

MINUTES OF THE CHURCHILL COUNTY PLANNING COMMISSION

**155 N. Taylor St., Fallon, NV 89406
March 24, 2025**

1. Call to Order:

The special meeting of the Planning Commission was called to order at 4:30 p.m. on March 24, 2025 by Chair Bunyard.

Present: Zack Bunyard, Chair; Jeff Goings, Vice Chair; Victor Ansotegui, Member; Tami Edgmon, Member; Joe Frey, Member; Mark Hyde, Member; and Scott Nelson, Member.

Absent: None

Planning Staff Present:

Randy Hines, Public Works Director
Dean Patterson, Senior Planner
Diane Moyle, Administrative Assistant

Civil D.A. Staff Present:

Joseph Sanford, Deputy District Attorney

2. Pledge of Allegiance:

The Pledge of Allegiance was recited by the commission and public.

3. Public Comment:

Chair Bunyard noted that all public comments would be limited to three minutes, and he noted that comments would be taken now as well as during the agenda item.

Sherry Wideman, 13993 & 13991 Cadet Road, said that besides the health and safety concern of residents around the facility, a larger reaching concern for this facility is its close proximity to Lahontan Reservoir, Truckee Canal, and the Carson River in the event of a lithium battery runaway fire. Contamination of this water will flow into town and not just the nearby residences. This type of facility is not compatible with this location. Previously, she had provided a few screenshots of many large fires that have already occurred with these types of facilities. The risks are well documented, including their release of hazardous chemicals into the environment. There is scientific proof that the January 2025 Moss Landing battery storage fire in Monterrey County resulted in dramatic increases in nickel, magnesium, manganese, and other chemicals in the ground over five miles away. Scientists at San Jose State University Moss Landing Marine Laboratories have found high concentrations of heavy metal nanoparticles in the shallow dirt around the facilities, which is during the same timeline as the fire. The fire has also reignited again on February 20, 2025 even with 24/7 monitoring, at which time the company commented, "Additional instances of fire and flareups are possible given the nature of the situation and the damage to the batteries." The residents that had to shelter in place due to the Moss Landing fires have filed mass tort lawsuit with Erin Brockovich for exposing them to toxic chemicals since they now have increased risk of health, illness, shortness of breath, difficulty in blood testing, and tasting metal. Fire investigations from the first event have shown that the cameras were not working. On this application today, they state that the site will be monitored 24/7 with cameras, and it doesn't appear that anyone's going to be there 24/7. City and county fire response is at least 20 minutes away, and thermal events are fast and very hot. Per the special use permit instructions in Section H, the applicant has the burden of proof by preponderance of evidence that they've met the requirements. It was noted that time was up, and she passed out copies of a handout that she prepared with quotes from other public officials in the county where they were told it was going to be a problem.

Chris Byrne, 986 Bench Road, stated that the board asked at the last meeting why there weren't so many people there. He said that it was due to the notification. Obviously, 3,000 feet for industrial is not good enough because you can see in the room right now response to this permit. First, looking at their website, they are a new technology, but the storage of batteries is not new technology, and we've had issues for a long time. We are looking at placing this at the headwaters of the whole valley for Churchill County. That is an issue. The storage of these batteries have caused numerous issues, and they are highly concerned for their family and neighbors. Another factor is they have already had two catastrophic incidents out there where the Bench has been severely affected—a month long with the railroad tie fire and with Bango Oil. Obviously, they are saying that their policies and everything has changed, where we just had that railroad tie fire two years ago. We have stacks of railroad ties all up and down the railway still. He just doesn't feel with our track record that we can trust that the issues at hand with safety is going to happen. He really believes that it is the "fox watching the hen house" when it comes to them doing all of the monitoring. We have no third party monitoring on that. At some point in time, it's going to happen, and if it doesn't happen within the first year, it will be in five years or so on just like everything else.

Matt Kent, 13757 Carson Highway, thanked the commission for holding this special meeting. He wanted to address a few factors including the application indicating that 300 gallons is going to put out a lithium fire. His office is right next to Tesla's R&D (research & development) facility. He talked to some of their techs today, and that is not true. The fire department takes 18 minutes to get to anybody out there in that area when there is a major fire. The last time that Safety-Kleen had a pump fire they were evacuated. He's one of the rare guys, regarding this new NDOT (Nevada Department of Transportation) drainage, that still has one of the old drains that comes under the road into his property. They said that they've addressed this with NDOT, but he doesn't believe that they have. No one has ever come to talk to them about this. There is a drain right under the Old Carson Highway right into his property, and he has \$150,000 in horses at his place. He has a brand new well. He talked to his insurance company today, and there is a potential for them to cancel his policy with that facility out there. As all of you are aware, they are already in a higher tier out there because they are far enough from the substation. The last time there was a fire at his neighbor's house, Churchill County had limited radio communication back and forth. That has been noted. For the record, he designs radio infrastructures and analytic camera systems. They are not full proof. If they are not going to have somebody there full time, there are issues with analytic camera systems. The other factor is the traffic. They are going to add more traffic into that area with semi-trucks. Yes, they just widened the road, but the traffic out there is ridiculous. The semi-trucks still use the frontage road at some points, and right in front of his property, which is public and private. Twenty-one times it changes, if no one is aware, on the old Carson Highway from public to private. They will park on that road to wait to go up the road to Safety-Kleen, and what is going to stop them from doing that next. The last thing, the fact that many people in this room did not get a letter. He is one of the few that was within 3,000 feet, but most of the people on the Bench didn't get one. They are going to be more affected because we know the way the wind blows in this town. He hopes that everyone stands with them and understands that this is going to affect all of us and our property values. The audience started clapping.

Joseph Sanford, Deputy District Attorney-Civil, requested the audience to refrain from clapping or other audible forms of support for comments made as it may dissuade others wishing to make public comment to come forward. We are happy to have any and all comments, and we do not want anyone to not feel comfortable making any comment they wish to make due to the large

number of people present.

Ed Keefe, 740 Karen Court, noticed in the summary that the grid display of only 10 feet was a question to the Fire Marshal. He would like to understand this evening whether the Fire Marshal has given a final understanding of what the risks are relative to the response rate that the previous gentleman just gave and to the layout of the grid. From the safety concern he noted that they are proposing the lighting being solar generated. He happens to know a little bit about solar and when it comes to 4:00 a.m., the lighting is not going to support safety on that site. He would like to understand when and how power is going to be brought for lighting. And lastly, (pointing to Joseph Sanford) your comment about people expressing what they want to express in a public forum is atrocious.

Dan Peterson, 1000 Edgewater Lane, began by thanking them for recognizing the importance of this issue and ensuring that it received its own dedicated meeting for input from the public. He extended a special thanks to Mr. Gibbons for bringing this matter to his attention through Facebook. That kind of outreach is invaluable. He expressed his strong opposition to the proposed special use permit for a lithium battery storage facility in our county. We are an agricultural community. Our livelihoods, health, and way of life depend on clean air, water and soil. The recent fire at Moss Landing lithium battery facility in California should be a wake-up call. That incident released toxic fumes, endangered human health, forced evacuations, and impacted nearby agriculture. People reported respiratory problems, and the contamination risk to farmland was real. The danger wasn't limited to the facility itself. The effects spread for miles. Simply placing a facility like this in a remote corner of the county will not isolate them from harm if something goes wrong. This project poses unacceptable risks to our community. He urged them to prioritize the safety of our residents, our farms, and our environment, and reject this permit.

Dustin Palmer, 17333 Bango Road, said that part of the group didn't get notified due to living beyond the hill there from Bango Oil. He understands that they may not be in the blast radius when those sorts of things catch fire. He's in a unique position as he is employed in a very similar industry. He does care about his land and has worked very hard to have something to leave in the future for his children. With working in a similar industry and seeing how much water it takes to put out these fires, he is concerned because there is a canal that runs on the back end of that property to the Bench Road area as well as the fact that they are looking at an explosive test center next to a refinery. It just doesn't seem like the greatest thought process. A big concern is water contamination and needing to know what we are doing to contain it. Is it just a gravel pad that will just leach into the ground? You have the Carson River there and all of these fine people have agricultural industry in this area, and this will greatly affect them. He promises that to put out one of these fires it can take from hundreds of thousands to millions of gallons of water, if it is bad enough. While we do great things to try to contain that in the industry and it is almost a necessary evil with lithium ion, it is close to home, and he prides himself on being part of the Fallon community. He really hopes that they look into that, and he is just asking for more emphasis on what we are doing for containment in the situation that we are putting out there. There are toxic fumes and gases that do come when it is on fire, but let's also talk about the residual, long-term effects of it going into our groundwater.

Del Luft, 408 Humboldt Street, said that nobody has addressed what kind of bond they have. He asked if anyone on the board could answer that. Chair Bunyard stated that they are only accepting public comment at this time. After all of these have been made, they will be able to address some of the questions at that point. Del Luft guaranteed that it won't be enough. It is insane that they put that oil plant where they did. That was insanity, and now they want to increase the insanity. They should be out there by Kennametal. They have railroad tracks there. You are closer

to the freeway, and you can't hurt the soil. There is nobody out there. If they have a fire, it will affect no one. Now you want to affect our property values. He has a piece of property on the Bench, and the value is going to just keep going down and down. You have to address those problems. Why don't you get it out towards Kennametal? There are plenty of properties out there, but you have to put it where it will involve the public and even the town of Fallon because the wind is going to blow that way. Does anybody even think about that? That is insane to have that out there. Kick them out toward the north. What is wrong with that? It's a great idea, right?

Cindy Wright, 190 E Front Street, stated that she knows that she doesn't live out near where this is being put, but she has a concern. She's been here for 30 years, and she has watched the traffic through this town grow exponentially. What kind of guarantee do we have with these trucks coming through town in every direction hauling these batteries? We had one truck that caught fire on Interstate 80 at Immigrant Gap last year. It closed that freeway down for 14 hours. There was nobody around. They stated that you cannot just use water to put out lithium batteries. They basically burn so hot that they have to burn. We have accidents how often at every one of these intersections in this town. You will be having these trucks come through Fernley, Silver Springs, Fallon, and whatever direction they are coming from. If they get into an accident on Williams and Taylor, what is it going to do to this area while that truck full of batteries burns? That is her concern because she lives in town. She feels for these people that if this goes through it is going to mess with our water system, including the water in town, but it is going to mess with their land. She is also concerned for everybody who drives on these roads with those trucks full of batteries.

Trina Enloe, 779 Elkhorn Way, was there in support of this company. She is the mother of four children, and she has gardened and farmed in this valley for a few years now. She absolutely cares about our soil, what leaches into our soil, and she does appreciate them for taking the extra time to educate themselves about this company. In doing so, she hopes that they have learned that this is a sustainable company that does care about our environment. That is the whole purpose of their company to keep these heavy metals out of our neighbors to the north, our neighbors to the south, where we do have landfills and dumps where these batteries leach into the soil on a daily basis. There are cars on Bango Road sitting in a lot for years and years leaching into the soil where these companies can come in and recycle those batteries and get them out of there. This can turn around and absolutely help our environment, and she knows that this board cannot make everybody happy, but they can do their part today to help our future.

Dan Escalante, 2265 Harrigan Road, is wondering if the ground is going to be developed because if they are on top of leach fields, the water could be getting contaminated through leaching into the aquifer. If it is going to be outside storage, what about degradation of the plastics and glare, starting fires. Recently, there was a fatal accident turning into a Fernley neighborhood just up the road here with a semi-truck. It is just like the lady that spoke about last year where there was a fire on a semi-truck that shut down the highway. They couldn't stop the fire. If there is a fire, they are going to be dumping water on it and who knows what else. If there is an accident in the community, there are a whole lot of factors. He is just trying to figure out why. That is an intersection, basically Bango Road is in a triangular situation out there, and there is going to be traffic coming from Carson City, Reno, and Fernley. They will be coming out of Sheckler off of Highway 95 headed that way. He wonders why it has to come so close to this valley.

Ivan Weisshaar, 12801 Carson Highway, has witnessed firsthand the Tesla batteries igniting and exploding at Tesla. They are flying 80 feet up into the air and onto the roof of the building. The fire department arrived, and all that they could do was to spray water on it. At that point (in 2016), they did not know how to put out the fires. He was made aware of the Panasonic batteries, which

are the batteries in everything, in Milwaukee tools, Dewalt, laptops, everything. That is what you are going to be bringing out here. He can see Bango Road from his house, and he can usually smell it. It isn't horrible, but it's there. Now these people are going to put a huge fire hazard that is not only going to ignite and burn, but throw projectiles in every direction. The only way that they put these out, and he has some of the containers from Tesla from some of the fire suppression that they put in the building. They have to use the foam, which is a fire suppressant. We all know with all of these lawsuits that are all over the place about that fire suppressant foam being highly carcinogenic. That is just scary if there is a fire. What about what is all over the batteries? Where do they come from? Are they dirty? Are they contaminated with something else? They are going to stick those out in the field just like they did at the Redwood facility that he just worked on. All of those pallets that are sitting out there, as you drive down USA Parkway, are lithium ion batteries. What happens when it rains? What happens when we get a real bad snow? All of that is going to wash into our water. When he moved out there some years ago, they had their well tested, and luckily there was only some iron and a few other things, but there weren't things like what was around here in the 1980s. He's sure a few of them remember that. If they are just going to wash a bunch of this stuff into our water, it is going to go right into our watershed that is right behind his house—the diversion dam. That goes right into all of the agriculture in Fallon, correct? Consider what is going to be out there. They cannot contain everything, no matter how much they tell you that they will put this down. They are going to do what they always do and go with the USA Parkway location.

Holly Ammon, 740 Wildes Road, said that a lot of people have touched on the economic impact and the environmental impact, but what happens after that happens? What happens when it melts down and it poisons our aquifer? Who is going to pay for the treatment? Who is going to take care of these people when they have been poisoned? Is the company going to foot the medical bills for the entire community, or are we going to be another Flint, Michigan where our water is poisoned, and no one cares? Are the children here going to be sick forever?

Hector Rubert, 4465 Hawk Drive, thanked them for the opportunity to be here. He lives about 15 minutes from the proposed site. As a Navy veteran he can attest that he has been trained in fire fighting procedures, and the lithium materials, metals like magnesium and titanium, are classified as Class Delta fires, which the only effective fire fighting technique is to just allow it to burn or jettison it into the sea. He cannot say much more than what has already been said. While it is very seductive to reap the short-term benefits of a lot of income coming into the town, he asked that they consider the long-term effects and the responsibilities and relationships that will come from this project or any future projects. Consider maybe more renewable sources, maybe when the technology is better evolved or established, or maybe something that could come back and sit down and have a better chance.

4. Verification of the Posting of the Agenda:

It was verified by Diane Moyle, Administrative Assistant, that the agenda for this meeting was posted on March 19, 2025, between 8:00 and 9:00 a.m., at all of the locations listed on the agenda, in accordance with NRS 241 and the Churchill County Code.

5. Consideration and possible action re: Approval of Agenda as submitted or revised:

Vice Chair Goings moved to approve the agenda as submitted. Member Nelson seconded the motion which carried by unanimous vote (7-0).

6. Verification of notification of all landowners in accordance with NRS and the Churchill County Consolidated Development Code:

Chair Bunyard verified with the Administrative Assistant that notification was sent to all landowners in accordance with NRS and the Churchill County Code.

7. Old Business

A. Consideration and possible action re: A special use permit application for outside storage of hazardous materials and an explosion/combustion testing facility filed by NNV Investments LLC. The property is located on Bango Road, Assessor's Parcel Number 007-071-79, consisting of 438.42 acres in the Industrial zoning district. The applicant proposes an outside battery storage yard and a battery testing facility.

Bradley Mayhew and Don Tatro, representing NNV Investments, LLC, were available to speak regarding this application.

Director Randy Hines confirmed that this is a special use permit for two uses, and potentially in the future a third use. The first use will store end of life batteries on the property in an outdoor setting as staging for later disposition to different routes. Use two will be battery testing on those batteries that still have storage capacity to determine if they are suitable for later use. The potential third use, which would be submitted at a later date, is for a solar power facility that would include battery storage using the repurposed batteries that still have storage capacity.

- 1) The outdoor battery storage is planned to cover about 35 acres north of Bango Road, and it includes three proposed phases. A map was shown on the overhead screen outlining those areas. Battery storage would be arranged in a grid pattern using 900 square feet, or approximately 30 feet by 30 feet, with spacing of ten feet or more between the stacks. The height limit on those stacks would be ten feet. This provides separation to help contain any fire that may happen. The storage yard will be fenced, including security measures such as gates, electronic surveillance, etc. The application indicates that the site operational hours will be between 6:00 a.m. and 6:00 p.m. The operations will have approximately twelve employees, and there could be one to two night guards.
- 2) The R&D (research & development) and battery testing facility will test the batteries for safety and other uses. The application indicates that the R&D center will be located a little over two and a half acres south of Bango Road. The testing area consists of a 75-foot by 75-foot concrete pad that is enclosed by block walls, except for the access opening. The application text also describes a secondary site of similar size as a future phase, and the site plan shows a third phase. The application indicates that the R&D site operation hours will be a few days per month between 6:00 a.m. and 6:00 p.m.

This is a brief overview of what was presented in the application materials and in the staff report. There were copies of the staff report available on the table near the entrance to this room. There were some questions that came from the last meeting held. Redwood Materials has prepared a presentation to go over some of their information.

Don Tatro thanked the board for giving them the opportunity to present for the 438 acres on Bango Road that is zoned for industrial use and for allowing them to submit for the special use permit similar to a couple of other facilities in the county that include battery energy storage for solar and an existing test site. He also thanked everyone who came and thinks that it is great to have an engaged community. He thinks that it is important for everyone to understand what is going on in their community, and he hopes that he is able to alleviate their concerns through this presentation. He shared a presentation about Redwood Materials (see attached). Their Chief Executive Officer

(CEO) when the gigafactory was scaling up in Nevada, not too far from their location, was concerned with what is going to be done with these batteries at the end of life, as well as where we are going to get all of the materials needed for manufacturing more batteries. In 2019, and really in 2021, Redwood Materials started to capture these batteries to recycle them, and then to use those parts, minerals and materials in the production of new batteries—through a 95/98 percent collection process, which is at their facilities at the Tahoe Reno Industrial Center (TRI). Mr. Tatro displayed a graph to show the demand in lithium batteries, which is continually increasing. He pointed out that practically everything we have around us has a lithium battery in it—cell phones, air pods, and anything that plugs in and holds a charge. They get these at the end of life, and they will see the tail ends of this for some time to come. He shared the current supply chain for development of lithium batteries. They are trying to condense this supply chain onto one site at their TRI facility. They can receive these, recycle them, and get those battery materials into manufacturer's hands in the United States (US). This would increase US battery manufacturing, secure our energy independence, and reduce our reliance on foreign entities. He pointed out that other countries don't have the same standards that the US has, including substandard human rights. They see this as a way to remove those countries from the equation by meeting the demand for these materials through recycling. This is what excites him about this company and why he likes being a part of this because it is trying to reduce this to more of a US based battery manufacturing, while slowly erasing each one of these lines and creating an infinite supply of what they are currently using for E-bikes to everything else.

Don Tatro explained their processing at the TRI facility and their facility in South Carolina. They collect items with these batteries, and they even performed some outreach in Churchill County to try to gather these items to keep them from going into landfills. Their proposal includes using only 10% of the 400 plus acres to store these materials until they can be moved to the TRI location for recycling. They have to cycle through those materials within a period of no more than twelve months. That would then move to the recycling portion where they sort things and apply chemical refining in order to pull out the materials from the batteries. The end goal is to get to the Cathode Active Material, and that's the part of the battery that makes up a significant portion of the cost as well as all of the parts that are coming from overseas. To be able to do that here in the United States, here in our region, is something to be proud of.

Mr. Tatro displayed an aerial view of their current recycling and storage facility at the Tahoe Regional Industrial Center. He pointed to the area in the lower right corner of the photo where it states Live Feedstock for recycling, and this is similar to what they are proposing at this site in the county. He said that the buildings are shown for frame of reference. Roughly 900,000 square feet is the size of the building. It is where he goes to work every day, and where 700+ people go to work every day. He drives on that road with little to no concern. He's taken his children to this facility. They have over 25+ people that live in Churchill County that go to work at this facility every day. They hope to be able to employ more people living in the county. The batteries are received for recycling and then moved down the hill for storage. The building that appears to be under construction has actually been closed in, and it is 115 feet high. A lot of this stuff is gravity fed, so that is their cathode active material processing portion.

He shared the locations of battery manufacturers, and the people involved in the space. He explained how they work together. He said that one of the most abundant metals in the environment today, which constitutes about 0.006 percent of the earth's crust, is lithium. Even if they extract that here in Nevada, it still has to enter the supply chain that was shown previously. It has to go around the world to be refined multiple times over to make its way back into a battery manufacturer. He

pointed out that their facility in South Carolina is on reclaimed wetlands. He remarked that a lot of comments were made about water, but they have had to ensure that this is taken care of. They are comfortable with doing what is needed to protect that resource. They are not concerned with the risks that have been mentioned today because of how they operate. He brought up their partnerships where they receive a lot of recycled materials. The recycled materials then go back into the supply chain for further use. He showed the numbers of materials that were recycled by Redwood Materials in 2024. He stated that it is projected in 2025 that the United States will throw away over 150 million iPhones into the garbage. When you talk about water quality, one individual mentioned it (he admitted to being guilty in the past of the same), that these batteries are going into landfills all over. Who knows how many of these are in the Lockwood landfill and just waiting for those to enter the water table. If you want to keep these out of the water and protect the water table, getting these to them is the best avenue, so that they can be recycled. They can create an economic opportunity for many in this community, as well as other communities in Northern Nevada.

Don Tatro pointed out some recent achievements of Redwood Materials including being considered as one of the first nickel mines in the US and the first exporter of lithium in decades. The reason is due to them being able to collect this material through their process at TRI to extract it from the batteries and use it. They didn't have to go through the years of acquiring BLM (Bureau of Land Management) permits, which is not an easy process. The amount of time that it took them to get up and running in order to extract this was next to nothing compared to what others are going through in the United States. Their whole company is founded on sustainability. They don't have any wastewater; it is a continuous loop. They use the energy and heat from the process and reduce it down. Their whole goal is to make the world a better place, to make Nevada a better place. That is the ethos of what they go to work every day to do. They invited Stanford University and their team of professors and individuals to do a third party study. This graph shows how their process compares to that of virgin mined material. They can reuse their process over and over again. Every time something is recycled it becomes even more pure because they are continually purifying those atoms and purifying as they are joined together. There is a significant reduction in these things. He knows that water is a very important topic for this region, especially in the agricultural community where he spent a lot of time while growing up. To be able to reduce the overall amount of energy and water going into this process is critical.

He then shared a photograph of the battery storage at their TRI facility to show what the storage area could look like. He thanked those that took the time to come and tour their facility to see things firsthand. He noted that the site where they currently store batteries is about 33 acres, which is really relative to what is proposed on the map for the Churchill facility. He turned some time over to Bradley Mayhew to go into more specifics about what the plans and intentions are with the facility here. Mr. Mayhew thanked the board members and the community for coming to this meeting. He said that there are two special use permits that they are talking about today. He said that he would speak about these separately for discussion. Special Use Permit 1 is for the battery storage facility, which is denoted in the green area on the map displayed on the overhead screen. Special Use Permit 2 is for the R&D (research and development) safety testing center, which is denoted in as the orange area on the map displayed.

Bradley Mayhew showed a rendering of the proposed battery storage facility, which would be similar to the photos that were shared previously of the storage area at TRI. This will be in a grid pattern with spacing between the grids. This is intended for safety purposes to prevent propagation of any thermal event that could occur between those. Another concern that has been raised is what this will look like in the community here, so they took some drone footage and topographical

images of what this facility would look like from Highway 50. There was an image shared on the overhead screen showing that it would basically be not visible to the public on the highway, and it would only be visible on Bango Road. He went over some photos displayed to show the grid strategy and what it looks like, as well as what the grid would contain, which are batteries in the required DOT (Department of Transportation) packaging. Spacing is what they have discussed with the Fire Marshal to encourage safety and clean practices with the material that would be onsite. He noted that someone had raised concerns around this material driving through the community and things like that. He pointed out that this is a heavily regulated industry through the Department of Transportation with really stringent packaging requirements for the batteries. The packaging is designed to protect the batteries and ensure safety in transit. These are traveling through communities throughout the United States today with approved and safe packaging for that. That is what they leverage for their own storage process as well. They keep it in that packaging in order to keep the batteries safe as well as prevent fires from terminal contacts and arcing.

Mr. Mayhew remarked that a lot of discussion today has been around fire prevention. They think of this as the first step and the key to this whole thing being successful. They have a team of first responders on staff already. They use the utmost technology that is available on the market today to prevent these fires. They have FLIR (Forward-Looking Infrared) cameras and artificial intelligence that can detect increases in temperature. He shared examples of the types of thermal variations that are caught on these cameras. Many times, they are able to detect a fire even faster using these methods than someone who is standing right there. This enables them to respond incredibly quickly to any fires. They have trucks onsite that have water and F-500 as a way to put out the fire very quickly. The idea is that they would not be reliant on the fire departments that are 20 or 30 minutes away in some instances. They detect this super-fast, prevent this, and respond to any incident as quickly as possible should they occur. In their storage of batteries, they don't expect this to be a regular occurrence. They do have end of life batteries, so there is a risk of this, but this isn't something that they see on a daily basis by any means. He showed some photos of the FLIR images from their current site. They are watching this 24/7. They have a command center, and the same thing would happen here. He remarked that the question was asked regarding staffing for this site, and they would have first responders onsite 24/7. The 6:00 a.m. to 6:00 p.m. staffing is more for the actual operation itself, but the security and fire watch would be a 24/7 fully staffed operation.

Bradley Mayhew then spoke regarding the R&D Safety Testing. This is intended to be battery testing on batteries that still have storage capacity to determine if they are suitable for later use in solar energy storage combinations. They call this battery energy storage systems. This is another proposed special use permit that they are not discussing today, but if this site is successful, they would want to come back to discuss that in the future. This does include combustion testing, but it is intended to be done in a very controlled manner. He showed a rendering of what that site would look like. The distances are sufficient away from neighbors, including some of the oil refineries or asphalt plants. They have 438 acres and there is plenty of distance between these, and they would keep this contained within the area that is shown here. He knows that there is a lot of concern from the public regarding air quality and water quality, so they wanted to share this with data as opposed to hyperbole that has been circulated in the public. He stated that the graphs displayed on the screen were created by taking data from their own facility, where they are testing this regularly, and comparing it against two things. First, they took their actual results, multiplied it by three times the expected number of tests (three times the frequency), and then multiplied it again by one and a half of the expected impact for each of those. Basically, in aggregate, these bars shown

on the graph are four and a half times worse than what they expect to have happen on their site. He stated that these main elements are things that are released in a thermal event from a battery fire and went through these. The light green bar is what might be expected to come from their site, the orange bar is for a refining facility, the dark green is from a hotel/casino, and the black bar is from a local hospital. The environmental impact from these types of fires is not even close to the types of things that are in our communities today. He also shared a comparison of air emissions between this facility and a diesel generator (a picture of that unit was shown on the slide). This relates to the emissions from the thermal event safety testing that would be done onsite against those from a diesel generator run for over a year. These are things that are in the community today and the impacts that they already have. He thinks that this facility and the impact that they would have shouldn't be a concern to the community. He hopes that this data helps to show that to the public.

Bradley Mayhew then moved on to speak regarding the conceptual water run-off. He knows that there is a ton of concern with farming around the area that are critical to this community. Most of the elements in the battery—the nickel, the cobalt, the copper, etc.—these elements don't enter the ground water if there is a fire. They hit the ground and the typical cleanup that is required by EPA (Environmental Protection Agency) is to remove any contaminated soil. They do have a water run-off plan, and he showed a proposed map of this plan. There would be a detention and containment pond to address the public's concerns. This is what is required for industrial centers in the county. This meets the code and ensures that these metals would not run off and have any impact on the local community—agricultural uses, water quality, and so on. Don Tatro hopes that their presentation answered a lot of questions. As mentioned, this is an industrial site, they are looking to use it for an industrial purpose and get the special permits required with the security team and everyone involved, and to ensure that they are good neighbors and a good part of this community and protect it. He grew up coming to the Junior Rodeo here every Labor Day and to the Cantaloupe Festival, as well as the Silver State International Rodeo and other various things. With over twenty jobs that they currently have, they are looking to almost double that, and he hopes it just continues to grow. They look to be a good part of this community.

Chair Bunyard asked if any of the commissioners had any questions or discussion.

Member Edgmon said that she knows that when they tabled this item at the last meeting, they requested representatives from TCID (Truckee Carson Irrigation District), BOR (Bureau of Reclamation) and BLM (Bureau of Land Management) be contacted and request a response. She inquired regarding the status of that effort. Director Hines responded that they didn't personally notify them, but the landowner notification letters were sent out again. No responses had been received from those entities. Member Edgmon wanted to address the comments from the Fire Marshal. She pointed out in the presentation that the company stated that they would have their own staff that would be able to assist in the fires until the fire department got there. Would the fire department actually be trained, and would they be able to help assist in those fires?

Mitch Young, Fire Marshal, Fallon-Churchill Fire Department, said that in the conversations that they have had with Redwood Materials early training is definitely involved in that. This includes the products that they are using, how their equipment works, what their expectations are of the local fire department, and so on. It is a common thing for any of these fires to let them burn, but they also like to find out where they can help. They may not be able to put out a specific fire that is burning, but they are coming up with what the fire department needs to do to keep that from getting bigger. They are determining ways to keep it from propagating to other stacks. They are asking for greater spacing—the code through NFPA (National Fire Protection Association) does require ten foot spacing; however, they are asking them to increase that to fifteen foot minimum spacing for

batteries that have no damage to them. Those are the types of conversations that they will be having if this is approved. They will work with the company to ensure that their additional requirements are met.

Member Hyde asked them to explain the stages of thermal events, such as in stages 1, 2, and 3, and how they would characterize those. He also inquired how many of the stage 3 events have happened over the next three years. What kinds of things have you employed to mitigate that, and what is the current record with that upgrade in technology? Bradley Mayhew did his best to characterize what he would describe the stages. It isn't an official determination, but it could be used as a frame of reference. Stage 1 might be when smoke is seen or an increase in temperature. That is where probably 99% of the events that they see fall under. They are able to respond to those with the technology that they have. The team is trained really well on this; they are monitoring it 24/7; and they've employed the best technology out there to assist with this. There are events that go past that to Stage 2 where there are flames associated with a fire. Their entire storage strategy is designed to prevent that. Some of the events that were mentioned—Moss Landing Fire and others brought up in the comments—these are very different instances. In most of those the battery density was ten to one hundred times more than what they see on this grid storage here. They appreciate having a great amount of space, which is part of why they are looking for this large acreage, so that they can spread these batteries out and keep them less dense in order to ensure that propagation doesn't happen from battery to battery. That is also why they have the grid storage associated with this with ten to fifteen feet spacing. They helped to write a lot of the code related to this as Redwood Materials was beginning this business in the early days of COVID, and it was sort of a testing a hypothesis similar to how they handled that epidemic. They want to maintain enough distance to keep fires from moving between stacks within the grid. They have been very successful and that is why they have continued to employ this strategy. This is why they invite the fire departments from local communities and across the country to come to help them with this to make sure that they are using the best practices. Stage 3 would be these larger fires like have been mentioned during the public comment. They have never had an event like those, and he thinks that is because of their storage strategy and their prevention and reaction methods. Member Hyde inquired if the fire department ever responded to a fire at their facility. Bradley Mayhew responded in the affirmative. Member Hyde asked how often that happens. Don Tatro remarked that they had an event about a year ago. They learned from that and improved their responses. It was a single person response back then, and they have set their responses to react at a much earlier stage and with more personnel. Since then, they have been fortunate enough to see these before they become a huge issue. Member Hyde wanted to see that their current measures have completely mitigated, at least to this point, any kind of fire that would need or call upon the fire department. Don Tatro agreed that for these uses it has been significantly reduced. They may still call them as a backup if they think there is a potential for something else to happen, but early detection is the key. Member Hyde followed up on the concern raised regarding the fire suppression foam being highly carcinogenic. Bradley Mayhew stated that there is no chemical residue or concerns with that. It is an approved and safe method for firefighting. Director Hines said that they did contact Storey County Fire Marshal, and with this being a new technology with battery recycling. With the increase in the use of these batteries, we are trying to take care of recycling these. He pointed out that the International Fire Codes for 2027 is being written right now (The current code is 2024, but they are working on the new code), and these types of facilities are being considered with the new codes. With the newer processes that are being employed, the code must be updated to accommodate some of these uses. Looking ahead there will be more codes to address the situations

here. Member Hyde restated another concern raised regarding the solar that would be employed to provide power for safety monitoring. A member of the public expressed concern that if we are depending upon solar to power safety monitoring is not a guaranteed system. He questioned what is in place to provide redundancy. Bradley Mayhew explained for context that the solar lights that they are referring to are for the startup of the operation. This is something where they will comply with whatever the county regulations are as they get this into a more permanent setting and complete the full construction buildout. They use these today and are not like the garden solar lights that don't have enough power to last through the night. These are industrial scale lights, and they have batteries and enough solar generation associated with them to last throughout the night. He doesn't think that should be a concern for the public. If redundancy would be required, they would have to hook into the grid. They intend to operate this as something like a microgrid with solar and batteries associated with the entire property that is just as reliable as your typical NV Energy usage. He pointed out that people have outages at their homes even with electrical power. They will be more reliable with a microgrid onsite.

Member Edgmon said in response to landfills, she understands that their company's intent from the presentation is that they want to now hold onto all of the metals (nickel, cathodes, lithium, etc.) that we are already using and keep them from going into the landfill. They are using the DOT packaging during storage, which was confirmed by the representative. They stay that way until they transport these back to the recycling center, where they will actually break them down. This was verified as correct by the representative. She wanted to address comments from the public and asked when there are semi trucks coming through here with these batteries packaged as required by DOT what is the difference between these batteries and the one that would be in an electric car next to them at an intersection stop light. Is the DOT packaging safer than the electric vehicle? She pointed out that there are electric cars everywhere. What is the difference with an electric car catching fire inside someone's home? If a semi truck is coming in and out of our town with that packaging, and they are not disrupting this packaging when they are storing these batteries, what is the difference between an electric vehicle fire and a fire with a semi truck carrying these batteries? She knows that they are not just storing car batteries, and they are trying to keep every battery out of the landfill, including flashlights, candles, and all other items that use batteries. She admitted that everyone is guilty of throwing batteries away and not caring about those that are at the landfill. She is just focusing on the larger batteries like those in the electric vehicles. Bradley Mayhew stated that typically the Department of Transportation packaging requirements are founded around three different things: 1) hard puncture resistant outer casing that prevents something like a forklift going through a battery and causing a fire, 2) inner padding material that keeps it from jostling around, and 3) something to prevent the batteries from accidental activation from terminals—touching the positive and negative terminals. He remarked that the packaging that you see in their photos are far safer than just a battery in your hand or a battery inside of an electric vehicle. It is packaging that is designed to protect that safely. It is one of the best things to prevent battery fires. Member Edgmon questioned if that type of packaging the reason that they keep these in their facility that way, so that protects them from sun or weather exposure. There won't be any contaminants coming out of those DOT transport boxes that are sitting there in the storage facility that would be contaminating the soil, is that correct? Bradley Mayhew responded that directionally that is accurate. These aren't waterproof boxes. They will be exposed to water and sunlight, and they typically cover them with plastic packaging to prevent water ingress. Some of the packaging is cardboard such as the items they get from places like Amazon. Member Edgmon confirmed with them that their whole purpose is to get the batteries so that they are in one sole unit in order to reuse them, not to have damaged

batteries that they are trying to refurbish, and the representative responded in the affirmative. Don Tatro said that some of the packaging is similar to what is used to ship items to you, and he gave an example of an Apple Watch that would be shipped to them in the same packaging that it would have been shipped to an individual.

Member Edgmon continued by asking about the spacing that is recommended to be 15 feet instead of 10 feet as stated in the application. In addition to that someone in the public mentioned something about being monitored by cameras only, but she understands that the applicant is saying that there will be one to two employees onsite at all times. Is this sufficient to put out a fire? She also inquired regarding the camera monitoring from the presentation, what type of frequency or type of monitoring they are doing and what it is for. Is that for fires or heat? In addition to the surveillance cameras and the onsite employees 24/7, what about the radiation or laser they are utilizing. Bradley Mayhew said that the technology they use is the FLIR camera that uses infrared technology to detect any differences in temperature. It doesn't have to be a fire; it could just be any increase in temperature. When there is a significant difference in temperature it is very obvious using that technology. One to two employees would be considered first responders and would be directed to exactly where the camera is picking up any type of event. They would be equipped with first response trucks with the F-500 and 300 gallons of water to respond as quickly as possible. If you can catch these within a matter of minutes, you can put them out very quickly. The incidents where you see these burn for a long period of time are those that aren't caught early. They also have staffing at the command center who would be monitoring this 24/7 remotely via this FLIR camera system. They would also have some redundancies associated with that. If there is an event where those people can't respond to quick enough and something gets out of hand, that is when they would engage the local fire department as fast as possible. Member Edgmon noted that she also heard the public asking questions about Bango Road. She remembered from the first meeting, that they were discussing an additional roadway that would go in north/northwest of their property for additional trucking. She asked them to explain that to ease the minds of the public. Dean Patterson stated that the road condition of Bango Road is okay, but it would need to be improved. The county is not requiring any improvements to the road at this time, but they would need to participate along with other industrial users of Bango Road in the future. That would be something that the county would work out later. He thinks that she may be referring to his comment that as Bango Road goes into the Safety-Kleen facility the structural soundness of the road decreases and leaves the designated easement. The county would like the company to help contribute toward getting that road, which is north of their facility along the west property line, the bad section that needs to be fixed. A map was shown on the overhead screen to demonstrate the road and easement. Member Edgmon inquired if that road that the county is eventually going to require them to build going to connect into Hazen, or somewhere in that vicinity, where they could actually enter the property through a different way. Dean Patterson stated that the county is not requiring them to build it, we are asking them to help with the easement, and then perhaps contribute to moving the road out of the Safety-Kleen facility along the property line between the two parcels. That would be something for the future. Member Edgmon asked if there was a possibility that they would be able to enter through Hazen and that industrial park instead of Bango Road. Dean Patterson remarked that it would be unlikely. Anything is possible far enough in the future, but that is quite a way and there are incomplete easements and no infrastructure at this time.

Member Edgmon asked regarding the test site the applicant to explain what the actual testing would entail that would take place. When it is described as an explosion and combustion, the first thing that comes to her mind is if they will be testing the capacity for impact and explosion like

they see on TV with the Tesla cars. That is what she is envisioning; however, from their presentation she gathers it is a test site to see if they can utilize the battery for a second life. Dean Patterson clarified that the explosion and combustion testing is a term used in the use table in our code, but it encompasses a large variety of different uses. This included the rocket testing company that was approved a year or so ago, as well as the Northern Nevada Research Co (NNRC) Tesla site where they do high stress testing looking for ways to make the battery fail so that they can fix it and keep it from happening in their research. This company is sort of testing batteries that way, but not in high stress settings. Their intent is not to make the battery fail, but they will have a facility in case it does. Don Tatro stated that there is the potential that they would have the battery tests similar to the Tesla site, but the explosion category is just required by code. That is not something they are looking to do, but they are primarily testing for safety for a second application. They also want to keep these from propagating to the next one and to ensure that their practices are safe.

Member Frey stated that Member Edgmon asked most of the questions he was going to. He expressed that he is a concerned citizen in this community that lives not far from this location. He loves this town and the fact that it is small. He loves this community. He has spent an immense amount of time over the last couple of weeks researching this because as most of those in attendance are very concerned, he was as well. While he is not in that isolated valley, he lived through the Bango Oil days and all of the problems that happened related to that. He wants to make sure that we don't go there again. He also touched on private property rights. That is something that he is passionate about. While he would rather look at the bare desert ground that is there, this company has purchased land that is zoned to do what they intend to do with it. He doesn't want to infringe on their private property rights just as he doesn't want anyone to infringe on his rights. If he went and bought a farm, he doesn't want anyone to tell him that he cannot farm. If he buys residential land, he doesn't want someone to tell him that he can't build a house, or that the house is too small or too big. That being said, there is an immersion of things that happen, and we have to live with each other as neighbors, and he believes after getting to know Redwood Materials a little bit that they will be good neighbors. He feels very confident that they will be better neighbors than Bango Oil ever was to begin with. Member Frey said the two largest issues that he heard tonight and were his biggest concerns have been fire and water—surface water and underground water. He doesn't feel that there is a huge issue with surface water. He thinks that it is something to be conscientious of, and there is a pollution prevention plan that will have to be implemented that NDEP (Nevada Division of Environmental Protection) will oversee, and he believes that it will be implemented well. He does think there might be some holes in the protection of groundwater, and he asked that the Director make sure in the special use permitting process to work with the County's Water Engineer to make sure that he is on board and overseeing NDEP's pollution prevention plan and that way the county has something to say a little bit closer to home. He isn't saying that he distrusts a state agency looking after our interests, but he would rather that we look after ourselves instead of just turning it over to a state agency. He has studied this issue, he's walked the property in question, and he believes there are a lot of things that are going to be geographically desirable about this location in that, for the most part, it won't be seen. He understands there are some people that will see it from certain locations. He has flown over the property and over the Redwood facility at TRI. They have a clean facility. Everything is nice and tidy. He doesn't want to judge too much because if anyone were to come and look at his property to compare, they would easily win from a cleanliness standpoint. One thing that he thought of as he was flying over the facility is that they probably had to jump through a lot of hoops because they are right there in the Truckee River Watershed. He is making assumptions that they have had to do a lot of the same pollution

prevention plans that they would have to do here in Fallon. That gives him a little bit of satisfaction knowing that this is not the first time they will be doing this, and he hopes that everything will be fine there. In addressing the fire situations, one of the things that makes him feel the most comfortable, and he didn't see it on the layout displayed earlier, he believes, and asked Don Tatro to confirm that there will be a dunk tank like they have at the TRI facility. Mr. Tatro remarked that they will have all of the same tools available. Member Frey stated that is one of the things that made him feel the most confident about being able to handle a fire is having more distance, he likes the idea of having 15', that fire trucks could get down in there and get stuff out, and that he thinks these guys will be able to with the FLIR technology, 24 hour monitoring, would be able to get the materials to a dunk tank on time before it even becomes a fire. Member Frey commented that like Member Edgmon he had pages and pages of notes that he has been trying to consolidate over the last few days. He knows that Redwood participates in communities with stuff around the holidays and things like that, and he hopes that if they are here that they become community members and not just create the wasteland that we've thought that this could become. He hopes that they will become integrated and provide good jobs. He said that they are good paying jobs, even for some of the stuff that would be here in Phase 1. He asked that they keep up with latest fire prevention technology. That is something as he has researched some of these other runaway facilities that a lot of those things were built using pre-2015 rules. Lithium is still a very new industry and is progressing rapidly. He thinks that they have shown evidence that they keep up with the latest and greatest technology. A lot of those mentioned including the Moss Landing fire were built in 2018 under pre-2015 rules. They were not kept up to date. It was an accident waiting to happen. It is almost no surprise that it happened in those instances, and he wants to make sure that it does not happen here. He thinks that most of his questions have been answered over the last couple of weeks and have been asked by other members of the commission. He thanked the applicant as well as all of the public for coming and participating.

Vice Chair Goings commented that this is probably the first time since being on this board that all of the questions that he may have had have already been asked. He stated that after the first meeting he went home and researched the company. He realized that they mentioned a facility that was being built in South Carolina. Everyone is worried about our water, and he's not sure how many have ever been to South Carolina, but there is surface water everywhere. He thinks that Redwood's facility is being built on reclaimed marshland, and that was confirmed by representatives. That immediately quelled any concerns that he had about surface water and or water in general. He then read more about the company and took a tour of the TRI facility. He completely felt comfortable with this project once he started seeing it. He mentioned for the public record that Redwood Materials has already invested \$750 million into the northern Nevada community. He doesn't think that they are going anywhere, and he thinks they plan on being good neighbors for all of us. Hopefully, we can grow together on a project like this.

Member Ansotegui inquired about the R&D center and when they are testing the batteries. He said that he understands that a car battery is made of thousands of small batteries. Are they taking them apart there and testing each cell or are they testing the large battery pack? Bradley Mayhew answered that it would be the large battery pack, but it is done in a controlled manner in conjunction with the local fire department and others so that it is controlled and safe. Don Tatro added that they hope to identify where a problem is. He explained that there are cells, and the cells make a module, and then multiple modules make a pack. The hope is to identify a bad module in the pack, swap it out, and maybe even get it back out in use. Member Ansotegui then asked how large the dunk tank is and if it is large enough for the entire pack or designed for individual cells. Bradley

Mayhew said that it is large enough for the entire battery pack.

Member Nelson said that the applicant talked about having twenty-four hour fire response. When he read through the application, nothing is really said about this being definite. The application states that one to two people could be possible. It doesn't say how many people would be there. Is there anything that guarantees that there is going to be somebody there all night? Dean Patterson remarked that he would go ahead and make that a more specific requirement if that is an item that the board feels is important. Member Nelson wanted to hear what the company recommends. Is it going to be one or two people? A one-man firefighting team doesn't really make sense to him. Bradley Mayhew stated that it is their recommendation to have two people, so there is someone else there to help keep everyone awake and alert since night shift is always tough. This is for safety of all concerned. He stated that the delineation that they were trying to make in the permit package is due to there being a lot of concern around truck traffic, and the truck traffic would be from 6:00 a.m. to 6:00 p.m. The fire protection response capabilities would be 24/7. Member Nelson remarked that the application talks about fire, but it just said one or two possibly. He then asked regarding the 300 gallon firefighting apparatus. Is that a foam unit or is it just water? Bradley Mayhew clarified that the 300 gallon is water and there would be foam in addition to that with similar suppression capabilities. Member Nelson inquired if the foam was not part of the fire apparatus. Mr. Mayhew said that it is part of the truck as well, but it is in addition to the 300 gallons water tank. He then reiterated that they would have the dunk tanks around the facility in addition to the fire truck. The firefighting truck is just the first responding truck that can pull in between these 15' spaced grids and get exactly to the pallet that would be having some sort of problem and address it very quickly. The idea is to pull it away from there quickly and put it into the dunk tank as fast as possible. Member Nelson then asked when they see hot spots in these batteries what the timelines are using the technology they employ for response. Are they thinking that they have 30 minutes from identifying one of these until combustion? Is there any way to know that? Bradley Mayhew stated that their typical response time is usually under a single digit minute, sometimes it is seconds and sometimes one to five minutes. Member Nelson said that he understands that if they have people onsite, they can identify it quickly enough. What he wants to know is how long do they have to get it into the dunk tank? Mr. Mayhew answered that it can be different depending upon the battery. He thinks that the one to five minute response is totally sufficient to prevent any major issues. The one issue that Mr. Tatro had described earlier was longer in duration, so it was more like in the 10-20 minute range. If you don't see it and address it in that longer type of timeframe, that is where you can see bigger problems. This is why they employ technology with the AI (Artificial Intelligence) to pick up on these things and send alerts to everyone involved very quickly because response time matters. Member Nelson inquired if the AI is what is monitoring in the 24 hour center, not humans, to watch this FLIR. Mr. Mayhew responded that they use both AI and humans to monitor. Member Nelson next asked about the airborne pollution and said that he understands that this plant doesn't need any kind of an air quality permit as it stands, but if they have a fire, that is when he sees the pollutants being a major issue with heavy metals and such. Obviously, this plant doesn't do a lot of combustible stuff out there, so he can understand why they don't have a lot of pollution other than in a fire event. He pointed out that they are upwind from everyone and that is his concern with the airborne contaminants in the case of a fire emergency. Bradley Mayhew replied that the data they displayed in their presentation is air pollution from a fire. The real data on the charts show thermal events from batteries versus oil refineries, casinos, and hospitals. Member Nelson restated that they are saying in a fire situation like what happened at USA Parkway the other day in the trailer that a 50 kW generator puts more stuff in the air than that fire did. Mr. Mayhew

answered in the affirmative. Member Nelson commented that he has never seen a plume of smoke like that from a 50 kW generator.

Member Frey asked another question that came to mind regarding the two people that will be on the night shift and whether they would be trained to run the forklifts and stuff to move battery to dunk tank or just fight the fire in place. Mr. Mayhew responded that they will be trained for both. Dean Patterson asked for clarification regarding firefighting and their mention of dunk tanks, so that implies that they will have staff respond to one of the “cubes” on the site plan (30’ by 30’ by 10’ tall) if one of the batteries there showing signs of a problem. He questioned if they are disassembling the stack of batteries to get at the problem spot, and then responding to that specific location within the cube of batteries. How does that work? Bradley Mayhew thinks that he is referring to is the grid structure that if a pallet has a fire in the middle of the grid what is done if it is surrounded by pallets that are not on fire. They move each pallet away from one another, and then grab the one in the middle, so it is a little bit like the Rubik’s cube game where you are moving things around to get to the one in the center. That is the strategy. Mr. Patterson then inquired if it would be the same strategy if one of the whole grid blocks is engulfed or going up, would they do the same thing with the adjacent grids to move them further away from the grid block that is on fire. This is in an effort to reduce the scale of the maximum size of the fire. Mr. Mayhew replied that they typically see that the fire does not propagate from one grid to the other, which is why there is the 15’ spacing, so that you don’t have to keep moving things. If you have the 15’ or 10’ spacing, it doesn’t jump from one to the other, so you are only addressing the single grid associated with the fire.

Dean Patterson stated that there is a lot of concern about what kind of pollution can happen, including air pollution, gases, and smoke, from a fire that is going, and reducing the scale of the fire by their techniques would reduce the amount of pollution that goes into the air. That is a good thing. In addition, there are groundwater concerns that people have talked about, so in order to control pollution that could get into the groundwater you would control pollution that gets onto the ground. That is the concept of their surface control plan, and the objective would be not to use a whole lot of water, which would not soak into the ground. He verified with the applicant that if it did, it would go into the collection system. Mr. Mayhew remarked that one of the best things that you can do for a lithium ion battery fire is to use water, so he doesn’t want to say that they are going to limit the use of water. That is the best way to react to that. Most of the elements that are released in those fires don’t go further than two feet—the nickel, cobalt, copper, etc. That is what is captured in their pollution prevention plan and where they talk about the ground, or surface area. In the event of a fire, they remove the two foot space, which is what EPA and NDEP requires, and this county should require this as well. The water detention and containment is to collect the water that is used for firefighting activities and would be able to be addressed there. That is the strategy they plan to employ there. Dean Patterson called attention to early conversations with this company included discussions related to the east side of the property where there is a drainage path where the natural stormwater flows, and they were very clear with the company that they needed to stay away from the drainage path.

Chair Bunyard verified that there was nothing more from the commissioners and thanked the applicants for their presentation. He stated that they needed a little better presentation and more information for them as well as the public.

Chair Bunyard called for public comment.

Matt Kent, 13757 Carson Highway, said that what these guys aren’t addressing is that they are using Teledyne FLIR as their camera technology. Last year in 2024, there were thirteen percent

false positives in that technology. He asked how they are mitigating those false positives because they are not. It is in the AI itself. They don't have the ability to manipulate the AI, Teledyne does. That is the first one. Second, as he has read, they said that they've gotten with NDOT and the watershed. Maybe some of you need to come down the Old Carson Highway and look again. There are old drainages that now that NDOT has changed the drainage on the highway is going to drain right into his property and others as well. Those drainages have been there since the Old Highway and they are not even documented because that road is not even in the county road inventory. These guys haven't taken that into consideration. Since NDOT has widened that road and done the construction, there have been five accidents. He thinks that three of them happened at Bench Road, and one happened right in front of his property. What are they going to do to mitigate that truck traffic? They say 6:00 a.m. to 6:00 p.m. We know how crazy it gets out there in that area. There are people that fly by when he's out riding in his arena at 80-90 miles per hour. He said that there was a car sitting on the side of the highway that was stolen, and it sat there for three weeks because NHP (Nevada Highway Patrol) doesn't even patrol that area out there. What kind of plan do they have put in place to keep the traffic down? That intersection just has a stop sign. These truck drivers don't pay attention.

Dan Escalante, 2265 Harrigan Road, said that a fire suppressant team would constitute more than one person. We are all speculating that a fire in that magnitude of a place is going to be singular. What if it isn't? What if there are multiple counts of fire at the same time? There would only be one or two people there and AI. How many forklifts are they going to be using. He is speculating on the worst case scenario. When these fires propagate, they propagate, and they go.

Dustin Palmer, 17333 Bango Road, questioned if the retention pond is lined with anything. He is worried about the pollutants. He can attest that the response time with the FLIR and the human element is substantial. They are excellent at responding and keeping their employees safe. He knows that firsthand, so he isn't questioning that. He wanted a bit more clarification since he has his well right down the road from there. He said that at least they are on the best part of Bango Road. It is not the greatest road in the world.

Chris Byrne, 986 Bench Road, said that he understands the graph shows smoke, and their smoke is little compared to a hotel, or whatever the case may be, but smoke is smoke. Every single day we have an eight to ten mile an hour wind coming out of the southwest coming along the Bench, and that is their normal winds. These fires are going to happen, there is going to be a big fire, we all know that from being out there. It is going to happen. They have already had them, and it's proven. His biggest concern is with smoke management that all of the Bench is going to have to deal with.

Brandon Brimm, 14066 Carson Highway, said that he listened to the minutes from the last meeting as well. Unfortunately, he couldn't attend that meeting. He did notice they talked about checking the soil. He thought that their intent was to periodically check the soil, and if it is bad, they are going to replace it. What about the greater area? They will replace the soil in their area, and then check it again in a few years, and it may look good. What about the nearby farms? They are not checking their soils or replacing their soils. What if something is accumulating there? We are not going to know because they are only checking their own area. Not to mention that a lot of their reporting was about global. He understands that global stuff is important, but as a council we don't really care what is going on in China right now, or the politics in China in trade. We care about our local community, about Churchill County, about our people, our water, our issues. That is what we need to be addressing, not the global issues. As other people have mentioned, why can't we have this stuff in an area away from the community? Why does it have to be right in the middle of a lot

of our farms, right next to a major water source for us and our agriculture? If something does happen, is there going to be any plan to fix the issue? Heaven forbid a fire does happen, are they going to be replacing the soil on all of the farms—that two feet of topsoil, or will that be on those farmers. Are they going to replace cattle that could be lost from smoke inhalation, are they going to replace damaged homes, is there a plan for that or insurance for that—that will specifically cover everyone that is not them?

Rosemary Anderson, 195 North Bailey Street, stated that she doesn't live out where most of these people do, but she does commute on that road and has for ten years. There is a problem with speeding and vehicles in that area. The number of vehicles that they encounter just between the 6:00 a.m. to 6:00 p.m. time period has more than doubled in the last few years because most of us have to go out of town for a decent paying job. She understands that Churchill County wants to grow, and she thinks that we should. But she thinks that it should be done more conservatively. The risks that we are taking and she's not sure how many people here remember the Leukemia cases that were here. Our town was decimated. We had lives lost, and we still have members of this community that haven't recovered from losing their family members. She is asking for the sake of these people and their farms, she doesn't like corporate greed and isn't saying that in relation to these two individuals here, but she's not into this whole global thing, unless we are going to take it and learn from what they have seen globally. There have been a number of lithium plant fires, and if we look at just some of the ash heap that surrounds even LA (Los Angeles), there was a lithium plant in the center of that fire. One of the comments on the news was that the fire burned hotter than most fires. They didn't understand it. She would like to see us not try to grow really fast because the money is big, and "let's do it right now". She thinks that we could maybe slow down and look at other options that would bring high paying jobs. We got Amazon and maybe we could have a few others that are not quite so risky.

Samantha Brockelsby, 10 and 20 Bench Road, expressed concern about this facility being built. Last summer, when she and her husband were headed to Las Vegas, they got stopped by that truck that was hit. That was like a twelve hour incident. They said that the truck literally melted the road in some spots because it burned so hot that they could not get close enough to put that out. She stated that the smell from Bango at her property at 5:00 a.m. this morning would have laid someone low. She's not sure if any of them have ever had a bad battery that has been off-gassing and what that smells like, but she could not even imagine having to deal with that. This morning, she was yakking for two hours just from the smell that she had. She is not against all businesses. She is a business owner, but she is concerned about things that could potentially put worse items and the dangers for that. When there was the fire at Omaha Track, her property was where they had the evacuations stopped. She was in the emergency room from the railroad ties, and she still has problems speaking, her lungs are messed up, and she still has issues from that. They wanted to say that there was nothing. She thinks that we have to think about some other things that could potentially happen if a fire breaks out and there are toxins put in the air. They are directly affected due to the wind.

Henry Schenkel, 10073 Carson Highway, is directly downwind from this. He doesn't understand, being a newcomer to the area, that this is supposed to be an agriculture friendly community, which is what he was told that it was. Why do we have an industrial area next to an agriculture friendly community? It doesn't make sense. Secondly, he doesn't understand why they want to move down from where they are, which is an industrial area and makes good sense. Thirdly, he lives directly downwind from that refinery, and he said that when the wind does blow, it gasses him out. He knows all about chemical warfare. That is what it smells like to him. He shared that he

is 100% disabled because of the waters and stuff like that. Why can't they put, like he used to do at Fort Huachuca, barriers down to cover the ground? With that being said, like a lot of folks here, he is not against a future, but he is certainly against things that don't make sense, like putting an industrial area right next to a whole bunch of farms. That is like crapping where you eat.

Ed Keefe, 740 Karen Court, expressed appreciation for the commission raising some of the issues that citizens have brought. He heard the planner mention that we could make this particular permit reliant on getting funding to do the proper road upgrades, and he thinks that should be part of it. He heard the commission ask about power to the critical observation technology that is going to be used for obtaining quick response to a potential fire, the FLIR system. He personally doesn't believe solar is the solution. It needs an alternative power source to ensure that it is readily available. They have clearly made a statement that the FLIR system is a key piece of their response time. He appreciates the Fire Marshal being here, and unfortunately, he had to leave. He heard him say that 10' wasn't what he was looking for and that the spacing should be changed to 15'. That has got to be a firm commitment in the permit that a relationship between county fire and the company is done yearly, exercises have to be done, the company has to train the county fire on the equipment and the process. Fighting lithium as has been noted by the Director here those policies are out of date, and they are in process. They have to be current. We have to call out in this permit, that they must be reviewed every year, and that the technologies being used to get safety are being kept current. It is vital. He appreciates the company's presentation and the fact that it is a reprocessing process, it is a way to bring about better clean energy so that we don't have to mine it, but they are proposing a very toxic, flammable material to be stored long term in this community. They have to have absolute solid fire response to it.

Bryan Anderson, 195 North Bailey Street, stated that he doesn't want to get into a pissing match with them about something. Everything that he has read in chemistry states that lithium is a very flammable material. He is sitting back there wondering how they are putting water on it. It doesn't make any sense. He isn't questioning their science, unless they have some sort of voodoo magic. Lithium is an exothermic chemical, and when it goes, it goes. If they are proposing to have foam in their 500 gallon tanks, or 300 gallon tanks, maybe that would be something different. From what he understands their science is wrong. He reminded them that there is an old saying, "Those who do not remember the past are condemned to repeat it." He mentioned Love Canal and Three Mile Island. Take a look at New Jersey. IBM in San Jose, California, dumping trichloroethane into the drinking water. He asked the commission to think before they make any rash decisions.

Del Luft, 408 Humboldt Street, asked earlier what kind of bond or insurance they will be required to have. You as a committee could mandate quite a bit. If you want to. He hadn't heard any figures. He thinks that it is going to be really important in the future when there is going to be a problem. How come no one has said anything about the amount of bonding or insurance that they need? They can mandate that.

Hector Rubert, 4465 Hawk Drive, thanked them and does believe in the project of recycling materials. It is something that as we keep growing as world communities it is going to be ever more present and ever more important. He does believe in what these guys do; however, just like all of the folks here, yes, he hears some great ideas, like the dunk tanks, containment, and all of that stuff, but he wonders where all of that is going to go. It may not be that water and that foam that stays here. How are we going to process all of those chemicals and hard metals? Is it this community, or are other communities going to suffer? Please keep that in mind. He knows that it is challenging for the process. It is challenging to jump through hoops, like the EPA and government and all of that. It is not a fool proof system. Just like everyone else has asked, please take your time before making

any decisions and ask those kinds of questions. Where does it come from? Where is it going to go? What is the end process? What is the local procedure—the standard operating procedure of anything?

Tomas Diaz, 2568 Elizabeth Parkway, said that his concern is with the two man fire team. As a firefighter himself, he knows that it takes a minimum of two people to just run one hose, let alone tear apart a 10' tall pile of batteries. It doesn't make a lot of sense running two people to handle something like that. These things get away very fast, and the harder you hit it the sooner you can stop it.

Bernadette Francke, 5555 Rivers Edge Drive, concurred with the people who are talking about the odors that come from Bango, or Safety-Kleen, as we get them to this day. It is not as strong as where they live, but it is quite noticeable. She is very concerned about any kind of industry that may create some type of air pollution, dangerous air pollution, that may come down the river as it currently does today. It is not the right place for this. She owns a Tesla, so she's behind electrification, but it is not in the right place. It is upwind in a watershed. She would strongly suggest another location.

Director Hines added a letter that was received from the residents at 12780 Carson Highway who were opposing this project. Chair Bunyard stated that Yvonne Mori called him to tell him that she and her husband, Lawrence, could not attend the meeting, but they wanted to be on the record that they are also opposed. He inquired if the applicants wanted to address a couple of the concerns that were brought up in the public comments. He knows that we have already discussed a few of them, such as fire suppression. He asked them to talk about false positives on the batteries that was mentioned.

Bradley Mayhew started by addressing the false positives on the AI, that it is actually a good thing. You want false positives and not false negatives. You want it to detect more thermal events than what there are. He thinks that the question is if they are totally reliant on AI and all of the false positives giving them the wrong signals. The false positives are giving them signals to look with human beings. They monitor it 24/7 that the AI is giving alerts to the human beings to validate that it is correct, but false positives are a good thing to ensure that it is being too strong to pick up too many heat being emitted from the local area. He then remarked on the comments related to the smells in the community from the railroad ties and from Bango Oil and Safety-Kleen site. He hopes that they answered some of those concerns in their presentation, but that is not what their facility is, and he hoped that the community could see that Redwood Materials is really passionate, and their entire mission is around trying to help the environment and help to make this better. They are not Bango Oil, they are not an asphalt plant, and he hopes that the community would not hold them to these wrong doings that have been done in this industrial area. This property is zoned industrial, it is zoned for this usage. They will be good stewards to help with the environment and to help the local community with this. Regarding the firefighting concerns and training with the fire department, they welcome that and would love to have the fire department work with them. They love to be utilizing state of the art processes, and they would love to do reviews with them on a regular basis to make sure that what they are doing, in terms of their standards and what the community wants, are the latest and greatest in technology and standards associated with this.

Chair Bunyard mentioned the comment about the testing of soils on their property, and he pointed out that they can't technically go and test the soils on everyone's property around there. If they are doing their due diligence by testing the soil on their property, it would show that there is some containment that way.

Member Edgmon inquired regarding the public concern about lining of the pond and the

contaminant. Don Tatro said that there would be a clay lining that would hold the contaminants. The idea would be to continuously test that, especially in the case of an event, in order to make sure that any contaminant has been removed. They would replace any lining that would be removed. Member Nelson verified that the clay liner would be an engineered design, and Mr. Tatro responded in the affirmative. Member Edgmon asked how they empty the contaminant and where does that water go when they consolidate it into one area. How do you dispose of that? Don Tatro stated that the water would be removed and taken off site. Then you would test the soils and remove the contaminated soil, and this would continue until it was determined that there were no more contaminants. Member Edgmon confirmed that the soil and water with contaminants are being removed from the community, and Mr. Tatro reiterated that the testing would be done at this site, it would continue to be removed and tested until there were no contaminants remaining, and the contaminated parts would be removed. Bradley Mayhew stated that they would work with a third part to take that water offsite, refine it, and dispose of it appropriately. It would not be released into the community.

Director Hines said that if they are approved, there are design plans that would have to be approved by the county that meet the county code. These plans, including the drainage plan, will be reviewed to meet the code requirements. There is no cross lot drainage that would be approved as this is against the code. Any new improvements that do come to the site and any new drainage that is part of any new improvements have to be contained onsite. Then they talked about the drainage channel that runs to this property, and again, they cannot drain into that. Everything must be drained away from that, which is per Churchill County Code. It will be part of the design process, which is not what is considered as part of this application. He wanted to give assurance that those plans have to be engineered, designed, and submitted for approval by the county. Dean Patterson added that this issue came up when they were reviewing the permit for NNRC, who does the high stress testing of the Tesla batteries, and they had to collect their polluted residues off of the ground. Of course, things were going to get washed off into their stormwater system, and their system is designed to handle that just like we have been talking about here.

Chair Bunyard inquired about the question posed regarding bonding. Joseph Sanford, Deputy District Attorney-Civil, informed the commission that they can require a bond, but it is for the removal of facilities and materials that is on the site and remediation of the site to its normal standards upon discontinuance of the use. He gave an example if Redwood Materials decided to leave the site, they could have a bond to require them to remove everything that they have on the site. That is what it is designed for. He believes that insurance would be the part, which he thinks is more apt toward what the gentleman was concerned about, which would be insurance in case there was a contaminant, a breach, or some sort of problem that injured the neighbors. Insurance is not within the purview of the commission. They can ask the company regarding their insurance. Chair Bunyard questioned what kind of liability insurance policy they have estimated for this site. Don Tatro responded that he didn't have the liability insurance policy in front of him. They are required by NDEP to have remediation plans in place with the financial backing.

Chair Bunyard asked for any further comments; there being none, he called for a motion.

Vice Chair Goings, based on the information provided in the application, in the staff report, and heard tonight, moved that the findings have been met for conformance with the criteria found in in CCC 16.08.080(H) and therefore approve the application for a Special Use Permit to establish an outside battery storage facility and a battery testing facility on APN 007-071-79. This approval is

subject to conditions, as listed in the Staff Report, and he added Condition 15 to require at least two (2) people be present for fire remediation at all times and another condition for the 15' separation of stacks (per the Fire Marshal, which is part of the current conditions). Member Frey seconded the motion, and the decision carried by a vote of 6 approved—Members Ansotegui, Bunyard, Edgmon, Frey, Goings and Hyde, and 1 denied—Member Nelson.

Recommended Conditions:

1. *This permit is subject to annual review to ensure compliance with conditions and code requirements until the Planning Commission determines such is no longer necessary.*
2. *This approval includes authorization for phased construction. All phases must be completed within 5 years, or a new SUP must be obtained.*
 - a. *Each phase must obtain a Zoning Review to document code compliance, the adequacy of required facilities, and conformance with previous requirements.*
 - b. *Expansion of operations with phases may require additional facilities.*
 - c. *Nighttime operations are not authorized, and require a new SUP.*
3. *The project must be constructed and remain in compliance with Churchill County Code, including but not limited to:*
 - a. *Any necessary building permits must be obtained for alterations.*
 - b. *A business license must be obtained or updated.*
 - c. *One parking space per employee is required. At this time, 5 parking spaces are required for the testing facility, and 12 parking spaces are required for the battery storage facility. More may be required with future phasing.*
 - d. *Outdoor lighting, including portable lighting towers, shall meet the County Lighting Code.*
 - e. *A landscape plan shall be provided that meets Code standards.*
 - f. *The outdoor storage screening standards must be met. Battery storage in the testing facility may require screening with future phases. The screened fencing along Bango Road shall be shifted for the 10' landscape buffer to be outside the fence. Screening shall be provided around the storage yard, unless a Variance is obtained to defer screening until alternative screening features are installed.*
4. *Temporary Use Permits shall be obtained for the placement of temporary offices.*
5. *Permanent office facilities shall be constructed before the 1st annual review. This shall include permanent office buildings with foundation, restrooms, service facilities (water well, septic system, and power), and employee and visitor facilities. The facility shall meet acceptable construction standards suitable for human habitation/occupation satisfactory to the Building Department.*
6. *The County's Road Impact Fee and the Water Fee (payment-in-lieu of water dedication) must be paid for the business at the time of installation of the first office, whether temporary or permanent.*
7. *Before operations begin, the applicant shall prepare an emergency management and response plan to the satisfaction of the Churchill County Fire Marshal. This will include at least 15' distance between stacks of batteries.*
8. *Before operation begins, a Pollution Prevention Plan that is acceptable to the Director shall be prepared by a professional with stormwater management expertise that documents the adequacy of control measures for pollution generated by exploded or*

burned batteries. The plan may be incorporated into other similar permit, or submitted separately. The plan shall include:

- a. Stormwater facilities for the testing area, that can be implemented for the 3 phases.
 - b. Control measures for pollution runoff generated by fires in the battery storage areas that will prevent pollution from entering ravines and leaving the site, that can be implemented for the 3 phases
9. It is recommended that the applicant implement particularly aggressive dust control practices during construction and avoid disturbing soil crust unnecessarily.
 10. Before fence construction, the existing road easement along the west property line shall be extended with an additional easement that is 60' in width and reaches to the north property line.
 11. The facility must participate in future Bango Road improvements that are organized by the County in coordination with other industrial users of the road.
 12. Development on the property shall protect ravines from disturbance, and shall avoid wetlands. The testing facility driveway shall be designed to pass storm flows rather than impounding them, so water flow to the wetland is not obstructed.
 13. The applicant shall provide documentation of meeting state and federal agency permits and requirements, including but not limited to:
 - a. Nevada Division of Environmental Protection, Bureau of Air Pollution, permits or exemption letters for dust control and air/chemical emissions, etc.
 - b. Nevada Division of Environmental Protection, Bureau of Water, permits or exemption letters for stormwater control, industrial pollution prevention, etc.
 14. Operations shall be conducted in a manner that do not create a nuisance (public or private) under Nevada law or Churchill County Code.
 15. At least two (2) people will be on-site at all times for fire remediation.

Chair Bunyard thanked the applicant and advised that there is a ten-day appeal period.

8. Public Comment:

There were none.

9. Adjournment:

There being no further business to come before the Planning Commission, Chair Bunyard adjourned the meeting at 6:38 p.m. He also thanked the public for their comments.

10. Appendix:

Supporting Documentation

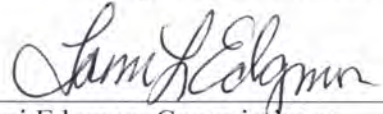
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Zack Bunyard, Chair

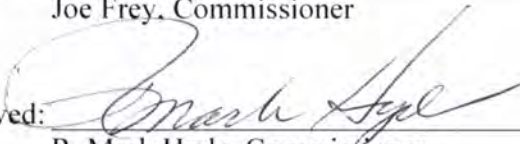
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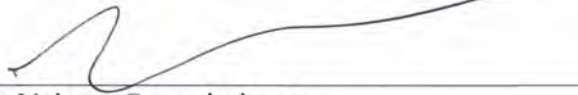
Jeff Goings, Vice Chair

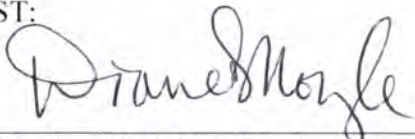
Approved: 
Victor Ansotegui, Commissioner

Approved: 
Tami Edgmon, Commissioner

Approved: not available
Joe Frey, Commissioner

Approved: 
R. Mark Hyde, Commissioner

Approved: 
Scott Nelson, Commissioner

ATTEST:

Diane Moyle, Administrative Assistant



CHURCHILL COUNTY
PUBLIC WORKS, PLANNING & BUILDING

270 S Maine Street, Suite A, Fallon, Nevada 89406
Office (775) 423-7627 Fax (775) 428-0259

STAFF REPORT FOR
PLANNING COMMISSION MEETING – March 24, 2025

Application:	Special Use Permit
Use Table Listing 1:	Outside Storage w/Hazardous Materials – Used Battery Storage
Use Table Listing 2:	Explosion/Combustion Testing Facility – Used Battery Testing
Applicant:	NNV Investments / Redwood Materials
Owner:	New Nevada Resources (AKA New Nevada Lands) – land under sales contract
Site:	No address on Bango Road (APN 007-071-79) 438.42 acres – Near Safety Kleen
Designations:	Master Plan – Industrial // Zoning – Industrial

Summary: NNV Investments LLC is a subsidiary of the Redwood Materials company, which is in the battery recycling and remanufacturing business. The company has other facilities in the USA Parkway area and Carson City. This very large property will have multiple uses. Two uses are proposed at this time, and a third will come later. Uses 1 and 2 are of limited scale at this time, and will expand over time using phasing.

- Use 1 will store end-of-life batteries on the property in an outdoor setting as staging for later disposition to different routes – this is described in more detail below. Stand-alone outside storage requires a Special Use Permit, as does handling of hazardous materials.
- Use 2 will do battery testing on those batteries that still have storage capacity to determine if they are suitable for later use, such as in the 3rd proposed use. Explosion/Combustion Testing requires a Special Use Permit.
- Use 3 will be submitted later, and is a solar power facility that will include battery storage using repurposed batteries that still have storage capacity. A Renewable Energy Facility will require a Special Use Permit in the future.

Outdoor battery storage

The company focuses on lithium-ion batteries, especially those recovered from end of life electric and hybrid cars, but including those for purposes. Batteries are acquired from different sources and will be brought to the storage yard. Batteries are shipped and stored in large packages. For example, large vehicle battery packs are normally self-contained, and smaller batteries are packaged in large drums or other containers. Batteries packages will be stored using racks to keep them off the ground. Battery packages will also be covered using tarps, etc. where needed for protection from the elements.

The application indicates that the battery storage yard is planned to cover 35 acres north of Bango Road and adjacent to the Safety Kleen property. It includes 3 proposed phases. Phase 1 & 2 will border a dry stream pathway running through the property. Phase 3 is more than half of the total area. A recommended condition addresses the timing of this phasing.

Battery storage will be arranged on a grid pattern using 900 sf areas (~30'x30'), spacing of 10' or more, and a height limit of 10'. This provides separation to help contain any fire that might happen. The operational planning uses the International Fire Code standards. **Note** that the Fire Marshal would like changes to this patterning.

The storage yard will be fenced, including security measures such as gates, electronic surveillance, etc. The applicant verbally indicates there could also be night security guards on-site. The fence will be screened with view obscuring material.

The application indicates that the site's operational hours will be 6am-6pm, being a 12 hour day. The day operations will have approximately 12 employees, and there could be 1-2 night guards. **NOTE** that a future night operations shift must be approved in a Special Use Permit. The storage yard will have an office and parking area. Temporary services are proposed to start with, being a "connex office," generator power, portable toilets, potable water tank. Temporary services are not normally allowed for permanent businesses. Temporary offices can be approved through a Temporary Use Permit (administrative review). Staff recommends a condition to ensure permanent facilities are installed before the 1st annual review. The Building Official indicates that a permanent foundation will be needed for the office.

R&D Center / battery testing facility

The R&D Center will test batteries for safety in other uses. This is similar to the NNCR/Tesla facility in the County, though the testing is not focused on the extreme-condition testing done at that facility. Even with lower stress testing, fire and explosion of battery packs is possible.

The application indicates that the R&D Center will be a bit over 2.5 acres located south of Bango Road, and SW of a wetland on the property. The testing area consists of a 75'x75' concrete pad, that is enclosed by block walls except for the access opening. The application text also describes a second area of similar size as a future phase, and the site plan shows a 3rd phase. A recommended condition addresses the timing of this phasing.

The site has a small battery storage area that will use the battery storage pattern described for the storage yard. This would normally require screened fencing, but the applicant verbally indicates that this is for "staging" during testing activity, not for long term storage. During testing periods, small groups of batteries are moved to the site as needed. The application describes the site has having low visibility from adjacent properties and the highway. With these stipulations, fenced screening is not needed for the testing storage at this time. This may change with site expansion, including later phases.

The application indicates that the R&D's site operational hours will be a few days a month between 6am-6pm. When operated, there will be 4-5 employees. **NOTE** that the limited use is likely to increase over time, which will increase employees, traffic, demand for facilities, and other impacts. The R&D Center will have an office and parking area. Temporary services are proposed to start with, being a "connex office", generator power, portable toilets, potable water tank. Temporary services are not normally allowed for permanent businesses. Temporary offices can be approved through a Temporary Use Permit (administrative review). Staff recommends a condition to ensure permanent facilities are installed before the 1st annual review. The Building Official indicates that a permanent foundation will be needed for the office.

Criteria Review: ***CCC 16.08.080(H): Findings from a preponderance of evidence must indicate that the proposed use:***

1. Is compatible with the existing surrounding land uses and development.

The area around the proposed battery storage yard and testing facility is vacant desert or nearby industrial development, along with extensive linear facilities such as power transmission lines, gas transmission lines, rail lines, and canals. Some of the nearby vacant land is checkerboarded federal land. Nearby are industrial uses that include the Safety Kleen refinery, Little John wrecking yard, and rail transloading locations with minor facilities. The closest residential use is about ½ mile away, next to Little John's. Other residences are nearly 1 mile away or more to the south. The proposed testing facility is compatible with surrounding uses. Also see Criterion 5 for environmental impacts.

2. *Is in substantial conformance with the master plan and policies and will be constructed and operated in full compliance of this code.*

The **Master Plan** establishes land use districts that are implemented by the zoning districts. The site has a Master Plan designation of Industrial, with the Industrial zoning district. **Explosion/ Combustion Testing is allowed** in the use table, needing an SUP. Most Master Plan policies are not applicable to industrial activity, other than general support for it. The main applicable section in the Master Plan is Chapter 11 Land Use, which requires protection of the community from new development.

GOAL LU 2 All new development must be comprehensively designed to ensure a sustainable, safe, and healthy environment that integrates into the surrounding neighborhoods.

Policy LU 2.1 In reviewing any development proposal Churchill County shall consider issues of community character, balance, sustainability, environmental impact, safety, aesthetics, and efficient service provision.

Compatibility issues are discussed under criteria 1, above. Environmental Impacts are addressed in Criterion 5. The proposed development must conform to the County Development Code. Conditions of approval will address specific issues, including:

- **Setbacks and Easements:** Setbacks are required to ensure development provides reasonable separation from adjacent properties and roads. The R&D Center is centrally located, so setback and easement requirements are met. The battery storage area fronts on road easements along Bango Road and along the west property line. Outside storage must not be located within the required setbacks. The road setback is 40' plus an additional 30' for higher speed roads like Bango Road, for a total of 70'. No facilities are placed near side or rear property lines, so those setbacks do not come into play. A gas pipeline easement runs through the Phase 1 storage area, being Doc# 408648. The applicant should contact the gas company (Paiute Pipeline or SW Gas) regarding storing materials within the easement. The office and other structures cannot be placed within the easement.
- **Sewer and water facilities:** The facility proposes the battery storage area and R&D Center offices to operate on temporary facilities, being "connex office", generator power, potable water tank, and portable toilets. But the facility will be operating on a daily, permanent basis, with a full staff present. Temporary facilities are not acceptable. Permanent restroom facilities are recommended in conditions of approval, though the applicant has verbally asked for time to implement them. Recommended conditions of approval will require permanent facilities using a well and septic system before the 1st annual review.
- **Permanent Business Facilities:** The applicant proposes to operate the business out of "office connexes". But federal, state, and County law requires permanent businesses to operate out of permanent facilities with an on-site business office, restroom and sanitation facilities, employee break and information (OSHA, safety, notices, etc.) facilities, customer facilities, etc. Doing so also ensures there is a legitimate business license location, legitimate addressing, and maintains the community image. Permanent facilities can include manufactured options, as long as they meet building code construction standards, or acceptable manufactured structure standards for human occupation, or are engineered to Building Department satisfaction. Recommended conditions of approval would require that permanent office facilities be installed that include restrooms for employees and visitors. This would require a permanent foundation.
- **Signage and Lighting:** The applicant proposes no standard advertising signage – but rather directional signage for delivery drivers that will meet the sign code. Normal operations will be during daylight hours. But security lighting is proposed using portable light towers the applicant verbally indicates are solar and battery powered. Normally these use flood lighting which does not meet the lighting code.

A recommended condition of approval requires conformance with the County's Dark Skies lighting requirements, which does not allow horizontal and upward floodlighting. This will require having adjustable fixtures and providing more towers to provide light coverage, which in turn will need careful choosing of light tower models.

- **Outdoor Storage & Screening:** The main use is outside storage, and the application proposes a screened security fence or berming along public facing sides. The Code requires full screening rather than partial. However, some sides are planned for other facilities that will provide alternative screening. Staff recommends that screening requirements be met unless an alternative is approved in a Variance. In addition, the placement of the battery storage area screening along Bango Road must be shifted back 10' to accommodate the landscape buffer along the road. The R&D Center also has a small battery storage area that would normally need to be enclosed by a screened fence. But since it is actually used for temporary "staging", and is infrequently used, screening is not required at this time. A recommended condition points out that future testing area expansion may result in the need for screening.
- **Parking and Landscaping Requirements:** Explosion and combustion testing does not have a defined parking requirement, so parking must be determined by the Administrator. The administrator determines that 1 space per employee, similar to the parking requirement for manufacturing, is appropriate. The application states the R&D Center will have 4-5 employees, and provides a parking lot 5 spaces, including an ADA parking space. This appears to provide adequate parking at this time. The application states that the battery storage site will have 12 employees, and provides a parking lot with 10 spaces, including an ADA parking space. An additional 2 parking spaces are needed at this time. The driveways and parking area will be graveled. **NOTE** that ADA parking spaces must also include an accessible pathway into the office. Employee parking demand is expected to change with phasing.

The landscaping code requires 1 parking lot tree in each parking lot – this should be located next to the office and ADA accessible space, where a water source is available for irrigation. A landscape buffer for Bango Road is required, which means the fence needs to be shifted to be inside the landscape buffer. The application does not provide details, but proposes to use native plants for landscaping. The applicant verbally indicated plans to avoid grading native vegetation, and discussed non-planting landscape alternatives, such as decorative gravel, boulders, etc. A recommended condition of approval would require providing a landscaping plan for the parking areas, the driveway intersection for the testing facility, and the Bango Road frontage for the battery storage area.

- **Friction Zones:** The County Code has friction zone requirements for separation between industrial and other uses, but none apply in this case. It also includes a ½ mile separation between Explosion/Combustion Testing facilities and local highway corridors, which the project meets.
- **Community Development Fees:** New businesses are subject to the County's Road Impact Fee and Water Fee (payment in-lieu-of water dedication). These must be paid with any permits obtained from the Building Department. Normally, the water fee would be paid with concurrent installation of a well for a permanent business. Since the proposal is trying to avoid the installation of permanent facilities, a recommended condition would require the fee with installation of the first office structure.
- **Water Features & Native Features:** Multiple requirements within CCC 16.16.010.1-5 require the protection of water features and native features. There is a long ravine that drains most of the surrounding square mile, passes through the site, and discharges onto private property a mile or so downstream. The large ravine branches into smaller dry stream paths. Another dry stream passes through the south area of the property. The proposed battery storage area extends to the edge of a

smaller ravine and drainage path, without extending into it. Stormwater drainage carrying battery residues is a concern discussed in Criterion 5. There are also wetlands on-site, the largest being adjacent to Bango Road (showing on the site plan photo), at the upper end of the large ravine. There are also pockets of playa ponding in the north area of the site that may or may not be wetlands. The current project will not affect them, except for the road upstream from the large wetland. Staff recommends conditions of approval regarding water feature and natural feature protection.

3. *The project will be constructed and operated in a manner that will not overburden public services and infrastructure.*

There are no public sewer and water services on or near the site. No permanent private sewer and water service are currently installed. Only portable services are proposed and are discussed under Criterion 2, including recommended conditions. Demand for fire and medical services to this remote location will increase with the 2 battery facilities.

The application proposes that a “300 gallon fire suppression” vehicle will be on-site. In addition, fire water tanks will be on site. The Fire Marshal has been working with the applicant on a number of points to improve fire and emergency response. Specific requirements are being worked out to be included in an Emergency Management and Response Plan, such as:

- Increasing the aisle spacing between the 900 sf battery storage areas.
- Find ways to reduce the 900 sf battery storage areas when the yard is not at capacity.
- Provide on-site vehicle capable of dealing with smaller events and/or containing larger events until Fire Department can arrive.
- Provide a minimum amount of drive paths through the storage areas that are strong enough for a fire truck – minimum spacing 300 feet. Soils may need them to be engineered.
- Provide on-site water storage
- Provide firefighter training opportunities related to the special issues of the business.

Staff recommends that the Emergency Management and Response Plan be developed to the satisfaction of the Fire Marshal. With appropriate conditions of approval, public services and infrastructure will not be overburdened. Roads are discussed below.

4. *Adequately mitigates road and traffic impacts generated by the construction and build out of the project.*

County Code requires both legal and physical access to the site. These are provided by Bango Road, a County-maintained road in an 80’ road easement. While this road is considered paved, it is actually just “double chip sealed”, which is not a robust construction standard for heavy truck traffic. Bango Road was previously gravel until the Bango Oil re-refinery (now Safety Kleen) was constructed. At that time, the project was required to double chip seal the road, and the County took over maintenance.

The proposed project will increase heavy vehicle traffic, both with extensive grading and with battery deliveries. The application indicates that battery deliveries in and out of the site are expected to be approximately 10 visits (20 trips) per day. Employee traffic raises this number to an estimated 44 trips per day. Traffic will change with future phasing. While Bango Road may be able to handle the initial traffic, damage and repair needs will increase with phasing. Improvements to Bango Road will eventually be needed in the future, but are not required at this time. A recommended condition will require the business to participate in future upgrades to Bango Road in coordination with other industrial users on the road.

Another issue is that after reaching the Safety Kleen property, Bango Road quickly degrades in structural capability, safety, and even leaves the official road easement. At the worst, it climbs up on the railroad bed and crosses the canal over an 8 foot width that is failing at the bridge. The official 60' road easement runs along the west side of this parcel for 2/3 of its length before ending, being centered on the west property line. Staff recommends that the easement be continued to the north property line, which will also provide a better canal crossing location. This would allow a future relocation of Bango Road that can correct safety and structural problems, as well as provide a perimeter road for future property development.

5. *Does not create adverse environmental impacts, including, but not limited to, noise, glare, fumes, and odor that may be detrimental either to public health, public safety, or general welfare of the persons or property in the vicinity or the wildlife and/or natural resources.*

The primary environmental impacts will be:

(a) Dust will be generated from construction and the extensive grading on the site – being nearly 40 acres. State permits will require reasonable prevention of dust during grading and construction. The County dust control permit will require that a point of contact be provided in the event of complaints received. However, it needs to be pointed out that the soils on the property are exceptionally fine and powdery. Over time, they form a crust from wet weathering that holds down the dust. In addition, the fine texture makes them somewhat resistant to infiltration and more susceptible to causing runoff. When these soils are disturbed they are highly susceptible to dust generation. Staff recommends that particularly aggressive dust control practices be implemented during grading and construction, and that disturbing the soil crust not be allowed needlessly.

(b) Noise from battery testing. This will be intermittent, but could be loud events. However, this is much less likely than the extreme stress testing that other facilities undertake. No special conditions are needed.

(c) Materials released when batteries catch fire or explode. This can include both battery testing and battery storage, and can result in both air emissions and discharges in stormwater runoff from the burned areas. As noted above, this is much less likely than the extreme stress testing that other facilities undertake. Conditions are recommended to deal with the issues below.

Regarding air emissions - Similar battery facilities in the County seem to be exempt from NDEP air permits. A recommended condition of approval requires obtaining a letter from NDEP confirming that the testing and storage facility are exempt air permits.

Regarding stormwater runoff discharges - Exploded or burned batteries at the testing area will release hazardous chemical residue onto the testing pad. A recommended condition of approval requires stormwater control of the concrete testing site pads, to contain residues that wash off during firefighting and storms. In the storage area, there may be rare instances of battery fires consuming a battery storage grid area. A condition is recommended to deal with these instances. Storm drainage can carry battery residues into dry stream paths, the ravine, and downstream to the private property the ravine discharges onto. Drainage from battery storage areas should be controlled to deal with this consideration. These considerations can be incorporated into any state pollution prevention permits that are obtained, or developed separately. Such measures must be documented by a professional with stormwater management expertise showing the adequacy of the retention basin.

STAFF RECOMMENDATION:

APPROVAL - as provided below.

MOTION FOR DECISION: The motion should be modified by the Planning Commission as needed.

□ Based on the information provided in the application, in the staff report, and heard tonight, I move that the findings **HAVE BEEN** met for conformance with the criteria found in CCC 16.08.080(H) and therefore **APPROVE** the application for a Special Use Permit to establish an outside battery storage facility and a battery testing facility on APN 007-071-79. This approval is subject to conditions, as listed in the Staff Report.

Recommended Conditions (NOT PART OF MOTION): Based on code requirements and issues raised during review of the project, the following conditions are recommended for any approval:

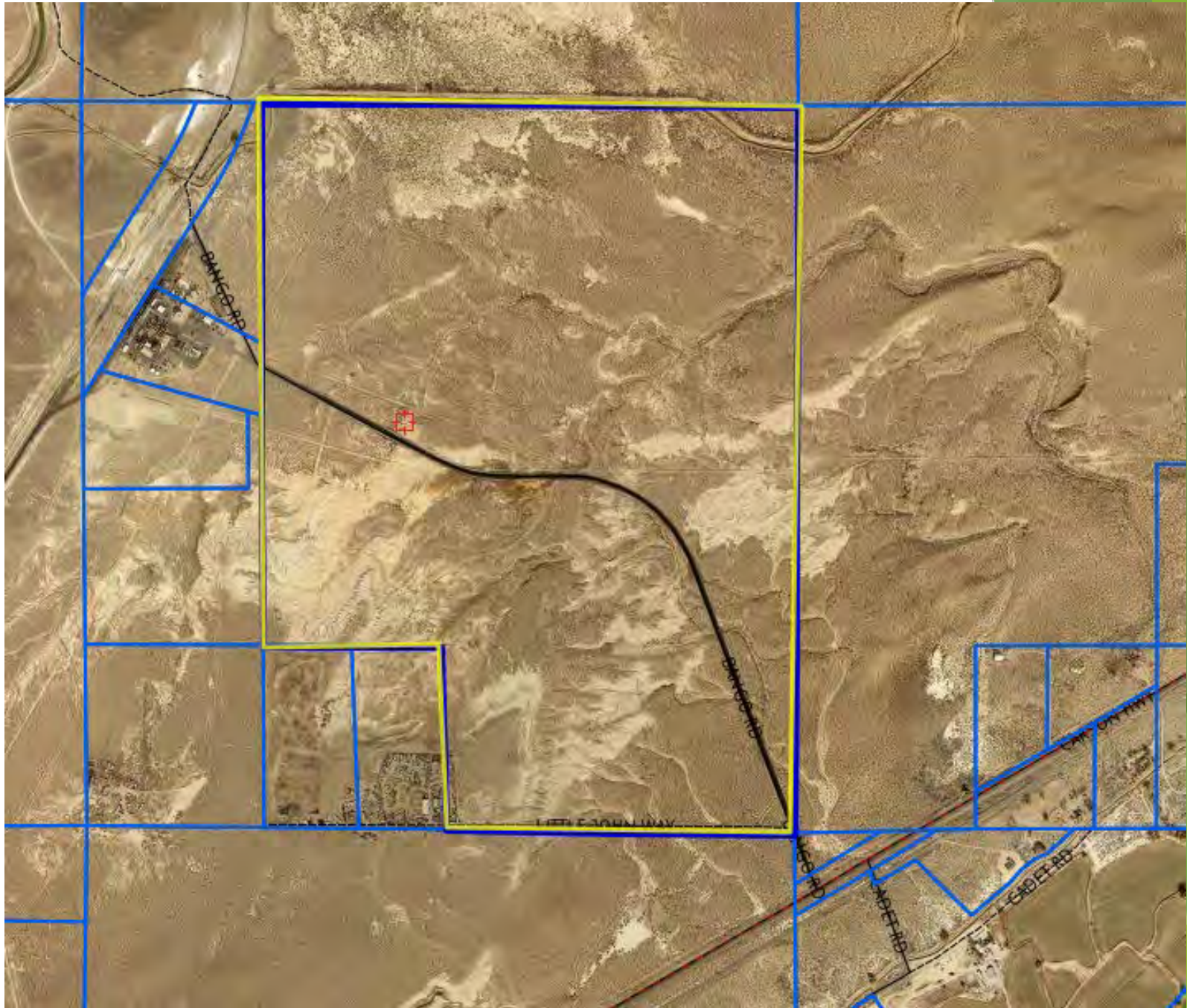
1. This permit is subject to annual review to ensure compliance with conditions and code requirements until the Planning Commission determines such is no longer necessary.
2. This approval includes authorization for phased construction. All phases must be completed within 5 years, or a new SUP must be obtained.
 - a. Each phase must obtain a Zoning Review to document code compliance, the adequacy of required facilities, and conformance with previous requirements.
 - b. Expansion of operations with phases may require additional facilities.
 - c. Nighttime operations are not authorized, and require a new SUP.
3. The project must be constructed and remain in compliance with Churchill County Code, including but not limited to:
 - a. Any necessary building permits must be obtained for alterations.
 - b. A business license must be obtained or updated.
 - c. One parking space per employee is required. At this time, 5 parking spaces are required for the testing facility, and 12 parking spaces are required for the battery storage facility. More may be required with future phasing.
 - d. Outdoor lighting, including portable lighting towers, shall meet the County Lighting Code.
 - e. A landscape plan shall be provided that meets Code standards.
 - f. The outdoor storage screening standards must be met. Battery storage in the testing facility may require screening with future phases. The screened fencing along Bango Road shall be shifted for the 10' landscape buffer to be outside the fence. Screening shall be provided around the storage yard, unless a Variance is obtained to defer screening until alternative screening features are installed.
4. Temporary Use Permits shall be obtained for the placement of temporary offices.
5. Permanent office facilities shall be constructed before the 1st annual review. This shall include permanent office buildings with foundation, restrooms, service facilities (water well, septic system, and power), and employee and visitor facilities. The facility shall meet acceptable construction standards suitable for human habitation/occupation satisfactory to the Building Department.
6. The County's Road Impact Fee and the Water Fee (payment-in-lieu of water dedication) must be paid for the business at the time of installation of the first office, whether temporary or permanent.
7. Before operations begin, the applicant shall prepare an emergency management and response plan to the satisfaction of the Churchill County Fire Marshal.
8. Before operation begins, a Pollution Prevention Plan that is acceptable to the Director shall be prepared by a professional with stormwater management expertise that documents the adequacy of control measures for pollution generated by exploded or burned batteries. The plan may be incorporated into other similar permit, or submitted separately. The plan shall include:
 - a. Stormwater facilities for the testing area, that can be implemented for the 3 phases.

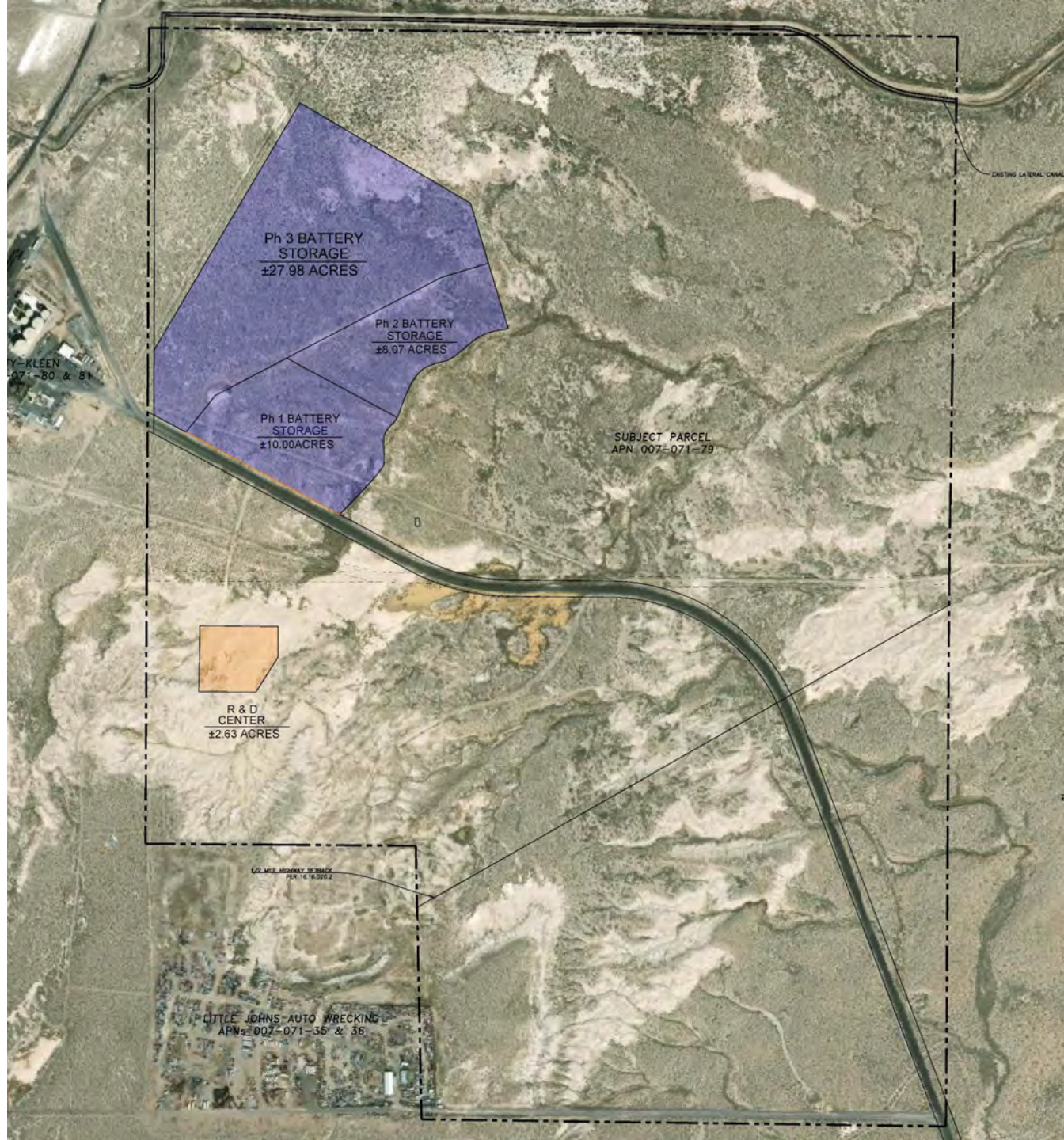
- b. Control measures for pollution runoff generated by fires in the battery storage areas that will prevent pollution from entering ravines and leaving the site, that can be implemented for the 3 phases
- 9. It is recommended that the applicant implement particularly aggressive dust control practices during construction and avoid disturbing soil crust unnecessarily.
- 10. Before fence construction, the existing road easement along the west property line shall be extended with an additional easement that is 60' in width and reaches to the north property line.
- 11. The facility must participate in future Bango Road improvements that are organized by the County in coordination with other industrial users of the road.
- 12. Development on the property shall protect ravines from disturbance, and shall avoid wetlands. The testing facility driveway shall be designed to pass storm flows rather than impounding them, so water flow to the wetland is not obstructed.
- 13. The applicant shall provide documentation of meeting state and federal agency permits and requirements, including but not limited to:
 - a. Nevada Division of Environmental Protection, Bureau of Air Pollution, permits or exemption letters for dust control and air/chemical emissions, etc.
 - b. Nevada Division of Environmental Protection, Bureau of Water, permits or exemption letters for stormwater control, industrial pollution prevention, etc.
- 14. Operations shall be conducted in a manner that do not create a nuisance (public or private) under Nevada law or Churchill County Code.



**CHURCHILL COUNTY
PLANNING COMMISSION
HEARING
March 24, 2025**

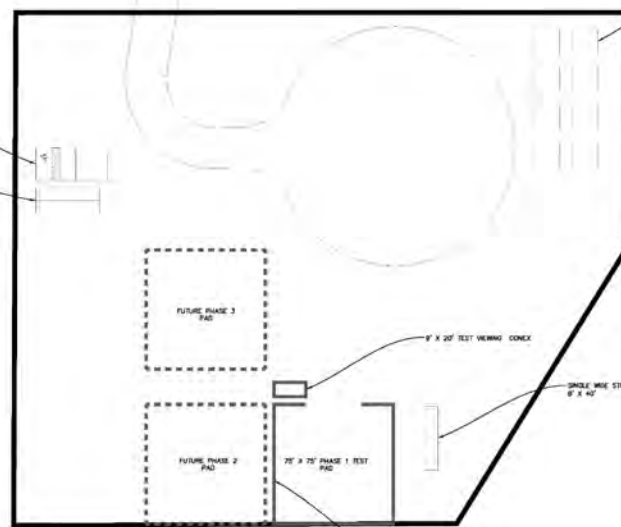
NNV Investments, LLC SUP, Bango Rd, APN 007-071-79

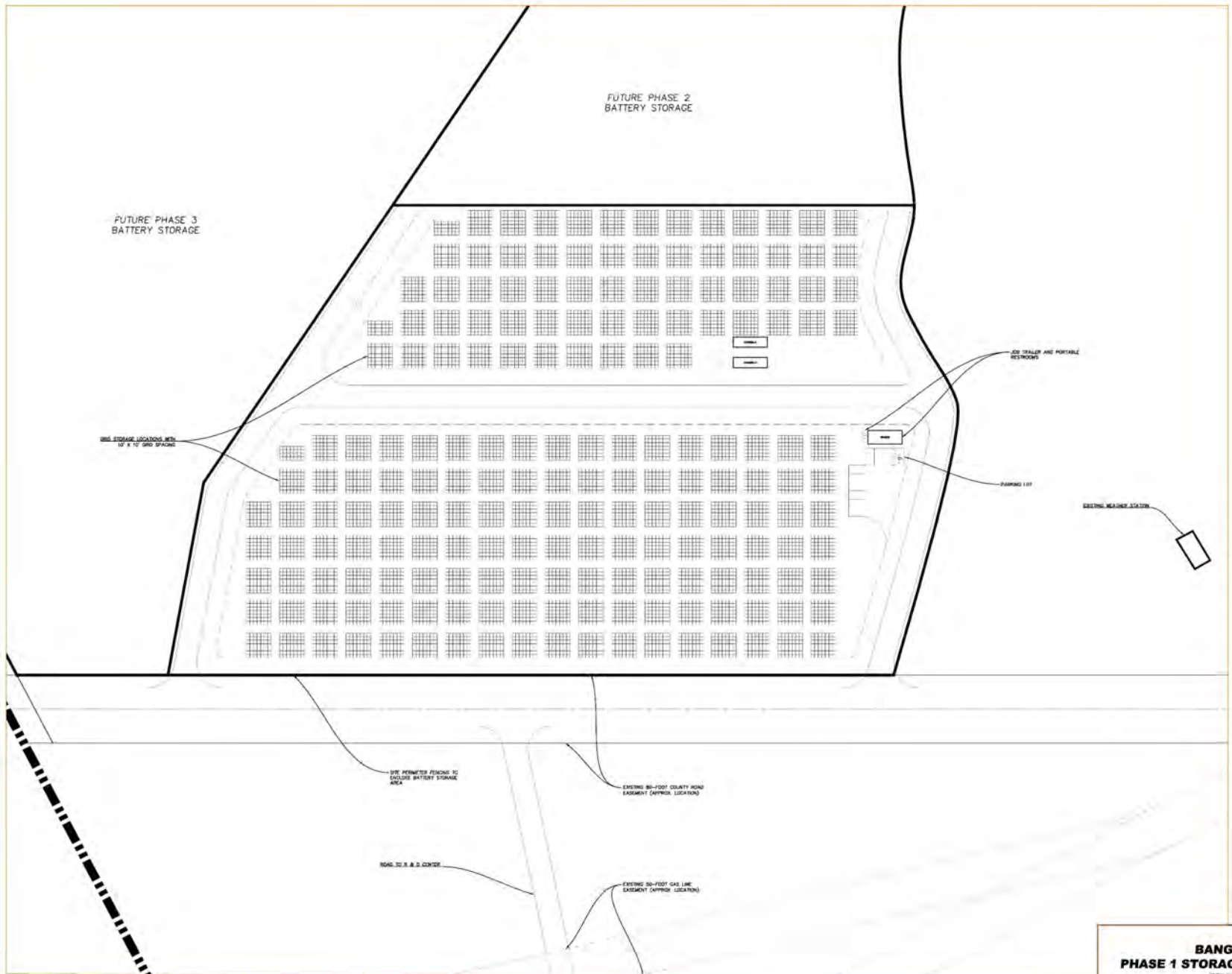




VEH. PARKING STALL AREA (CA)
10' x 20' PARKING STALLS

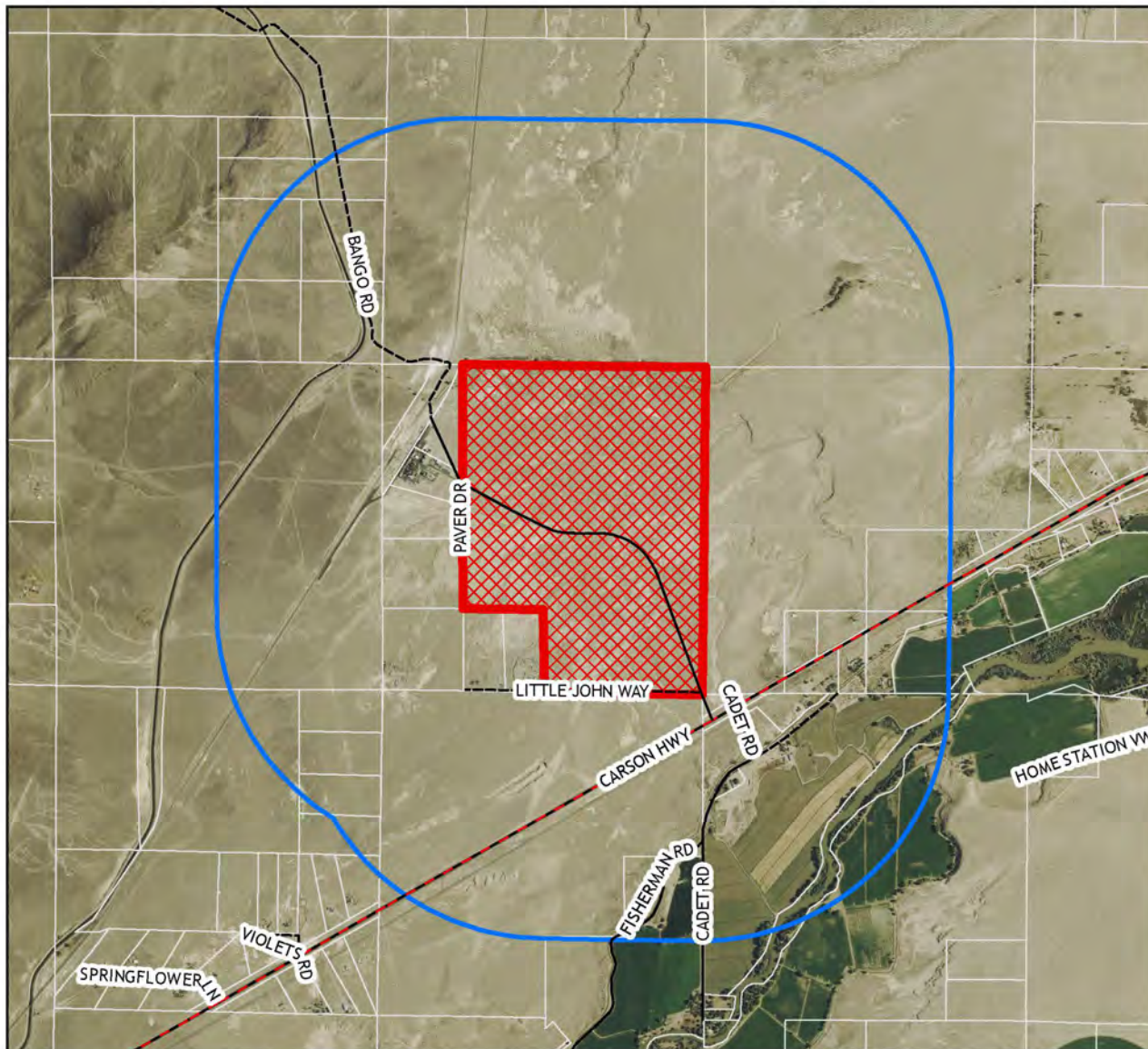
COORDE. WITH SWITCH CONNEX.
10' x 20' WITH (2) RESTROOMS





Special Use Permit
 NNV Investments LLC
 Bango Road
 APN: 007-071-79

*Notification Boundary
 per Churchill County
 Code 300 Feet
 This Notice: 4,000 Feet*



- | | |
|-----------------------|--------------------|
| Zoning | Lakes & Reservoirs |
| E-1 | Carson River |
| R-1 | Property Lines |
| R-2 | Subject Property |
| A-5 | |
| A-10 | |
| C-1 | |
| C-2 | |
| I | |
| RR-20 | |
| Special Restriction's | |

4,000

Feet

This map is intended to depict approximate boundaries and does not represent a survey. Any area determination or dimensions are estimates, or approximate measurements. For accurate boundaries and acreages a survey by a licensed surveyor is needed. No liability is assumed by Churchill County concerning the accuracy of the data delineated hereon. Use of this map for other than illustrative purposes is not recommended, and Churchill County expressly disclaims any liability for use other than for illustrative purposes.

Prepared By: Diane Moyle
 Churchill County Planning Department
 Last saved by: diane.moyle on 2/12/2025 at 9:59:14 AM
 File: P:\GIS\Planning Commission\Notification Maps\2025\3 March 12\NNV_Investments_SUP.mxd



REDWOOD MATERIALS

March 24, 2025

Redwood's focus



Increase the **supply**
of battery materials

01

Reduce the **cost**
of batteries

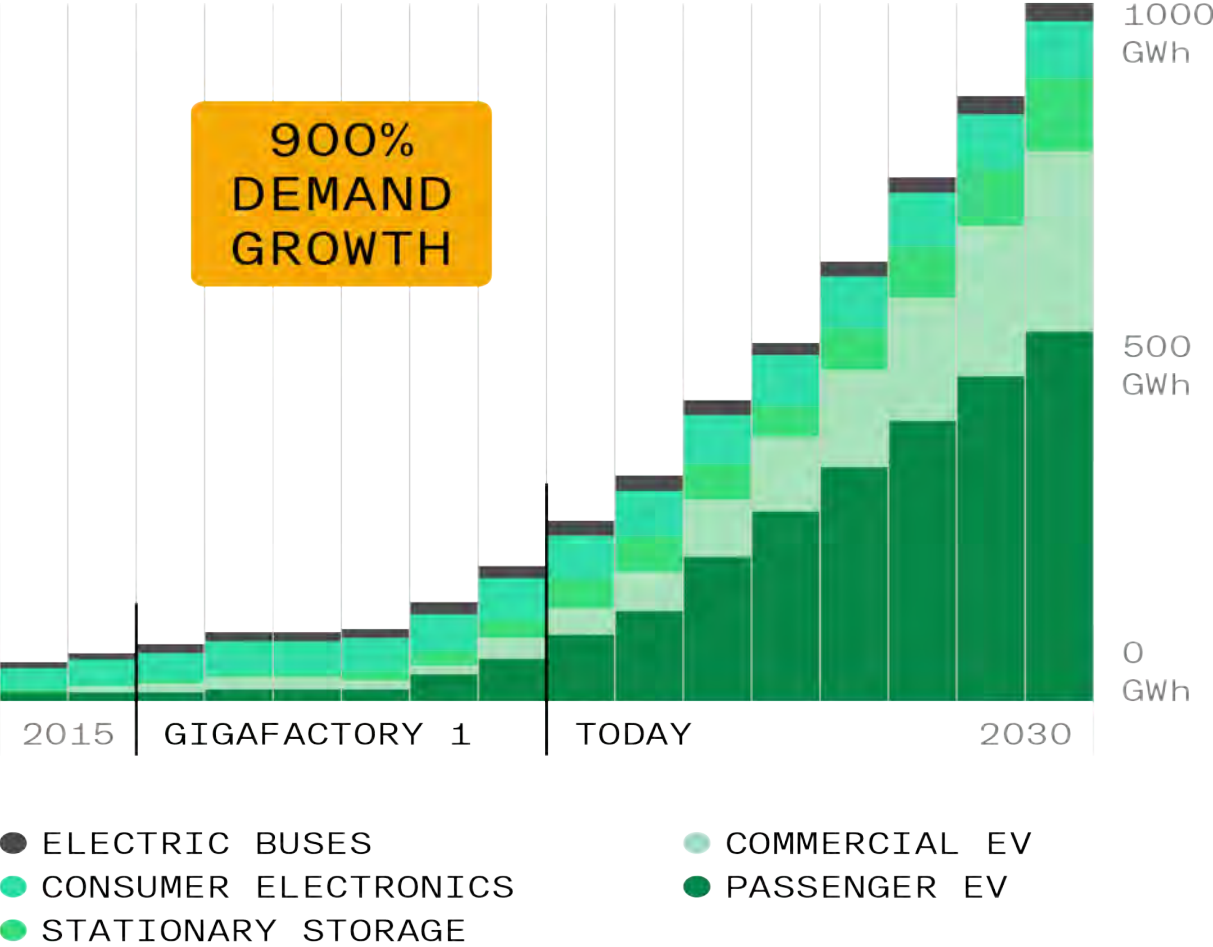
02

Reduce the
**environmental
impact** of batteries

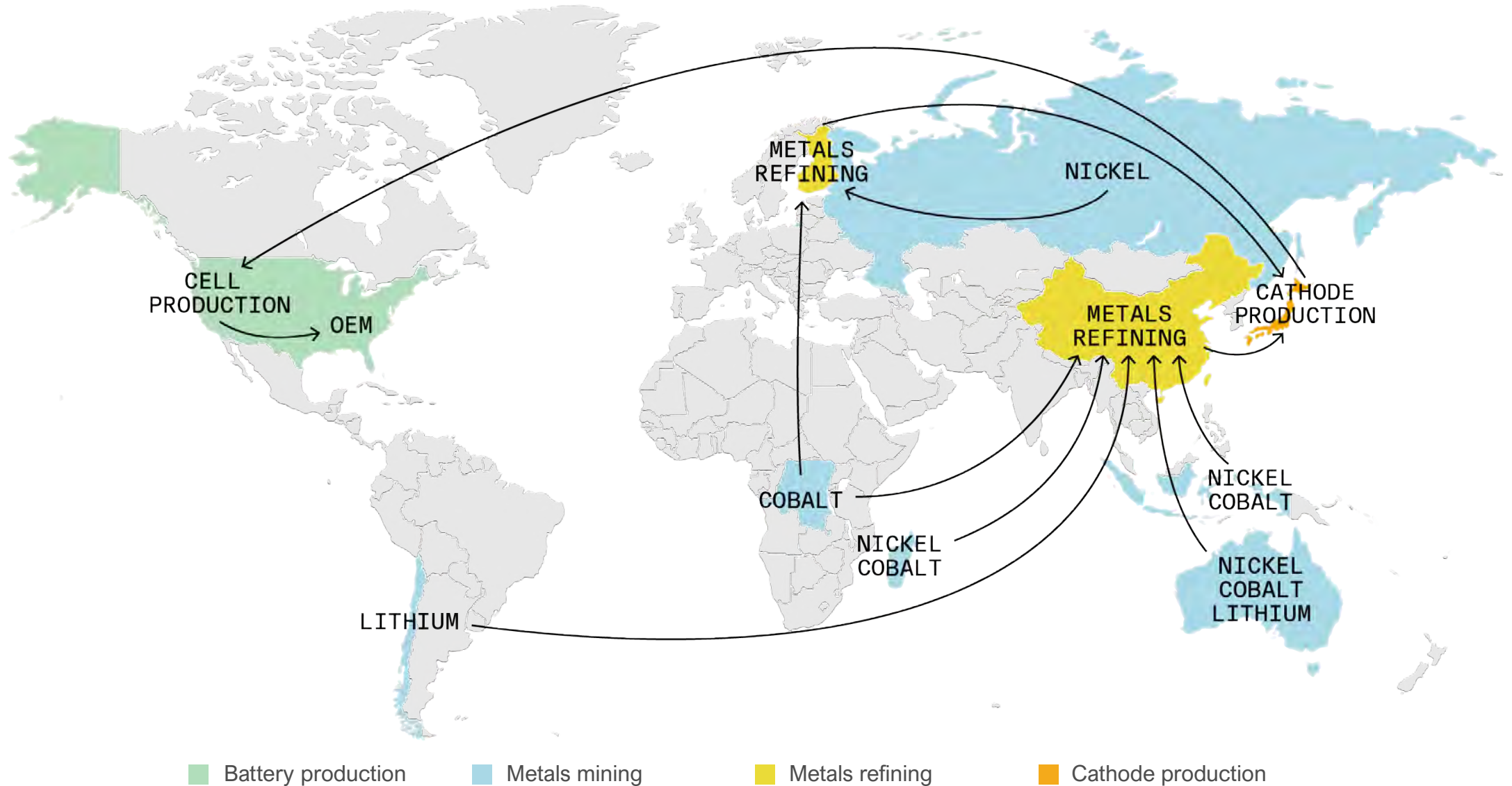
03

Battery demand over the decade

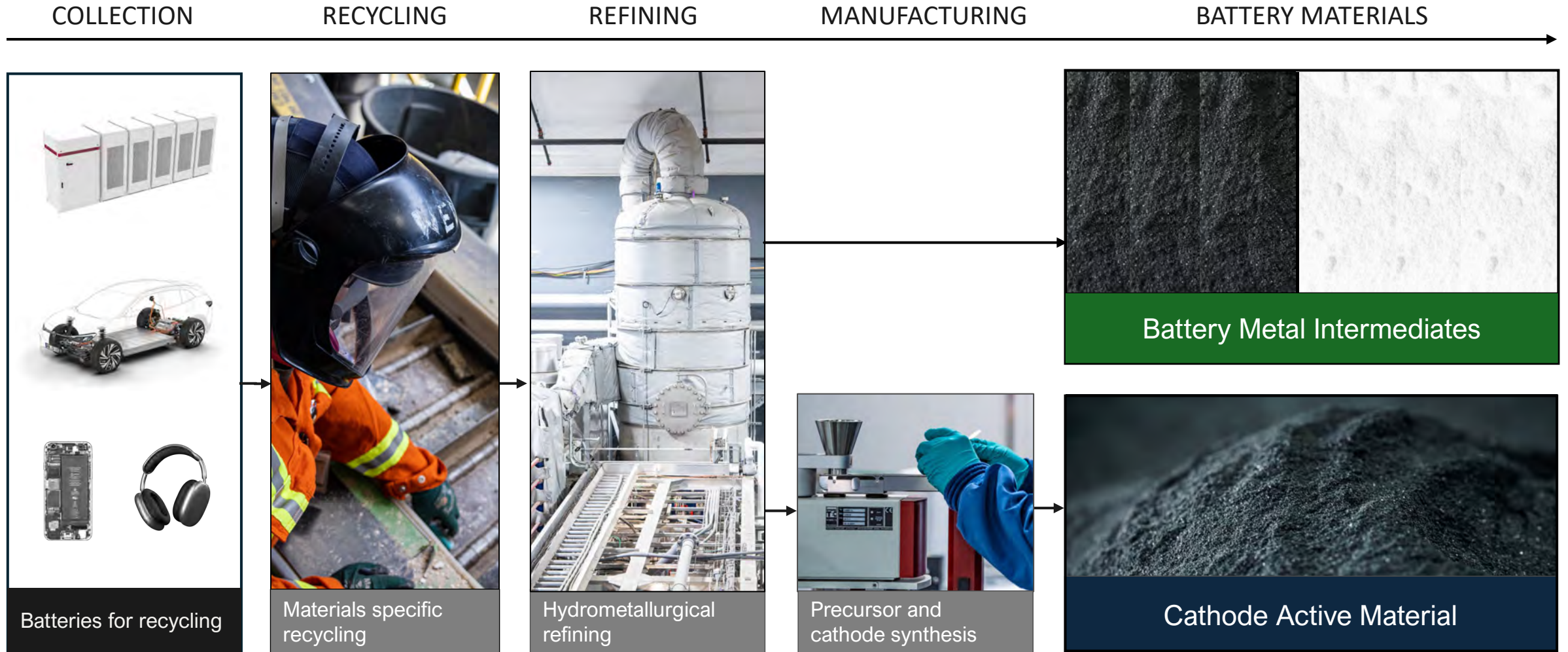
U.S. DEMAND GROWTH FOR LITHIUM-ION



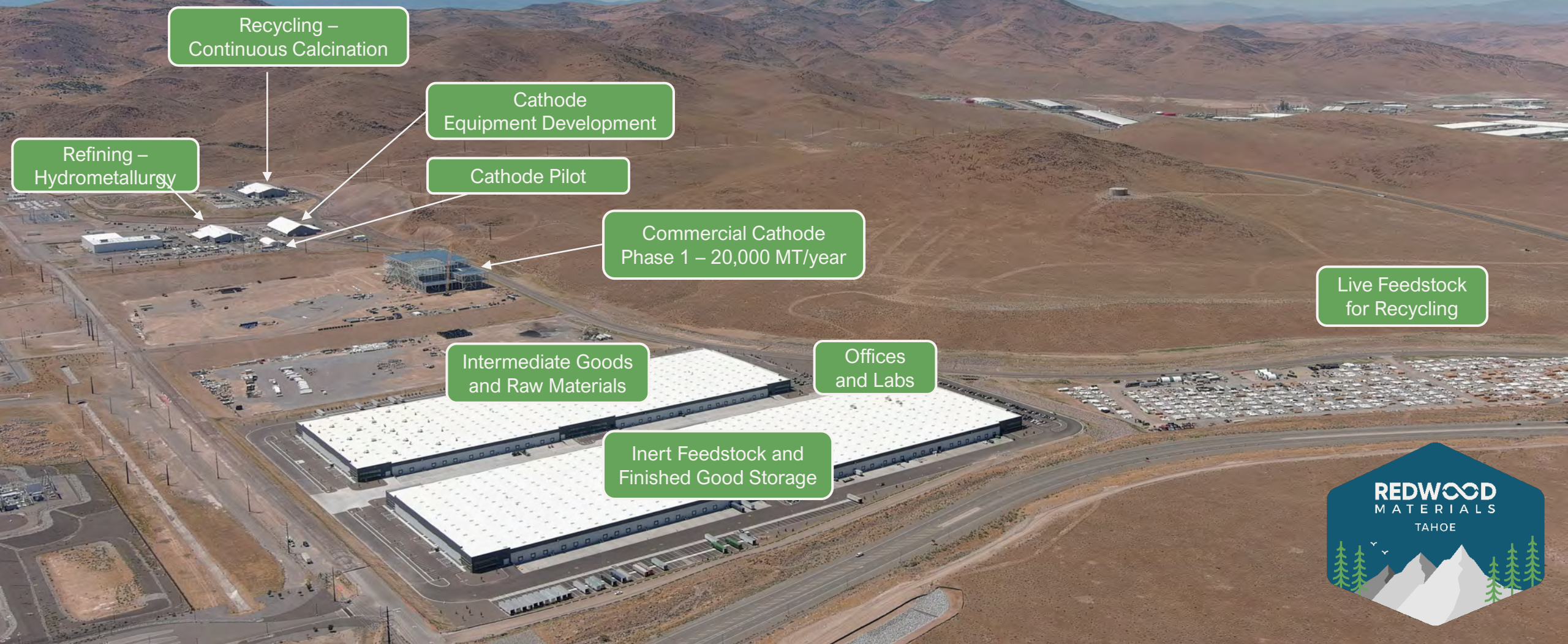
The current 50,000+ mile battery supply chain



Redwood's Business



Redwood Tahoe Campus



Recycling –
Continuous Calcination

Refining –
Hydrometallurgy

Cathode
Equipment Development

Cathode Pilot

Commercial Cathode
Phase 1 – 20,000 MT/year

Live Feedstock
for Recycling

Intermediate Goods
and Raw Materials

Offices
and Labs

Inert Feedstock and
Finished Good Storage



~1,000 GWh of cell manufacturing plants in North America by 2030



Partnerships

CELL MANUFACTURERS

Panasonic

**ULTIUM
CELLS**

E-MOBILITY

lyft

Lime

RAD POWER BIKES

VEHICLE OEMs



ROLLS-ROYCE
MOTOR CARS NA LLC

V O L V O



TOYOTA



PORSCHE

CATERPILLAR®

NISSAN

CONSUMER ELECTRONICS

amazon

WM
WASTE MANAGEMENT

ENERGY STORAGE

 Southern Company

 **Kaua'i Island
Utility Cooperative**
Your Touchstone Energy® Cooperative 

Redwood recycled **20 GWh** of lithium-ion batteries in 2024

Equivalent to:

60,000

Metric tons

250,000

Electric vehicles

1.567B

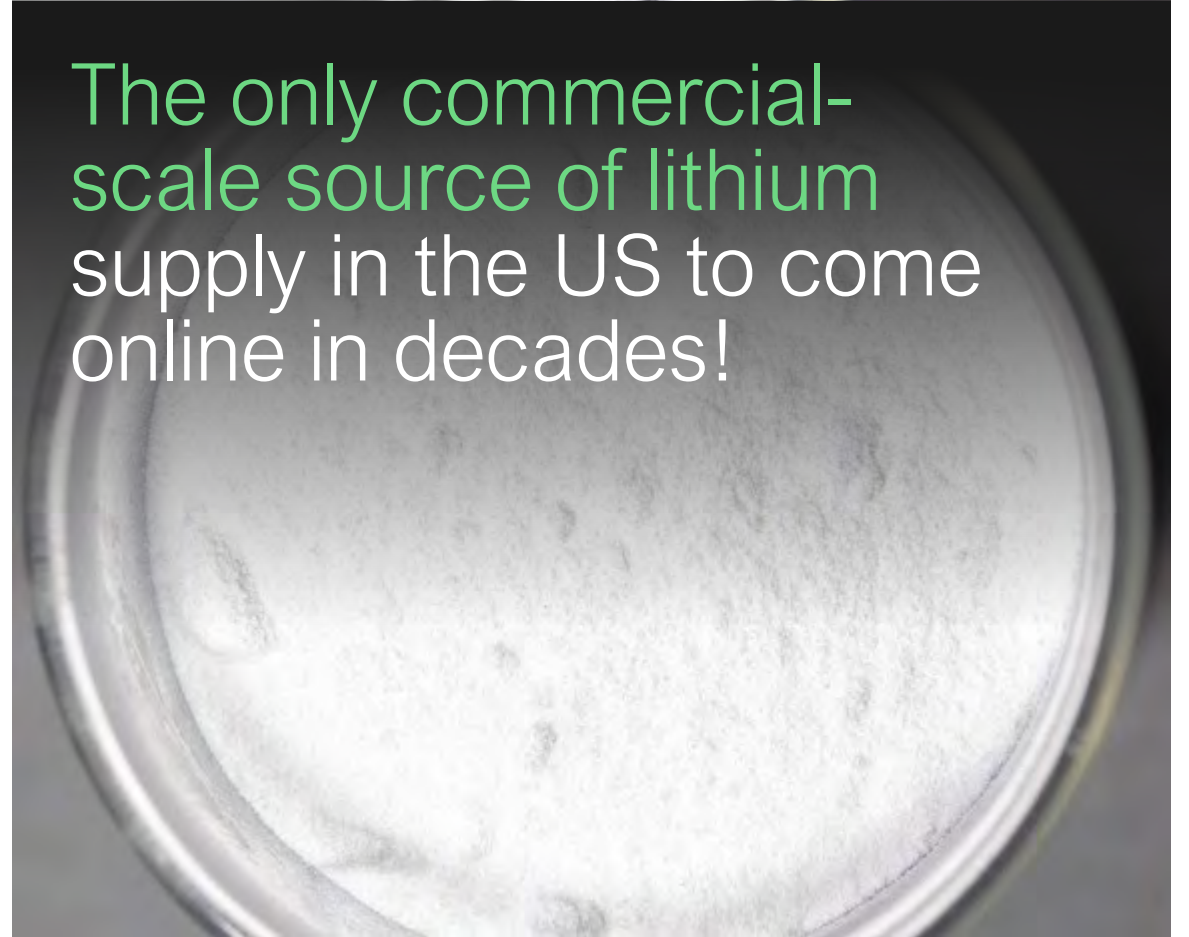
Cellphones

Redwood recent achievements

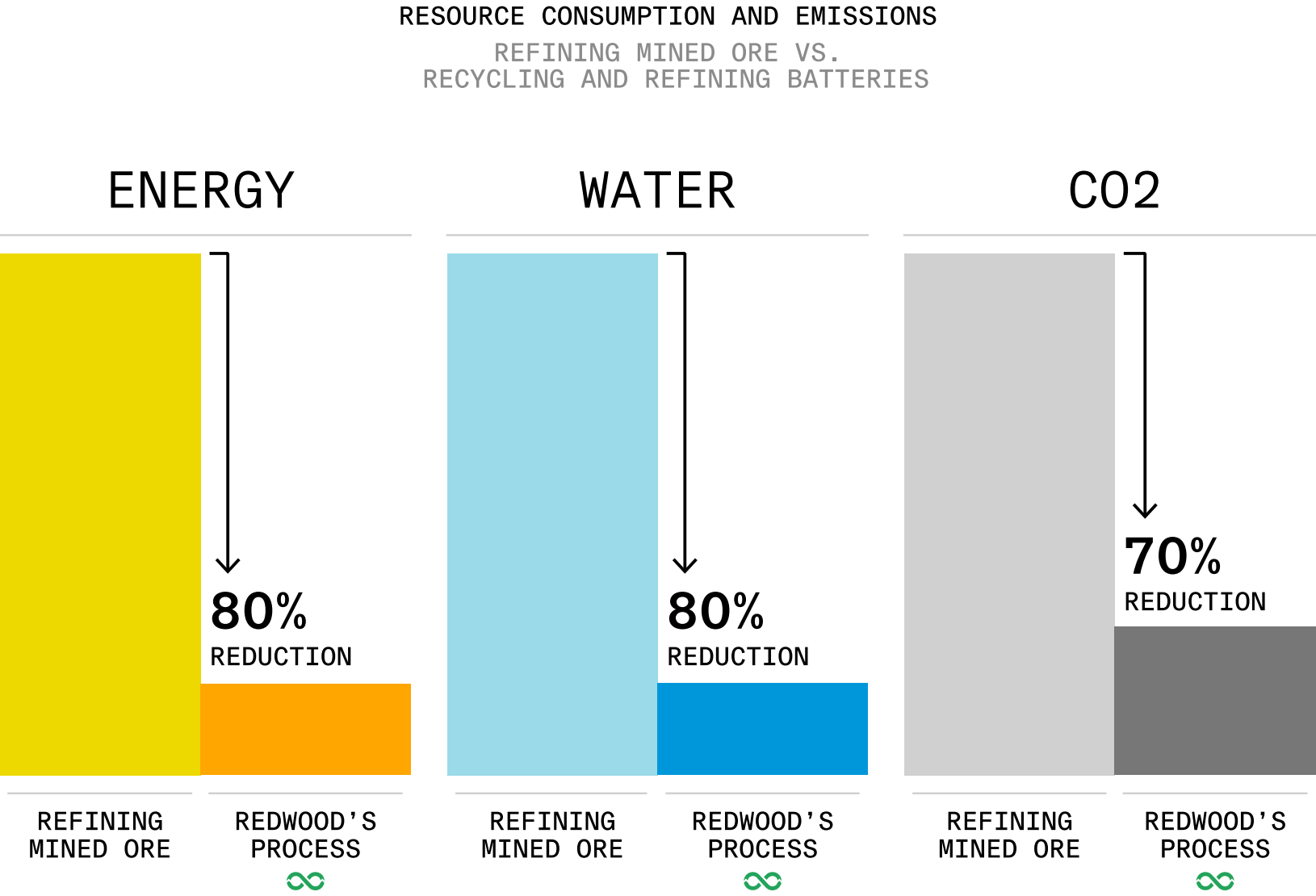
First nickel "mine" to
open in the United
States in a decade.



The only commercial-
scale source of lithium
supply in the US to come
online in decades!



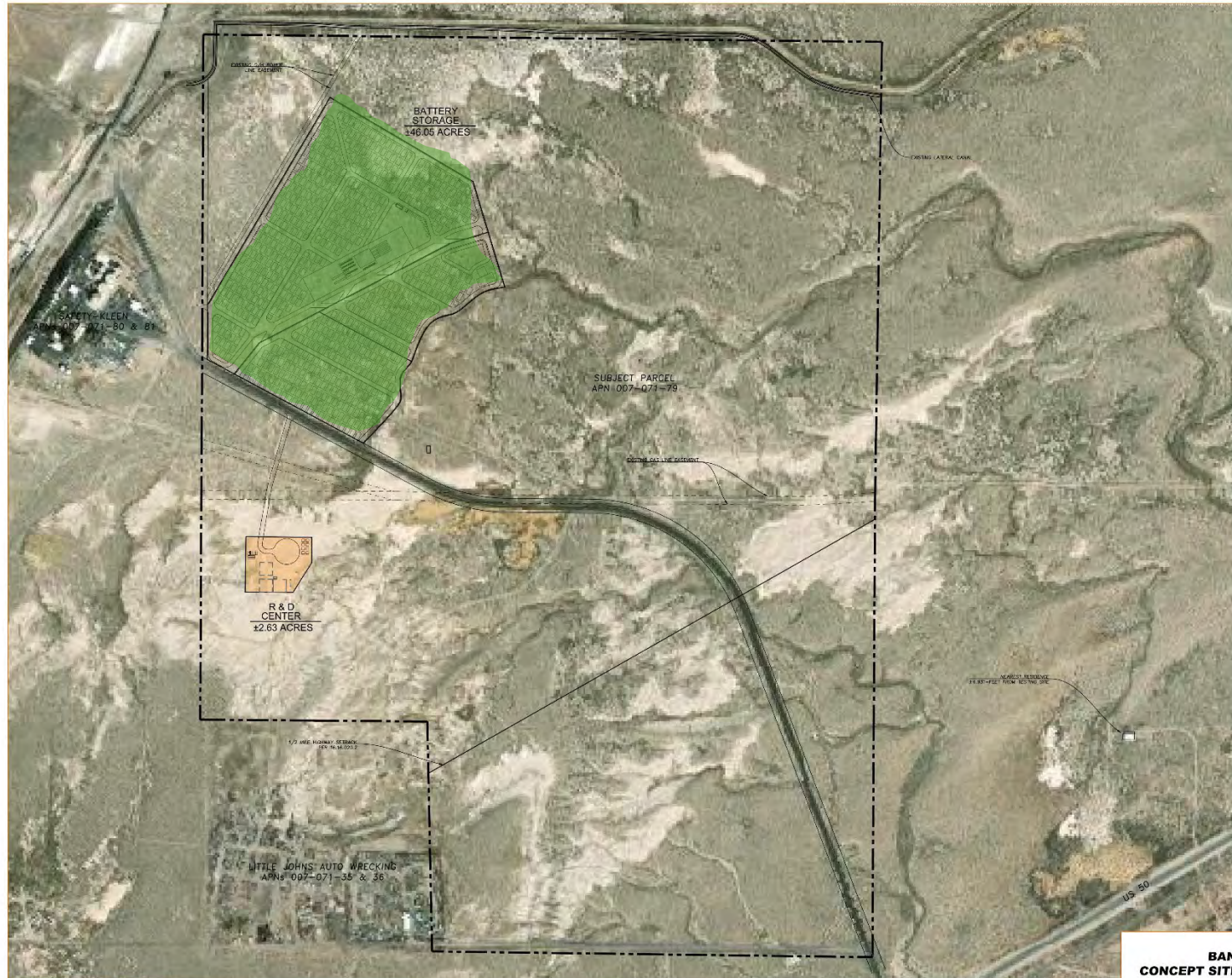
Redwood process sustainability



Source: Stanford University Precourt Institute of Energy



Bango Road - Overall Site Plan



 Special Permit 1: Battery Storage

 Special Permit 2: R&D and Safety Testing



Special Use Permit 1: Battery Storage

Project Visualization – Battery Storage

Store end-of-life batteries on the property in an outdoor setting as staging for later disposition to different routes



Overhead View of Battery Storage Facility



Visibility of Battery Storage Facility off Highway 50

Current Operations

Overhead – Current Site



Grid Strategy - Current Site



DOT Approved Packaging



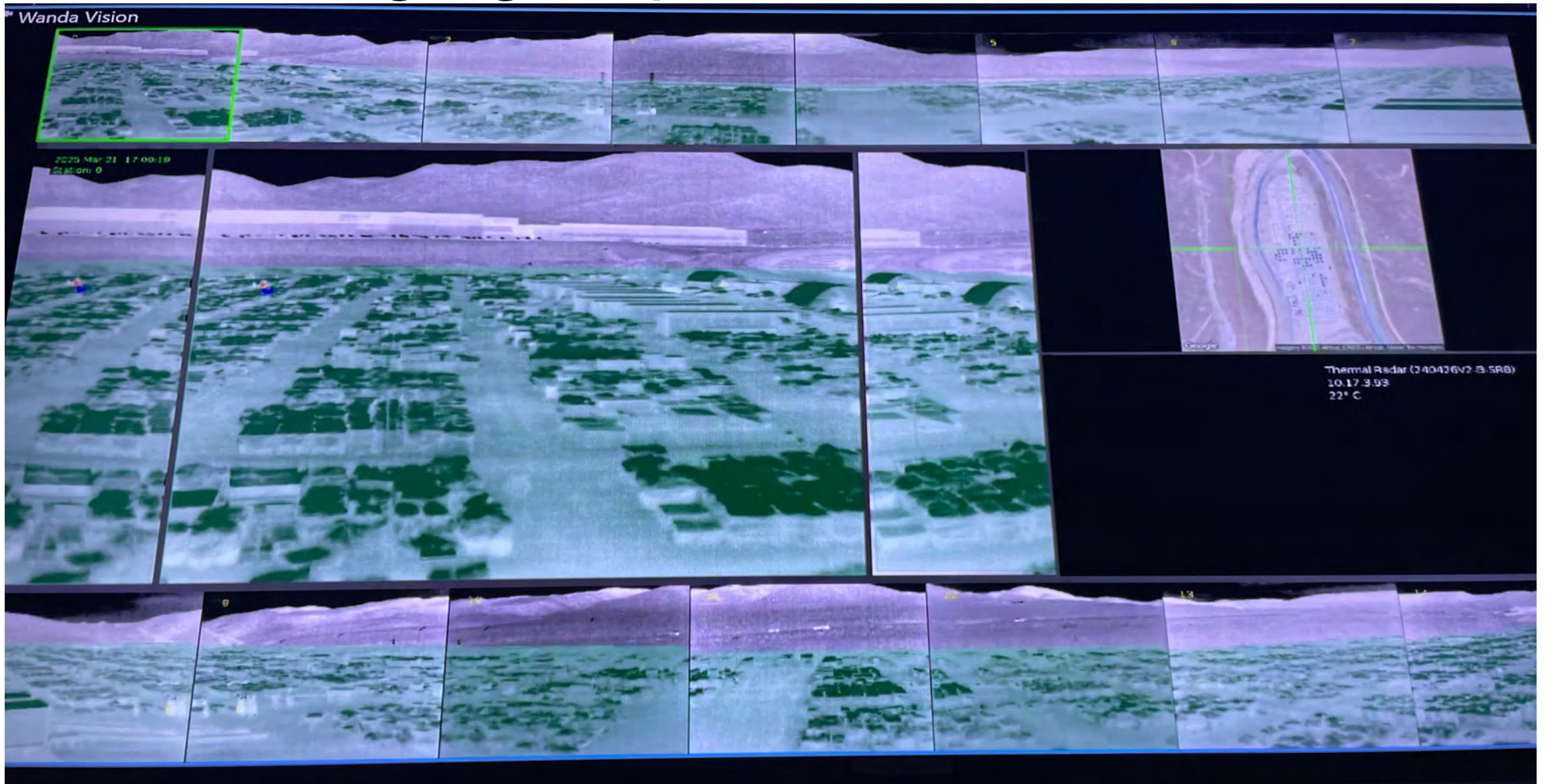
Overhead – Current Site



Fire Prevention

- Prevention – what do we do to reduce likelihood
 - Cameras and AI can detect increased temperature from 1000m within seconds
 - 24/7/365 emergency response personnel (ex Fire Fighters, Law Enforcement, Paramedic, etc.)
 - Stabilization tanks and exclusion zones for higher risk or impacted batteries allow quick response.
- Response – what do we do to reduce severity
 - Storage location is positioned to reduce potential off-site odors.
 - Emergency Response Vehicles are equipped with all tools and equipment necessary to handle all emergency situations (i.e. thermal events, medical emergencies, etc.).
 - Quick suppression from site's first responders will reduce odors and overall emissions.
 - Contaminants are not expected to migrate off-site

FLIR Imaging Capabilities

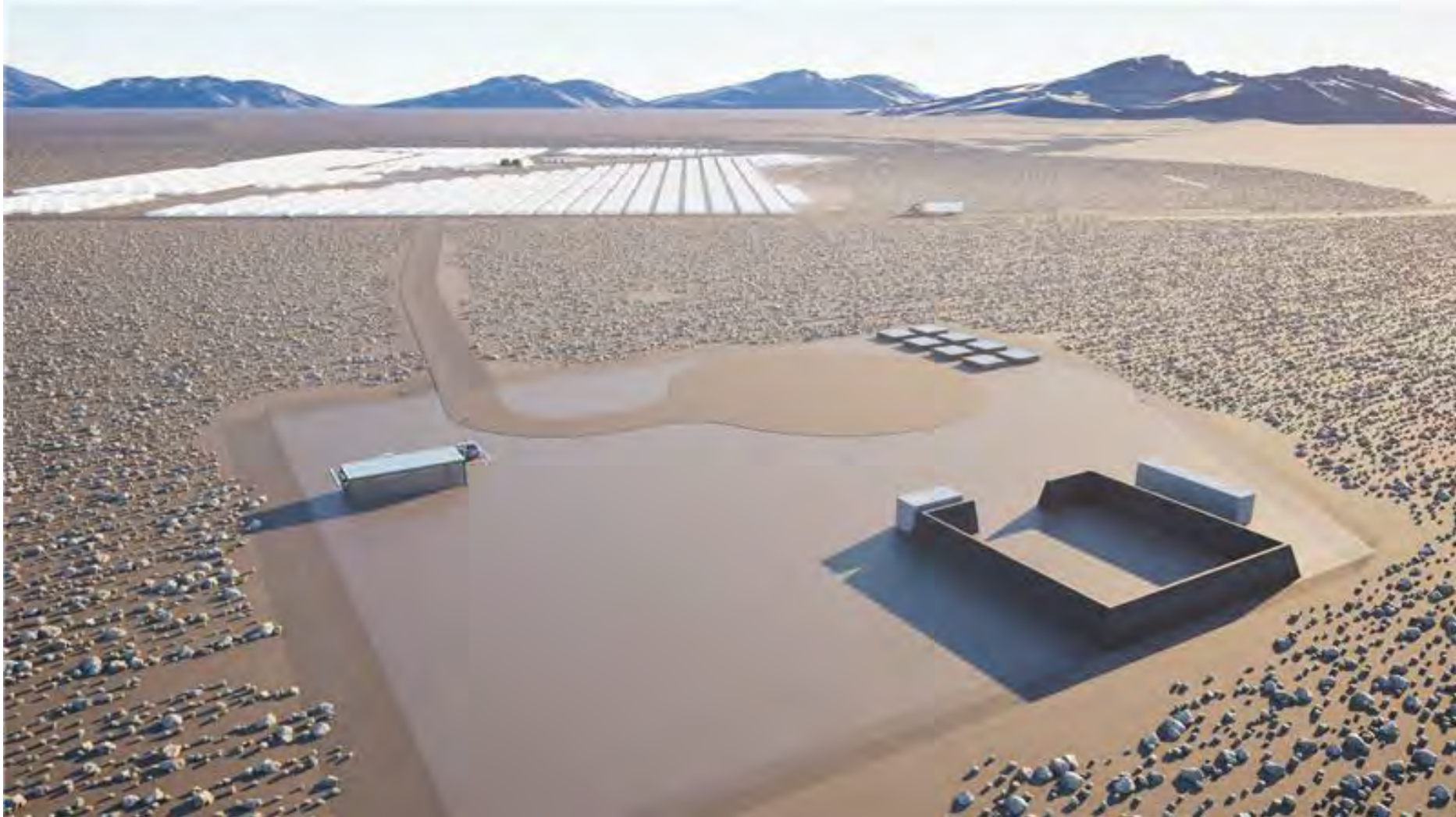




Special Use Permit 2: R&D Safety Testing

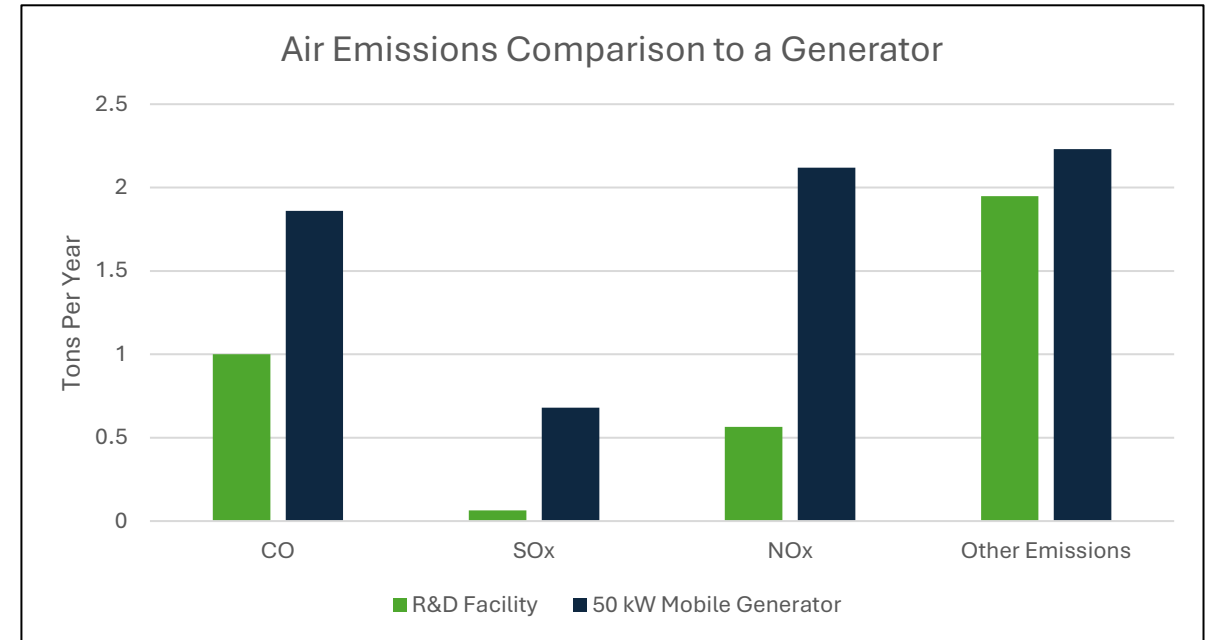
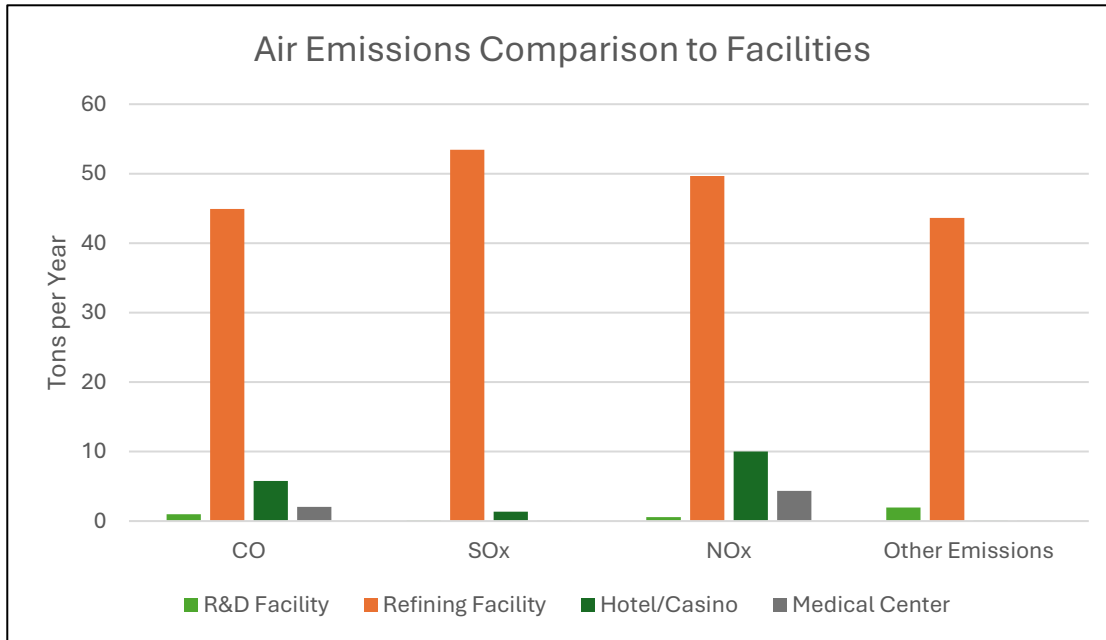
Project Visualization – R&D Safety Testing Facility

Battery testing on those batteries that still have storage capacity to determine if they are suitable for later use in solar/storage, including combustion testing

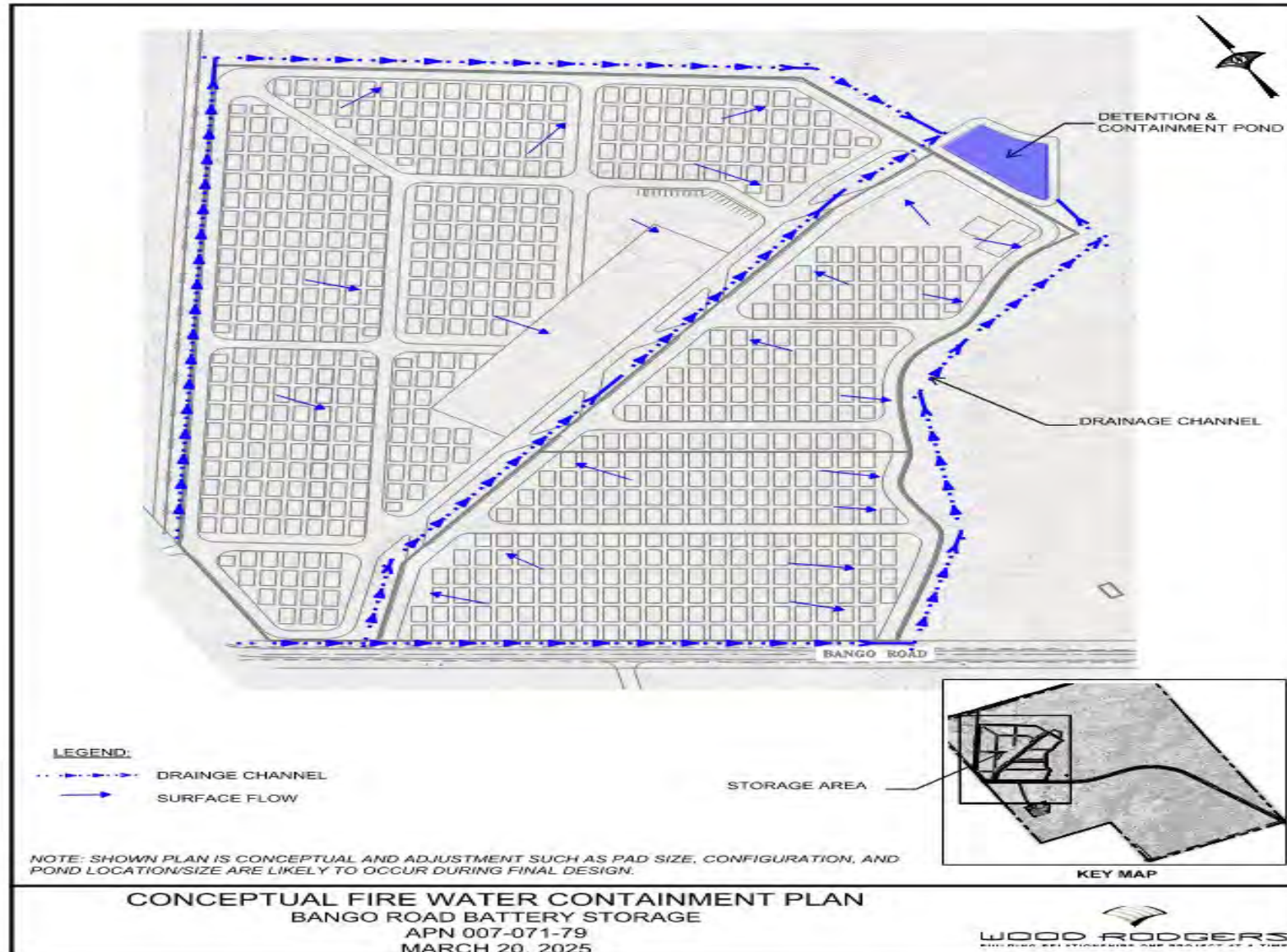


Air Quality

- We developed a worst-case scenario for emissions from R&D testing:
 - 3x the number of expected tests
 - 1.5x the nominal weight of material involved
- Even under this worst-case scenario, an air permit is not required.
- The slide below shows how worst-case emissions compare to some other facilities in Northern Nevada and a 50 kW Mobile Generator.



Conceptual Water Run-off Plan





Closing

Closing the Loop

Expanding American manufacturing, energy independence and reducing our reliance on foreign nations for powering our future

The proposed site at 0 Bango Rd.:

- Currently zoned for industrial usage
- All special use requirements are being met as requested and existing at similar facilities in Churchill County

We will mitigate impact to the local community by:

- Around the clock monitoring and fire prevention
- Remediation plans
- Containment planning
- Non-existent odor
- Minimal footprint on the more than 400 acres

This will help the community by:

- 15-25 new jobs on day 1 with potential for additional economic development over time, adding to the existing jobs already employed at Redwood

Thank you

REDWOOD
MATERIALS



March 12, 2025

9. New Business G:

Consideration and possible action re: A special use permit application for outside storage of hazardous materials and an explosion/combustion testing facility filed by NNV Investments LLC. The property is located on Bango Road, Assessor's Parcel Number 007-071-79, consisting of 438.42 acres in the Industrial zoning district. The applicant proposes an outside battery storage yard and a battery testing facility.

Public Comment read into the Record:

From: Sherry Wideman, 13991 & 13993 Cadet Rd, Fallon NV 89406

This storage facility is near the Carson River, Lahontan Reservoir, and residents.

Below are quick Google searches that reveal that these types of facilities are prone to fires which release toxic gases. It states that the fire at a large battery storage facility in Monterey County resulted "*alarmingly high concentrations of heavy metals at nearby estuary...*" **Please protect our waterways and the residents.**

9:48
Mon, Mar 10, 2025 3:42 PM
Share 11

Days after one of the world's largest lithium ion battery storage facilities **burst into flames** in Monterey County, researchers found alarmingly high concentrations of heavy metals at a nearby estuary that is home to several endangered species.

Scientists at San José State University recorded a dramatic increase in nickel, manganese and cobalt — materials used in lithium ion batteries — in soil samples at the Elkhorn Slough Reserve after the recent fire at the nearby Moss Landing Power Plant.



Missouri Fire Highlights Unique Dangers of Battery Recycling

By Angelo Verzoni
Nov-2024



nfpa.org



5:35
All

Battery Recycling Fires Issues

Redwood Materials, a battery recycling company founded by Tesla co-founder JB Straubel, has faced challenges related to fires and damaged batteries. In late October 2024, a fire destroyed the nation's largest battery breakdown operation at Interco's Critical Mineral Recovery facility, 90 miles south of St. Louis, highlighting the fire risks associated with battery recycling.

Redwood Materials has also been involved in incidents where lithium-ion batteries caught fire during transportation. For instance, a truck transporting lithium-ion batteries overturned on the I-15 highway, leading to a fire that closed the section of the highway for almost two days. Redwood worked alongside Graymar Environmental to clean up the site and recover and recycle the damaged batteries.

Moreover, Redwood has been called upon to manage damaged batteries from natural disasters. Following the Maui wildfires, Redwood worked with the EPA to collect and recycle tens of thousands of pounds of damaged lithium-ion batteries from residential storage systems, golf carts, and electric vehicles.

Despite these challenges, Redwood continues to expand its recycling operations and has raised about \$2 billion to scale up its recycling and production facilities in Nevada, South Carolina, and Germany. The company estimates it currently recycles about

5:39
brave.com

Fire, delays, and financial woes: Battery recyc...

Bad news: Fire, factory delays, paring back ambitions

In the meantime, the list of battery recycling setbacks has grown long.

Most dramatically, in late October, a fire destroyed what used to be the nation's largest battery breakdown operation. The conflagration at Interco's Critical Mineral Recovery facility, 90 miles south of St. Louis, prompted authorities to issue evacuation orders for nearby residents threatened by toxic smoke and shelter in place orders elsewhere. It took firefighters two weeks to officially extinguish the fire, at which point the wrecked facility was slated for demolition. It was not immediately clear what ignited the blaze, but grinding up batteries carries a fire risk, and stockpiles of damaged or old batteries can easily become fuel for a burn.

5:39
Fire, delays, and financial woes: Battery recyc...
Bad news: Fire, factory delays, paring back ambitions

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Most dramatically, in late October, a fire destroyed what used to be the nation's largest battery breakdown operation. The conflagration at Interco's Critical Mineral Recovery facility, 90 miles south of St. Louis, prompted authorities to issue evacuation orders for nearby residents threatened by toxic smoke and shelter in place orders elsewhere. It took firefighters two weeks to officially extinguish the fire, at which point the wrecked facility was slated for demolition. It was not immediately clear what ignited the blaze, but grinding up batteries carries a fire risk, and stockpiles of damaged or old batteries can easily become fuel for a burn.

That devastation took out a complex that used to break down 60,000 tons of batteries a year.

Other mishaps have been slower burns. Li-Cycle paused construction of its Rochester,

canarymedia.com

Diane Moyle

From: Richard Webberson <rkwebberson@yahoo.com>
Sent: Monday, March 24, 2025 2:48 PM
To: Planning BL
Subject: Objection to Special Use Permit
Attachments: Objection Letter Signed.pdf

Caution: This email originated from outside of the Churchill County organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact your IT Department.

Attached please find a property owner letter of objection to Special Use Permit for APN 007-071-79 Bango Rd;
Fallon NV.
Thank you

BARBARA PARGEMENT
12780 CARSON HWY
FALLON NV 89406-1345
PH: 775-230-1913

Churchill County Public works
Attn: Randy Hines, Director

RE: OBJECTION to Special Use Permit Application
Assessor's Parcel Number 007-071-79

As the property owner of the above listed property I **object** to the Special Use Permit for the stated Parcel Number. The 3/13/2025 notice states that it will be an "**outside storage of hazardous materials and an explosion/combustion testing facility**".

Community members are already contending with living in an industrial zone that allows flammable materials to be processed and the dumping of human waste materials for fertilizer which has been objected to in the past.

Previously the Bango Oil Plant (now Safety Kleen) had a major fire That resulted in an explosion that sent what is believed to be toxic black smoke into the atmosphere about 1.5 miles from my home.

Please consider that any catastrophic incident could very well impact the City of Fallon.



Barbara Pargement
Property owner
12780 Carson Hwy
Fallon NV 89406

Sherry Wideman 13991 & 13993 Cadet Road

Beside the health and safety of the residents around the facility, a larger reaching concern for this facility is its close proximity to the Lahontan Reservoir, Truckee Canal and the Carson River in the event of a lithium battery runaway fire. Contamination of this water will flow into town and not just to near by residents. This type of facility is not compatible with the location.

Previously, I provided a few screen shots of many large fires that have already occurred at these types of storage facilities. The risks are well documented including their release of harmful chemicals into the environment.

There is scientific proof that the January 2025 Moss Landing battery storage fire in Monterey County resulted in a dramatic increase in nickel, manganese and cobalt in the ground over 5 miles away. Scientists at San Jose State University's Moss Landing Marine Laboratories said they found "high concentrations of heavy-metal nanoparticles" that were shallow enough in the soil that they got there recently, which would be in line with the timeline of the fires. This fire also reignited again on February 20th, 2025, even with 24/7 monitoring, at which time the company commented "Additional instances of smoke and flare-ups are a possibility given the nature of this situation and the damage to the batteries"

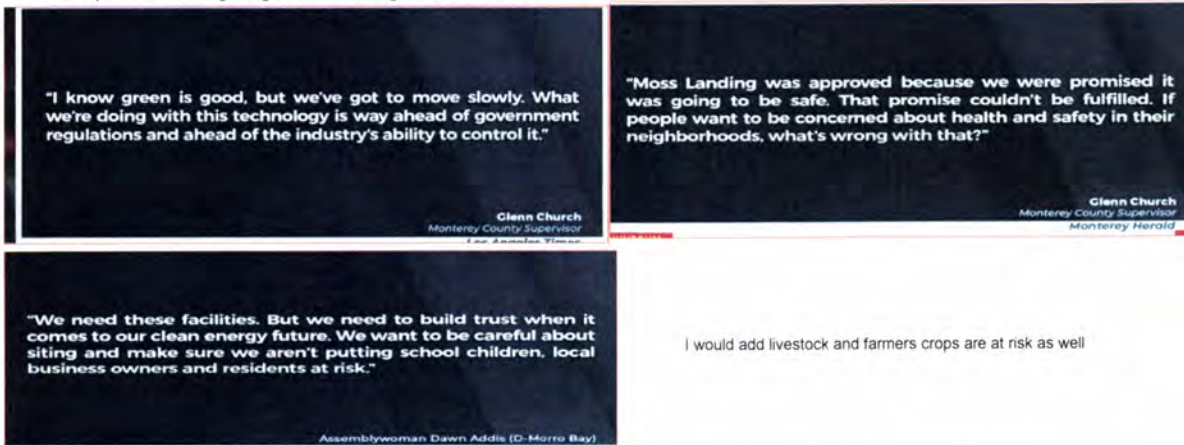
The residents that had to shelter in place due to the Moss Landing fires have filed a mass tort lawsuit with Erin Brockovich for exposing them to toxic chemicals since they now have increased risk to illnesses including shortness of breath, difficulty in blood testing, and tasting metal.

Fire investigations of the first event have shown that the cameras were not working.

On this application today they state that the site will be monitored 24/7 with cameras, and it doesn't appear that anyone will be on site 24/7. City/County fire response is at least 20 minutes away. Thermal events are fast and very hot.

Per the special use instructions section H, the applicant has "the burden of proof by a preponderance of evidence". How does the application or their comments from the last meeting provide sufficient evidence that this facility will not have a negative environmental impact? Just because a company says they are safe should not be considered good evidence.

Please see quotes below of regarding the Moss Landing fire for their officials:



I would add livestock and farmers crops are at risk as well

The current owner of this property is New Nevada Resources LLC which is a different name then the applicate, are they the same company? If not, are they planning to purchase or just lease this location? Perhaps, a better location is available away from our waterways, residents, farms and livestock

Bango said they were not really a refinery, they said they do not have odors when they first applied.

What legacy will this Planning Commission leave to our County?

Thank you for your time,

Diane Moyle

From: Julianne Ikonen <nvgirl69@gmail.com>
Sent: Monday, March 24, 2025 3:40 PM
To: Planning Admin; Planning BL
Subject: Special Use Permit for Bango Rd of Storage of Hazardous Materials

Caution: This email originated from outside of the Churchill County organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. When in doubt, contact your IT Department.

Hello,

I cannot be at the meeting today at 4:30 pm but would like to express my thoughts on this subject that is referenced above.

I am a homeowner on Carson Hwy exactly 4.1 miles from the proposed site for this project. I am very shocked and concerned that the county would even consider this project and only send out letters to addresses in a 4000 ft radius of this property.

When you propose a storage facility for hazardous materials and explosion/combustion testing it tends to heighten people's concerns and to have to hear about it from another family that lives in the vicinity is wrong.

I think that this proposal should be postponed and additional letters should be sent out. There is so much potential for harmful impacts on our waterways. There is livestock out there, wildlife, and of course families and recreation.

I am against this and I hope the commissioners and the board take a serious look at this project and do not consider the "pockets of the county" but instead the impact on this area of our great county. I know there are tax benefits and whatnot, but there are other projects to consider.

I am a concerned tax paying conservative citizen of this community and am 100% against this.

A Fallon Resident

Not provided at the meeting
as it came in late after I
was setting up the meeting. (aka)

CHURCHILL COUNTY PLANNING COMMISSION MEETING
155 North Taylor Street, Commission Chambers
March 24, 2025 at 4:30 p.m.

Name	Item of Interest	Contact Info
Edward Reefe	Battery Storage	(702) 274-4963
John Weismann	Battery Storage	775-250-3608
Rose Anderson	Lithium Plant	775-426-8102
Bryan Anderson	Lithium plant	775-426-8467
Don Tatro	Battery Room	214 675 4646
Brian Mayhew	Battery Rd	618 567 3430
Branden Brinn	Battery Storage	775) 550-8048
Morgan Mace	Battery Storage	775-437-6623
Mike Weller	SANIT	775-250-0411
Bob Dexter	Battery Storage	775-741-6011
Hector Viera	" "	775-294-3501
Joan Kanne	" "	775-423-0468
Kristi Wagner	" "	925-408-4413
Matthew Kent	" "	775-294-3355
DAN PETERSON	" "	650 533 3414
ROGER MOONEY	HAZMAT	775-867-5272
Alyssa Spwersky	Battery Storage	775 493 6399
Myles Greto	Battery Storage	775-427-0709
Gibran		
Michele Kyte	Battery Storage	
Linda Bawner	Battery Storage	
Randy & Sheri Samson	Lithium Storage	951-768-9616
Jacob & Ayala Schotten	Battery Storage	775 493 9377
Sherry Wideman	"	775 842 7602
Cindy Wright	" "	775 217-0878
Summons	" "	775 342-9463

PLEASE SIGN IN & PRINT YOUR NAME AND CONTACT INFO

CHURCHILL COUNTY PLANNING COMMISSION MEETING

155 North Taylor Street, Commission Chambers

March 24, 2025 at 4:30 p.m.

Name	Item of Interest	Contact Info
Matt Hyde		
Mr & Mrs Escalante	Battery Storage	423 3065
MARIE DUNCAN		867-3119
Wyatt Cetto	Battery	
Bernadette Francher	BATTERY STORAGE	775-867-2586
Robert Franks	Battery Storage	775-867-2586
Trina Enloe	Battery Storage	775 217 5772
Chris Balhoff	Battery Storage	832-865-4589
Holly Ammon	Battery Storage	530 768 4149
Tiffany Wood	Battery Storage	rosewood.tiff@gmail.com
Del		Humboldt
Dan On		
Tommy Dier		
Heather Robert		mr.rubertop@gmail.com
Bonnie Jewell	Battery Storage	COA20006@yahoo.com
Sharon Bischoff		ed651@live.com
Dustin Palmer	BATTERY STORAGE	775-224-3269
Ann Hylle	Battery	775 560 4933
TED Rodarte	Battery	775-622-5877
BOBBY Stockman	BATTERY	775 230 9323
Adrian Lara	Battery	925-354-2776
Berta BERTHA LARA	BATTERY	(669) 833-4235
KARL NORDGREN	GOVERNANCE	
Henry Ischenkel	Battery	775-878-6302
Samantha Buckleby	Battery	775-843-3132
Leana L Carey	I Live Here!	208-358-2487

PLEASE SIGN IN & PRINT YOUR NAME AND CONTACT INFO