placed on the trailers to prevent the materials from leaving the trailers. Employees will continually maintain the site ensuring materials do not leave the premises.

There will be no storage of materials or the operation of vehicles overnight, however it has been indicated that a spare trailer will remain on the site overnight to allow for loading of materials until a delivery truck arrives at the site the following morning. Public drop-off of recyclables will not take place on the subject site. A detailed narrative explaining the operation of the facility is attached.

Additionally, the Use Permit requests the use of the access drive off of Hamilton Street for ingress and egress purposes; currently only ingress is permitted. Staff has internally reviewed the request to allow for ingress and egress to ensure the Fire and Traffic Departments are aware of the additional request, and to make sure the access drive currently meets safety standards. No objections to the use of the access drive were given. However, 'No Parking' signs will need to be located along the access drive in accordance with current Fire Department standards. To facilitate safe vehicular movement, an additional 16-feet or so will be required on the east side of the existing weigh station. The applicant is in agreement with the additional requirements. The details for the sign locations and proper drive widths will be worked out with Staff.

DISCUSSION

Staff has received concerns from the representative of the property owner to the south. The concern's included: the operation's taking place in the proposed structure; screening of the

structure; additional traffic generated on Hamilton Street by the expansion of the use; and fire safety and building code requirements.

Staff explained that the operation of the proposed expansion is a continuation of what currently takes place on the site, as well as the site to the south, and that a new use was not being proposed.

When there is outside storage of materials Staff requires all material be completely enclosed within a building, or visibly screened. Additionally, when there is an expansion to a site, compatibility with the architecture of the various buildings is desired. However, in this situation the proposed structure is located approximately 800-feet west of the Hamilton Street right-of-way, 410-feet east of the Southern Pacific Railroad, and 800-feet north from the Ray Road right-of-way. Since the location of the structure is located deep within the industrial area and not visible from any adjacent right-of-way, Staff is in support of the use of the concrete forms and netting.

Additionally, Staff reviewed the concerns regarding the additional traffic, and explained that with the proposed expansion a total of five trucks and four trailers will enter and exit the site. Including the additional eight vehicles that Hudson Baylor currently contracts with will create 26 new trips on to Hamilton Street. Based upon the minimal amount of traffic provided by the expansion, additional traffic measures would not be warranted.

Regarding the fire safety and building code requirements, Staff explained that all building code issues would be addressed during the permitting stage to ensure all current codes are met.

HAMILTON STREET ACCESS

Currently there are two recycling operations that utilize the access drive off of Hamilton Street. The existing Abitibi-Bowater site located south of the Hudson Baylor facility has approximately 19 trucks enter the site via Hamilton Street. The vehicles weigh-in on the scale, and then proceed to the Abitibi-Bowater facility. Once the trucks drop-off their recyclables they then exit via Ray Road. Similarly, Hudson Baylor has approximately eight vehicles entering the site via Hamilton Street and exiting the site via Ray Road. However, the property owner to the south of the Hudson Baylor facility has intimated that the access agreement allowing egress to Ray Road via their site may expire shortly. The expiration of the access agreement is spurring the request for ingress and egress to Hamilton Street.

With the proposed expansion, the Hudson Baylor recycling facility will have an additional five trucks and four trailers enter the site via Hamilton Street. Allowing for ingress and egress via Hamilton Street, there will be approximately 17 municipal and contract vehicles entering and exiting the site daily, for a total of 34 trips. In addition to the 17 total in-bound trips generated by Hudson Baylor, the existing Abitibi-Bowater facility located south of the Hudson Baylor facility has approximately 19 trucks enter the site. The 19 trucks will not exit the site onto Hamilton Street as they have access to Ray Road. Staff, finding the request considerable with a Use Permit in the I-2 zoning district, and consistent with the current recycling operations, supports the expansion.

PUBLIC/NEIGHBORHOOD NOTIFICATION

This request was noticed in accordance with the requirements of the Chandler Zoning Code.

- Notices were mailed to all property owners within a six hundred foot radius and all Registered Neighborhood Organizations (RNOs) within ¼ mile.
- A description of the Use Permit request was advertised in the newspaper.
- An orange 11" X 17" placard public hearing sign was posted on the property.
- A neighborhood meeting was held on Thursday, May 4, 2009. Three neighbors were in attendance, and none opposed the request. A second neighborhood meeting specifically addressing the ingress/egress request was held on Thursday May 14, 2009. Six neighbors attended, none opposed the request.

At the time of this writing, Staff has received a few phone calls with general questions to the request. Staff has received one telephone call from a neighbor north of the subject site expressing concerns about vehicular noise coming from the industrial properties early in the morning, however the resident could not determine if the noise was from the existing recycling facility or not.

RECOMMENDED ACTION

Staff, upon finding consistency with the General Plan and the I-2 zoning district, recommends approval of UP08-0067 HUDSON BAYLOR CHANDLER, subject to the following conditions:

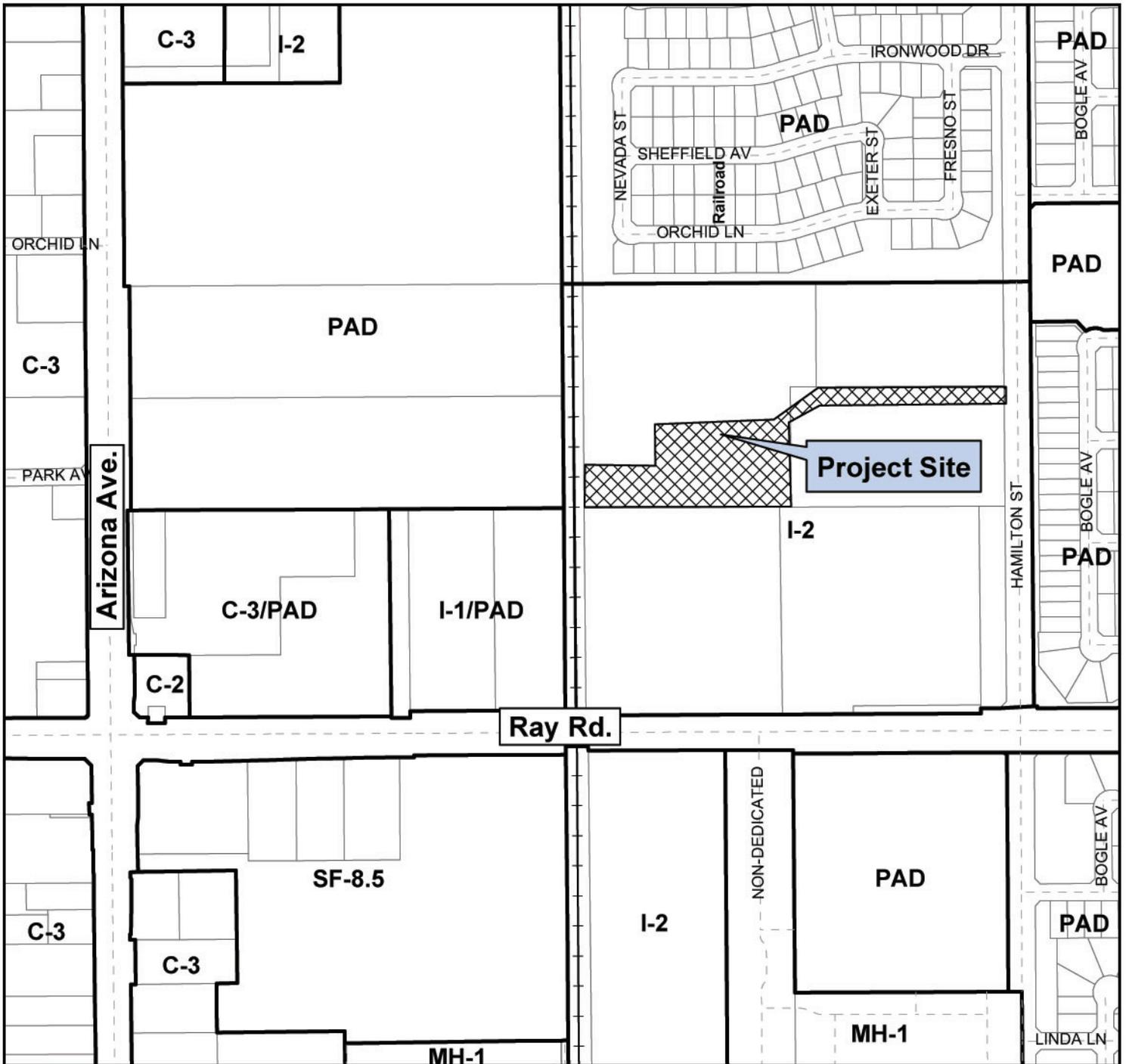
1. The site shall be maintained in a clean and orderly manner.
2. The Use Permit shall remain in effect for one (1) year from the effective date of City Council approval. Continuation of the Use Permit beyond the expiration date shall require re-application to and approval by the City of Chandler.
3. Expansion or modification beyond the approved exhibits (Site Plan and Narrative) shall void the Use Permit and require new Use Permit application and approval.
4. The applicant shall work with Staff to properly locate 'No Parking' signage along the access drive, and to ensure proper vehicular circulation on the site.
5. The applicant shall provide approximately 16-feet of additional pavement east of the existing weigh station to allow for safe vehicular circulation.

PROPOSED MOTION

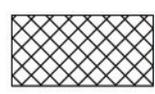
Motion to recommend approval of UP08-0067 HUDSON BAYLOR CHANDLER, subject to the conditions recommended by Staff.

Attachments

1. Vicinity Map
2. Site Plan/Elevations
3. Applicant Narrative

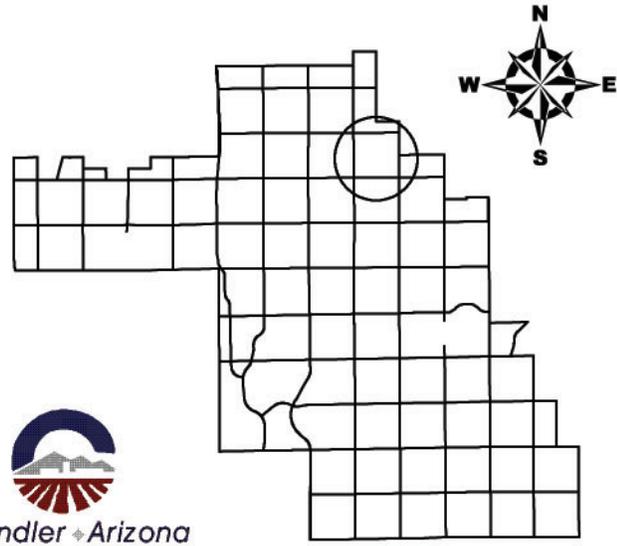


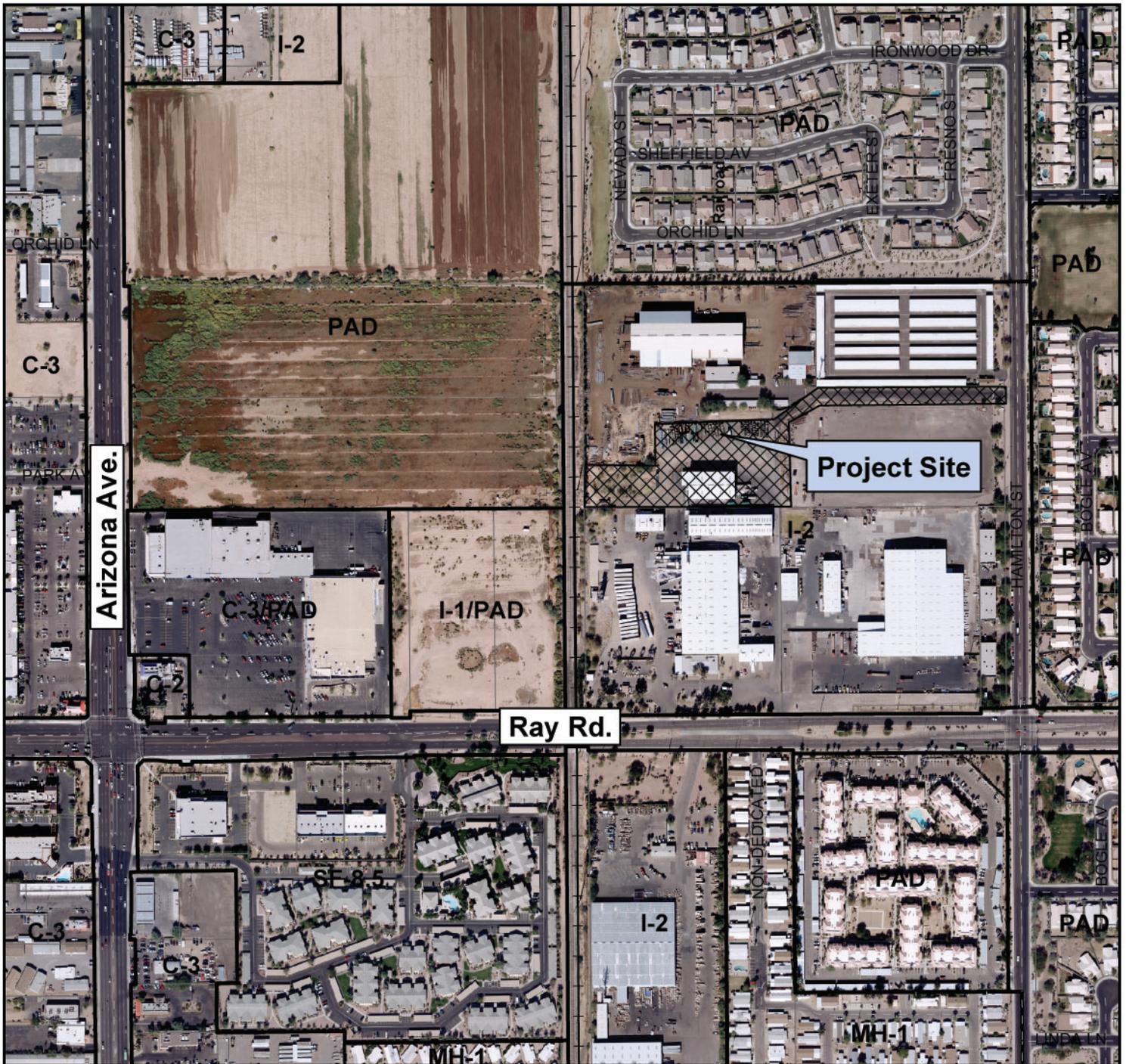
Vicinity Map



UP08-0067

Hudson Baylor Chandler



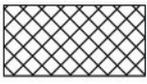


Arizona Ave.

Ray Rd.

Project Site

Vicinity Map



UP08-0067

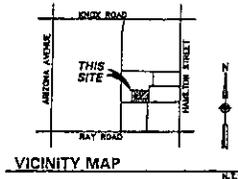
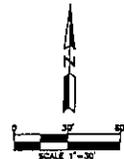
Hudson Baylor Chandler



USE PERMIT PLAN FOR CHANDLER RECYCLING CENTER

NWC HAMILTON STREET & RAY ROAD
CHANDLER, ARIZONA

A PORTION OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 22, TOWNSHIP 1 SOUTH, RANGE 2 EAST, OF THE GILA AND SALT RIVER BASIN AND MERIDIAN, MARICOPA COUNTY, ARIZONA.



VICINITY MAP

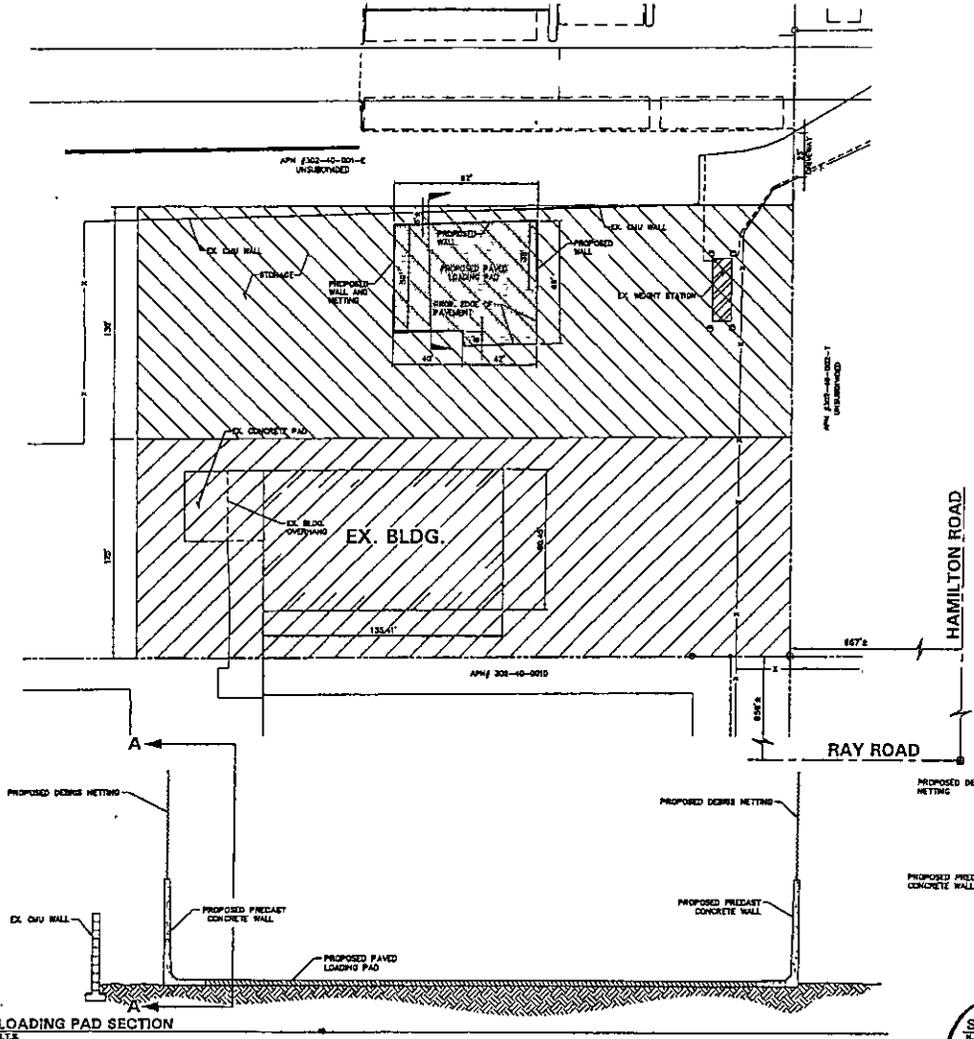
DEVELOPER
HUDSON BAYLOR CORPORATION
637 DUPONT AVENUE
NEWBURGH, NY 12550
PHONE: (845) 561-0160
FAX: (845) 562-8412
CONTACT: SCOTT TOWNEY

CIVIL ENGINEER
HUNTER ENGINEERING, INC.
10430 N. 74TH ST. SUITE #200
SCOTTSDALE, ARIZONA 85258
PHONE: (480) 991-3903
FAX: (480) 991-3880
CONTACT: LARRY TALBOTT

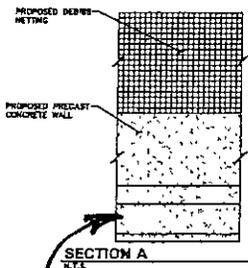
LEGEND

EXISTING USE PERMIT AREA

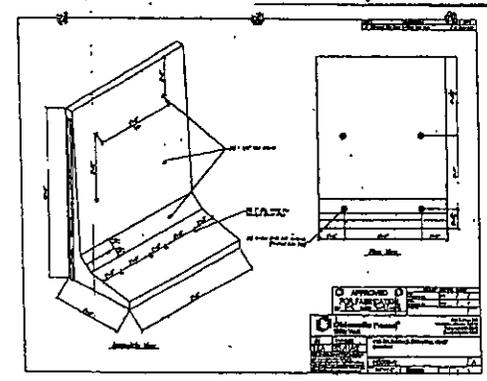
PROPOSED USE PERMIT AREA



LOADING PAD SECTION
R.T.2



SECTION A
R.T.1



PRECAST CONCRETE WALL

NO.	DATE	REASON	BY
HUNTER ENGINEERING 10430 NORTH 74TH STREET SCOTTSDALE, ARIZONA 85258 PHONE: (480) 991-3903 FAX: (480) 991-3880			
USE PERMIT PLAN FOR CHANDLER RECYCLING CENTER NWC HAMILTON STREET & RAY ROAD CHANDLER, ARIZONA			
THESE PLANS ARE NOT APPROVED FOR CONSTRUCTION WITHOUT AN APPROVED SIGNATURE FROM THE ENGINEERING MUNICIPALITY.			
THE JOB NO. IS: HUDS001			
SCALE: 1" = 30'			
SHEET: C1			
1 OF 2			

CONCRETE FORM & NETTING DETAIL

SUBJECT SITE & ELEVATIONS

CASE #UP08-0067 REVISED 5/7/09

Hudson Baylor Corporation (HBC)
Chandler Recycling Center
1100 N. Hamilton Street
(Northwest of the NWC of Hamilton Street & Ray Road)

May 12, 2009

Use Permit Narrative
#UP08-0067

Use Permit Request

This request seeks to obtain a Use Permit (UP) for the existing Hudson Baylor Corporation (HBC) recycling facility located at 1100 N. Hamilton St. which includes the existing +/- 1-acre site and a +/- 1-acre contiguous site to the north, (approximately 900-feet northwest of the northwest corner of Hamilton St. and Ray Rd.), which will be utilized as the proposed expansion area for the existing recycling facility. Specifically, this Use Permit application includes the following two (2) requests:

1. Obtain Use Permit (UP) approval to expand the existing HBC recycling facility to include the subject +/- 1-acre site contiguous to the north of the existing facility, and
2. Obtain Use Permit (UP) approval to allow both ingress and egress (full access) to Hamilton St.; currently ingress only from Hamilton St. is permitted.

Currently, HBC operates a recycling facility on existing +/- 1-acre site as a result of previous use permit approvals. In 1995, the initial use permit approval was granted to permit the facility's operation relating to recyclable materials (i.e. fiber, aluminum cans, plastic and glass). A subsequent use permit approval was granted in 2002 to allow vehicular ingress only to the site from Hamilton St. As a result of the existing site layout and access constraints which affect HBC's ability to operate the facility in a more efficient manner, the applicant proposes to expand the area north (+/-1-acre) and provide full access (ingress/egress) along the existing 30-feet paved driveway, located at the north end of the adjacent parcel to the east, which is currently being utilized by HBC for ingress only from Hamilton St. (See Site Plan- *Exhibit A*). The underlying purpose of this use permit request is to expand the current recycling operation to allow the operator to continue to receive recyclables from both the municipal residential collection vehicles and Abitibi-Bowater Inc., a recycling facility located directly south of the subject HBC site.

Compliance with General Plan, Zoning & Surrounding Uses

The subject +/- 1-acre site is zoned I-2 (General Industrial), and is located approximately 900-feet northwest of the northwest corner of Hamilton St. and Ray Rd. The site is currently vacant except for the existing truck weigh station located at the

northeast corner of the property as a result of previous entitlement approvals. The site is surrounded by the I-2 Zoning district and by the following uses:

<u>North:</u>	Existing Industrial use
<u>East:</u>	Vacant Land
<u>South:</u>	Existing Abitibi-Bowater Inc./Superior Products Corp. recycling facilities
<u>West:</u>	Union Pacific railroad

Additionally, the proposed use also conforms to the existing Employment land use designation according to the Land Use Map of the General Plan. The proposal will not adversely affect persons, adjacent properties and/or neighborhoods within the area as the subject request seeks to merely expand the existing HBC facility to allow for more efficient operations and maneuverability to and from the site. As discussed below in the section entitled, "*Access & Circulation*," the incremental increase in the amount of vehicular traffic along Hamilton St. will be very minimal. As a result of the facility's expansion, ingress and egress to the site as proposed along Hamilton St. will remain in its current as-built lane configuration and will be able to adequately serve any additional vehicular traffic. Additionally, this request does not seek an additional industrial use that is considered "new" to the area; rather this facility and those facilities surrounding the site have been operating within the I-2 zoning district for many years.

Facility Operations

In addition to the municipal recyclable materials that HBC receives, some of these materials are obtained from Abitibi-Bowater Inc., which are loaded onto larger vehicles for transport to full-service recycling plants for processing. At present, the recycling facility has difficulty in operating efficiently in such a confined area, which is substandard in size when compared to industry standards. The proposed expansion site will alleviate the difficulties currently experienced and provide better maneuverability within the site to efficiently process the recyclable materials.

The majority of the vehicles containing recyclables that enter the site from Hamilton St. are sent to the weigh station at the northeast corner of the site. Upon expansion of the facility, trucks will empty their load upon a 60'X80' concrete pad near the center of site and exit the site via Hamilton St. This entire process takes less than five minutes per truck. The recyclables will be contained on the asphalt pad confined within 10-foot tall pre-fabricated concrete walls. The pad area will be surrounded by the 10-foot walls and a 10-foot high netting system that extends 10-feet above the walls, which will be installed to retain and prevent any loose recyclables from escaping the pad area in the event of wind or other disturbance. The netting will also be extended around the open end of the structure at times when unloading/loading is not occurring. Prevention of migrating materials is of the utmost importance to keep the site in an orderly fashion and to preserve revenues that these materials generate.

At the appropriate time, these recyclables will be loaded on to a truck via a front-end loader. Once loaded, the materials will be covered by a tarp and delivered to a

recycling plant. It is anticipated that there will be approximately 4 trailers leaving the site daily. Typically, the materials are received and shipped the same day. HBC does not own or operate the trucks which drop-off the materials, as these vehicles are either municipal collection trucks or contract vehicles. There will be no overnight parking of residential collection vehicles on-site. A spare trailer for transferring materials to processing locations may be stored when not in use at the northwest corner of the site. The spare trailer expedites the process of moving recyclables to the processing locations because it enables the facility to temporarily load the recyclable materials until a delivery truck arrives to the site.

There are approximately 40 recycling bins stored in the northwest corner of the site. These bins are empty and are used by Abitibi-Bowater for remote collection of recyclables at various locations throughout the Valley. Abitibi-Bowater also parks its roll-off trucks on this portion of the site. These empty bins are exchanged for full bins which are filled at sites such as churches or schools. The full bins are returned to the existing facility, their contents emptied into the recycling processing system, and the empty bins then stored on the back part of the property.

There will be 3 to 5 employees on-site to operate the expanded recycling facility. One of the primary responsibilities of these employees is to maintain the site in an orderly and neat condition. Business operations will be conducted between 4:00 a.m. to 6:00 p.m., Monday through Friday which coincide with the current hours of operation. Typically, collection vehicles begin to deliver materials between 7:00am and 8:00 a.m. since the vehicles must first collect the recyclable materials from other locations before delivering them to the site. Deliveries run through the late afternoon. Morning activities prior to initial deliveries at the site include preparation of the site, organizing and cleaning the facility and any outstanding tasks/ activities from the previous day. These employees are charged with regularly maintaining the site in a clean and organized fashion.

Access & Circulation

Access to the subject site is provided by an existing paved 30-foot wide driveway from Hamilton St. at the northeast corner of the expansion site. Currently, there is an internal driveway that cuts through the parcel to the south, just east of the Abitibi-Bowater/Superior Products recycling facilities in order to provide full access to Ray Rd. Unfortunately, this full access is likely to be eliminated when Abitibi-Bowater's lease ends in September of 2009. As a result, full access via the existing 30-foot driveway to Hamilton St. for HBC's facility is required. As discussed below, the additional traffic for the HBC operations will be minimal so that full access will not noticeably change the traffic characteristics of Hamilton St. Additionally, there is an existing traffic signal at the intersection of Hamilton St. and Ray Rd. which will continue to maintain a regular flow of traffic and provide appropriate access to the site.

Currently there are 8 inbound trips to the site related to the HBC operation. HBC will be increasing the number of inbound trips by approximately 5 vehicles daily as a result of the increased activities on the proposed site. Additionally, there will be 4 trucks

exiting the site once they are loaded with recycled materials for delivery to another site. Hence, on a daily basis there will be a total of approximately 30-32 trips associated with the HBC operation. If exiting the site is not allowed to Ray Rd. via the Superior Products property, there would only be 17 outbound trips to Hamilton St. related to the HBC operation. The net increase in traffic on Hamilton Street will be approximately 22-24 trips.

The adjacent Abitibi-Bowater facility, which is not associated with the HBC operation or the current Use Permit request, currently has 19 inbound trips associated with their use. Their facility is located on the Superior Products property and per their agreement should be able to maintain access to Ray Rd.

As shown above, there is only an increase of approximately 22-24 vehicle trips on Hamilton Street, which is a de minimus amount given the capacity of Hamilton Street.

Site Improvements

Improvements to the +/- 1-acre expansion site include the proposed 60'X80' concrete pad, 10-ft. wall surrounding the pad with a 10-foot netting system that extends above the walls. No buildings are proposed for the expansion area. The building for the existing HBC facility is a metal structure which will remain in the same condition and location. The applicant is committing that the 10-foot wall, 10 feet of netting and the manpower being dedicated to the site is more than sufficient to ensure that materials will not migrate from the site. Although the applicant is fully confident that these measures will ensure that materials will not be able to migrate from the site, the applicant acknowledges that the conditions of the use permit will allow the City to address the these types of potential concerns in the future should the above-referenced measures not be effective.