



CONDITIONAL USE PERMIT
DD AUTO & SALVAGE CUP 2ND AMEND.

DESCRIPTION OF USE

3400 Storage and Warehousing. See Exhibit A for a full description.

EXHIBIT A - STAFF REPORT

EXHIBIT B - LEGAL DESCRIPTION(S)

The necessary conditions as stipulated by the Cache County Land Use Authority's approval on March 7, 2019, and as described in Exhibit A have been accomplished, therefore this permit may be recorded.

[Signature]
Land Use Authority Date

Ent 1238790 Bk 2123 Pg 802
Date: 11-Feb-2020 04:13 PM Fee \$40.00
Cache County, UT
Michael Gleed, Rec. - Filed By MLG
For DD AUTO & SALVAGE

AGREEMENT OF ACCEPTANCE

I have read, understand, and agree to comply with the applicable portions of the Cache County Land Use Ordinance, and the findings, conditions, and conclusions of this permit as identified in the staff report (Exhibit A), and;

I understand that I must obtain a County Building Permit to meet the standards of Cache County for any development or structures, and;

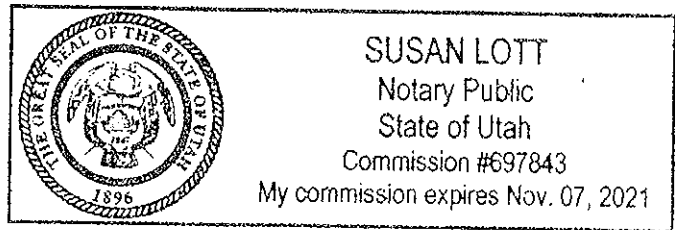
I agree to reimburse Cache County for any costs of enforcement including reasonable attorney fees, and/or any other costs of enforcement incurred by Cache County resulting from my failure to comply with the Land Use Ordinance and the terms of this permit, and;

I acknowledge that the Planning Commission may revoke this permit based on any of the grounds specified in the County Code §17.06 Uses, upon a minimum 30-day notice to the property owner and following a public meeting.

And, I acknowledge that this conditional use permit shall expire and be null and void twelve (12) months after the approval date unless:

1. A County Building Permit has been issued and remains in force until the completion of the approved permit, or;
2. A County Business License is issued and remains current for the approved permit, or;
3. Substantial work shall have been accomplished towards the completion of the approved permit.

[Signature]
Agent or Property Owner



State of Utah
County of Cache

The foregoing instrument was personally acknowledged before me, the undersigned notary public this 11th day of February, 2020, by David Grange who proved on basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to this instrument.

Witness my hand and official seal.

[Signature]
Notary Public

STAFF REPORT: DD AUTO & SALVAGE CUP 2ND AMEND.

7 March 2019

This staff report is an analysis of the application based on adopted county documents, standard county development practices, and available information. The report is to be used to review and consider the merits of the application. Additional information may be provided that supplements or amends this staff report.

Agent: David Grange
Staff Determination: Approval with conditions
Type of Action: Administrative
Land Use Authority: Planning Commission

Parcel ID#: 05-060-0021

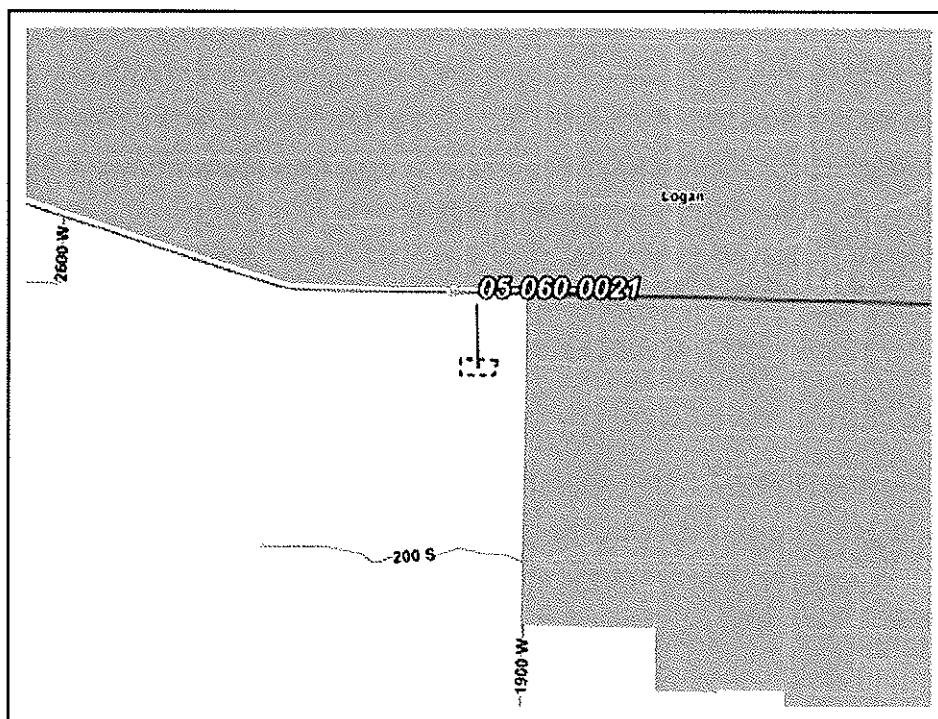
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LOCATION

Reviewed by Angie Zetterquist

Project Address:
 1976 West 200 North (SR 30)
 West of Logan City
Current Zoning: Industrial (I) Zone
Acres: 1.30

Surrounding Uses:
 North – SR 30/Logan City; comm. & mixed use
 South – Agricultural
 East – Logan City; industrial and commercial zoning
 West – Agricultural/Residential



FINDINGS OF FACT (35)

A. Request description

1. The DD Auto & Salvage Conditional Use Permit (CUP) 2nd Amendment is a request to expand the existing use on to an adjacent 1.30 acre parcel.
2. The County Council approved a rezone of the subject property from Commercial (C) to Industrial (I) in January 2019 and the applicant is now seeking to expand the existing CUP to include this parcel.
3. Per information from the Recorder's Office, the subject property was unclaimed land that was not identified in the legal descriptions for any adjacent properties. As a result, the applicant quit claimed the property to himself in February 2018. The quit claim deed stated the unclaimed property would become part of parcel 05-059-0012, also owned by the applicant. However, due to a pending Conditional Use Permit on that parcel, the unclaimed piece could

not be added to it without impacting the CUP. Consequently, the unclaimed property was then divided from 05-059-0012 and the current parcel number was created. As the property was divided without land use authority, the subject property is considered restricted. The restriction can be resolved by amending the CUP to incorporate the expanded boundary and combining this piece with 05-059-0012. *See condition #1*

4. The applicant had previously been in violation of the County Land Use Ordinance as the existing salvage yard had been expanded without the review or approval of the Land Use Authority. An amendment was approved by the Planning Commission in September 2017 and the permit recorded, with the use in compliance with all conditions of approval, on 7 September 2018. One of the conditions of approval of the previously approved amendment was to remove all storage off of the subject property, which was completed, but recent aerial imagery shows vehicle storage may have resumed without approval.
5. The letter of intent for the subject 2nd Amendment request of the DD Auto & Salvage Conditional Use Permit (CUP) is attached (Attachment A) and simply states the new parcel is being added to the existing scrap yard operations. There are no structures planned for this property and screening is in place. *See condition #2*
6. As the current letter of intent refers back to the existing and approved use, the letter of intent for the DD Auto & Salvage CUP 1st Amendment reflects the full scope of operations and the following phased improvements. It is attached for reference and used to describe the full scope of operations at the facility. (Attachment B): *See condition #2*
 - a. Phase I: 0-3 years
 - i. Security screening/fencing along the property lines adjacent to Highway 30 and 1900 West, and also along the south and west property lines.
 - ii. Signage will be located at the northwest corner of the salvage yard at the entrance to the property along Highway 30, and at the northeast corner of the salvage yard.
 - iii. SR-30 access improvements.
 - iv. A 6,000 square foot truck and storage shop.
 - v. The piping of the existing slough from 1900 West to the southern extent of the property. *See condition #3.*
 - b. Phase II: 3-10 years
 - i. A 12,000 square foot main office building (central) that will function as an office, warehouse, and retail pick-n-pull parts counter.
 - ii. A 7,500 square foot shop and storage building (west).
 - iii. An open face steel building to house new lift racks and the environmental equipment used in the removal of liquids from vehicles.
 - iv. A 3,200 square foot temporary office.
 - v. A 6,000 square foot storage building.

B. Conditional Uses *See conclusion #1*

7. §17.06.050-B, Conditional Uses, directs the Land Use Authority to review conditional use permit (CUP) requests based on the standards and criteria that are defined therein and include:
 - a. Compliance with law;
 - b. Health, safety, and welfare;
 - c. Adequate service provision;
 - d. Impacts and mitigation.

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C. Compliance with law *See conclusion #1*

8. The County Land Use Ordinance stipulates that:
 - a. The proposed conditional use must comply with the regulations and conditions specified in the County Code and other applicable agency standards for such use. *See conclusion #1*
 - b. The proposed conditional use must be consistent with the intent, function, and policies of the Cache County General Plan, Ordinance(s), and land use, and/or compatible with existing uses in the immediate vicinity. *See conclusion #1*
9. §17.02.060, Establishment of Land Use Authority, authorizes the Planning Commission to act as a Land Use Authority for a CUP. *See conclusion #1*
10. Parcel 05-060-0021 has been determined to be a restricted parcel as discussed above and in the staff report for the rezone request. In order to lift the restriction, the parcel must be combined with 05-059-0012 prior to recordation of the CUP. *See condition #1*
11. §17.07.030, Use Related Definitions defines this use as “3400 Storage and Warehousing, and also specifically as #2. Salvage Yard.”
12. §17.07.040, Definitions, defines “3400 Storage and Warehousing” as, “A structure(s) containing storage space(s) of varying sizes that are affiliated with a commercial or industrial uses. Such facilities are to be used for dead storage only. No business activities may be conducted from a storage facility other than those that are clearly ancillary to the primary business.”
 - a. Item #2 “Salvage Yard” is further defined as, “A facility or area for storing, keeping, selling, dismantling, shredding, compressing, or salvaging scrap or discarded material or equipment. Scrap or discarded material includes but is not limited to metal, paper, rags, tires, bottles, motor vehicle parts, machinery, structural steel, equipment, and appliances. The term includes facilities for separating trash and debris from recoverable resources, such as paper products, glass, metal cans, and other products which can be returned to a condition in which they may again be used for production.”
13. §17.09.030, Schedule of Uses by Zoning District, permits this use as a CUP in the Industrial (I) Zone only if reviewed and approved in accordance with the conditional use review procedures of §17.06 Uses as noted.
14. The Highway Beautification Act of 1965 required that junkyards along identified highways must be screened. 200 North (SR 30) is one of those highways.
15. UCA §72-7-205 Conditions for licensing of junkyard within 1,000 feet of highway, specifies that, “The department [UDOT] may not grant a license for the establishment, maintenance, or operation of a junkyard within 1,000 feet of the nearest edge of the right-of-way of any highway on the interstate or primary systems unless the junkyard is:
 - a. Screened by natural objects, plantings, fences, or other appropriate means so the junkyard is not visible from the main-traveled-way of the system;” *See condition #4*
16. §17.10.040 Site Development Standards – The required setback from the property line in the Industrial (I) Zone is 30’. The storage of material or placement of structures within the setback area is not permitted. *See condition #5*

D. Health, safety, and welfare *See conclusion #1*

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17. The County Land Use Ordinance stipulates that:
 - a. Proposed CUP’s must not be detrimental to the public health, safety and welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity. A conditional use shall be considered detrimental if:

- i. It causes unreasonable risks to the safety of persons or property because of vehicular traffic or parking, or other similar risks, and/or;
 - ii. It unreasonably interferes with the lawful use of surrounding property.
 - 18. The Master Plan, section 5.0 (Attachment B) describe DD Auto & Salvage's process for the handling and disposal of hazardous waste and material as regulated by the Utah Department of Environmental Quality (Utah DEQ).
 - 19. A UPDES General Multi-Sector Industrial Storm Water Permit was obtained for the previously approved CUP amendment (#UTR000843). The applicant must work with the State Department of Environmental Quality to obtain the required general construction permits as well as amending the industrial permit to expand the boundary. Copies of all permits must be provided to the Department of Development Services. *See condition #6*
 - 20. All activities as identified within the DD Auto & Salvage CUP Master Plan amendment request are proposed to occur on parcel 05-059-0012 and outdoor storage with no structures on parcel 05-060-0021 with the condition that the parcels are merged prior to recordation. *See condition #1.*
- E. Adequate service provision *See conclusion #1***
- 21. The County Land Use Ordinance stipulates that:
 - a. The proposed conditional use must not result in a situation that creates a need for essential services that cannot be reasonably met by local service providers, including but not limited to: Roads and year round access for emergency vehicles and residents, fire protection, law enforcement protection, schools and school busing, potable water, septic/sewer, storm water drainage, and garbage removal.
 - 22. Access: The property gains access from 200 North (SR 30).
 - a. §12.02.010 Roadway Standards – Requirements for roadway improvement are provided in the current Manual of Roadway Design and Construction Standards (Road Manual).
 - b. 200 North (SR 30) exceeds the requirements of the County Road Manual.
 - c. 200 North (SR 30) is a UDOT facility. During the previous amendment request, the applicant reviewed their access with UDOT, completed a traffic impact study, and received initial UDOT approval prior to the construction of the access. A copy of the final UDOT approval was provided to staff. The applicant should confirm that the proposed expansion will not require further improvements from UDOT. *See condition #7*
 - d. UDOT provides year round maintenance on 200 North (SR 30).
 - 23. Parking:
 - a. §17.22 Off Street Parking Standards – All uses included under Use Index 3000 require a minimum of one parking space per 250 square feet, or a Parking Analysis conforming to §17.07.040 General Definitions and §17.22 Off Street Parking Standards.
 - b. The parking requirements were reviewed and approved by the Development Services Office prior to the recordation of the CUP for the 1st Amendment. As there are no new structures proposed for the expansion area, a revised parking analysis is not required.
 - 24. Refuse:
 - a. The applicant has provided their process the handling of hazardous waste and materials in Attachment B, Section 5.0.
 - b. A description regarding the disposal of non-hazardous waste has not been provided. *See condition #8*
 - c. The Logan City Environment Department, Solid Waste Collection, reviewed the proposed expansion and submitted a comment opposing the amended CUP. In support of their

recommendation to deny the amended CUP, they identify the presence of sensitive areas including wetlands and irrigation/drainage ditches running through the property that need to be protected from contamination resulting from the activities of the salvage yard. At a minimum, they believe a storm water management permit with a robust pollution prevention plan should be a condition of approval. *See condition #3, #6, & #8*

25. Fire: §16.04.080 [C] Fire Control – The County Fire District identified that the existing access is acceptable, but that future development on the property as proposed requires preliminary plan review by the County Fire District. Any future development must be evaluated and may require improvements based on the location and type of proposed development. Water supply for fire suppression would be provided by the Logan City Fire Department. *See condition #9*
26. Water: If culinary water facilities are provided, an approved, domestic water right is required.
27. Septic: If individual buildings add restrooms, the Bear River Health Department will review them when a Zoning Clearance application has been submitted.

F. Impacts and mitigation *See conclusion #1*

28. Utah Code Annotated §17-27a-506, Conditional uses, item 2-a specifies that “A conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards.”
29. The County Land Use Ordinance stipulates that:
 - a. Reasonably anticipated detrimental effects of the proposed conditional use must be substantially mitigated by the proposal or by the imposition of reasonable conditions to achieve compliance with applicable standards.
 - b. Examples of potential negative impacts include but are not limited to odor, vibration, light, dust, smoke, noise, impacts on sensitive areas as defined by the Code, and/or disruption of agricultural practices.
30. Known or reasonably anticipated detrimental effects of the use are as follows:
 - a. Visual: *See condition #5*
 - i. As per the Highway Beautification Act of 1965 and UCA 72-7-205 the use must be screened so that the junkyard is not visible from 200 North (SR 30).
 - ii. There is screening present, corrugated metal panels, around the expanded area to screen the yard from 1900 West.
 - iii. Previously, the applicant has screened the property along 200 North (SR 30) with an 8’ high concrete wall.
 - iv. A 6’ high concrete wall has been installed on the south property line, and a chain link and concrete wall has been installed on the west property line.
 - v. A stacking plan has been provided as part of the Master Plan.
 - vi. The Master Plan references that a berm on the adjoining property adequately screens the use from east.
 - b. Noise: Hours of operation for the use are unknown, however the business Facebook page indicates business hours of 8:00 a.m. to 5:30 p.m. It is not anticipated that the existing or proposed use would create detrimental amounts of noise, and that existing and required screening may adequately mitigate any significant detrimental effect.
 - c. Traffic: Based on the completed traffic impact study a low level of site generated traffic is anticipated, and therefore traffic is not likely to have a significant detrimental effect.

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d. Sensitive Areas:

- i. FEMA FIRM Floodplain has been identified on portions of the parcels proposed for rezone. Any future development within the floodplain must meet current Code requirements.
- ii. Based on USFWS identified Wetlands mapping that identified possible wetlands present on portions of the parcels proposed for rezone, a wetland delineation was completed that confirmed the actual wetland locations. *See condition #3*

G. Public Notice and Comment—§17.02.040 Notice of Meetings

31. Public notice was posted online to the Utah Public Notice Website on 20 February 2019.
32. Notice was published in the Herald Journal on 23 February 2019.
33. Notices were posted in three public places on 20 February 2019.
34. Notices were mailed to all property owners within 300 feet of the subject property and Logan City 21 February 2019.
35. At this time, the Development Services Office has received one written opposition comment from the Logan City Environmental Services. (Attachment C)

CONDITIONS (9)

Based on the Cache County Subdivision and Land Use Ordinances, Road Manual, and on the findings of fact as noted herein, staff recommends the following conditions:

1. Prior to recordation, the applicant must merge the subject property, parcel #05-060-0021, with the adjacent parcel, #05-059-0012, to remove the restriction. *(See A-3, C-10, D-20)*
2. The applicant must abide by the site plan and construction specifications as submitted to the Cache County Development Services Office. Any expansion or modification of the proposed use must obtain the approval of the Land Use Authority. *(See A-5, A-6)*
3. All development, construction, or work activity within the identified wetland areas and the slough must cease, and prior to recording the permit, a copy of any required amended state and federal permits must be provided to the Development Services Department for any proposed development action to be taken in the identified wetland areas. *(See A-6-a, E-24-c, F-30-d-ii)*
4. The existing screening must be maintained in good condition and repaired as necessary. Any screening that is removed must be replaced with screening reviewed and approved by the Development Services Office. *(See C-15-a, F-30-a)*
5. The required setback from the property line in the Industrial (I) Zone is 30'. The storage of material or placement of structures within the setback area is not permitted. *(See E-16)*
6. Prior to recordation, the applicant must work with the State Department of Environmental Quality to obtain all necessary permits including, but not limited to, a general construction permit and an amended industrial permit for the operation of a salvage yard. Copies of all required permits must be submitted to the Development Services Office. *(See D-19, E-24-c)*
7. Prior to recordation, the applicant must confirm with UDOT that no additional improvements are required to the access off of 200 North (SR-30) as a result of the proposed expansion. The applicant must notify the Development Services Office of the result of the UDOT review. *(See E-22-c)*
8. Prior to recording the permit, a description regarding the disposal of non-hazardous waste must be provided to the Development Services Department. *(See E-24-c)*
9. Future development on the property requires preliminary plan review by the County Fire District. Any future development must be evaluated and may require improvements based on the location and type of proposed development *(See E-25)*

CONCLUSIONS (2)

Based on the findings of fact and conditions noted herein, staff recommends approval of the DD Auto & Salvage Conditional Use Permit 2nd Amendment as:

1. It has been reviewed by the Planning Commission in conformance with, and meets the requirements of, the Cache County Land Use Ordinance, and; *(See C, D, E, F)*
2. As per §17.02.060, Establishment of Land Use Authority, the Planning Commission is authorized to act as the Land Use Authority for this CUP request, and; *(See C-10)*

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Letter of intent

January 31, 2019

My intent with this application is simply to add this parcel # 05-060-0021 to our existing scrap yard and operations. We have previously had the zoning changed to fit the use requirements. All screening requirements have already been affected and should be ready for this action.

There will be no structures planned. it will be used for storage.

Sincerely,

David Grange

435-994-2268

Letter of Intent

December 5, 2016

DD Auto & Salvage;

We at DD Auto have been involved in acquiring a CUP on parcel # 05-059-0012. This effort has evolved to the point where it is necessary to reapply. This parcel is a combination of several parcels. It is all zoned commercial but part of it has had a recorded CUP for several years. The remainder of this parcel has been secured and screened as well as other requirements completed or in progress as set forth by county requirements.

We have also been upgrading and using a small part of parcel # 05-060-0001 as part of an agreement that was on our previous request for CUP. We plan to abandon and discontinue use of this property and application for this Parcel.

I was very pleased with the support that the County Council exhibited on sept. 27, 2016 where I was assured that this process was necessary and would proceed smoothly.

Sincerely,



David Grange

MASTER PLAN

FOR THE

DD AUTO & SALVAGE EXPANSION
CONDITIONAL USE PERMIT

PREPARED FOR:

CACHE COUNTY CORPORATION

&

DD AUTO & SALVAGE
LOGAN, UTAH

PREPARED BY:

CACHE-LANDMARK ENGINEERING
1011 WEST 400 NORTH MAIN SUITE 130
LOGAN, UTAH 84321

PHONE: (435) 713-0099

FAX: (435) 713-0055

CL Project #16082GRA

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APPENDIX B – DECEMBER 2011 VISUAL IMPACT ANALYSIS

APPENDIX C – UDOT ACCESS APPROVAL LETTER

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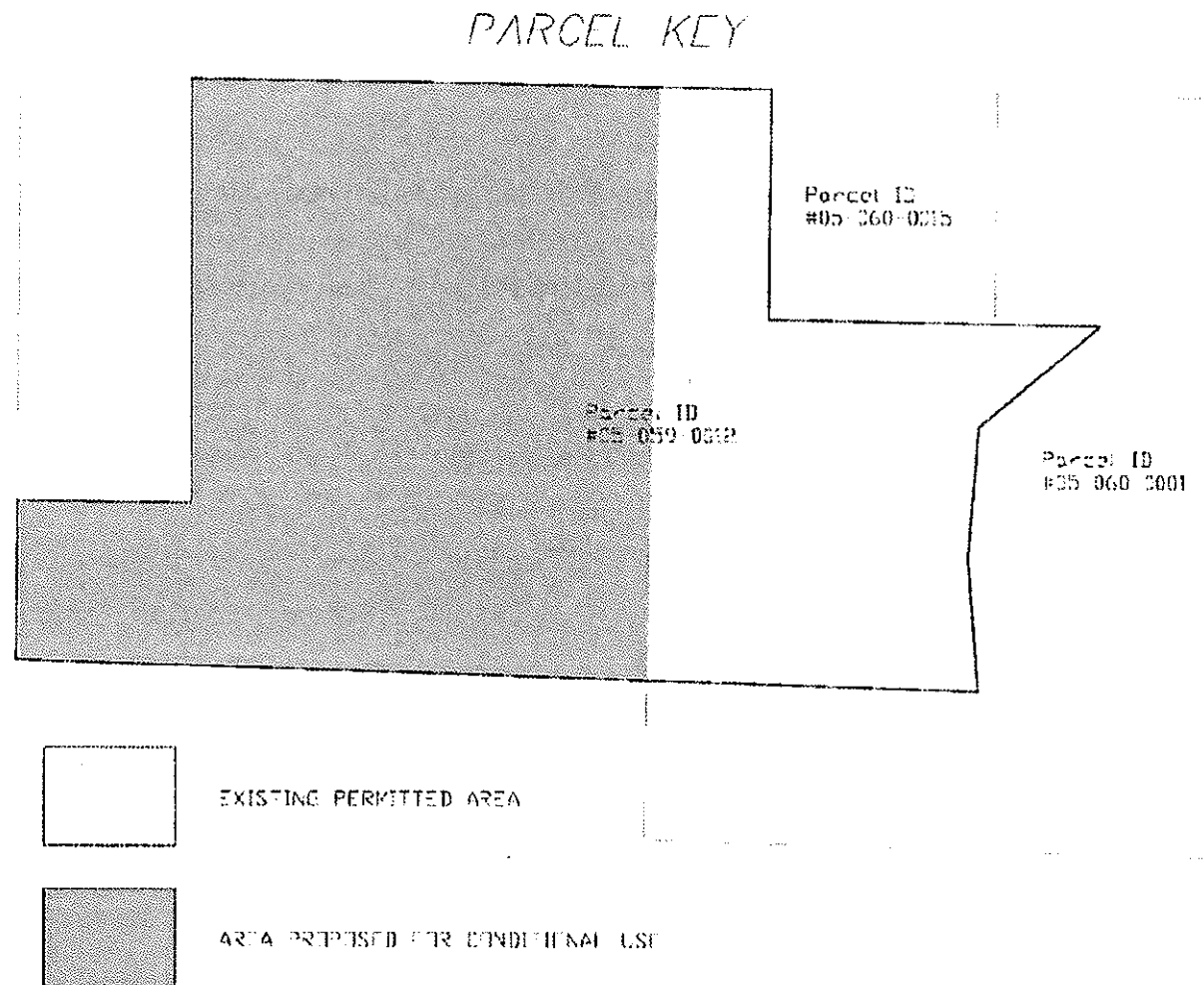


Figure 1.1: Current Existing and Proposed Conditional Use Area

1.0 Project Location, Purpose and Need

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Project Area and Existing Zoning

The proposed project area consists of parcel (Tax # 05-059-0012) which contains both currently permitted area and proposed area for conditional use.

This parcel was previously divided as shown in Figure 1.2 to show the existing permitted parcel and the parcel proposed for conditional use. Three (3) parcels (Tax #'s 05-060-0017, 05-060-0014, 05-060-0016) were combined to the current parcel #05-059-0012 which had existing conditional use permits for existing salvage yard activities and uses, as well as permits for construction and use of two (2) storage buildings, one (1) office building and a trailer.

The master plan is part of a conditional use application to expand the salvage yard use to the extents of parcel #05-059-0012 as identified in Figure 1.1. A boundary line adjustment was completed as part of this process, and the current parcel configuration is as shown in Figure 1.1.

Purpose and Need

DD Auto & Salvage has been experiencing exceptional growth. In response to this growth, DD Auto & Salvage has looked at ways to streamline their operations and to

make improvements to existing facilities that will increase security, decrease processing time, decrease potential for environmental contamination, and improve employee safety.

2.0 Project Description, Proposed Improvements and Phasing

Project Description

The DD Auto & Salvage project can be described as a planned improvement/upgrade project anticipated to continue over the next several years. The overall plan outlines the addition of offices, maintenance buildings, car racks and covered areas throughout site, organized in a manner that will improve the efficiency of the auto salvaging process. The operation also requires that several areas be defined and secured for different uses/operations. A perimeter fence along State Road 30 has been installed to improve security, but also provides a visual screen to the operation. Interior site circulation will be expanded providing new gravel driveways to access the new structures and parcels. It is also proposed to pipe the existing slough that runs through the property.

Proposed Improvements, Phasing and Cost

A list of specific improvements has been provided below in Table 2.1 with phasing and an estimated improvement cost. The proposed improvements identified in the Table can be referenced on the proposed site plan (See Appendix A). The anticipated timeline for completion of each phase is as follows:

- Phase I – 0-3 years
- Phase II – 3-10 years

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<u>Proposed Improvement</u>	<u>Description</u>	<u>Phase</u>	<u>Est. Cost</u>
Security/Screen-Fencing	SR 30 1900 West (limited) Interior Yards See Appendix A	I	(Completed)
SR 30 Access Improvements	See Appendix A	I	(Completed)
Truck Storage & Shop (Central)	6,000 s.f.	I	\$330,000
Piping Existing Slough	See Appendix A	I	\$29,700
Main Office Building	Pick and Pull Office 12,000 s.f. See Appendix A	II	\$660,000
Shop and Storage Building (West)	7,500 s.f.	II	\$412,500
New Lift Racks	See Appendix A	II	\$2,000
Temporary Office	3,200 s.f.	II	\$224,000

Table 2.1 – Proposed Improvements, Phasing and Cost

3.0 Property Access, Circulation and Permitting

Existing Property Access and Circulation

Existing access to the project area is through shared driveway access with parcel #05-060-0015 (not a part of the existing operation or this application). Access is directly from State Road 30 (200 North Street) which is managed by Utah Department of Transportation (UDOT). This is the only access to the salvage yard for pick up, delivery and customer traffic. All turn around areas are interior to the individual parcels.

Access Permitting

A pre-application meeting was conducted with UDOT and the CMPO on September 15, 2010. The meeting identified the need for a UDOT Access Permit to be required as part of the project and identified any private driveway spacing to be 500' or greater from any existing driveways or roads. The "Grant of Access Application" can be downloaded at <http://www.udot.utah.gov/main//uconowner.gf?n=200509151531031>.

A Category II Traffic Impact Analysis was completed for the study area extents identified from 1900 West Street to 2100 West Street. This study was submitted to UDOT as part of an access permit and variance request. The permit application was approved with conditions (See Appendix C). All conditions identified by UDOT were satisfied prior to commencement of access improvements.

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4.0 Screening

Highway Beautification Act of 1965

The Highway Beautification Act of 1965 required salvage yards along Interstate corridors and primary highways to be screened. State road 30 is identified as a primary highway by the state of Utah. The Utah Code reads (72-7-205):

The department (UDOT) may not grant a license for the establishment, maintenance, or operation of a junkyard within 1,000 feet of the nearest edge of the right-of-way of any highway on the interstate or primary systems unless the junkyard is:

(a) screened by natural objects, plantings, fences, or other appropriate means so the junkyard is not visible from the main-traveled-way of the system;

An 8' screen fence has been completed around the northern perimeter of the property. The location of the screen fence and a north elevation view can be found in Appendix A. The intent is to screen the salvage operation from the view of travelers along State Road 30. A 6' concrete panel has also been installed on the south property line, and both a chain link and concrete wall on west property lines as well. The stacking plan identified as part of Appendix A is conceptual only. DD Auto & Salvage is screened along 1900 West by an existing berm of fill material created by an adjacent property owner.

5.0 Hazardous Materials and Environmental Quality

The process of auto salvage is a resource that works to limit the environmental impacts of automobiles. The process involves the dismantling and segregating of various automobile components for disposal and/or resale. DD Auto & Salvage is an intermediary in the salvaging process; they offer primary stripping services, a pick-n-pull yard for resale of used auto parts and shipment of vehicles to Western Metals in Plymouth, Utah to be shredded and recycled. Several of the component parts of an automobile require sensitive handling and proper disposal. The topics and materials identified below are part of the DD Auto & Salvage operations and are regulated by the Utah Department of Environmental Quality (UDEQ). A brief description of DD Auto & Salvage's current operations and practices are described as follows:

Unused Fuels

Unused fuels are collected from each vehicle and stored in above ground containers on-site. Most of the fuel is used by DD Auto & Salvage to operate equipment and company vehicles. This fuel is used on a daily basis and eliminates the need for disposal.

Other Fluids

Several other fluids and gases are collected from vehicles as a requirement prior to sending to the shredder. All collected fluids are stored and disposed of in accordance with Utah DEQ standards and industry best management practices (BMPs).

Batteries

All batteries are removed from salvaged vehicles prior to shredding. These batteries are typically removed by DD Auto & Salvage and stored onsite. They are delivered to an appropriate battery disposal site twice a year.

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Tires

Because of the environmental concerns with storing large stockpiles of old tires the preferred method for tire storage and disposal is to leave them on the cars and send them to Western Metals to be shredded with the entire automobile. The secondary method when tires have been segregated is to stockpile them and then ship them to Utah Tire Recyclers in Salt Lake City, Utah.

Oils

All used oils are collected and stored in 500 gallon tanks above ground. Much of this oil is provided to local industries who can dispose of it through burning in specially designed furnaces. Some oil left in cars prior to shredding is an industry best management practice. This oil serves to lubricate the shredder and can ease the shredding process.

Storm Water

Storm water runoff is one of the most pervasive methods that contaminants are transferred from a salvage facility to the surrounding landscape. DD Auto & Salvage has recently installed concrete on the ground plane of the vehicle processing area. This impervious surface prevents infiltration of pollutants and conveys all pollutants to an inlet

and oil separation trap. DD Auto & Salvage has a current UPDES General Multi-Sector Industrial Storm Water Permit.

Accidental Spill Clean Up Procedure

In the event that there is an accidental spill within the salvage yard property, the following steps will be followed to clean it up and to prevent contamination of adjacent lands and waters.

1. Manufacturer's recommended methods for spill cleanup will be clearly posted near the primary location of the hazardous material.
2. Site personnel will be made aware of all the hazardous materials and the procedures for handling and clean-up.
3. Materials and equipment necessary for spill cleanup will be kept in the material storage area onsite.
4. All spills will be cleaned up immediately after discovery.
5. The spill area will be kept well ventilated and personnel will wear appropriate protective clothing to prevent injury from contact with a hazardous substance.
6. Spills of toxic or hazardous material will be reported to the appropriate State or local agency.
7. A spill prevention log will be kept to log the description of the spill, what caused it, and the cleanup measures; measures to prevent this type of spill from recurring will also be noted.

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6.0 Sensitive Lands

Some sensitive lands have been identified within the project area. It is anticipated that there are wetlands associated with the existing slough that is proposed to be piped as part of this project. The required wetland delineation has been prepared for this area and submitted to the U.S Army Corp of Engineers (USACE) for a jurisdictional determination (JD). In addition to the wetland delineation a stream alteration permit application has been prepared and submitted to the Utah Division of Water Rights. All requirements of these organizations will be met regarding mitigation for impacts to existing wetlands.

7.0 General Maintenance

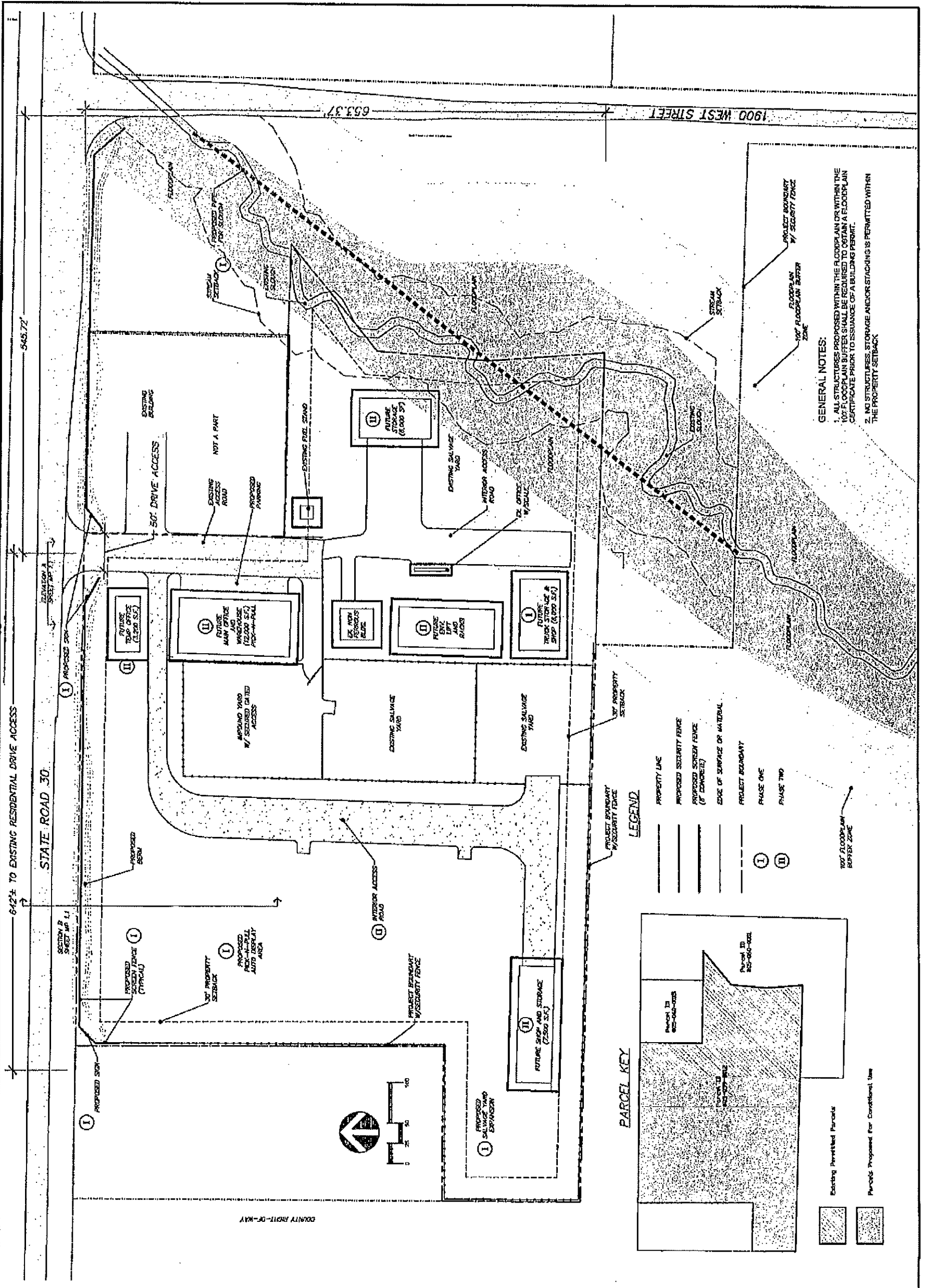
The salvage yard shall be maintained in accordance with industry standards and will meet the regulations regarding hazardous material disposal and environmental quality as identified in Section 5.0. The general salvage yard areas will be used to store scrap metal and salvage vehicles as necessary to facilitate the demand of the operation. The stacks or piles of salvage material shall not exceed the heights identified in the Stacking Plan MP1.1B. The primary access through the site will be maintained free and clear of salvage material.

APPENDIX – A: MASTER PLAN DRAWINGS

- MP1.0 – DD Auto & Salvage Site Plan
- MP1.1A – DD Auto & Salvage Screening Section/Elevations
- MP1.1B – DD Auto & Salvage Stacking Plan
- MP1.2 – DD Auto & Salvage Warehouse Elevation Concept

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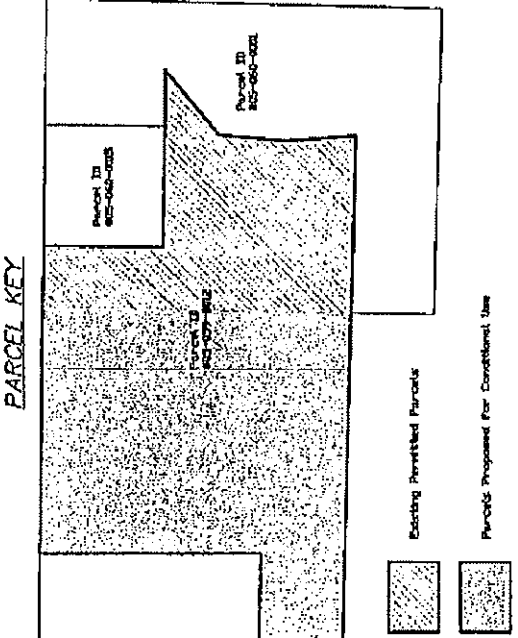
	DD AUTO & SALVAGE SITE PLAN	DD AUTO & SALVAGE CONDITIONAL USE PERMIT APPLICATION 1976 W. 300 NORTH STREET LORDAN, UT 84321		DATE: DECEMBER 2015 SCALE: 1"=50'-0" COUNTY: KANE PROJECT NO.: 15-0000000 SHEET NO.: 15-0000000 SHEET TOTAL: 15-0000000	MP1.0
	PROJECT NO.: SHEET NO.: SHEET TOTAL:	PROJECT NO.: SHEET NO.: SHEET TOTAL:			



GENERAL NOTES:

1. ALL STRUCTURES PROPOSED WITHIN THE FLOODPLAIN OR WITHIN THE 100' FLOODPLAIN BUFFER SHALL BE REQUIRED TO OBTAIN A FLOODPLAIN CERTIFICATE PRIOR TO ISSUANCE OF A BUILDING PERMIT.
2. NO STRUCTURES, STORAGE AND/OR STACKING IS PERMITTED WITHIN THE PROPERTY SETBACK.

- LEGEND**
- PROPERTY LINE
 - PROPOSED SECURITY FENCE
 - PROPOSED SCREEN FENCE (IF CONCRETE)
 - EDGE OF SURFACE OR MATERIAL
 - PROJECT BOUNDARY
 - PHASE ONE
 - PHASE TWO



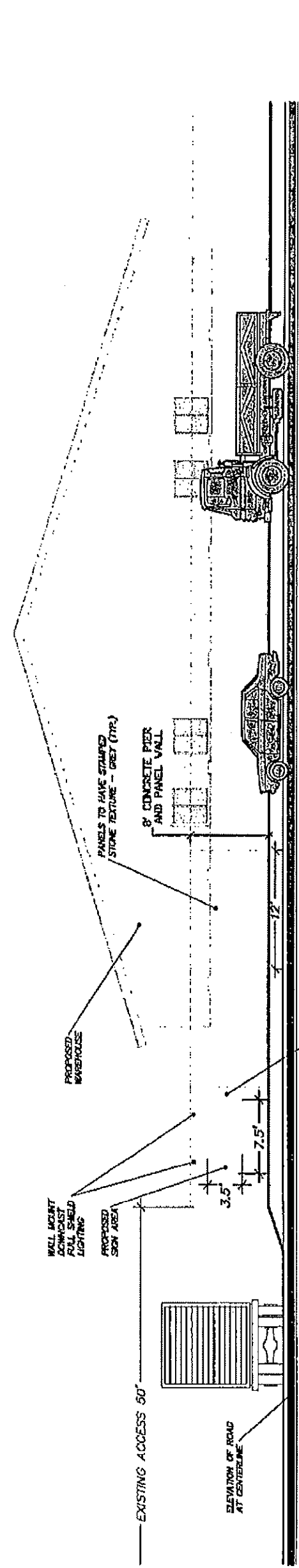


BD AUTO & SALVAGE
SCREENING SECTION/ELEVATIONS

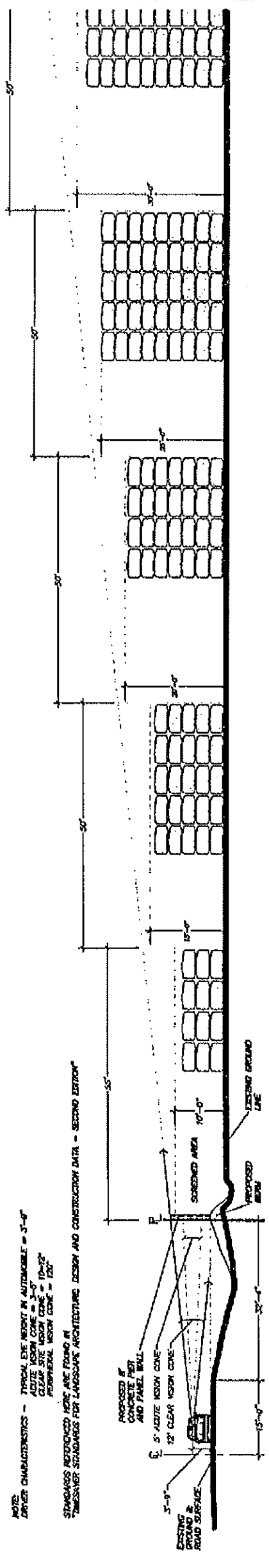
BD AUTO & SALVAGE
CONDITIONAL USB PERMIT APPLICATION
1976 W. 200 NORTH STREET
LOGAN, UT 84301

PROJECT TITLE
DATE: DECEMBER 2016
SCALE: NTS
DRAWN BY: K. WILSON
CHECKED BY: K. WILSON
PROJECT NUMBER: 16030004
ENGINEER: K. WILSON

MP1.1A



ELEVATION A - TYPICAL WALL AND SIGNAGE
NTS



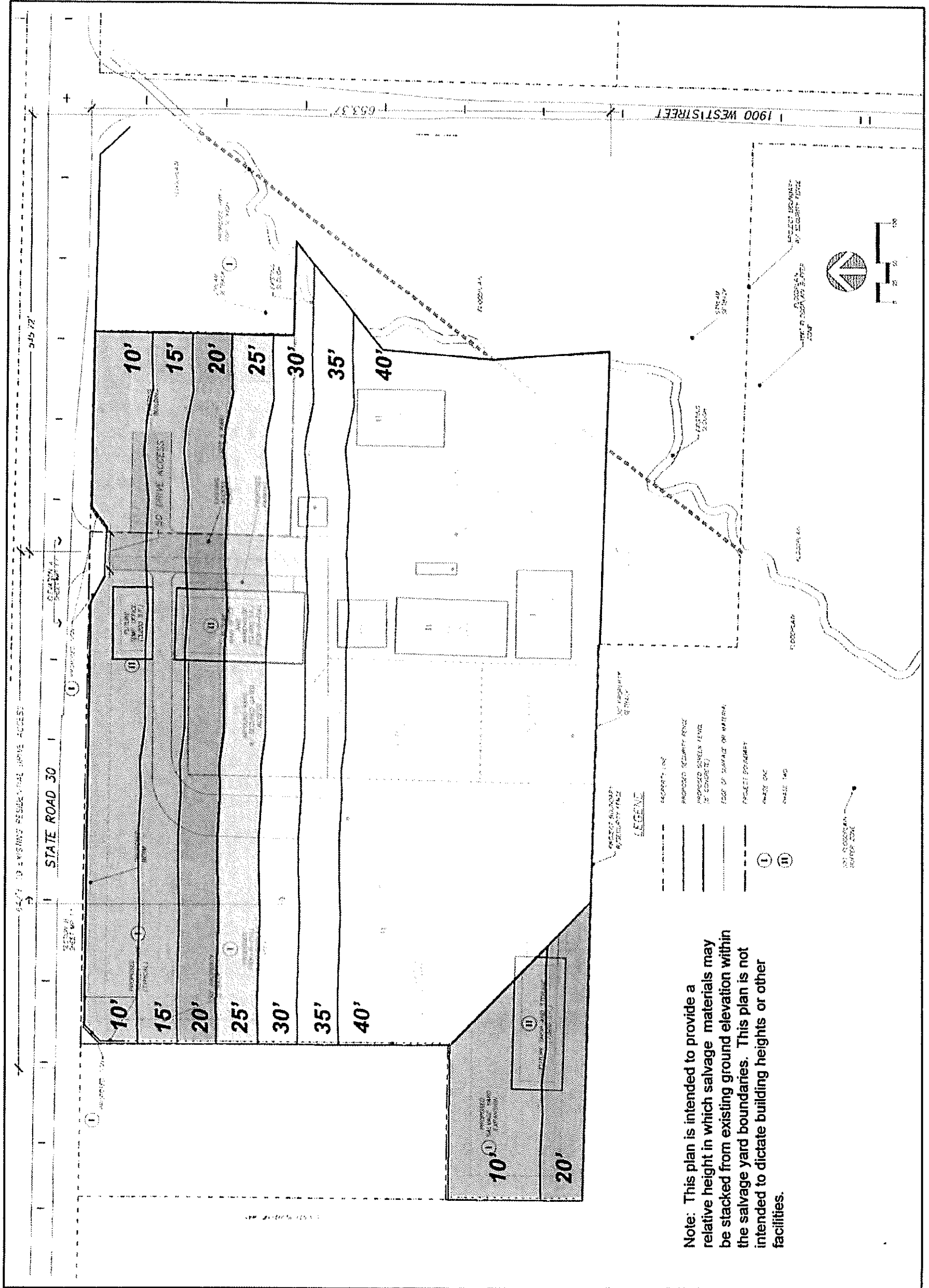
SECTION B - STACKING CROSS-SECTION
NTS


NOTE: DRIVER CHARACTERISTICS - THICK EYE HEIGHT IN AUTOMOBILE = 3'-0"
CUTLE BEHAVIOR CONE = 3'-0" (10:1)
PERIPHERAL VISION CONE = 120'

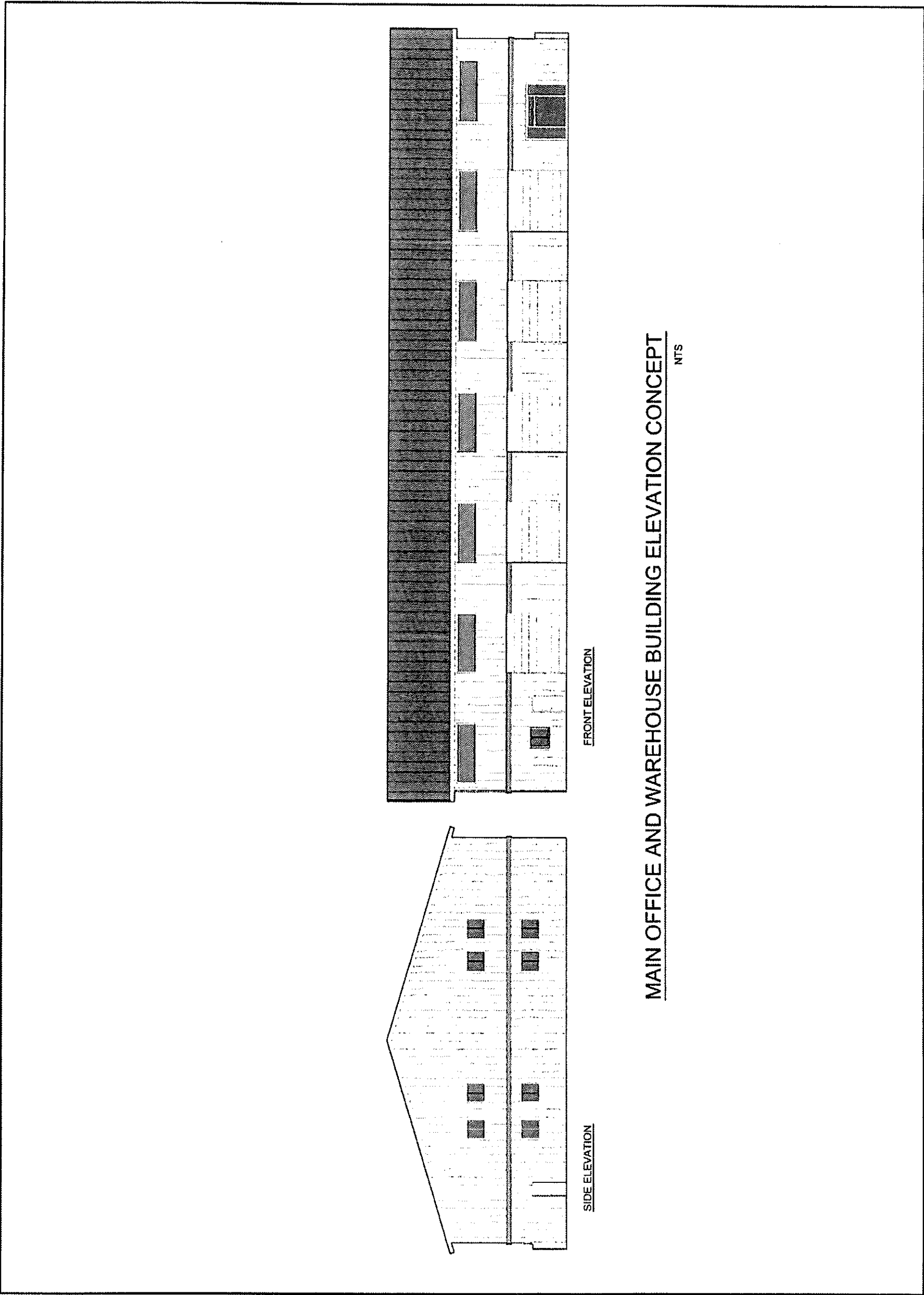
SIGNAGES INTRODUCED HERE ARE FOUND IN THE SIGNAGE STANDARDS FOR LANGUAGE ARCHITECTURE DESIGN AND CONSTRUCTION DATA - SECOND EDITION

DD AUTO & SALVAGE
CONDITIONAL USE PERMIT APPLICATION
1976 W. 200 NORTH STREET
LOMA, UT 84021

DD AUTO & SALVAGE
STACKING PLAN



	<p>WAREHOUSE ELEVATION CONCEPT DD AUTO & SALVAGE</p>	<p>CONDITIONAL USE PERMIT APPLICATION DD AUTO & SALVAGE 1976 W. 200 NORTH STREET LOGAN, UT 84321</p>	<table border="1"> <tr><td>DATE</td><td>DECEMBER 15</td></tr> <tr><td>SCALE</td><td>NTS</td></tr> <tr><td>DRAWN BY</td><td>SCHEIDT/STOUT</td></tr> <tr><td>CHECKED BY</td><td>SCHEIDT/STOUT</td></tr> <tr><td>PROJECT NO.</td><td>1011 W. 400 N.</td></tr> <tr><td>PROJECT NAME</td><td>DD AUTO & SALVAGE</td></tr> <tr><td>PROJECT NUMBER</td><td>1011 W. 400 N.</td></tr> <tr><td>SHEET NUMBER</td><td>MP1.2</td></tr> </table>	DATE	DECEMBER 15	SCALE	NTS	DRAWN BY	SCHEIDT/STOUT	CHECKED BY	SCHEIDT/STOUT	PROJECT NO.	1011 W. 400 N.	PROJECT NAME	DD AUTO & SALVAGE	PROJECT NUMBER	1011 W. 400 N.	SHEET NUMBER	MP1.2
DATE	DECEMBER 15																		
SCALE	NTS																		
DRAWN BY	SCHEIDT/STOUT																		
CHECKED BY	SCHEIDT/STOUT																		
PROJECT NO.	1011 W. 400 N.																		
PROJECT NAME	DD AUTO & SALVAGE																		
PROJECT NUMBER	1011 W. 400 N.																		
SHEET NUMBER	MP1.2																		



FRONT ELEVATION

SIDE ELEVATION

MAIN OFFICE AND WAREHOUSE BUILDING ELEVATION CONCEPT
NTS

**APPENDIX – B: DECEMBER 2011 VISUAL IMPACT
ANALYSIS**

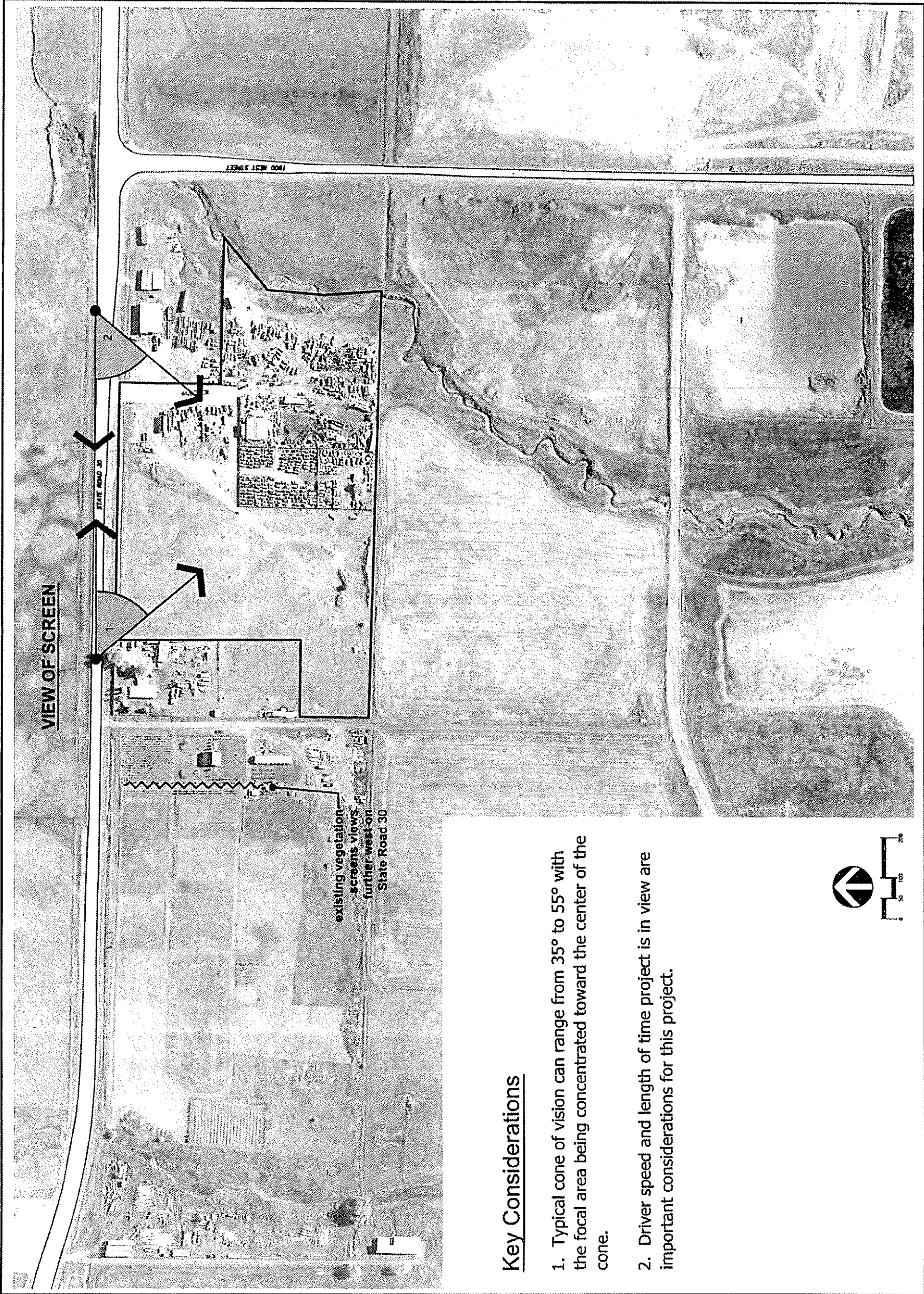
Ent. 1238790 Wk 2123 Pg 824



DD AUTO & SALVAGE
Key Observation Point Locations

DD AUTO & SALVAGE
CONDITIONAL USE PERMIT APPLICATION
1976 W. 200 NORTH STREET
LOGAN, UT 84321

PROJECT NAME	DD AUTO & SALVAGE
DATE	27 FEBRUARY 2017
SCALE	1" = 100'
DRAWN BY	R. WALKER
CHECKED BY	L. WALKER
PROJECT NO.	1902327A
SHEET	V05



Key Considerations

1. Typical cone of vision can range from 35° to 55° with the focal area being concentrated toward the center of the cone.
2. Driver speed and length of time project is in view are important considerations for this project.

View of Screen #1



View of Screen #2



CACHE • LANDMARK

C

APPENDIX – C: UDOT ACCESS APPROVAL LETTER

Ent 1238790 Blk 2123 Pg 827



State of Utah

GARY R. HERBERT
Governor

GREG BEE
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

JOHN R. SJORD, P.E.
Executive Director

CARLOS M. BRACERAS, PE
Deputy Director

September 29, 2011

Joseph Perrin, PhD, P.E., PTOE
A-Trans Engineering
P.O. Box 521651
Salt Lake City, UT 84152


RE: **SR-30, D&D Auto and Salvage in Logan**
ID# 11-059

Dear Mr. Perrin:

The UDOT Region One Engineering staff has reviewed and **approved the variance request only** for an access of **SR-30, D&D Auto and Salvage in Logan**. Before final approval can be granted the following items must be addressed in writing and resubmitted to the UDOT Region One Permits Office for review and approval:

- The site plan shows that the access between 1900 West and the shared access will be closed.
- The closure should be shown on the buildable plan set, and the variance approval is based on the closure of the access.
- Provide a buildable plan set and copy of access application which must be signed by the property owner.

If you have any further questions or concerns, please contact me at 801-620-1604.

Sincerely,

Tommy H. Vigil,
Region Right of Way Control Coordinator

THV/rjg

cc: Kris Peterson, P.E.
Darin Duersch, P.E.
Darin K. Fristrup, P.E.
Kelly Barrett, P.E.
Val Stoker

Ent 1238790 Bk 2123 Pg 828

To: Angie Zetterquist, Cache County Development Services
From: Steve Larsen, Logan City Environmental Department (Solid Waste Collection)
Date: February 14, 2019
Re: February 12, 2019 Development Project Review Comments

1. High Creek Properties Subdivision 1st Amendment, 8125 South Hwy 165, Paradise (Tax ID 01-148-0004, 0005): No comments on lots 4 and 5 boundary adjustment. All residential carts will need to be placed on Hwy 165 for Wednesday collection. Provide sufficient shoulder space along the side of the road for all refuse and recycle containers to be placed 3 to 4 feet apart and be far enough off the road so they don't interfere with passing traffic.
2. DD Auto & Salvage Conditional Use Permit 2nd Amendment, 1976 West 200 North, Logan (Tax ID 05-060-0021): A) There are wetlands and irrigation/drainage ditches running through this property that will need to be protected to prevent any contamination, etc., from DD activities. B) A storm water management permit with a robust pollution prevention plan must be a condition of approval. C) In my option the risk to the delicate environment on this property is very high for this type of business. D) We therefore recommend denial of this permit.

LEGAL DESCRIPTION

05-059-0012

BEG AT NW COR LT 6 BLK 28 PLT E LOGAN FARM SVY & TH S 89*06' E 125 FT TH S 0*54' W 250 FT TH E 248.9 FT TO SE COR PARCEL 05-060-0015 TH E 117.55 FT M/L TO MAIN CHANNEL OF SLOUGH TH SE'LY ALG SLOUGH TO S LN LT 6 SD BLK 28 TH N 88*16'16" W 365.43 FT M/L TO SW COR LT 6 TH N 88*37'50" W 663.64 FT M/L TO SW COR LT 5 TH N ALG E LN OF 2100 W ST 176.98 FT TO SW COR PARCEL 05-059-0016 (ENT 675344) TH S 89*14'35" E 189.9 FT TH N ALG E LN OF SD PARCEL 458.77 FT M/L TO S LN OF 200 N ST TH S 89*14'35" E 460.42 FT ALG ST TO BEG CONT 11.72 AC M/L

WITH & SUBJ TO 50 FT R/W AS SHOWN BY BK 450 PG 906: BEG 100 FT E OF NW COR SD LT 6 & TH E 50 FT TH S 300 FT TH W 50 FT TH N 300 FT TO BEG

ALSO: BEG AT NW COR LT 7 BLK 28 PLT E LOGAN FARM SVY & TH S88*14'05"E 200.38 FT TO E EDGE OF CONCRETE PAD TH ALG PAD IN 7 COURSES: S1*24'16"W 19.82 FT TH S87*38'49"W 13.25 FT TH S1*14'07"W 107.21 FT TH N89*03'42"W 13.01 FT TH S1*27'53"W 20.27 FT TH N88*55'24"W 8.89 FT TH S0*39'55"W 15.47 FT TH N88*14'05"W 165.25 FT TO W LN LT 7 TH N1*13'36"E 164.01 FT TO BEG CONT 0.697 AC CONT 12.42 AC IN ALL