

AUG 05 2022

Received

**MATANUSKA-SUSITNA BOROUGH**

Planning and Land Use Department

Development Services Division

350 East Dahlia Avenue • Palmer, AK 99645

Phone (907) 861-7822

Email: permitcenter@matsugov.us**APPLICATION FOR A JUNKYARD CONDITIONAL USE PERMIT – MSB 17.60**

NOTE: Carefully read instructions and applicable borough code. Fill out forms completely. Attach information as needed. Borough staff will not process incomplete applications.

Required Attachments:

- ☒ \$1,500 application fee
- ☒ Site plan as detailed on Page 2
- ☒ Narrative with operational details and all information required on Pages 1 and 2
- ☒ Hazardous Material Plan

Subject Property:MSB Tax Account ID#(s): 217N02W22 A009 ¹ 217N02W22 A010Street Address: 6450 W. Jones Rd. & 6600 W. Riverside Ave.Facility/Business Name: Debach Auto Salvage LLC**Name of Property Owner**Carter J. Debach**Name of Agent / Contact for application**Hanson Land SolutionsMailing: P.O. Box 2341, Palmer,Mailing: 305 E. Finestock Ave.AK 99645Palmer, AK 99645Phone: Cell 907-414-1440Phone: Cell (907) 746-7738Wk Same Hm _____

Wk _____ Hm _____

E-mail: DebachAutoSalvageLLC@gmail.comE-mail: admin@hlsalaska.com

In order to grant a conditional use permit under MSB 17.60, the Planning Commission must find that each of the following requirements have been met. Explain the following in detail:	Attached
1. Is the conditional use compatible with and will it preserve or not materially detract from the value, character and integrity of the surrounding area?	yes

176020220003

Page 1 of 3

CMP-7-6-3-22505

PLN - DVS - Permits - DVS - 17N02W22A009 -
Junkyard - 176020220003

2. Will the granting of the conditional use permit be harmful to the public health, safety, convenience and welfare?	No
3. Are sufficient setbacks, lot area, buffers and other safeguards being provided?	Yes
4. Does the conditional use fulfill all other requirements of MSB Chapter 17.60 pertaining to the conditional use in this section?	Yes

Supplemental Information - Explain in Detail	Attached
1. Number of employees proposed to work on largest work shift	5
2. Hours of operation	8am - 8pm
3. Noise mitigation measures	Vegetation
4. How will contaminated materials be handled and disposed of at this site?	Sold or used for heating offsite?
5. Total square footage or acreage of this property	80 acres
6. Total square footage or acreage for this use on this site	59.4 acres
7. Are there other existing or proposed uses on this site or will this operation be the sole use of the property? <i>If there are other uses on this property, provide a description.</i>	No
8. Use(s) of any proposed building(s) associated with this operation	office / shop
9. Copy of Hazardous Material Plan for the operation	
10. Type of equipment to be used at this site	Loader / Ex / Dozer / Fork lift
11. What type of containment systems will be in place at this site?	Dry well in shop Trucks / car
12. What type of non-permeable surface will be in place at this site?	Concrete in shop Crusher
13. What will be the daily traffic generation for this use?	Less than 10
14. Attach a written description of the buffering that will be provided at this site to meet the standards in 17.60.110. <i>This may include conventional solid wood or metal fencing; evergreen or other natural planting sufficient to provide year-round screening; and earthen berm or topography.</i>	See attached

SITE PLAN - Attach a detailed, to scale, site plan clearly showing the following information:	Attached
1. Proposed and existing structure(s) on the site. Indicate which structure(s) will be used for this use. Draw lot dimensions and indicate setback distance of structure(s) from the lot lines, rights-of-way, and waterbodies.	See Attached
2. Dimensions of all structures	See attached
3. Location of the use or uses to be made of the development	see attached
4. Location of other uses on the site	See attached
5. Signage - Existing and Proposed	see attached
6. Location and dimensions for all access points to and from the site to public rights-of-way or public access easements	See attached
7. Buffering - Fences, trees, topography or berms	See attached
8. Drainage	See attached
9. Vehicular and pedestrian circulation patterns	See attached

10. Exterior site lighting	See attached
11. Location and dimensions of parking areas to be provided	See attached
12. Location of other uses on the site	See attached
13. Scale and north arrow	See attached

Prior to the public hearing, the applicant must also pay the mailing and advertising fees associated with the application. Staff will provide applicant with a statement of advertising and mailing charges. Payment must be made **prior** to the application presentation before the Borough Planning Commission.

OWNER'S STATEMENT: I am owner of the following property:

MSB Tax parcel ID #(s) 217N02W22 A009 & 217N02W22 A010 and, I hereby apply for approval a junkyard conditional use permit on that property as described in this application.

I understand all activity must be conducted in compliance with all applicable standards of MSB 17.60 and with all other applicable borough, state or federal laws.

I understand that other rules such as local, state and federal regulations, covenants, plat notes, and deed restrictions may be applicable and other permits or authorization may be required. I understand that the borough may also impose conditions and safeguards designed to protect the public's health, safety and welfare and ensure the compatibility of the use with other adjacent uses.

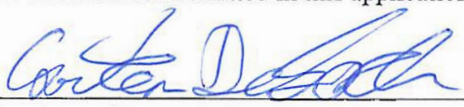
I understand that it is my responsibility to identify and comply with all applicable rules and conditions, covenants, plat notes, and deed restrictions, including changes that may occur in such requirements.

I understand that this permit and zoning status may transfer to subsequent owners of this land and that it is my responsibility to disclose the requirements of this status to the buyer when I sell the land.

I understand that changes from the approved conditional use permit may require further authorization by the Borough Planning Commission. I understand that failure to provide applicable documentation of compliance with approved requirements, or violation of such requirements will nullify legal status, and may result in penalties.

I grant permission for borough staff members to enter onto the property as needed to process this application and monitor compliance. Such access will at a minimum, be allowed when the activity is occurring and, with prior notice, at other times necessary to monitor compliance.

The information submitted in this application is accurate and complete to the best of my knowledge.

 Carter Debach 05 AUG 2022
Signature: Property Owner Printed Name Date

Signature: Agent Printed Name Date

RECEIVED
OCT 13 2022

Subject Property:

MSB Tax Account ID#(s): _____

217N 62W 22 A 010
Mat-Su Borough
Development Services

Facility/Business Name: Debach Auto Salvage LLC

Name of Property Owner

Nicholas Debach

Mailing: PO Box 2341 Palmer, AK
99645

Phone: Cell (907) 982-6080

Wk _____ Hm _____

E-mail: Nick.debach@gmail.com

Name of Property Owner

Mailing: _____

Phone: Cell _____

Wk _____ Hm _____

E-mail: _____

OWNER'S STATEMENT: I am owner of the following property:

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The information submitted in this application is accurate and complete to the best of my knowledge.

Nick Debach Nicholas Debach 10/10/22
Signature: Property Owner Printed Name Date

Signature: Property Owner Printed Name Date

**Subject Property:**MSB Tax Account ID#(s): 217N 02W22 A009Facility/Business Name: Debach Auto Salvage LLC**Name of Property Owner**Carter DebachMailing: Po Box 2341Palmer, AK 99645Phone: Cell (907) 414-1440

Wk _____ Hm _____

E-mail: debachautosalvageLLC@gmail.com**Name of Property Owner**

Mailing: _____

Phone: Cell _____

Wk _____ Hm _____

E-mail: _____

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The information submitted in this application is accurate and complete to the best of my knowledge.

Signature: Property Owner

Carter Debach

Printed Name

October 10, 2022

Date

Signature: Property Owner

Printed Name

Date

MAT -SU BOROUGH

Back to MSB (<https://www.matsugov.us>) - eCommerce ([/](#))

Account Info (</Pages/View-Profile.aspx>)

Shopping Cart (</Pages/Cart.aspx>) - Contacts (</Pages/Contact.aspx>)

Download Business License

Welcome **Peggy Horton**

You must be logged in to print your business license. If you don't have an account, use the links above to create an account.

Review the information below. If it's correct, click the button to download your official Mat-Su Business License. Otherwise, contact (</Pages/Contact.aspx>) the Mat-Su Borough business licensing office.

Business License Information

License Number	Business Name	Owner Name	Effective Date	Expiration Date	Fee Paid	License Status
45119	DEBACH AUTO SALVAGE LLC	CARTER DEBACH	2022-04-27	2023-12-31	\$100	Active

Location Information

Location of Business in Alaska
6450 W JAKES RD

Business Addresses

Address	Address Line2	Address Line3	City	State	Zip Code	Primary Address	Physical Location
PO BOX 2341			PALMERAK		99645-2341	Yes	No

Download Business License

LICENSE DETAILS

License #: 2155523

[Print Business License](#)

Business Name: Debach Auto Salvage LLC

Status: Active

Issue Date: 04/27/2022

Expiration Date: 12/31/2023

Mailing Address: P.O. Box 2341
Palmer, AK 99645

Physical Address: 6450 West Jakes Road
6600 Bavaria Avenue
Wasilla, AK 99623

Owners

Debach Auto Salvage LLC

Activities

Line of Business	NAICS	Professional License #
42 - Trade	441310 - AUTOMOTIVE PARTS AND ACCESSORIES STORES	

Endorsements

No Endorsements Found

License Lapse(s)

If this business license lapsed within the last four years the lapsed periods will appear below. Lapsed periods are the unlicensed period between an expiration date and renewal date.

No Lapses on record for the last 4 years.

Close License Detail

Print Friendly Version

ENTITY DETAILS

Name(s)

Type	Name
Legal Name	Debach Auto Salvage LLC

Entity Type: Limited Liability Company

Entity #: 10194368

Status: Good Standing

AK Formed Date: 4/27/2022

Duration/Expiration: Perpetual

Home State: ALASKA

Next Biennial Report Due: 1/2/2024

Entity Mailing Address: P.O. BOX 2341, PALMER, AK 99645

Entity Physical Address: 6450 W. JAKES RD., WASILA, AK 99623

Registered Agent

Agent Name: Carter Debach

Registered Mailing Address: P.O. BOX 2341, PALMER, AK 99645

Registered Physical Address: 6450 W. JAKES RD., WASILLA, AK 99623

Officials

☐ Show Former

AK Entity #	Name	Titles	Owned
	Carter Debach	Member	100.00

Filed Documents

Date Filed	Type	Filing	Certificate
4/27/2022	Creation Filing	Click to View	Click to View
4/27/2022	Initial Report	Click to View	

Application Conditional Use Permit

MSB Parcels: 217N02W22A009 and 217N02W22A010



About Debach Auto Salvage LLC

Debach Auto Salvage LLC wants to provide a fast, clean, reliable, and welcoming environment to all residents of the Mat-Su valley while not charging for junk vehicle and scrap metal drop off. Our goal is to assist in cleaning up the valley by allowing members of the community to have a place to drop off their vehicles and metals free of charge. Low income and disadvantaged individuals will especially benefit from Debach Auto Salvage LLC due to our central Mat-Su Borough location, being right off of Vine Road (in Wasilla, AK), and our no hassle and free drop off. We will also be offering unwanted/junk vehicle towing and scrap metal removal services.

The focus of Debach Auto Salvage LLC is to accept scrap (ferrous and nonferrous) metals, and anything made of primarily metal (such as vehicles, metal beams, metal trailers, metal boiler tanks, metal siding, and so on). Additionally, Debach Auto Salvage LLC will have a pick and pull auto salvage yard. This will allow customers to go into our yard and pull the parts they need, the same day they need them. There will be no need to wait for an employee of the salvage yard to pull that part you want, potentially taking days or even weeks to get – delaying your repair.

Questions

1. A natural visible barrier around the property will shield this site from the view of adjacent residential parcels. The unseen presence will not detract from the value, character, or integrity of the surrounding areas. The parcel to the north is already a commercial construction yard and will not be affected in value by additional industrial development to the south. Noise will be mitigated by the vegetation buffer from residential areas and no excess dust is anticipated from operations. Noise from the car crusher will be the greatest but sporadic and likely not daily. The majority of the residential areas are over a ¼ mile from the area surrounding the shop where the consistent work and noise is anticipated. There are 13 houses within a ¼ mile and the closest two are just over 425 ft from the back of the proposed shop location, 25-30 ft higher in elevation than the shop. The presented mitigation measures are sufficient to ensure health, safety and welfare. With this in place, continued training of staff members on best practices will ensure continued success.
2. No. Measures will be taken to protect the adjacent stream and contain hazardous materials. The proposed measures include the 150' setback from the wetlands/creek, and the overall Hazardous Materials plan. Traffic to and from the site will be down a street that at this time is currently primarily for commercial use. East Jake's Rd has only one abutting residential lot currently with a singular associated driveway.

When accepting discarded vehicles and preparing them for the salvage yard, they will be visually inspected for any leaks. If a leak is present the vehicle will be sent directly to the urethane liner (or concrete pad) and drained right away (this is how the operation will prevent the contamination of soil, surface water, and groundwater). If the vehicle does not show any signs of leaks they will be placed in the staging area (if they are going to be crushed or

salvaged). This time will be minimal, in the staging area, to prevent possible leaks from taking place. Not only when cars arrive, but when they are waiting to be drained, visual inspections will take place frequently. If any leaks occur, clean up efforts will take place, and disposal of any contaminated soils will be properly disposed of. We will begin to drain discarded vehicles as soon as possible to reduce storage time and to minimize the possibility of environmental contamination.

At this time, I am not draining or salvaging any vehicles. The vehicles on my lot, currently, are not for business use. As with any responsible homeowner, it is my duty to care for my property in a responsible manner; not only am I morally obligated to, but legally as well. As I am currently, I am not in violation of borough code, my vehicles are not visible from the public right-of-way and am unaware of any spills or leaks. If and when the C.U.P. is granted, then will I follow the sequence of junk vehicle processing stated in this application. If any vehicles currently on my lot show signs of leaking and soils are contaminated, the earthen material will be removed, as specified in this application.

3. A vegetative buffer at least 100 ft in width is proposed to be maintained around the entire perimeter, excluding the access driveway which will be gated. A lot size of roughly 50 acres of usable space should be plenty for the anticipated scale of the operation. Environmental safeguards in the form of: BMP, concrete floor, and pads (urethane liner) for preventing hazardous material leaks will be incorporated. Concrete pad and urethane liner for draining fluids are the only planned non-permeable surfaces. Having these secondary containment systems are considered a best management practice by relevant managing authorities, such as the EPA.
4. Yes. Setbacks and visible barriers from travel way visibility have been planned and shown on the site plan. Hazardous materials controls have been proposed to prevent contaminated soils, surface water, and groundwater.

Supplemental Information

1. Proposed number of employees working largest shift is five (5).
2. 8 am to 8 pm Monday through Saturday.
3. A natural vegetative buffer will minimize noise pollution from the facility. The 100 ft buffer is primarily for noise buffer and doubles as screening. Code 17.60.110 reads: *"No junkyard or auto wrecking yard shall be established or operated unless the wrecking yard is completely obscured from the view of any traveled or public right-of-way."* Effectiveness of the existing buffer of trees along the road is currently visible. There is no requirement in code that the facility is completely obscured from adjacent private property, however the 100' provided combined with the gradual "roll" of the hill down into the property is expected to be sufficient.
4. Flammable fluids will be sold or used on-site for heating. Batteries and other hazardous materials will be recycled or disposed of, visible inspections will be performed, with leaking batteries segregated and bagged. Most batteries will be sold to collection centers such as Battery Systems of Anchorage. Contaminated materials, such as soil, waste, and water, will be collected in suitable containers and delivered to off-site disposal stations such as to the "Mat-Su Borough Solid Waste" located at 1201 North 49th State Street, Palmer, AK 99645. This facility accepts

contaminated materials (such as a barrel containing earth material mixed with oil). Hazardous material drips, leaks, and spills will be cleaned up, with the receiving soils gathered by utilizing: shovels, absorbent pads, rags, and anything else necessary to properly clean the contaminated area. If oil or any hazardous material makes its way onto the ground, the concrete pad, or urethane liner (where vehicles are drained), all operations will cease until the contaminant is removed. Each time a vehicle is removed from the concrete pad or urethane liner, there will be a visual inspection for oil/contaminates. At no point in time will there be allowed to be a build up of oil or any contaminants on the concrete pad or urethane liner, where the vehicles are drained, this will result in no "back tracking" of oils onto the ground resulting in contaminated earth. As with any auto salvage yard this can happen, anywhere. The best practice to demonstrate while operating any junkyard is prevention, meaning stop operations and clean spills before there is an issue and build up of contaminants. Contamination of the premises is very unlikely due to the following reasons: strict enforcement, thorough and frequent training, strong communication, and a no-tolerance policy for contamination implemented by Debach Auto Salvage LLC.

5. Combined area of two parcels is 80 acres.
6. Anticipated usable area is 50 acres after excluding 100 ft setbacks from all boundary lines for visual barrier and avoidance of steep topography and 150' wetlands setback along the NW corner of lot.

The entire perimeter of the 80 acres was surveyed, and marked with blue and yellow bands, by Hanson Surveying & Mapping LLC (in the summer of 2022). The 100' vegetative buffer surrounding the perimeter was marked with yellow ribbons by myself, Carter. What I did was use a 100' measuring spool to verify my perimeter. The yellow bands can be checked by code compliance personnel from the Mat-Su borough for accuracy, however, if necessary, can be surveyed upon request.

It is important to note that the 100' naturally vegetative buffer surrounding the entire perimeter is approximate, as the flexuous lines shown and represented on the site plan demonstrate. There should be a small and reasonable exception to the 100' buffer (give or take 5 feet, approximately).

The 150' wetland setback will be surveyed, as the surveying company can pinpoint the locations using precise GPS locations. Unless informed otherwise, this too will be marked with blue and yellow bands.

7. Another proposed use is residential. There will be someone living on site for, primarily, security reasons; however, there may be more than one residential complex added to the salvage yard as time progresses, if needed. Any building erected will be done so that it does not affect our C.U.P. and all applicable law is followed.
8. An office and shop are to be constructed on site to facilitate administrative tasks and yard operations. The shop facility will likewise provide environmental control and protection for workers.
9. See attached plan.
10. A Front-End Loader, Excavator, Bulldozer, Forklift, Trucks, Vehicles, Semi, Shredder and Car Crusher, will all be used for handling vehicles and general operations of the business, as well as for the maintenance of the site. Periodic reassessments will take place to make sure the salvage yard has the equipment they need to complete their work; with that being said, the above

mentioned equipment is what is expected to be in use, however not limiting to what the salvage yard will actually use (it is a general guideline). The car crusher is portable, and will be placed in the general location of the staging area when in use. Vehicles will be drained prior to crushing.

11. On-site containment systems to be used: Waterproof totes and drums, which will be stored within the recyclable materials containment area or when they are in use at the concrete pad or urethane liner (this does not mean active use, as staff may be pulled away from draining vehicles throughout the day). An exception to the rule is anytime prior or after transportation of the containers. Routine inspections will take place to verify the integrity of the containers.
12. A concrete pad and urethane liner are the only non-permeable surface planned (please review site plan for reference). In lieu of, or in addition with, the concrete pad, a urethane drainage pad will be utilized. The urethane liner will be erected first, and at some point in the near future (potentially summer of 2023), then will the concrete pad will be constructed. As the EPA recommends, the area used for draining fluids should (and in our instance will) have a non-permeable base, such as a concrete pad or durable liner. It will help with easy cleaning, when spills happen, and prevent spilled fluids from contaminating the ground.

Our proposed urethane liner (sold by TundraTech Alaska) meets the EPA's recommendation for a secondary containment system. TundraTech Alaska sells urethane liners for oil companies for a variety of different applications. A commonly used term is "duck pond," that is a liner used to contain hazardous fluids from equipment on the north slope. Attached to this C.U.P. application will be two documents, one document specifies what the membrane is made up of, and the other being, what the urethane liner can be exposed to without compromising its integrity (it was constructed to be exposed to oils from vehicles as well as other hazardous material). We may choose to purchase from another company so the liner may be made up from slightly different materials, however, it would meet our needs by being designed to handle hazardous materials.

Regarding the urethane liner, it is important to note that vehicles being drained will not be placed onto the urethane liner; this will greatly reduce the possibility that a hole could be made into the (durable) urethane liner. On one side of the urethane liner there will be a car rack, constructed of steel, suitable to place an automobile on. While on the other side there will be no rack. The side with no rack is for items (such as a four wheeler) that needs to be drained of fluids, but can not be placed on the rack in a safe manner, due to the rack's limitations, in which it will be suspended over the pad with a loader. To prevent damage or a possible hole to the urethane liner, there will be rubber matting placed between the car drainage rack and urethane liner. Inspections of the urethane liner will be conducted routinely to verify it is in good repair and it is able to contain fluids in the event a spill occurs.

Occasionally there will be items delivered to the salvage yard that are very large. An example would be an old broken down bulldozer. With that being said, it may be too heavy to be placed over the urethane liner. Due to the size it will be necessary to drain-in-place. As this may be a rare occurrence, it is important to note that precautions will take place. Firstly, the primary containment system will be small enough to be placed under said vehicle, however, be adequate in safely containing hazardous fluids. Secondly, there will be a liner placed in between the ground and barrel to capture any spilt fluid. When drainage is complete, the barrel will be moved and an inspection of the liner will take place. Any fluids on the liner will be cleaned prior to removal. We anticipate a very small portion of what we process to be drained-in-place, due to size and weight limitations.

The urethane liner will be approximately 10' wide by 50' long. The size may vary depending on the auto salvage yards needs, nevertheless, all practices and principles will remain the same to prevent contamination. The urethane liner ordered will be larger in size, however, the usable area will be smaller, due to the perimeter lip. The urethane liner will have sides that stop hazardous materials from running off of it. The sides will be at minimum 1.5 inches in height around the entire perimeter. This slightly sloped edge will prevent oil run off, but allow us to maneuver over the sides with ease if need be (whether it be walking or wheeling a cart over it).

What most likely will make this raised perimeter would be 2" by 4" beams under the urethane liner, this will make that "duck pond" like effect we are looking for. The urethane liner will be wrapped up over and underneath the beams. Visual inspections will take place routinely to make sure the sides are in good repair and there is nothing preventing them from containing oil in case of a spill.

According to site plan #2 we will have a concrete pad, for draining vehicles. This concrete pad is our secondary containment system. Our primary containment system is the totes/barrels in which the oil will be caught in when the vehicles are drained. As a safety measure we will be using a secondary containment system just in case an accidental spill occurs. Our large concrete pad, as seen on our site plan #2, is sufficient in stopping small to moderate oil spills from making their way onto the ground (where gravel is present). This concrete pad will be flat with no lip around the perimeter. However, a lip of 1.5 inches in height can be implemented, when the concrete is formed, if required for the C.U.P.

The totes/barrels that will be utilized to catch the fluids will be marked with the following "used oil" and "used antifreeze." Those markings on the barrels, on-site, are needed per the EPA's guidance. Point of contact regarding that statement is Mr. Jones, J. who works for the EPA, based out of their Anchorage location. His email is (Jones.jon@epa.gov). Debach Auto Salvage LLC will use appropriate containers, suitable for oil/fluid containment, to catch draining oil and for oil storage. Each container will be marked. Visual inspections will be conducted routinely to verify the containers are in good shape and not leaking contaminants.

The totes and drums that are not being used will be placed in storage and removed from the elements. This includes potentially a metal connex, small building, or mostly likely (at this time) an enclosed trailer. These structures will be portable and placed in the general vicinity of the secondary containment system (concrete pad and or urethane liner). It was not placed on our map (site plan) because it will be portable and moved from time to time depending on the salvage yard's needs. However, the flexuous line surrounding the urethane liner is where the storage of the hazardous materials will be located; this area is and will be known as "Recycling and Hazardous Material Storage Area."

We do not anticipate storage capacity to reach 1,320 gallons of waste oil. Furthermore, there will be frequent monitoring of our waste oil, which includes how many gallons, in total, we have on the premises. If we need to upgrade our oil storage volume in the future, we will do so by complying with any associated law.

We plan to prevent contaminated stormwater runoff by demonstrating good housekeeping practices. That means that all contractors, employees, and supervisors will be trained in the understanding of prevention. Mishandling materials and equipment can lead to contaminants exposed for the rain, water, or snow to mingle with and make its way down into the earth and in our communities waterways. Inspecting our waste oil containers, garbage containers, vehicles, and our concrete pad (or urethane line) for damage, leaks, or overuse that could lead to failure is one way we plan to demonstrate good housekeeping practices.

Another important management practice would be to have adequate and sufficient tools necessary to clean contaminants before they make their way into the groundwater or waterway.

All members of the organization will have the training and tools necessary to properly clean spills and dispose of them in a responsible manner.

Less exposure is another BMP that our operation plans to implement. When a customer drops off a car, we will minimize the time between the moment it is dropped off and when it is being drained, that way it lessens the time it has to contaminate (eliminating or minimizing contamination). With training, prevention, and proper clean up, stormwater runoff issues will be mitigated. Our proposed C.U.P. application specifies our procedures and is sufficient in preventing contaminated stormwater runoff.

13. Estimated anticipated daily traffic is less than 10 vehicles per hour occurring during work day beginning and end from employees commuting to/from work. Estimated Traffic not to exceed 50 vehicles per day, this includes employee and customer traffic.
14. There will be a minimum 100 ft vegetative buffer surrounding the entire 80 acre parcel containing the yard. Additionally there will be a 150' wetlands setback near the NW corner adjacent to Lucille Creek. Gate will conceal the view from the entrance to the yard. The existing driveway will eventually be vacated and revegetated to match the existing natural buffer.

Our future development will take place over the course of some years. I plan to have everything looking like site #2 in 5 years or less. These developments will happen by contacting the appropriate outfits suitable for each job. For example, when the snow has melted, the ground is dry, and the time is right, I will most likely contact Valley Block & Concrete to come out to our location, assess, make forms, then pour concrete according to our site plan.

The gate will be installed prior to salvage yard operations, sometime shortly after the conditional use permit is approved. Being that it is currently winter, installing a gate would be challenging (frozen ground). Additionally, I would like to make sure (with the approval of the C.U.P.) that I am in fact starting an auto salvage yard and a gate is needed (prior to insulation). If the C.U.P. is approved, the gate will be erected in the summer of 2023. The office will not be built yet, instead the trailer (visible on the site plan #1) will be utilized. The shop is unneeded at this time, all hazardous materials will be gathered and stored in an enclosed structure (such as a connex) at this time. The shop is a want, not a necessity. The shop, as well as other structures, will be built in the next couple of years, when the time is right. The car crusher will be utilized and on-site before or shortly after the C.U.P. is approved. The shredder will be purchased in the future, at an unknown time. As with any piece of equipment (or building) acquisition will take place in the order that is needed most. For example, currently in the works, we are in the process of purchasing another loader. Having a spare loader is more important than having a newly built office, at this time. Our priority is firstly safety, then what is needed most for a reliable and successful business. If our one and only loader breaks down, we need to be able to get into the other one and keep the yard clean and orderly and customers safe and happy. Members of Debach Auto Salvage LLC include myself, my father, my brother, and an associate who wants to work for us (all tentative).

Additional Clarifications

1. When vehicles are brought onto the premises, 1 of 3 things will happen: (1) the vehicle will be saved and sold as is, (2) the vehicle will be kept and parts of it will be sold off, (3) the vehicle is determined to be better off crushed and no parts to be sold (e.g., the automobile was in a fire and is a metal shell). The owner, manager, contractor, or trained employee of Debach Auto Salvage LLC will determine the fate of the vehicle. All vehicles will be drained of fluids, except

those that will be sold as is; typically these vehicles will be whole and no parts missing, however, there will be some vehicles sold as is that are missing parts (such as an antique car, with a missing engine, best suited to be restored and not sold for parts or crushed); all undrained vehicles will be inspected routinely for leaks. If a leak or spill is present, then the source of the leak will be stopped, and the spill will be cleaned up. For example, if the engine is leaking oil, then the engine will be drained, and the contaminated soil/earth will be removed by a shovel and placed into a watertight container. The container will be stored somewhere on the property in an accessible location where members of the business are aware of its location. The contents of said container will be taken to Mat-Su Borough Solid Waste for proper disposal.

We are crushing vehicles because that is the best management practice stated on page #5 in the document known as "Processing End-of-Life Vehicles" made by the EPA. This document will be added to the record and viewed there. As stated in part #6, crushing vehicles (after fluids are drained) saves space by reducing its volume and increasing its scrap value. Crushing consists of flattening a hulk and that's what we will be doing for the time being (until we upgrade our equipment and purchase a vehicle logger, etc.).

2. How vehicles will be drained: vehicles will firstly be taken to the staging area upon arrival at Debach Auto Salvage LLC. When it is time to process the vehicles, they will be taken to the urethane liner or concrete pad (also known as the secondary containment system). At this point they will be drained by the use of the manufactured holes (by removing the bolt/plug), or by the use of tools. The tools include but are not limited to a drill, fluid extractor suction pump, air operated hammer, or by a puncturing device (like a non-sparking brass/aluminum bronze tipped pickaxe). The vehicle will remain in the car drainage area (above the urethane liner or concrete pad) until no more fluids are present and the fluids are located in the primary containment system (oil totes/barrels). See our "Hazardous materials plan" for more details. Due to the constant evolution of instruments, we are not limited to the above-mentioned tools. It is our goal to stop contamination; with that being said, it will be at our discretion to change and upgrade our gadgets to most effectively drain vehicles.
3. The definition of "vehicle" includes but is not limited to: car, truck, van, flatbed, semi, bus, and heavy equipment. What is considered primarily metal is determined by Debach Auto Salvage LLC's scrap metal buyers. For example, a wooden bookcase with metal legs, knobs, and hinges would not meet the definition of "primarily metal," but a metal bookcase with wooden knobs and legs would very likely meet that definition. Another example would be a fiberglass vs. a metal boiler tank. One of them is primarily made of material not made of metal, whereas the other is mainly made of metal.
4. Debach Auto Salvage LLC will be storing scrap metals and vehicles in the areas known as "AUTO STORAGE" according to the site plan map. There very likely will be a separation between the scrap metal and automobiles, however, (at this time) according to our site plan we do not have a specific designated area.
5. Of the 80 acres there is a comparatively small corner portion, located on the north western side of the property, that is considered wetlands with an associated creek. As with any body of water, there is a natural slope gravitating towards said wetlands and creek. Debach Auto Salvage LLC intends to protect that area by proposing the following measure. Auto storage will be limited to a setback of 150' from the wetlands/creek. We are proposing that distance because of research completed, resulting in the conclusion that other states' laws require similar distances or even

less. Examples include, but are not limited to:

- A. In the Maine revised statutes, it states: “A vehicle containing fluids may not be stored or dismantled: (1) Within 100 feet of any body of water or freshwater wetland, as defined by Title 38, section 436-A, subsection 5.”
(<https://www.mainelegislature.org/legis/statutes/30-a/title30-Asec3755-A.html>)
- B. In the state of Vermont, their ordinance states the following: “A salvage yard shall not be sited or operated within: . . . 100 feet of a navigable water, as that term is defined in 10 V.S.A. § 1422; (3) a flood hazard area or river corridor.”
(<https://dec.vermont.gov/sites/dec/files/wmp/documents/SY%20Rule%20FinalAdopted-09-01-2015.pdf>)
- C. In the city of Lincklaen, New York the law states: “No junk storage area shall be located within: . . . 100 feet of any stream, lake, pond, wetland, or other body of water.”
(https://townoflincklaen.org/uploads/3/4/6/7/34674071/junk_law.pdf). This is important to note because there is no city located in the Mat-Su Borough that regulates junkyards and their proximity to wetlands. These cities include: Palmer, Wasilla, and Houston.

The state of Alaska, Northstar Borough, Kenai Peninsula Borough, as well as the Matanuska Susitna Borough, have not made any laws, rules, or regulations in regard to the proximity of water/wetlands and the primeters of an auto salvage yard. Additionally, the EPA and DEC do not regulate the proximity, and each agency referred us back to state and local code for further guidance; due to this, it is reasonable to rely on current law based on different states with already established regulation. It is important to note that ordinances formed and utilized in other states were created based on a suitable amount of thought, impute, and oversight; unlike Alaska, which does not have any ordinance in relation to waterways and junkyards. The 150' setback is our proposed measure and strongly believe it is reasonable based on current legislation already existing in the United States.

The area known as “AUTO STORAGE” according to the site plan is where the scrap metal and vehicles will be located and limited to. Auto Storage will not be placed in or near wetlands, our 150' setback is an additional measure (with our non-permeable surface - concrete pad or urethane liner) to protect the wetlands and waterways. The 150' setback will consist of natural, undisturbed, vegetation; the natural vegetation primarily consists of a combination, and thick assortment, of: spruce, birch, and some cottonwood trees. As an additional measure to protect the environment and welfare of our community, we will have a wetlands delineation of the property done in the summer of 2023 to verify exactly where the wetlands are located on the property. The purpose of the delineation is to establish the location and physical limits of the wetlands for the purpose of verifying the needed 150' setback. Our proposed setback is likely to be well over 150' from the wetlands, with the delineation verifying the boundaries of said wetlands. After we receive the delineation report, we will either leave the boundary as it is, according to our site plan, or move it outwards (while keeping the naturally vegetated 150' setback).

The water table is unknown and is irrelevant in regards to auto storage. The laws, rules, and regulations we were able to find (throughout the U.S.) were in reference to the distance auto storage can be with the wetlands, and no requirement to verify the water table or require a percolation test. As long as auto storage is not located in (or near) wetlands no other steps are needed under current legislation. Our proposed containment systems are sufficient to stop any contamination at the ground surface.

6. We are aware of the potential need for an industrial SWPPP. If deemed necessary by HDL, the industrial SWPPP will be done prior to operations at the salvage yard commencing (in the summer of 2023), once and if C.U.P. is approved.

Point of contact at HDL Engineering Consultants LLC is Owen Means. His phone number is 1-907-564-2143 or 1-907-441-7142.

Based on our research it looks as if a SWPPP is not required by law, however, we anticipate getting a SWPPP done on the property regardless because of it being a safe business practice. It is very likely we will get a SWPPP done in the next 3 years or less, especially as our business grows outward, from inside the property. Point of contact regarding current law is Katrina with the Alaska Department of Environmental Conservation (water compliance program). Her office number is 1-907-269-7550.

7. Most vehicles at Debach Auto Salvage LLC will be salvaged for parts or simply crushed for recycling. Storage of said parts will take place in an ever evolving complex of structures, suitable to need and economic reality. A spill remediation kit will be placed in an appropriate area around the drainage pad and storage site for use in the event that contaminants leak from a vehicle or an accidental spill happens. The spill remediation kit will consist, however not be limited to, an assortment of absorbent pads and rags, located in a marked and water tight container. The vehicles on site will be managed and placed in a series of accessible rows, this will most likely complete the layout. Vehicles stored on-site will contain engines and transmissions, unless those parts have been sold; Complete cars for sale will be inspected for leaks and any leaks will precipitate draining of the source.

Application For A Junkyard Conditional Use Permit - MSB 17.60

MSB Parcels: 217N02W22A009 and 217N02W22A010

Hazardous Materials Plan

Part 1: Work area set-up and protection.

Debach Auto Salvage LLC will conduct removal of hazardous vehicle oils, fuel, antifreeze, and batteries. Debach Auto Salvage LLC will establish a demarcated work area, allowing only Authorized Personnel in the work area for the duration of the work to be completed. Containers will be provided for the storage of materials being removed and accumulated; these containers will be marked and stored at a designated site.

Part 2: Vehicle battery removal

The vehicle batteries will be removed from the vehicle and either sold on-site or recycled. An employee will ensure the batteries are stacked upright to prevent leakage, battery inspections will take place routinely. Shrink wrap or other means of securement will be used to prevent falling of batteries prior to transporting containers.

Part 3: Vehicle fluid removal procedures

The following materials, tools, and equipment may be needed for the process of oil, fuel, and antifreeze removal. Onsite assessment will be regularly completed to assess all tools, material, and equipment needed.

1. 55 gallon barrels or similar primary containment system (size may vary)
2. Gloves, boots, and vest
3. Safety glasses
4. Electric wire cutters
5. Battery powered drill
6. Air operated punch gun/jackhammer
7. Spill kit
8. Pickaxe
9. Fluid extractor
10. Spill kit and disposal barrel/container

9a. Definition: the fluid extraction/suction device is designed to remove the fluids of a vehicle when conventional draining methods do not produce the best results for removing all the fluids from the vehicle. Any appropriate way, best suited for drainage, will be utilized regarding fluid removal.

The following procedures will be followed to remove fluids:

1. A walk around the vehicles to check for any metal or other objects that may affect the process of removing fluids is conducted.
2. The employee uses the front end loader with forks to pick up the vehicle and hold over the concrete pad or place it onto the drainage rack.
3. The employee makes sure it is positioned safely for work under the vehicle and safe for fluid draining.
4. The employee starts the process of draining the fluids, by utilizing our tools, into separate drums and/or totes.
5. The drums and totes will be used for storage of recycled materials prior to burning in waste oil heaters or hauled off site; they will be stored in an upright position in a connex or similar structure, adjacent to the drainage pad. They will be labeled appropriately and stored upright.
6. Once the process is completed, the vehicle is removed. Any contaminants, whether it be one small drip or an accidental spill (on the concrete pad) and it will be cleaned, that way there will be nothing to track out of the site. Removal methods outlined in Appendix A.
7. Inspections will be done routinely to look for leaks or spills.

Part 4: Waste Handling

All materials handled by Debach Auto Salvage LLC will be properly stored, packaged, and shipped out to facilities where the waste is accepted for proper disposal, or reprocessed for heating oil. This includes oil and antifreeze, and other equipment possibly collected at the yard site. Debach Auto Salvage LLC will store materials in a containment onsite, until proper pick up of contaminated waste is completed; see site plan for location. The containment area will be an enclosed, connex like structure that will not leak. Debach Auto Salvage LLC will coordinate with waste facilities for prompt pickup of waste. However, Debach Auto Salvage LLC anticipates the majority of oil will be repurposed for heating. Our storage effects outlined above were implemented based on a document known as "Junk Vehicle Recycling and Disposal." This document was produced by the Alaska Department of Environmental Conservation. A copy of this document will be added to the record and viewed there. This is one of the best management practices (BMPs) that we are implementing based on the DEC's recommendations (drain the vehicles prior to recycling (oil), remove batteries, and store in containers).

Part 5: Certification of Work Plan

The careful application of the preceding work plan will accomplish the goals as set forth in the Statement of Purpose in compliance with applicable State, Federal, and Local Regulations and requirements set forth by EPA and OSHA. Statement of purpose is to provide an economically viable service with minimal environmental impact. The Supervisor may, at their discretion, revise work practice and procedures ensuring that all Federal, State, and Local requirements are met while meeting EPA and OSHA guidelines.

Hazardous Materials Plan

Appendix A

Disposal of fluids

	Fuel	Engine oil	Coolant	Transmission fluid	Power steering fluid	Differential fluid	Brake fluid	Refrigerant	Washer fluid	Hydraulic oil
Removal process	Pumped out	Remove plug, drain into container	Remove plug, drain into container	Remove plug, drain into container	Pumped out	Remove plug, drain into container	Pumped out	Pumped out	Pumped out	Pumped out
Recyclable?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Will operation collect?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Destination of non-collected	All fluids will be collected									

Note: Manufactured holes will be utilized; holes will be punched into pumped systems where needed to ensure complete drainage using brass tipped and other anti-sparking items such as air impact tools and brass tipped hand tools; vehicles will remain in the fluid removal site until all fluids are removed, as evidenced by visual inspection.

Disposal of other components

	Air bag cartridges	Used oil filters	Tires	Mercury switches
Disposal method:	EPA does not regulate the disposal of these at this time, and the state of Alaska has chosen to not regulate them as well. They will be left in the crushed car.	Drained in place	Recycling is anticipated with a specialized machine used for compacting/shredding prior to shipment offsite	EPA does not regulate the disposal of these at this time, and the state of Alaska has chosen to not regulate them as well. They will be left in the crushed car.

TECHNICAL DATA SHEET

L1023DEP

1.0 BASE FABRIC

1.1	Base Fabric Weight	5.08	oz/yd ²	172	g/m ²
1.2	Fiber / Style	Polyester / Knit			

2.0 COATED FABRIC

2.1	Total Weight	23 ±2	oz/yd ²	780 ±68	g/m ²
2.2	Thickness	30 ±5	mils	0.76 ±0.13	mm
2.3	Coating Type	Urethane			
2.4	Coating Distribution	60/40			
2.5	Sealing Properties	<input checked="" type="checkbox"/>	Dielectric	<input checked="" type="checkbox"/>	Thermal

3.0 MATERIAL PROPERTIES		<u>Standard</u>		<u>Metric</u>		ASTM TEST METHODS
3.1	Tensile Strength, Grab					
	Warp	350	lbs	1,557	N	D751-A
	Fill	300	lbs	1,334	N	
3.2	Tensile Strength, 1" Strip					
	Warp	240	lbs	1,068	N	D751-B
	Fill	200	lbs	890	N	
3.3	Tear Strength, Tongue					
	Warp	160	lbs	712	N	D751-B (mod)
	Fill	160	lbs	712	N	
3.4	Puncture, Screwdriver	75	lbs	334	N	D751
3.5	Puncture, Ball	500	lbs	2,224	N	D751
3.6	Hydrostatic Resistance	400	psi	2.8	MPa	D751-A
3.7	Ply Adhesion	35	lbs/2 in	155	N/5 cm	D751 (mod)
3.8	Adhesion Thermal	45	lbs/in	79	N/cm	D751
3.9	Low Temp	-65	°F	-54	°C	D2136
3.10	High Temp, Cont/Interm.	160 / 180	°F	71 / 82	°C	D1204
3.11	Abrasion Resistance (Wheel H18 / 1 kg)	5,000	cycles	5,000	cycles	D3884

- Made with TPU base resin that is certified to NSF Standard 61 for potable water contact.
- Hydraulic conductivity = 1×10^{-6} cm/sec (max)

A variety of standard widths and colors are available. Contact Cooley Engineered Membranes for details.

The information contained herein or that is supplied by us, or on our behalf, is based upon data obtained through our own research and is considered accurate. However, No Warranty is expressed or implied regarding the accuracy of this data, the results obtained from the use thereof, or that any such use will not infringe upon any patent. This information is furnished upon the condition that the person receiving it shall evaluate its suitability for the specific application.

PART B-2: COMPARATIVE CHEMICAL RESISTANCE

The table below lists a variety of chemicals and indicates the action of each material when in contact with Black XR5, CPE, Urethane and supported PVC. Membrane samples were totally immersed in each of the chemicals for a period of 28 days at room temperature. The rating system is indicated as :

A – Fluid has little or no effect at RT

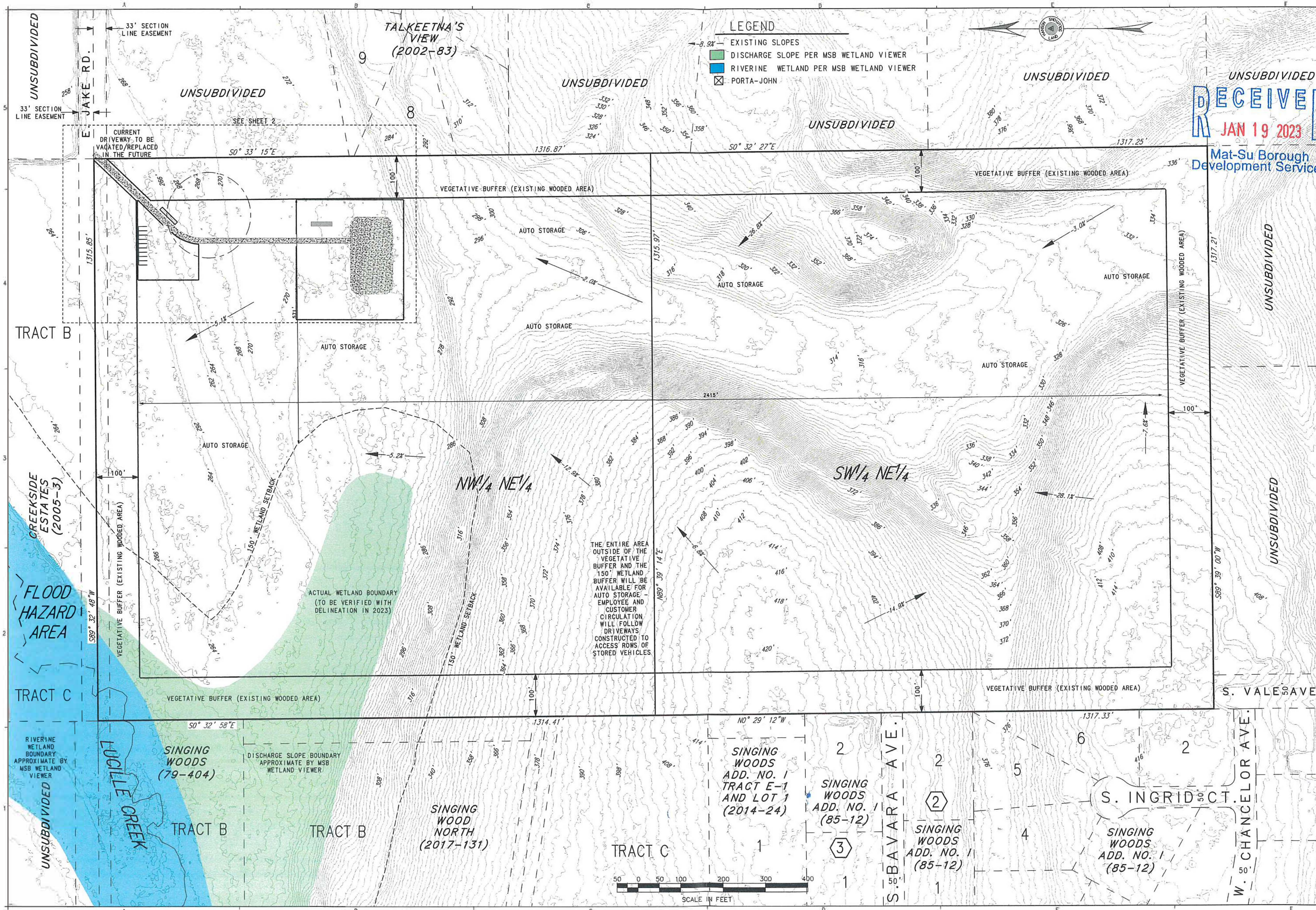
B – Fluid has minor to moderate affect at RT

C—Fluid has severe effect at RT

CHEMICAL	XR-5	HYPALON	URETHANE	CPE	8218
KEROSENE	A	C	A	C	C
DIESEL FUEL	A	C	A	C	C
OHIO CRUDE OIL	A	B	A	B	C
HYDRAULIC FLUID – PETROLEUM BASED	A	C	A	B	C
NAPHTHA	A	B	A	B	C
CONC. AMMONIA HYDROXIDE	A	A	C	A	A
50% ACETIC ACID	C	B	C	B	C
50% PHOSPHORIC ACID	A	B	C	A	A
50% HYDROCHLORIC ACID	A	A	C	A	A
50% NITRIC ACID	C	B	C	A	C
50% SULFURIC ACID	A	C	C	C	A
60% SODIUM HYDROXIDE	A	A	C	B	C
METHYL ALCOHOL	A	A	A	A	C
JP-4 JET FUEL	A	B	A	B	C
SALT WATER 180 DEGREES F	A	B	B	B	C
PHTHALATE PLASTICIZERS	B	C	A	C	C
SAE-30 OIL	A	A	A	A	C
RAW LINSEED OIL	A	A	A	A	C

All technical information published in the brochure refers to the Black xr-5: other colors may not have the same chemical resistance as the black. If a color other than black is required, we suggest you check with Seaman Corporation as to the compatibility and resistance to that particular chemical environment.

The above ratings were arrived at by visual and physical examination of the membrane samples after their removal from the test chemical. When considering XR-5 for specific application, it is important to study the requirements such as permeability, service temperature. Concentration, size to be contained, etc. A sample of XR-5 should be tested close to actual service conditions and also Seaman Corporation should be consulted.



HANSON LAND SOLUTIONS
Hanson
Land Solutions
305 E. FIREWEED AVE.
PALMER, ALASKA 99645
(907) 746-7738

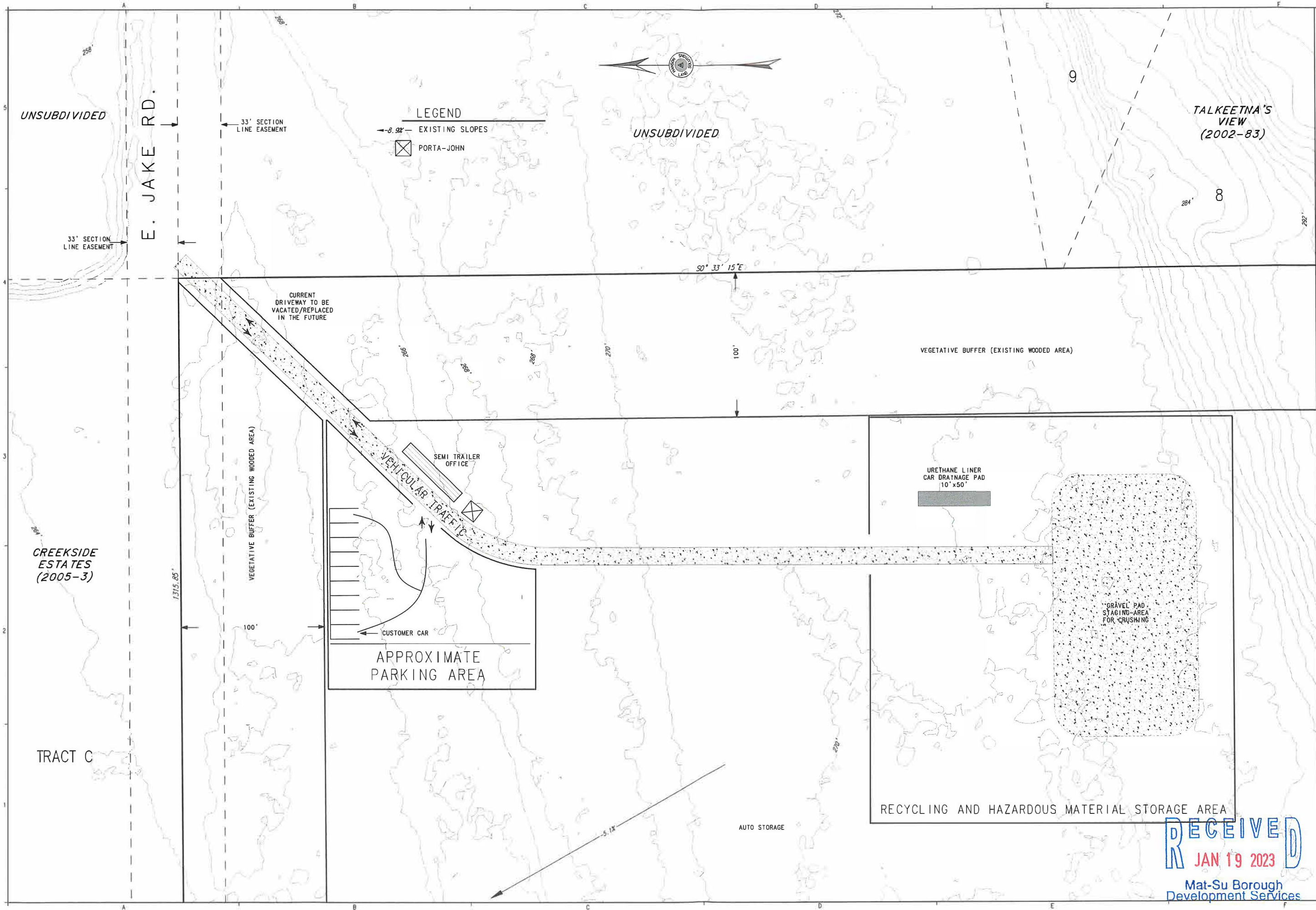
STATE OF ALASKA
49th
JAN 19 2023
Mat-Su Borough
Development Services

- NOTES**
1. CONTOURS WITHIN THE PROPOSED RIGHTS-OF-WAY ARE DISPLAYED AT A 1' INTERVAL AND PRESENT THE DESIGNED TOP OF THE SUBBASE (24" NFS) AND THE DITCH BACKSLOPES.
 2. THE 1' BACKGROUND ORIGINAL GROUND CONTOURS SHOWN HEREON WERE DERIVED FROM PUBLISHED DATA OF THE MATANUSKA-SUSITNA BOROUGH LLDB/ANAGERY PROJECT OF 2011/2012.
 3. PROJECT HORIZONTAL AND VERTICAL CONTROL WAS ESTABLISHED WITH GPS POST-PROCESSED POSITIONING CONSTRAINED WITH AN GPS SOLUTION OF A GPS STATIC OCCUPATION.
 4. THE HORIZONTAL DATUM IS NAD83 (EPOCH 2010).

HOUSTON, ALASKA
DEBACH AUTO SALVAGE
SITE PLAN - DESIGN

DWG.#: 22-203C
DESIGN: CEH
DRAWN BY: ELF
CHECKED: CEH
SCALE
11x17: 1"=200'
22x34: 1"=100'
REVISION DATE:
01/19/23

REFERENCE
NUMBER:
C-2.0
SHEET 1 OF 2



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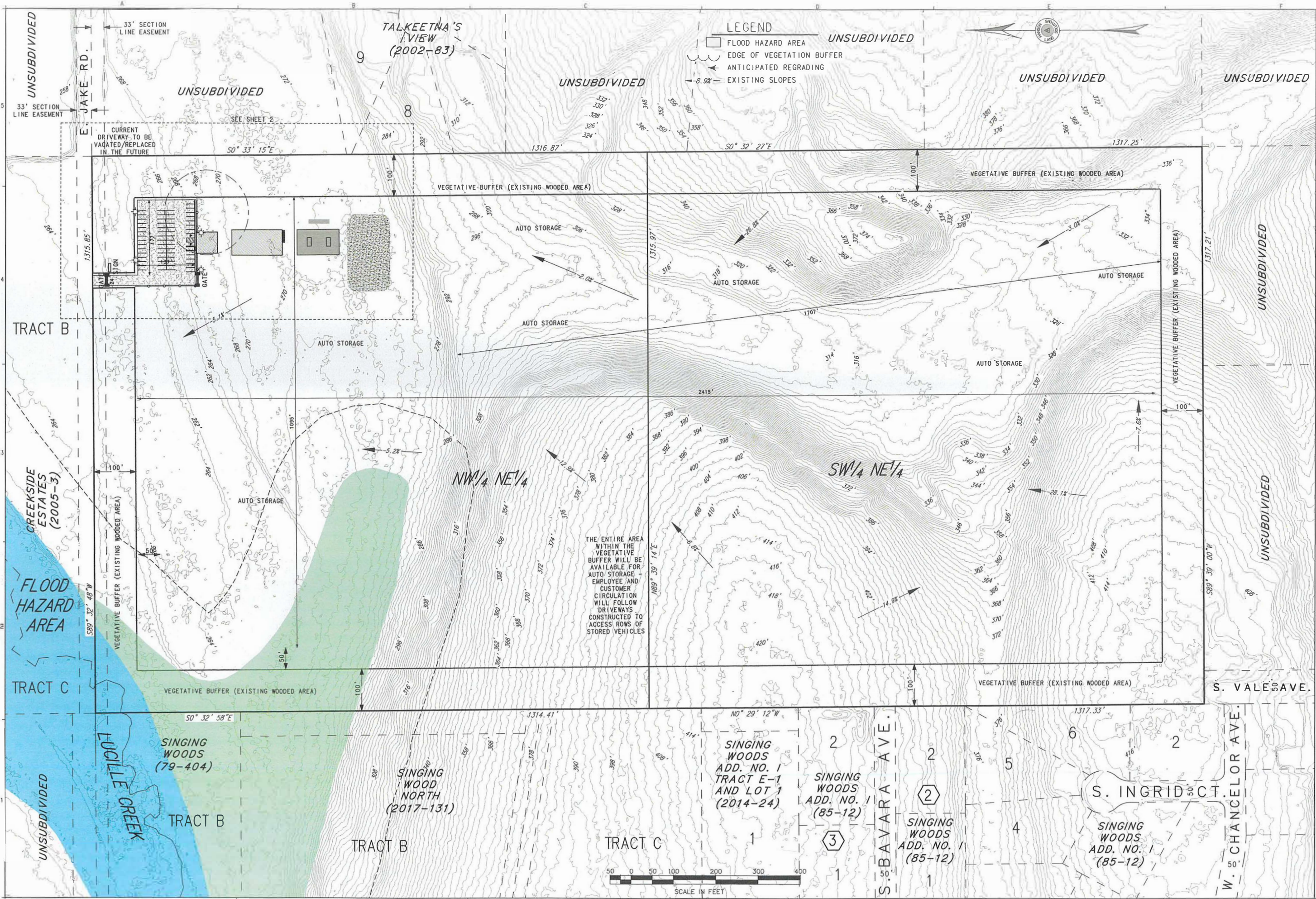
- NOTES**
1. CONTOURS WITHIN THE PROPOSED RIGHTS-OF-WAY ARE DISPLAYED AT A 1' INTERVAL AND PRESENT THE DESIGNED TOP OF THE SUBBASE (24" NFS) AND THE DITCH BACKSLOPES.
 2. THE 1' BACKGROUND, ORIGINAL GROUND CONTOURS SHOWN HEREON WERE DERIVED FROM PUBLISHED DATA OF THE MATANUSKA SUSTAINABLE FOREST LUMBER/HARVEST PROJECT OF 2011/2012.
 3. PROJECT HORIZONTAL AND VERTICAL CONTROL WAS ESTABLISHED WITH GPS POST-PROCESSED POSITIONING CONSTRAINED WITH AN GPS SOLUTION OF A GPS STATIC OCCUPATION.
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SHEET 2 OF 2

RECEIVED
JAN 19 2023
Mat-Su Borough
Development Services



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PALMER, ALASKA 99645
(907) 746-7738



- NOTES
1. CONTOURS WITHIN THE PROPOSED RIGHTS-OF-WAY ARE DISPLAYED AT A 1' INTERVAL AND PRESENT THE DESIGNED TOP OF THE SUBBASE (24" NFS) AND THE DITCH BACKSLOPES.
 2. THE 1" BACKGROUND, ORIGINAL GROUND CONTOURS SHOWN HEREON WERE DERIVED FROM PUBLISHED DATA OF THE WATANASKA SUSTAINABLE BOROUGH LAND/IMAGERY PROJECT OF 2011/2012.
 3. PROJECT HORIZONTAL AND VERTICAL CONTROL WAS ESTABLISHED WITH GPS POST-PROCESSED POSITIONING CONSTRAINED WITH AN ORPUS SOLUTION OF A GPS STATIC OCCUPATION.
 4. THE HORIZONTAL DATUM IS NAD83(EPOCH 2010)

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NUMBER:
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SHEET 1 OF 2

Peggy Horton

From: Carter Debach <debachautosalvagellc@gmail.com>
Sent: Sunday, April 30, 2023 12:36 PM
To: Peggy Horton
Subject: Re: Proposal for junkyard

[EXTERNAL EMAIL - CAUTION: Do not open unexpected attachments or links.]

Ms. Horton,

The answer to all 3 questions is yes.

Question #1 note: occasionally, outside of normal business hours, there may still be tow truck operations. For example, a vehicular wreck happens, outside our business hours, and our company is dispatched to remove the vehicle. However, this type of activity should be very minimal and be reasonably quiet.

Thank you,

- Carter Debach

Debach Auto Salvage LLC

On Sun, Apr 30, 2023 at 7:47 AM Peggy Horton <Peggy.Horton@matsugov.us> wrote:

Carter,

- a. For number 1, I meant to say, the condition will read “All operational activity that causes noise, dust, or traffic, shall be limited to 8 a.m. to 6 p.m., Monday through Saturday.”

Regards,

Peggy Horton

Matanuska-Susitna Borough

Development Services Division

Planner II

907-861-7862

From: Peggy Horton
Sent: Friday, April 28, 2023 3:55 PM
To: Carter Debach <debachautosalvagellc@gmail.com>
Subject: Proposal for junkyard

Hi Carter, thanks for taking my call this afternoon. As discussed, I'd like to propose some conditions and I ask that you indicate whether you agree to these.

1. Will you agree to limit the hours of operation to 8 a.m. to 6 p.m.?
 - a. This is to limit your impact on the neighboring properties. The condition will read, "All operational activity that causes noise, dust, or traffic, shall be limited to 10 a.m. to 6 p.m., Monday through Saturday."
2. Will you agree that any lighting installed on the property will be downward facing and will not be directed toward neighboring properties or public rights-of-way?
 - a. This is to limit your impact on the neighboring properties. The condition will most probably read, "Glare and illumination associated with exterior lighting shall be contained on the subject property and not impact adjacent properties."
3. Will you agree that the only junkyard operation access would be from West Jakes Road?
 - a. I'm proposing a condition that any other entrance, other than on West Jakes Road, be a permit modification requiring Planning Commission approval. This is because the southern 40-acre parcel has road frontage on West Bavaria Avenue and leads directly into a residential area. The planning staff does not think junkyard access should be from a road in a primarily residential area.

I appreciate your time on this matter,

Peggy Horton

Matanuska-Susitna Borough

Development Services Division

Planner II

