

**DEPARTMENT OF ENVIRONMENTAL QUALITY**  
**PO Box 200901, Helena, MT 59620-0901**  
**(406) 444-5300**

**ENVIRONMENTAL ASSESSMENT (EA)**

The Montana Department of Environmental Quality (DEQ) licenses and regulates motor vehicle wrecking facilities under the authority of the Motor Vehicle Recycling & Disposal Act (75-10-501, MCA) and Administrative Rules of Montana (ARM 17.50.201).

**Division/Bureau:** Permitting & Compliance \ Waste and Underground Tank Management \ Solid Waste Program \ Motor Vehicle Recycling and Disposal Program

**General Comments**

To be eligible for licensing, a proposed wrecking facility must:

- 1) Be in compliance with all existing zoning ordinances on the date the license application is submitted to the department.
- 2) Be capable of being shielded from view of any existing public road. If the license application is approved, the applicant must construct all necessary shielding prior to the issuance of the license and commencement of operation at the facility.
- 3) Not create any adverse environmental impacts.

**Project or Application:** CLAC International, a Montana firm, has proposed a private Motor Vehicle Wrecking facility in Beaverhead County.

**Description of Project:** The proposed motor vehicle wrecking facility will reside in Beaverhead County. This facility will be located at 4055 Rebich Lane, Dillon, Montana. The legal description of the facility is the SW ¼ of the NW ¼ of Section 17, Township 08 South, Range 09 West. The facility is approximately 4.27 acres. Reference Figures 1 and 2 on Pages 8 and 9.

**Purpose of Proposal:** By obtaining a motor vehicle wrecking facility license, the applicant will be allowed to: (1) Buy, sell, or deal in four or more vehicles per year of a type required to be licensed, for the purpose of wrecking, dismantling, disassembling, or substantially altering the form of the motor vehicle, (2) Buy or sell component parts, in whole or in part, and deal in second-hand junk vehicles, (3) Purchase wrecked vehicles from insurance companies. Insurance companies are required by state law to sell junk vehicles only to licensed motor vehicle wrecking facilities. This business if licensed will provide a commercial source of automotive parts at a cost savings to the consumer, and (4) This business will also recycle all the ferrous metals and non-ferrous metals that were not sold to the general public. Recycling metals will conserve energy and natural resources otherwise used to manufacture new automotive parts.

**Benefits of Proposal:** By obtaining a motor vehicle wrecking facility license, the applicant will be allowed to: (1) Purchase junk vehicles from the general public and insurance companies which will contribute to the overall cleanliness of the community in which it is located; (2) The facility will be required by statute to shield the junk vehicle from public view; (3) The facility will be required to handle all automotive waste in an environmentally safe manner; and (4) This service will conserve energy and natural resources otherwise used to manufacture new parts.

**Description and analysis of reasonable alternatives, whenever alternatives are reasonably available and prudent to consider by the applicant and DEQ:**

Alternative #1 - Considered by the applicant - Not to license and establish a facility at this location. This would limit public access to used automotive parts and limit the amount of automotive parts for recycling.

Alternative #2 - Considered by the applicant - To license and establishes a facility at a location other than the one proposed in the license application. This would require the applicant to find and acquire by purchase or lease a different parcel for the proposed usage. At the time this application was made the Department was not made aware that any other location was considered.

Alternative #3 – Considered by DEQ - license the site because the applicant will be able to meet the requirements of the Motor Vehicle Recycling & Disposal Program Act and associated rules.

**A listing and appropriate evaluation of mitigation, stipulations and other controls enforceable by the agency or another government agency:** Automotive fluids **must be** drained from the vehicles prior to dismantling. All fluids removed from the vehicles must be captured over an impermeable surface, properly containerized, and properly stored for reuse, recycling, or proper disposal. This is a management method intended to alleviate the potential for groundwater contamination. This is a license condition enforceable by the agency.

CFCs (Freon) **must not** be released to the environment. This is a federally enforceable requirement and is enforced by the U.S. EPA.

**Recommendation:**

DEQ has made the preliminary determination that the applicant is in compliance with the existing zoning ordinances as of the date of the submittal of the application and can effectively shield the proposed facility from all public roads in the area.

The purpose of the Environmental Assessment is to determine if the proposed motor vehicle wrecking facility can be licensed and operated without posing significant adverse environmental impacts by seeking public input.

**If an EIS is not required, explain why the EA is an appropriate level of analysis:** Based on the information submitted for review with the license application, it is clear that the facility will handle all automotive fluids as required by law, shield the facility as required by law, and meet all Beaverhead County zoning ordinances. It is the preliminary determination of the department that an EA will provide an adequate review for this proposal.

**Other groups or agencies contacted or which may have overlapping jurisdiction:** Beaverhead County Commissioners.

**Individuals or groups contributing to this EA:** Montana Department of Natural Resources and Conservation; United States Department of Agriculture, Natural Resource Conservation Service; Montana Historical Society, and State Historic Preservation Office.

**EA prepared by:** Carda Taylor

**Date:** February 19, 2013

**POTENTIAL IMPACT ON PHYSICAL ENVIRONMENT**

	Maj	Mod	Min	None	Unkn	Att
1. Terrestrial and Aquatic Life and Habitat			xxx			xxx
2. Water Quality, Quantity, and Distribution			xxx			xxx
3. Geology and Soil Quality, Stability and Moisture			xxx			xxx
4. Vegetation Cover, Quantity and Quality				xxx		xxx
5. Aesthetics				xxx		xxx
6. Air Quality			xxx			xxx
7. Unique, Endangered, Fragile or Limited Environmental Resources				xxx		
8. Demands on Environmental Resources of Water, Air, and Energy				xxx		
9. Historical and Archaeological Sites				xxx		xxx

\*Maj = Major; Mod = Moderate; Min = Minor; Unkn = Unknown; Att = Physical Environment Impacts Section  
**CUMULATIVE AND SECONDARY IMPACTS:** The potential impacts on the physical environment will be minimal because of the proposed management practices. Upon closure of the facility and removal of the junk vehicles the aesthetics of the site will return to their original state.

**POTENTIAL IMPACT ON HUMAN ENVIRONMENT**

	Maj	Mod	Min	None	Unkn	Att
1. Social Structure and Mores				xxx		
2. Cultural Uniqueness and Diversity				xxx		
3. Local and State Tax Base and Tax Revenue			xxx			xxx
4. Agricultural or Industrial Production				xxx		
5. Human Health				xxx		
6. Access to and Quality of Recreational and Wilderness Activities				xxx		
7. Quantity and Distribution of Employment			xxx			xxx
8. Distribution of Population				xxx		
9. Demands for Government Services			xxx			xxx
10. Industrial and Commercial Activities				xxx		
11. Locally Adopted Environmental Plans and Goals				xxx		xxx

\*Maj = Major; Mod = Moderate; Min = Minor; Unkn = Unknown; Att = Human Environmental Impact Section  
**CUMULATIVE AND SECONDARY IMPACTS:** The impacts will be minor for local and state tax base and tax revenue due to fact the business was an active commercial truck stop for years. The quantity and distribution of employment will be minor to none because of the prior truck stop business operating on the site. The demands for government services will be minor to none and will be covered by county staff and state staff.

## CLAC- ENVIRONMENTAL ASSESSMENT

### Potential Impacts on Physical Environment

#### 1. Terrestrial & aquatic life habitats

#### 4. Vegetation cover, quantity and quality

The proposed facility is sited in Dillon, Montana. This wrecking facility is surrounded by agricultural land as well as residential property. The terrestrial & aquatic habitats are minor to none because the proposed facility was a prior truck stop business. A large portion of the area is paved.

The impacts caused by the wrecking facility activities should not be significant to the area's ecosystem since the site was previously utilized for commercial business. In addition, the vegetative cover, quantity and quality will have minor to no impacts because of the adjoining properties have already been developed.

#### 2. Water quality, quantity, and distribution

The properties in this area are on wells. The static ground water level in sections 7, 8, 9, 16, 17, 18, 19, 20 and 21, Township 08S, Range 09 West varies from 5.0 feet to 75.00 feet below ground surface (BGS) with an average static water level of 23.67 feet (BGS). This proposed motor vehicle wrecking yard is not expected to have any impacts on the quality, quantity, and distribution of the ground water because of the proposed management practices. These practices will include the removal of the automotive fluids over an impermeable pad before the junk vehicles are processed. These auto fluids will be either reused or properly recycled.

#### 3. Geology and soil quality, stability, and moisture

The soils in the vicinity of the site are classified by the U.S. Natural Resource Conservation Service as Thess-Scravo and Thessvo-Scravo series. These soils are well drained, 0 to 4 percent slope, and more than 80 inches to water table. Waste anti-freeze, gasoline, and lubricating oils contain petroleum distillates, heavy metals, and possibly toxic compounds. If improperly disposed of, can cause surface and groundwater degradation. The applicant proposes to properly reuse or recycle all of the above-named automotive fluids. Some residual lubricating oils and anti-freeze may drip from the vehicles stored at the facility. This residual dripping is not expected to be significant or result in heavy soil accumulations because the junk vehicles will have the fluids removed and will be processed over an impermeable pad.

## 5. Aesthetics

The Motor Vehicle Recycling & Disposal Program is mandated by statute to require all Motor Vehicle Wrecking Facilities to shield their junk vehicles from public view. "Public view" is defined as any point six feet above the surface of the center of a public road from which the junk vehicles can be seen. The applicant must meet state shielding requirements outlined in the Administrative Rule of Montana, 17.50.202 prior to licensure. The material and height of the shielding will be approved by the state before installation.

## 6. Air Quality

The State of Montana Air Quality Program strives to achieve and maintain levels of air quality that will protect human health and safety as well as prevent injury to plant and animal life and property. This policy must be balanced by the legislature in conjunction with the regulations of protecting the ability of the people to pursue life's basic necessities and to acquire property and to use that property in all lawful ways.

## 9. Historical and archaeological sites

Based on the information gathered from the State Historic Preservation Office, it was concluded that the proposed facility would not impact cultural resources in the area.

### **Potential Impacts on Human Environment**

#### 3. Local & state tax base & tax revenue

#### 7. Quantity and distribution of employment

The establishment of a motor vehicle wrecking facility at the proposed location may provide a source of used motor vehicles or component parts for sale to the public. The issuance of a motor vehicle wrecking facility license will allow the applicant to: (1) Buy, sell, or deal in four or more vehicles per year of a type required to be licensed for the purpose of wrecking, dismantling, disassembling, or substantially altering the form of the motor vehicle; (2) Buy or sell component parts, in whole or in part, and deal in second-hand motor vehicle parts; and (3) Purchase wrecked vehicles from insurance companies. Insurance companies are required by state law to sell junk vehicles only to licensed motor vehicle wrecking yards.

The operation of a motor vehicle wrecking facility may create an additional labor requirement and may result in additional employment. This employment and the employment requirements for the support services of this yard may provide a neutral to positive employment impact for the community.

9. Demands for governmental services

The issuance of a motor vehicle wrecking facility license will require administrative and inspection services of the Montana Department of Environmental Quality and the Beaverhead County Junk Vehicle Program personnel.

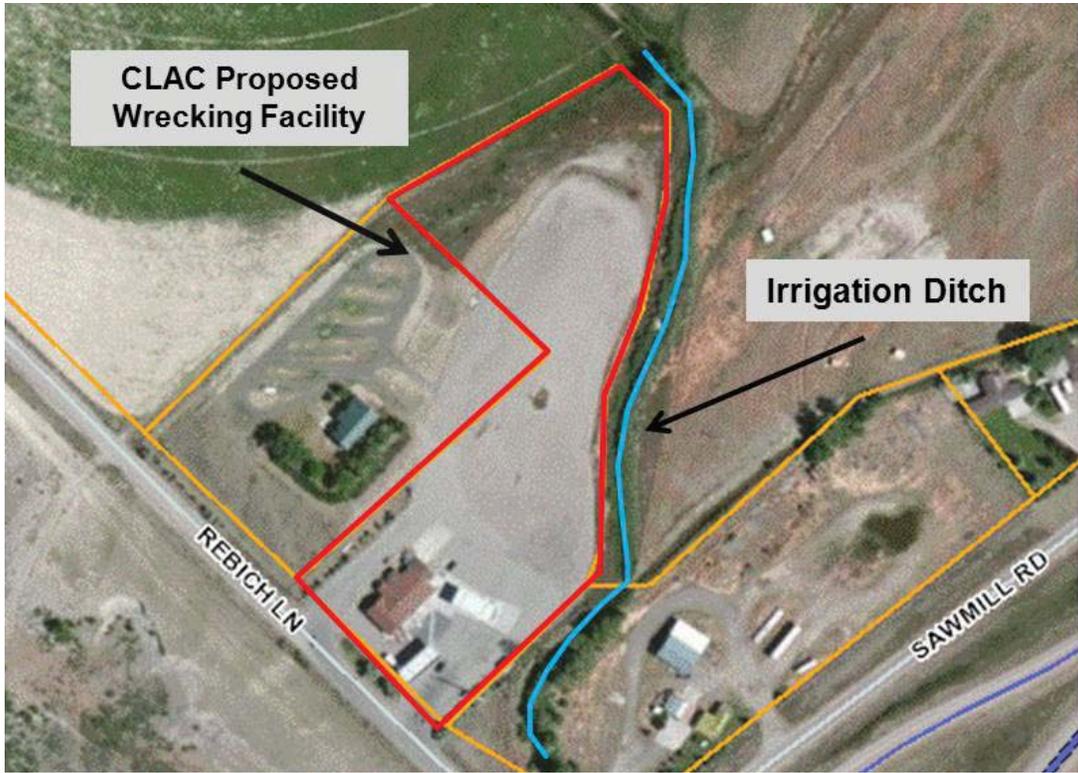
11. Locally adopted environmental plans and goals

The site selection is not the responsibility of Motor Vehicle Recycling & Disposal Program, but rather the applicant.

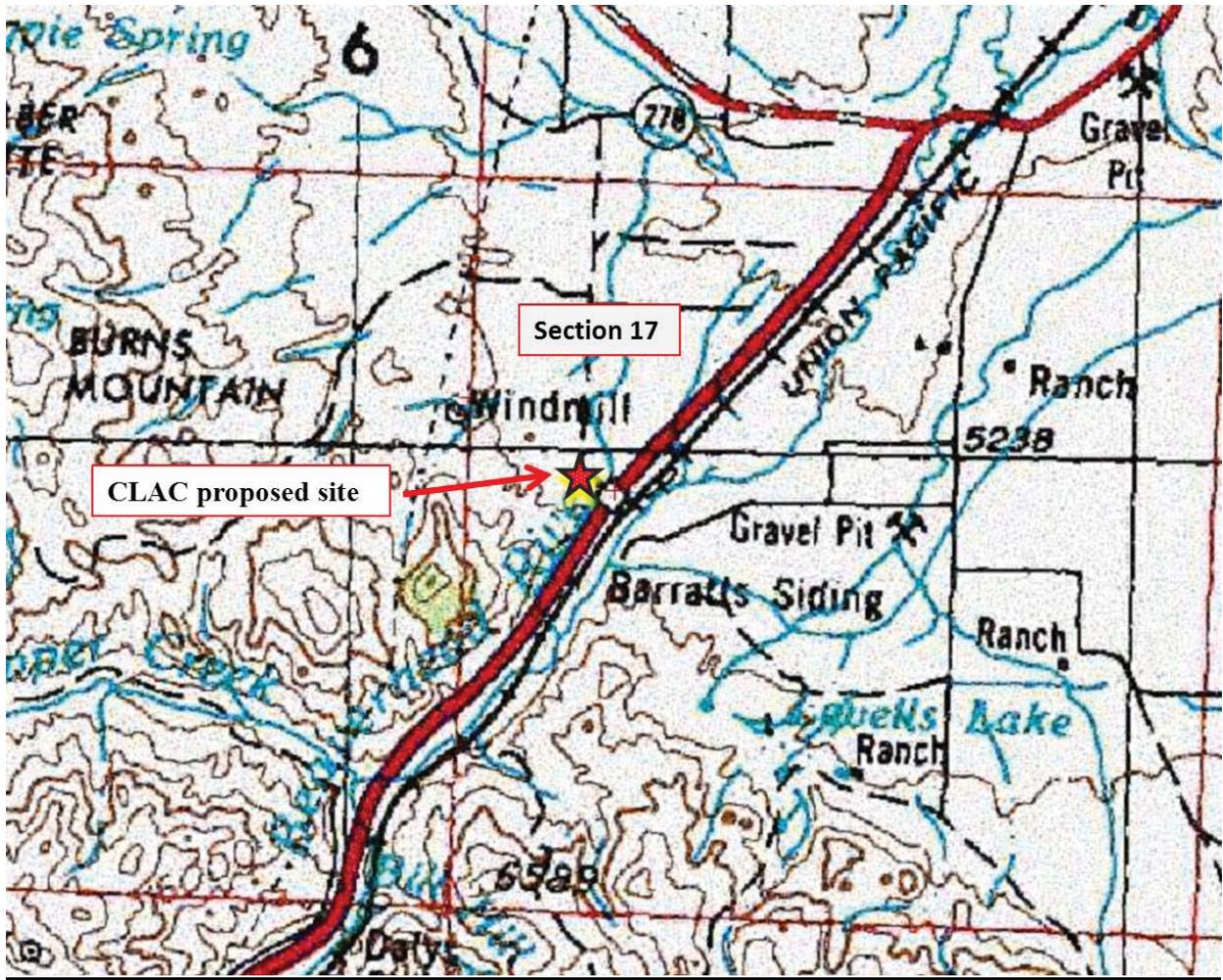
The establishment of a motor vehicle wrecking facility at this location does **not** conflict with any existing zoning ordinances as certified by Larry Laknar, Zoning Coordinator, Beaverhead County, Dillon, Montana.

**Effect on Adjoining Landowners and Land Uses**  
**Other Site-Specific Information**

Information gathered for the preparation of this EA reveals that directly adjacent to the proposed location is tracts of other residences and one agricultural operation. The location of this wrecking facility should have minor or no impact on the adjoining landowners and land uses because of the management practices that have been noted in this EA.



**Figure 1: CLAC Proposed Motor Vehicle Wrecking Facility site in Dillon, MT**



**Figure 2: CLAC Topographical View**