

**ATTACHMENT I**

**STAFF REVIEW COMMENTS  
ANDRE POMMIER  
BUILDING/FIRE INSPECTOR**

DATE: 7/08/2010

RE: PARK VALLEY FIRE DEPT CUP

I HAVE REVIEWED THE DRAWINGS AND VISITED THE SITE.

PLEASE NOTE THAT THE LOCATION NOTED ON THE DOCUMENTS PROVIDED ME IS INCORRECT. THE CORRECT ADDRESS IS 54120 W 17600 N (HWY 30).

THERE ARE NO FIRE HYDRANTS IN THE VICINITY OF THE PROPOSED STRUCTURE. HOWEVER THE EQUIPMENT HOUSED THERE CARRIES A SUFFICIENT ABOUT OF WATER TO PROVIDE AN INITIAL ATTACK IN THE EVENT OF A FIRE. THERE ARE ALSO PORVISIONS NEARBY FOR THE REFILLING OF THE FIRE TRUCKS.

THE STRUCTURE IS ALSO CONSTRUCTED OF PRIMARILY NON-COMBUSTIBLE MATERIALS WITH A LIMITED ABOUT OF WOOD FRAMING TO CREATE THE OFFICE SPACE AND MEZZANINE.

IT SHOULD ALSO BE NOTED THAT A RESTROOM / SHOWER IS GOING TO BE ROUGHED IN, BUT THAT THERE WILL NOT BE ANY WATER OR SEPTIC SYSTEM INSTALLED.

WATER AND SEPTIC IS NOT REQUIRED FOR A STRUCTURE THAT IS STORING EQUIPMENT AND PROVIDING AN AREA FOR LIMITED PAPERWORK. BUT AT SUCH TIME AS THE FACILITY IS TO BE USED FOR TRAINING AND MEETING PURPOSES, THE WATER AND SEPTIC SYSTEM WILL NEED TO BE BROUGHT ONLINE.

I HAVE NO OBJECTION TO THE ISSUANCE OF THE CUP AS IT IS A BENEFIT TO THE CITIZENS OF THE AREA AND ITS FIREFIGHTING EFFORTS.

A handwritten signature in cursive script, appearing to read "Andre", written in black ink.

ATTACHMENT III



MEMORANDUM

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To: Tamara Wright  
Box Elder County Planner  
From: Bill Gilson  
Box Elder County Road Department  
RE: Riverside Farms Subdivision  
Date: July 1, 2010

I have inspected the plans of the above subdivision and would request further information on the following issues.

1. The subdivision has 35 lots and only one access out of the subdivision. Would it be feasible to design another access point out? Are there any plans for additional phases to be added on?
2. The County standard for Culverts crossing the roadway is 15 inch; would the applicant be willing to update all 12 inch culverts to 15?
3. Could the applicant provide us with a design specification for the rolled curb?
4. There is a pressurized irrigation system that runs thru lots 2, 6, 16, & 17. Is this a working system? Is there an easement for this line? What kind of line is it? Will it cause problems with septic tank systems?
5. We would like to see documentation from UDOT specifically addressing the need or no need for deceleration lanes for the subdivision access?
6. We are concerned for safety in and out of the subdivision, with so many housing units utilizing one access. Taking in the safety aspect of emergency vehicles being obstructed because congestion or accidents. It would be our recommendation to widen the main subdivision roadway to the second y section to the east.

A handwritten signature in cursive script that reads "Bill Gilson". The ink is dark and the signature is fluid and legible.

Bill Gilson  
Box Elder County Road Supervisor

**ATTACHMENT IV**

**STAFF REVIEW COMMENTS  
ANDRE POMMIER  
BUILDING/FIRE INSPECTOR**

DATE: 7/09/2010

RE: RIVERSIDE FARMS SUB

I HAVE REVIEWED THE DRAWINGS AND VISITED THE SITE.

THE DRAWINGS INDICATE THE PROPER AMOUNT AND SPACING OF FIRE HYDRANTS.

THE FINAL PLAT ALSO HAS THE FOLLOWING STATEMENT INCLUDED ON PAGE 3 OF 3 DUE TO THE LACK OF FIRE REQUIRED FIRE FLOW:

**ALL HOMES WILL BE REQUIRED  
TO HAVE SPRINKLED FIRE SYSTEMS INSTALLED**

*NOTE: THE INSTALLATION OF A FIRE SPRINKLER SYSTEM IN EACH DWELLING IS BEING USED AS A MODIFICATION TO THE CODE REQUIREMENT FOR FIRE FLOW AS DIRECTED BY THE COUNTY COMMISSION.*

THE FIRE CODE ALSO HAS THE FOLLOWING PROVISION:

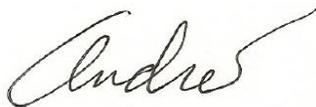
503.1.2 Additional access.

The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

IT IS MY OPINION THAT THE DESIGN OF THE SUBDIVISION HAS THE POTENTIAL FOR IMPAIRMENT THAT COULD LIMIT ACCESS. THE POTENTIAL WOULD FURTHER BE EXACERBATED BY THE DEVELOPMENT OF PHASE 2.

AS THIS IS A SUBJECTIVE OPINION, I WOULD PERFER TO ENFORCE THE ABOVE PROVISION AS DIRECTED BY THE PLANNING COMMISSION AND/OR COUNTY COMMISSION.

ANY FURTHER REQUIREMENTS CITED IN THE FIRE CODE CAN BE ADDRESSED DURING THE REQUIRED PRE-CONSTRUCTION MEETING.



## ATTACHMENT V

### MEMORANDUM

To: Tamara Wright --Box Elder County Planner

From: Kent L. Jones, P.E. -- Jones & Associates Engineers, Inc. Box Elder County Engineers

RE: **RIVERSIDE FARMS SUBDIVISION - Phase #1 Final Plat and Improvement Plans Review**

Date: July 14, 2010

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Our office has completed a review of the final plat and improvement plans for the Riverside Farms Subdivision Phase #1. We recommend granting final subdivision approval subject to the following:

#### **Final Plat and Improvement Plans**

1. Prior to this subdivision being submitted to the County Commission for final approval, the developer and his engineer will need to address all of the "red-line" review comments contained in our July 12, 2010 plan check set. Our office will work directly with the developer and his engineer in making the necessary engineering related corrections and/or modifications.
2. The final plans must include a Storm Water Pollution Prevention Plan complete with a SWPP permit for construction from the State Division of Environmental Quality.

#### **Final Processing Items**

1. When the improvement plans are in final approved form, our office requests two (2) sets of Mylars of the improvement plans. These plans should be stamped by the developer's licensed Professional Engineer. Our office will affix our approving signature to both sets. One set will be retained in our office and the other set will be returned to the developer's engineer who will use this set to issue construction drawings. Only signed and approved improvement plans will be allowed in the field during construction.
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Riverside Farms  
Subdivision Final Review  
Memorandum July 14,  
2010

2. Prior to recording, the developer must provide our office with a detailed engineer's cost estimate of the required improvements. When approved, this estimate will form the basis for the developer's agreement and the associated construction guarantee.
3. We also request an electronic copy of the plat and construction drawing for the purpose of updating the County base map and utility plans. Electronic data should be compatible with AutoCAD 2010.
4. Prior to construction, the developer and his construction contractor must hold a preconstruction conference with our office and the County staff to review construction requirements.

Should you have any questions, please let us know.

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**ATTACHMENT VI**

**STAFF REVIEW COMMENTS  
ANDRE POMMIER  
BUILDING/FIRE INSPECTOR**

DATE: 7/15/2010

I HAVE REVIEWED THE DOCUMENTATION SUBMITTED AND HAVE VISITED THE SITE.

MY MAIN CONCERN IS THE CONGESTION OF THE ROADWAY THROUGH THE PARK. PARKING IS ALONG THE ROADWAY WITHOUT THE BENEFIT OF DESIGNATED STALLS. CONSEQUENTLY, DUE TO THE PARKING, I HAVE OBSERVED THE ROADWAY HAS BEEN RESTRICTED TO ONE LANE OF TRAVEL.

IT IS MY RECOMMENDATION THAT PARKING BE ADDRESSED AS IT AFFECTS THE ABILITY OF EMERGENCY RESPONSE VEHICLES TO PERFORM THEIR FUNCTIONS.

I HAVE ALSO LOOKED AT THE LIGHTING THAT EXISTS IN THE PARK ALONG THE ROADWAY AND I DO NOT BELIEVE IT WILL PROVIDE THE .2 FOOT-CANDLE REQUIRED BY THE ZONING CODE. IT IS MY SUGGESTION, TO AVOID EXPENSIVE TESTING, THAT ADDITIONAL SIMILAR LIGHTING BE INSTALLED BETWEEN THE EXISTING LIGHT POLES.

I HAVE NO OTHER CONCERNS AT THIS TIME.

A handwritten signature in cursive script, appearing to read "Andre".

MEMORANDUM



JONES &

ASSOCIATES CONSULTING ENGINEERS

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To: Tamara narrative  
Box Elder County Planner

From: Brent W. Slater, PLS  
Jones & Associates Consulting  
Engineers Box Elder County Engineers  
& Surveyor

RE: 5 C's Mobile Home Park - Site visit

Date: May 13, 2010

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Andre and I have completed a site visit to the above mentioned Mobile Home Park and have some comments and recommendations:

1. One thing we noticed about this Park is how narrow the road is going into and through the area. There is a lot of congestion with the available parking, etc. (recommend to fix?)
2. The owner of this Park wants to make some of the spaces into RV parking and has shown these pads to be right in the middle of existing, established Mobile Homes which, in my opinion, would not be conducive to the "neighborhood" feel of existing homes.

It is difficult to portray all our concerns and issues with this Site through this memo so I would recommend that the Planning Commission make a site visit to form their own opinions. Should you have any questions please let us know.

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## ATTACHMENT VIII

Letter for Rob Stokes complaint

**From:** Phipps Marcus [<mailto:phippsmarc@yahoo.com>] **Sent:** Wednesday, June 16, 2010 3:22 PM

I request that the planning commission perform a site visit to the rubber mulching facility located at 10640 N. 10800 W. in Thatcher. I reside at the adjacent property 10660 N. 10800 W. There are a few concerns that I have about the operation of this business. On more than one occasion the tires in the piles on the north side of the property have slipped or fallen and broken through the fence. In the commission minutes when the site plan was petitioned it was stated that the smallest tire size processed would be rim size 26 inches, it is my belief that there are tires of smaller rim size processed on a regular basis. Tires with this smaller rim size are classified differently and fall under EPA regulations that the larger tire size is not subject to.

In the letter dated May 22, 2009 Mr. Stokes stated that there are no know emissions or environmental hazards related to the facility. The definition of emission is: pollution (including noise, heat, and radiation) discharged into the atmosphere by residential, commercial and industrial facilities. I can tell you that since the facility has been in operation that there are emissions generated by the facility. Is there any scientific data to support his claim that the emissions generated are not harmful to persons or the environment? It is know that there are environmental hazards when tires are on fire. Heat generated emissions from the facility would have the same environmental hazards. He states that delivering trucks will reload the outbound product, in most instances from my observations this is not the case.

My major concerns as a neighbor to this facility are not how Mr. Stokes runs his business as far as shipping, tire size, etc. My concerns arise when his business operation affects my property in the case of falling tires, emissions and environmental hazards that may be presented to my family and property.

I ask that the commission visit this site and see if it is in line with what was presented to the commission last year.

Thanks,

Marcus Phipps  
(801) 388-5364

If you would like to visit the facility from my side of the fence please feel free stop by. I would be happy to share pictures or eyewitness accounts of the things I have claimed above.

## ATTACHMENT IX

**From:** Wade Hansen [mailto:wmhansen@utah.gov]  
**Sent:** Tuesday, July 13, 2010 4:17 PM  
**To:** Tamara Wright  
**Cc:** Ralph Bohn; Scott Anderson  
**Subject:** Re: Western Tire Recyclers

Ms. Wright,

Representing the Utah Department of Environmental Quality, On April 15, 2010, I visited the Western Tire Recyclers facility located at 10640 North 10800 West in unincorporated Box Elder County. The purpose of my visit was to learn about the Western Tire Recyclers operation which recycles "giants" or waste tires from a rim diameter greater than 24.5 inches. These waste tires are generated primarily by off road, excavation type vehicles, used in construction and mining operations and are exempt from the rules and regulations of Utah's waste tire recycling program.

Upon arrival of my unannounced visit, I was given a tour of the facility by Ms. Stokes, wife of Western Tire Recyclers founder and property owner Rob Stokes. Mr. Stokes was not present. The facility was small but well organized. It consists of one building with one machine which processes one tire at a time (picture attached). Ms. Stokes explained that it was a pilot plant intended to get the business capable of supporting a future larger operation at another property location. The recycling begins when a loader mounts a waste tire on a lathe spindle. As the waste tire rotates, a grinder removes the rubber which is captured by vacuum and passed to classifiers which size and package the ground rubber into large sacks (picture attached). The technician operating the machine stated that the mounted waste tire would produce about one ton of ground rubber. When the "tread" rubber is ground down to the reinforcing cord structure of the waste tire, the grinding attachment is replaced with a saw attachment. Again, the tire begins to rotate as the saw "bagels" the tire in half. This creates the stock watering troughs, another Western Tire Recyclers product (picture attached). The troughs can be cut in half and used with a fork lift or other tractor for an effective snow plow (picture attached). I did not notice any small tires on site. Tires, troughs, and sacks of ground rubber appeared to be stored in orderly fashion. I was unable to evaluate dust or noise emissions due to the fact that the technician had the machinery shut down for a maintenance task.

I have worked in Utah's waste tire recycling program for many years and have witnessed the evolution of the program since its inception in 1990 to its current "best in the nation" status. Utah's waste tire recycling program has cleaned up its abandoned waste tire piles, and helped to facilitate the creation of a healthy industry that uses materials derived from waste tires to create fuel and products. Our local industry has the capacity to process virtually all of Utah's 3 million annually produced waste tires and some from other states as well. The large "giant" waste tires have not had a place for recycling in Utah prior to Western Tire Recyclers. Typically giant waste tires in Utah and most other states are disposed in landfills wasting valuable waste tire derived materials and landfill capacity. Giant waste tires can have up to three tons of usable rubber in one tire. I was excited to see a company tool up and take advantage of the opportunity to utilize this valuable resource and contribute to waste reduction which benefits us all. Hopefully this pilot plant will spawn a larger capacity plant at another location with the capacity to handle all of Utah's giant waste tires as well as those generated in other states.

As I mentioned earlier, waste tires from a rim diameter greater than 24.5 inches are exempt from the rules and regulations of Utah's waste tire recycling program. However, State fire code compliance should handle storage concerns and work with the Bear River Health Department should provide solutions to nuisance or vector concerns. By utilizing these resources to help with minor changes and improvements, hopefully, neighbor complaints can be resolved.

Regards,  
Wade Hansen  
EH Scientist