

City of Columbus
Public Hearing – Insurance Auto Auctions, Inc. Comprehensive Plan Amendment (PC-13-111), Rezoning Amendment (PC-13-112), & CUP Application (PC-13-113)
Vacant Land north of 13452 Lake Drive
October 16, 2013

The October 16, 2013 Public Hearing to receive testimony regarding the request of Insurance Auto Auctions, Inc. (IAAI) for a Comprehensive Plan Amendment, a Rezoning Amendment, and a CUP application, at the Vacant Land north of 13452 Lake Drive, Columbus, MN was called to order at 7:02 p.m. by Vice Chair Garth Sternberg at the City Hall. Present were Commission members Andy Anderson, Myron Organ, Pam Wolowski, Jesse Preiner, and Jody Krebs; City Administrator Elizabeth Mursko, Planner Dean Johnson, and Recording Secretary Karen Boland.

Also in attendance were City Council members Dennis Peterson, Jeff Duraine, Bill Krebs (7:20), and Mayor Dave Povolny (8:20); Michael Madden, Cecilia Woodrich, Andi Moffatt, Breanne Rothstein, Mark Kiperstin, Steve and Sue Wagamon, Sherri and Roger Nase, Pat Bergin, Perry Wagamon, Michelle Daubs, Fran Peterson, Dave Crowder, David Waldoch, Virginia Waldoch Mitchell, Tom Waldoch, Frank Wagamon, Jeff Joyer, Erik Olson, Ronnie Bowman, Todd and Sue Voelker, Don Waldoch, Michael Schaal, Nancy and Brenda Herubin, and Christine and Brian Dumke.

Sternberg: Next we'll have the Public Hearing and discussion on the IAAI Comprehensive Plan Amendment, Rezoning Amendment and CUP application request, pages 1 through 72 and enclosures. At this time I'll ask Karen to read the notice as it was printed in the paper.

Notices were read at this time.

Sternberg: Thank you. At this time I'd like to ask the applicants to come forward.

Madden: Michael Madden.

Sternberg: Please state your name, your name and address for the record.

Madden: Michael J. Madden. Insurance Auto Auctions. Two Westbrook Corporate Center, Westchester, Illinois.

Sternberg: Okay. What exactly is it that you're asking of us this evening?

Madden: Uh, as outlined by Ms. Boland, the Secretary, she stated the rezoning and the conditional use permit.

Mursko: Mr. Chair, the applicant does have a few more materials to be passed out. We can certainly pass them out at this time. The order in which we will take the applications is: the Comprehensive Plan, the rezoning, and then the conditional use permit. I do believe that our

Planner will go over the comprehensive plan amendment, and if the applicant has anything to add, they will certainly add to that presentation.

Sternberg: Okay.

Johnson: I'll start. Are you ready Mr. Chair, on the comp plan?

Sternberg: What's that?

Johnson: Would you like me to begin on the comprehensive plan?

Sternberg: Yeah, let's begin on the comp plan.

Johnson: In your packets you received a memo from me and also a couple of graphics you may recall from previous Comprehensive Plan amendments. Uh, there are submittal requirements to the Metropolitan Council, and in certain types of amendments there's required distribution to adjacent communities and other review agencies. This particular amendment is actually exempt from adjacent community review. Uh, as is indicated in the Metropolitan Council referral form, we will be sending a courtesy copy of the comprehensive plan amendment information to Lino Lakes. I think in the copy that you received, it indicated that we would send that on October 8th. We're actually going to wait until after the Council meeting next week and that'll go out on the 24th. Otherwise, what you received in regard to this are two graphics, one of which is shown on the overhead at this time, and that illustrates the City of Columbus existing 2030 comprehensive plan, and this is Figure 7, 2030 Land Use. So it illustrates the land use plan as is included in the 2009 Comprehensive Plan. And circled on the map is the 40-acre parcel in question. As was indicated in the notice, it lies contiguous to a 9-acre parcel that abuts Lake Drive, and, as the illustration shows, it's also contiguous to existing commercial/industrial designation in the comprehensive plan to the south. There's a second graphic in there that simply changes the color from yellow, the existing designation for rural residential, to the proposed, which would be commercial/industrial. So, the comprehensive plan amendment includes these two maps. There is a narrative that provides explanation of the proposal itself, the fact that it would be combined with existing property for this type of development, and, uh action dates that the Planning Commission and the City Council heard this. The last item in the Comprehensive Plan Amendment submittal form is that document prepared by the Metropolitan Council that's filled out by the City itself and, so, officially Elizabeth is the local government unit. It indicates that we're proposing a change from 40 acres of rural residential to 40 acres of commercial/industrial. And I won't go through all of the form - it's ten pages long - many of the questions are not applicable on this, but the simple summary of this is: it is a 40-acre land use change within the existing, dated 2009, City of Columbus 2030 Comprehensive Plan.

The second hearing item regards the rezoning. If, in fact, a change in the comprehensive plan is made, then a corresponding change for the identical piece of property would require a rezoning from rural residential to commercial/industrial. And submitted in your packet is a draft ordinance amendment which does amend the City Code, Chapter 7, specifically Section 7A-600 which is the official zoning map. And it indicates that the, uh, ordinance would be changed and the map would reflect a change from rural residential to commercial/industrial, and the legal description

is the northwest quarter of the southwest quarter of Section 33, Township 32, Range 22. And so, if there's any decision to advance or move forward on the third public hearing item, which we'll allow the applicants to make a presentation on, it will require a recommendation by the Planning Commission that the City Council approve a Comprehensive Plan amendment. It would require a recommendation that if the City Council accepts the Comprehensive Plan amendment, that you're also requesting that they approve the rezoning of the property. And then, the third action that you may consider later in the evening, and we'll talk about that in more detail after the presentation, would be the recommendation on the conditional use permit itself. So, we have three separate action items, three separate public hearings. We always open these together since they're all united. Um, the fact that many people in the audience are sometimes not familiar with this, it's just a little bit easier to get the conditional use permit - the item that most people would like to find out more information on - get that represented early on and then we can come back and talk about comprehensive plan and zoning. So, with that, unless you have questions of me, we could allow the applicant to do the presentation on the conditional use.

Sternberg: Thank you sir. Thanks. So, we want to go right to the conditional use?

Johnson: Yup. I'd allow the applicant to make a presentation on the proposal for the use of the property.

Sternberg: Sir, feel free to make a presentation.

Madden: Thank you Mr. Chairman. Again, my name is Michael Madden. I'm the Vice President of real Estate and Development for Insurance Auto Auctions out of suburban Chicago. Initially, I want to thank all of you for the opportunity to make a presentation tonight. My employer looks forward to becoming a member of the Columbus, Minnesota community, um, as an organization and, individually, as employees. I'd like to tell you a little bit about our company. It was founded in 1983 in southern California and subsequently relocated the headquarters to Chicago. We have approximately 175 locations in the United States and Canada. We are part of a larger organization called Kar Auction Services, which is traded on the New York Stock Exchange. Under the Kar umbrella there are three primary companies. There's Insurance Auto Auctions. There's Odessa Auto Auctions - Odessa's our sister company, they sell cars, what we call whole cars - that is, they come off lease, used cars, and so forth. There's an Odessa facility here in the Twin Cities. And then there's Auto Finance Corporation, which is our financing arm. We have a number of other companies, but those are the three primary entities under the Kar umbrella. Our business model is relatively straightforward. Um, the consumer is driving down the highway, there's an accident. The police are called, fire department perhaps, but it's a serious accident. Your car is usually towed from the scene, either by the police department or by an out-source vendor that the local government has contracted with to tow that car away. The car is taken to a tow yard where it's placed, and, at some point after the accident, the consumer notifies his or her insurance company. The insurance company eventually, a week or two later, depending on the particular carrier involved, will send an adjuster out to look at the car or the truck or whatever it might be - motorcycle. And, using simple math, they look at the car or the vehicle and say this car is worth \$10, but it would cost \$20 to fix it, to repair it, to make it roadworthy again. At which point the vehicle becomes what's known as a total-loss vehicle in insurance company

jargon. That's where we come in. Um, we represent most of the major insurance companies in the United States and Canada, and they would assign the car to us - again, using insurance company language. We'll have the car towed to one of our facilities. We do a standard intake, where we take digital photos, upload those to the Internet, put the car in inventory, and then we apply to the local state agency, usually called the DMV, for what's called a salvage title. Depending on the jurisdiction, you can get that title anywhere from 30 to 60 days. Once we receive that title, we put the car up for auction. Our auction is what's called a hybrid model. It consists of a live auction on site, with an auctioneer and buyers, and, contemporaneous with that is, through a system called I-bid LIVE, we sell cars throughout the world via the Internet. Basically, when you get through all of the technology, it basically means that there's someone sitting in a foreign country, when there's an auction happening in St. Paul. They're looking at their computer screen, they hear the auctioneer, they see the car, they click the mouse, their bid goes in. What that has done is allowed us to broaden our buyer base from regional or North America to the world. And one of the brochures I handed you tonight explains that we have buyers in over 100 countries. Um, after the car is...it's an open, out-cry auction. It's competitive bidding. After the car is sold, then the buyer has the responsibility to remove it from the premises, and, they usually...many of the vehicles go overseas these days, where they're rebuilt. Um, other buyers that buy these cars are dismantlers or recyclers - sometimes called junkyards - uh, rebuilders, sometimes parts guys, body shop guys. It's a variety of buyers. We do not take title of the car. We're basically a broker or a conduit. The title always is with the insurance company. And, we do not get paid until we sell the car, so a vehicle sitting on our property doesn't do us any good. So there's a constant need to turn the inventory, unlike, for example, a junkyard or a dismantler, where they'll buy a car from us and they will part it out - it'll sit on their property until they've sold the car off in pieces. We do not part out, cannibalize, dismantle, repair or do anything to the vehicles. The way the vehicle comes in the front door so to speak, is the way it's sold. Our inventory, or our business model is a minimum of six inventory turns per year. So, the cars do not just sit around, kind of as rusting hulks, so to speak. Um, so we have about 175 locations now in the U.S. and Canada. And, when I joined the company back in 2001, we had 48. So we've had significant growth over the last 10-12 years. A couple of concerns were presented to us that had been raised by people who are interested in this project. One is that the building design...my understanding is one or more of the Commissioners was concerned about the building design, and, I'm going to do a handout here in a minute, and I'm going to point out what we're committed to do to improve that building for you. Basically, I'm going to use the phrase split-face block, but it's, it'll, I'll show you what our Detroit building looks like, which is an IAA standard building. And we would commit to doing that here in Columbus on three sides. So, therefore, the side facing the road, and then the north wall and the south wall would have the split-face block. And we would work with Elizabeth or whoever's appropriate to, you know, pick a color or whatever's consistent locally. Also there was a concern that the screening on the fence was insufficient. Again, on this packet that I will show to you, we're offering to use what we call Christmas tree material. It is literally the material that is used to make artificial Christmas trees. Uh, we have found it to be an effective screening method. It's very durable. It survives harsh winters, which I've been told sometimes happens in Minnesota. You know, I'm from Illinois, but our winters I guess aren't as bad as you guys, but, we have tested this material, and unlike slats or tennis court materials that you'll see, the wind doesn't trash it. And if there *is* damage, it's very easy to repair, because it's literally the material that goes in Christmas trees. You can

literally wind it through a chain link fence and repair it. And you'll also see in the one photo here, which I'm going to ask you to study closely – the photo shows you, standing on a sidewalk, literally the width of a sidewalk away from this material, and you cannot see into the facility. You cannot see what's beyond the fence. Um, there was also an issue about security. Now, we want to assure you that this facility will have inside the –I want to emphasize that –inside the perimeter fence, a low voltage security fence or electric fence if you want to call it that. It won't kill anyone, but if you put your hand on there it'll give you a stinger. In addition, we are... well since we first appeared in Columbus a year and half ago, we have implemented a very high-tech camera security system, which is basically based on military night vision. Which is monitored 24/7. And we're rolling that out and putting it into all of our, well, most of our facilities in the United States. It's a long process, because of cost, but both of those methods would be used at this facility. Uh, one of the neighbors raised an issue about dust at our existing St. Paul facility. I'd like to point out that the St. Paul facility is not a standard IAA property. That was an acquisition that was made in 1995. Um, frankly, we have not put the kind of money into it that we would put in here, simply because we knew eventually we were going to have to move. It's not an appropriate design for us. The property is bifurcated by an active railroad. It's not covered in asphalt. There is dust, because it's rock and gravel, and it's not our standard. It's one of the many reasons we want to relocate out of St. Paul. This particular property will be covered in virgin asphalt in the more public areas, and, if we need to get into the details, our engineers here tonight can get into that, but I think Dean knows about it. And then in the inventory area we'll use recycled asphalt. So, there will not be any dust here. Um, last...and in addition, one of the neighbors raised concerns about access via—I think it's Pine Street and Zodiac. Perhaps it was unclear in the application, but our access will be off Lake Drive here. We will not be accessing the property either via Pine or Zodiac and we'd like to make that clear. So the residential people on Zodiac will not have traffic from us going down their street. Now, the only way that there would be a gate off Zodiac would be, as I've seen in the past, where a fire department may say, we want you to put a gate in there in case we need to access through the rear because it's code. Fine, we would do that, of course, because we want to comply with the law, but that would not be an everyday entry point. It would just be to comply with what the fire department recommends. Lastly, we'd like to point out that we have submitted our stormwater management plan to the Rice Creek Water District. We were advised, uh, yesterday we received a copy of the staff report recommending that our plan be approved this coming Wednesday by the Rice Creek Water District. I think it's important for you to know that, because it shows that, frankly, there will not be a stormwater management issue here, because we...our plans have been thoroughly vetted –I want to emphasize, thoroughly—by the Rice Creek Water District. And they're going to recommend approval this coming Wednesday. Uh, that's all I have at this point. I would like at this point though to show you these exhibits – both the Detroit building with the split-face block, and also the Christmas-tree screening material. And, I've also got a couple other photos here of different developments we have in the U.S. and Canada.

(The applicant passed out packets with photos.)

So, as I mentioned to Elizabeth earlier tonight, this is our Detroit facility, which is a typical IAA development with landscaping. And, again, we would commit to putting this finish on the building. We would ask that we do it on three sides. It's very expensive. I don't think there's a need to do it on the rear, because no one can see that, but, definitely, as you're heading south and as you're heading north, and the front of the building. And, in addition, if you go back a little

further, I'd like to show you...start with this photo of our, one of our facilities in the Miami area. This is the Christmas tree material that I referenced earlier for screening. As you can see, it produces absolute blockage, and I think it's a soft look versus metal fencing or slats or...I'm not a big fan of tennis court stuff, because it doesn't last.

Anderson: Can I ask you a question?

Madden: Sure.

Anderson: Is this material interwoven with the...?

Madden: It is.

Anderson: It's interwoven into the chain link fence?

Madden: Correct. Good question. If you go to the next page guys, you'll see it close up. And I think what I'd like, not think, I would like to emphasize here, you'll notice where the photo was taken is the width of the...it's basically standing on the sidewalk. And it screens everything inside the fence. So, again, I guess one or more of the Commissioners or neighbors expressed concern about screening. We would commit to putting this up along Lake Drive, and probably wrap it around a little bit too. We'd have to figure out how far we'd have to go back to do that. And we would also do it on the rear along Zodiac for the residential neighbors. That's all I have at this time unless you have any questions or...

Sternberg: Any questions?

Anderson: I have a question.

Sternberg: Go ahead.

Anderson: Pertaining to the actual auction, is there a staging area for the auction or do you have the auctioneer move around the yard as he auctions off the vehicles?

Madden: That's an excellent question. I'd like to answer it in two parts, because our auction consists of two parts. One is called the run-and-drive auction. On average, approximately 40% of the cars that we auction in the United States and Canada are drivable or operable. That doesn't mean you could drive them down the interstate, but they're drivable. What we do with those cars is we - it's called a run-and-drive auction - we literally drive them through the warehouse section of the building that we would build here. The buyers are all there, and as the cars are driven through they bid on 'em, and they're bought, and then they're driven out. Um, we have found that a run-and-drive auction brings greater returns for our insurance company providers. Which, of course, is good for our business, because then they like to keep us. After the run-and-drive auction, then you go to what's called a stationary auction, which, as Dean can point out, or our engineers and our plans, will happen in the area that's closest to the building. That would be—let me get my directions right—closest to the main street, so that would be Lake Drive.

Johnson: East.

Madden: Furthest east. Thanks. And that is where the cars are parked for auction. We have an auction truck that goes and drives down the aisles with the buyers. They stop at a car, they bid, the car is sold, they move on to the next car. Um, so, that's, there is, if you will a segregated area for the stationary auction, and then, of course, the run-and-drive auction actually incurs—occurs, excuse me—indoors, in the warehouse section of the building.

Anderson: The stationary auction is outside.

Madden: It is. And it will be in the easternmost part of the property, to the rear or adjacent to the building. So, as close as you can get to Lake, without...

Anderson: Lake Drive.

Madden: Lake Drive.

Anderson: Okay. Thank you.

Madden: You're welcome.

Sternberg: Myron?

Organ: This would also pertain to the auction type, or on-site auction. And, from what I read, it...maximum of maybe 100 people there? On an on-site? Is it once a week or twice a week?

Madden: Once a week. Uh, we have the auction; it would take place one day a week. And I neglected...I thank you for reminding of this, but, our business is Monday through Fridays, approximately 8:30 to 5. No night time, no weekends. The only time there would be a deviation from that, as we explained to Elizabeth one time, if there was what's called a catastrophe. For example, if you had a tornado come through, then we would go and ask permission to work at night or on weekends like we did during Superstorm Sandy where we worked seven days a week, basically, 18 hours a day. But, otherwise, it's a, basically, 8-5, Monday through Friday business.

Organ: And I guess what I'm trying to pinpoint too, is, it isn't a large crowd of a thousand people where there's an auctioneer with a megaphone yelling out numbers...

Madden: No. Seventy percent of the cars that we sell in St. Paul are sold via the Internet. Um, which is basically somebody sitting in Latvia in eastern Europe, again, looking at the computer and...it's kinda cool technology actually, 'cause the car comes up and you hear the auctioneer live and, you know, 'It's 5000. I've got 55, 65, 65.' And then the next thing you know this guy hits, or, a man or a woman hits a mouse and it flashes on the screen, 'We have an Internet bid for \$8000.' Uh, and, I use the example why the Internet has won is, because you can order shoes on

Zappo now. And that's how we're selling cars more and more throughout the world, it's through the Internet. And, there's still, you know, call it the old-school guys, like guys my age, who like to come to the auction 'cause it's a bit of a social event, but the younger people, it's strictly Internet.

Krebs: I have another question.

Sternberg: Jody.

Krebs: So, you do this like through a speaker system for the stationary auction? How far does that sound carry, and how long does that usually go for? Does that go for the whole day?

Madden: No. That's a fair question. The auction will start at 9 in the morning; they'll do the run-and-drive. That usually takes an hour, hour and a half, depending on the amount of volume. In the middle of winter, you know, we have a huge volume, because there's more accidents in the Cities. But, um, because of the weather, frankly, you just, you don't have a long auction. So you figure the run-and-drive maybe an hour, hour and a half, max. And then, the stationary one, probably another hour. So, 9 to 12. And there – full transparency here – there can be times where it might go another hour or so, just depending, 'cause you have a lot of cars to sell that week.

Krebs: How loud is the amplification system? How loud?

Madden: I, I'm not an engineer. I couldn't tell you. But it's...

Krebs: You didn't do a study or...

Madden: No. But it's...if you're about 50 feet to 75 feet away you can hear it. It's not like a sporting event or something like that. Because all the buyers follow the auction truck, and, they have to stay close to it, because you stop at each car. And they identify the car, and the clerk's there, and everything's done right then and there. And, again, in terms of the neighbors and what have you, the stationary auction will be on the east side of the property, closest to, to Lake, versus the west side.

Wolowski: Question. Forgive my voice here, but, how quickly are the cars moved after you sell them, even through...both forms of the auction? Are they taking them away right away? Can we expect a massive amount of traffic on the days that the auction is run?

Madden: No, 'cause we give, we usually give them 48 to 72 hours to take 'em away - especially the, you know, the more regular buyers, where you have a real strong relationship.

Wolowski: So they're not just taking them that day.

Madden: No. No. Some will go the day of the auction. Some will go the next day. We, frankly, we...truth be known, we'd like if they took all the cars away right away, because it's valuable land. But, uh, you know, business is business. You have to kind of work with the people. You

know the, there's a guy who comes up to Phoenix, for example, from Mexico, to our sale. He buys about 100 cars a week, and as he's buying 'em, they're being shipped to Mexico. I mean he's loading up those eleven-car haulers. Three hours later they're in Mexico. But that's kind of the exception to the rule.

Anderson: I have a question regarding light...

Sternberg: Mr. Preiner.

Anderson: Go ahead.

Preiner: Uh, what will the neighbors hear on a day-to-day noise basis? How are you...how do these cars get moved around inside your facility?

Madden: We use Volvo L90 loaders to move the cars and park them.

Preiner: And that's an everyday thing?

Madden: Yeah, Monday through Friday.

Preiner: And, any idea on the noise level?

Madden: I can demonstrate that tonight if you'd like, what the noise level is on a traditional Volvo backing up, and, uh, what we have implemented in different parts of the country where there's nearby family, single-family homes.

Preiner: Mmm-hmm.

Madden: So that you can, you minimize the noise. Now, you can't eliminate it, because, I'm sure as all you folks know, this is OSHA mandated – federal government. But, we have an OSHA compliant methodology which profoundly reduces the noise, and it's still according to the law. We brought it here tonight. We can demonstrate it for you, if you'd like, at the appropriate time. But, we have to warn you ahead of time, that when we play the normal, kind of construction, back-up beep-beep, it's really loud when you're in a room like this. So, be forewarned, it's going to hurt. And then we'll play what we would propose to implement here if you would, if you would require that.

Preiner: I think that would be worth our effort, because it's a major concern of everybody.

Madden: Sure. We'd be glad to do that. We brought the device with us tonight and, uh, again, at the appropriate time I'll do the set-up and play it for you. And the Branch Manager from St. Paul was gracious enough to come tonight and he'll demonstrate it, because I'm not very technical.

Anderson: Okay. I have a question regarding lighting. What types of lighting do you have? Security lighting?

Madden: The only lighting, the only artificial lighting we will have is whatever is required by Code at or near the building. So, if the building, you know, sometimes you need down lighting over the entry door. Uh, that's it. We do not put artificial lighting in what we call the inventory area. And we don't need it, because, again, our camera system is based upon military night vision. So, you don't need lights. And our system can determine whether it's a human being or a deer or a dog or what-have-you. And it's monitored 24/7.

Preiner: Mr. Chair. So then that does what? Notifies the police if there's an intruder?

Madden: Yes.

Preiner: And it's also video recording it?

Madden: Yes.

Preiner: And how much grief do you have everywhere?

Madden: Pardon me?

Preiner: How much incidences do you have at your St. Paul facility?

Madden: Very little, because we have an electric fence. And, you know, if you stick your hand on there once, you'll pretty much learn that it's not a good idea to...

Preiner: Is it the chain-link fence that's electrified or another fence inside of that?

Madden: It's a low-voltage electric fence which is located inside the perimeter fence.

Preiner: Can you describe it? I mean is it a single strand or is it a...

Madden: Multi-strand. By that I mean there's a myriad of single strands. It goes up to about eight feet.

Preiner: Okay. And, in one of your things that I read, it said you may put in this system – the electric fence. Is that a for-sure that you're going to put it in or is that a ...?

Madden: No, we're going to put an electric fence here, and a camera system.

Preiner: Okay.

Anderson: So, furthering Mr. Preiner's question, if the fence is compromised you have a security group who notifies the police or...?

Madden: Right.

Anderson: Okay. So there isn't a problem of people trying to cut the fence?

Madden: They can cut the fence...

Anderson: They can cut the fence, but then they've got the electricity to deal with, and the cameras.

Madden: ...but then, the security fence is monitored, so that the police would be notified about that. But then, the cameras are also monitoring the perimeter and, and the entire facility. So when the intruders come in, then you know it's notified the police.

Anderson: Okay. Thank you.

Krebs: Mr. Chair?

Sternberg: Go ahead.

Krebs: I have a question actually for Dean. Um, on the regulatory agencies, why was transportation the only in-depth one chosen for this from the Met Council information? Why wasn't OSHA for the sound done? Why wasn't a study done for that?

Johnson: Uh, that's their form, and so we provide information based on their form. They don't require that, so there's not any response.

Krebs: So you're saying that the Met Council isn't requiring a sound study?

Johnson: No. They have no jurisdiction in that area. This is strictly...uh, they're allowed by law to review and monitor any change to a comprehensive plan. They don't technically approve your plan, but they make a finding that it's consistent with regional plans. And the regional plans don't have components involving a lot of the environmental components, including air quality or noise or things of that magnitude. This particular project had no single threshold that would have triggered a mandatory environmental assessment worksheet, and that procedure or process does include analysis for groundwater, noise, air quality, things of that magnitude, but that was not a mandatory component.

Krebs: Okay. Thank you.

Wolowski: Um, how many cars will be on the lot at any given time, and - my second part of that question - and what kind of turn around? I heard you say earlier, you said about six times a year?

Madden: Our business model is six inventory turns a year. Uh, St. Paul right now, I think, does 7.7.

Wolowski: Okay. But how many cars are you estimating having on the lot at all times? It can range?

Madden: Yeah. I couldn't tell you. I mean it could be... I mean there could be a couple thousand, it just depends on the season, and, frankly, one of the myriad reasons we want to move is, we can't grow our business any more in St. Paul. We're space-constrained. And, we know we can grow our business if we have the capacity.

Wolowski: And what's the average life of a car on your lot before it's moved?

Madden: Ah, well, six into 360 so, what is that?

Wolowski: Oh, okay so...

Madden: Sorry.

Wolowski: No, no worries.

Madden: I'm not very technical and I can't do math either.

Wolowski: I was just kind of wondering, you know, if you had a number on the...

Madden: That's why I'm an Arts and Farts major in college. (laughter)

Wolowski: I was just wondering if you had a, um, kind of a formula you went by.

Madden: Well I think it's, you know, and the critical metric I think for people to consider is, we do not get paid as long as the car's sitting there.

Wolowski: So, move the inventory is the goal.

Madden: Get it out the door. For example, there are times - in full transparency - there will be times, guys, where a car will not be sold, because it'll be put on what's called a legal hold. For example, a prosecuting attorney may get a court order saying you have to preserve that car, because it was involved in a crime, maybe a, you know, reckless homicide or a DUI or something like that. Or there was a serious injury or a death and the plaintiff's attorney or the defense attorney will get a court order saying you have to hold that car, 'cause it's evidence. And we, you know, you've gotta follow the law. I mean, but, frankly, from a business perspective, that's not good, because you can't make any money on that. And we have stockholders that kind of look to us to make money.

Sternberg: Any other questions?

Krebs: I do. And, I'm sorry Pam, I didn't hear your question, so if I repeat it, I'm sorry.

Wolowski: That's all right.

Krebs: Um, on your trips per day, how many are your total trips per day are you anticipating?

Madden: I could not tell you. I mean it's going to depend on the season and on business. Uh, I could check...I have my operations people here. I could give you a rough guess. But, as a real estate person, I don't know.

Krebs: Okay. I mean in here (referring to packet) it's saying 250, is that round trips or is that one trip out?

Madden: Well, you know what, Andi Moffatt our engineer is here. Maybe she could answer that for you. Thanks Andi.

Moffatt: My name is Andi Moffatt. I'm with WSB and associates and the traffic study, when we looked at trips, it's a trip in, trip out. So adding total 250 additional trips beyond what is already on Lake Drive.

Organ: One more.

Sternberg: Go ahead.

Organ: I was told by an individual who claims he's an expert, but, a lot of people do that, um, that most of these vehicles before they arrive here...and you alluded to this earlier, about being in an impound lot. They probably sat on an impound lot. If they've got a punctured oil pan or radiator, most of that's leaked out there, before you even get it to your site, is that correct?

Madden: It is. You know, the reality is, if it's a really bad accident, it's going to leak at the scene of the accident, which is many times...at least where I live, you'll see the haz-mat people out there, because, you know, they've got to clean stuff up. And then it's towed to the tow yard or some people call it the wrecking yard, and it sits there one, two weeks, depending on the insurance carrier. And if it's leaking, it's probably going to leak there. Now...so by the time we get the car, if it's a so-called leaker, it's probably been drained, but, again – full transparency – can it happen at one of our facilities that a car leaks? Yes, it can. So, the question is: How are we as an organization prepared to respond to that? All of our facilities adhere to a rigid best practices manual. All our people are trained how to clean up a spill and properly dispose of the residue of a spill through licensed vendors. And, in addition, all of our facilities in the United States and Canada are covered by a master environmental insurance policy issued by a company called Ace, one of the largest companies in the world. It shows anybody that we're an insurable risk. In other words, if we were running around despoiling the environment we wouldn't be able to get insurance for that. So, and, again, the operators are trained, they're subject to audits, it's part of their annual review. Simply we just, as an organization we will not, um, allow that, you know, any kind of environmental mayhem to occur.

Organ: Thank you.

Sternberg: Any other questions? Okay, at this time, we are going to open the hearing to the public.

Madden: Mr. Sternberg? If you don't mind, what I'm going to do now is get with my operators and try to set up the device for you guys, and then let me know when you want us to display it to you.

Sternberg: Sure.

Madden: Okay. But I'll be in in a minute.

Mursko: I think, I think you should do it outside.

Sternberg: The test outside. Yeah. I think...

Anderson: It'd be a better test.

Mursko: Yeah.

Madden: Anyway we'll be getting that set up and then we'll come in.

Sternberg: Okay. Sounds good.

Madden: Thanks for your time.

Sternberg: Thank you. At this time we're going to open the meeting to the public. So, anybody from the public? Please state your name and address for the record.

P. Wagamon: My name is Perry Wagamon. I'm at 13640 Zodiac Street. I probably, before I start, I should apologize, because of the way I feel about this project, I'm going to offend somebody. Anyway, I have the land directly adjoining this property on the other side of Zodiac Street. Bought the land about 35 years ago, because it was beautiful then, it was nice residential building land. It's oak trees and there's some wetlands, and it's really a nice piece of property, and I built what I consider a really nice home there. Uh, my sons wanted to live there, so I went to the City and asked if they'd let them build homes on the same place, and they made me go through a, a subdivision, build a road – the whole works- so my sons could build houses back there. They built 'em, and I wound up building three homes back there, which cost me dearly, but they're very nice homes and I have three very nice young families living back there. Uh, about six months ago, I would imagine it was, I started hearing rumors about a junkyard being put in our front yard. And, frankly, I didn't believe it. I thought, this can't be true, because honestly I can't imagine the City doing something that unjust – or what I think is that unjust. What they're basically doing is enhancing one property owner's property and making it salable, and totally destroying the neighbors' property while they're doing it. There's nobody will believe that anyone would want to live on our piece of property once they get done. I, uh, didn't pay much attention at that time. However, we did make some inquiries to the City at that time. We made some calls to the Council members and we made a call to the Mayor. They didn't know anything about this. They hadn't heard about it. There wasn't even an application for a permit turned in yet. And they wouldn't talk; basically, they wouldn't talk to us about it. About six...or

about ten days ago, I got a notice in the mail that the City was considering rezoning the property in front of our place – now this is residential property, mine is residential property. So there going to rezone the neighbor's residential property to make it more value, because their property really isn't...their residential property really isn't valued, because it abuts the commercial property in front of it. It's hard to sell the homes. So, they're going to re-do theirs and make it commercial or industrial, and ruin my property and my kids' property, and the other people that bought homes there. Those houses will be literally unsalable. There's absolutely nobody going to want live there, nobody going to want to buy the homes. Um, I, uh, talked to...now, nobody knew anything about this up until ten days ago. I guess the City finally got a permit application or whatever. But, yesterday I talked to one of the Councilmen, and he told me, well it was going to be hard to do anything different now, because they made a preliminary commitment to these people purt near a year ago. But nobody knew anything about it until just recently. Also, the same Councilman told me that they weren't going to do anything with residential property, that this was going to be strictly an action taken on the industrial property. Now, whether he don't know or whether he just...I don't know. It isn't straight, I can tell you that.

They call, you know, you talk to them about it...now, it's a junkyard, let's don't B.S. anybody. They say, they can paint the skunk any color they want and it's gonna smell the same. They're talking about it not being a junkyard – it's 12,000 junked cars in a yard, that we're supposed to - inside a chain-link fence – that we're supposed to look out our bedroom window and see every day, and hear the beeping of the trucks going back and forth. They said they're going to have 250 units coming in and out of there a day. That's gonna be 500 trucks coming and going every day. And we're going to hear those. And we're going to smell the diesel fuel. We're gonna have...I mean this is all besides the fact that our property's worthless at this point. And, you know, you can talk all they want about this security system. I've been in the automotive business my whole life, and I've got security systems. And I'll tell you what, they don't work. Zodiac Street is going to become a crime area. You can make book on it. I don't care...he says they're going to have an electric fence and that's going to go off. Well, I've got electric fences that go off. All they do is cut 'em. And it takes the cops a couple of hours to come. They steal the catalytic converters. They steal the tires. They steal the radios. It's gonna happen. And we're gonna wind up, the people who live on the other side of Zodiac Street, we're going to have to carry a sub-machine gun to go get our mail. (laughter) There's no excuse for this! And I can't believe a City would pull a prank like that on people. These people live on that street – I'm not just talking about me – they're good, honest, hard-working people that paid for those homes and they live there and they got kids there. They shouldn't have to put up with that by a city. This is just not right. Now, there's everybody here. I can look at you guys, and, - here probably I'll offend somebody, I don't know, - you guys all know, and I've talked to enough people to know they know that this is – I'm not just B.S.ing up here – this is going to ruin our property. Period. And you all know that. And you all know it's going to ruin our quality of life. There's no way you can say that it isn't going to, 'cause it's gonna. And, if you can pass this on to the City and tell 'em they should vote for it, and if the City can vote for it, then you just don't give a damn about the people that live there. That's just the way I see it. I'm uh, I hope I didn't offend anybody there, but that's, that's the way it is and it ain't gonna change.

One other thing that I would like to, now, - this is a little bit more for the City – I came here 30 years ago and I've seen the City change a little bit and I've seen some development coming this way. There's things happening to where the City's going to start developing, and I think that's

pretty well known. And when you talk about Columbus, anytime you tell somebody...anybody thinks about Columbus, they think about Lake Drive. That's, that's what Columbus has for an identity. Is that what you want the City of Columbus to have for an identity, is a damn junkyard? with 1200 scrap cars right on the main drag? You'd be ashamed to tell somebody you live there! I'm sorry now, if I did offend somebody. I'm going to quit. I could talk a little longer, 'cause I got other things, but...the truth is, I don't know how...oh, there's one other thing that I want to say. And this, I don't know, this might be to your benefit.

This legal notice we got, I don't think the damn thing's legal anyway. I don't think...the legal description isn't right. If you take a look at it, you'll know it – if you've ever seen a legal description before. It's gonna have to be redone. I hope to hell it takes 'em six years to get it done. (laughter) I'm, maybe I'm wrong here, I should, I, I've never seen a legal description before that didn't note the County and the State that the property was in. And I've had quite a few legal descriptions. It lists all the town and state of all the properties that it don't affect, but nothing on the legal...the legal description is not right. What do you think, Elizabeth?

Mursko: I don't write legal descriptions, so I can't tell you that. This is the legal description that was supplied for us so...

P. Wagamon: No, it isn't a legal description.

Mursko: I'm sorry?

P. Wagamon: It isn't a legal description. A legal description has to give the legal area that the thing is. There's...that plat could be in 150 counties and states across the United States. It doesn't tell the state or the county.

Mursko: It, it refers to Anoka County, Minnesota in three of them.

P. Wagamon: Pardon me?

Mursko: It refers to...in all of the exceptions it refers to it.

P. Wagamon: It isn't legal.

Mursko: Okay.

Sternberg: Well you have the range and the township down here, Elizabeth. We have the range and the township and everything.

P. Wagamon: That's what's a...the legal description, it says on there, 'legal description' and that's what the legal description has to...

Sternberg: Well, this is part of the legal description isn't it, Dean? We got legal description with all of this: 'Less and Except, Less and Except, Less and Except.'

P. Wagamon: Those are all the properties it don't affect.

Johnson: I think he's referring to the physical notice...

Krebs: ...of the legal description.

P. Wagamon: Yes. Yes I am.

Johnson: And, again, I'd, we'd be happy to look into that...we don't want mistakes in the legal notice.

P. Wagamon: Hey, it isn't going to affect me, I just thought I'd say so.

Johnson: We'll look into that.

P. Wagamon: Well, anyway, I'm here today – in case you guys didn't get the drift – I'm here to ask you, for God's sake, do not vote for something like this, 'cause there's no way it's fair, there's no way it's just. The people...you guys are doing a nice job of developing the City, for God's sake, don't start like that. Thank you.

Organ: Thank you, Perry.

(applause)

Sternberg: Thanks.

S. Wagamon: That's a hard act to follow.

Sternberg: Please state your name and address for the record.

S. Wagamon: Steve Wagamon from 13530 Zodiac Street. Um, I'm also represent...I'm going to read this the way it's written, but I would say that he covered a whole...he did a pretty good job. Um, I'm also representing the views of Bob Immerman from 13434 Zodiac Street and Rick Zebro of 13556 Zodiac Street. They're both out of state. They both wanted to be here real bad tonight, 'cause they both thought it was a very important issue. Um, before I start, I'd like to thank the members of the Committee who took the time to come to our house and listen to our concerns this week. Also, I'd like to say we have no ill-will towards the company Auto Insurance, Inc. or the Waldoch family themselves. I'm a retired businessman and I believe in business development and free enterprise, in the appropriate location. I question the strategy of using a large portion of your prime development corridor on a salvage yard. It sets a bad precedent for future development. What business fits in with a salvage yard? We moved here approximately 24 years ago. We built our house...before we built our house we specifically checked the zoning across the street from our property and made sure it was zoned residential. We always expected that property to be developed with residential housing at some point. If that property is rezoned commercial it will obviously devalue our property and make it unsalable at a

fair market value. We have approximately 140 acres back there that we plan to subdivide and develop into high-end homes sometime in the future. Rezoning the back half of the Waldoch property commercial would make this project impossible. Nobody's going to buy a high-end home next to a salvage yard. We couldn't even sell our home now, because we'd have to disclose the nature of the future development.

I want to state a few facts about how this business would affect our quality of life. First, the noise. Their type of business is loud and belongs in a commercial zone not next to residential property. We can hear the vehicles beeping...ur, uh, we can hear vehicles beeping when they back up on the other side of Lake Drive, in our house with our windows open now. And they'll be using heavy, loud equipment to move the cars around their lot all day long, that beep every time they back up, and they'll be doing it right across the street from our house. The noise on our property will be unbearable, and I believe we will be able to hear them clearly in our house, with the windows closed. Also, they'll be travelling up and down the aisles auctioning cars in an auctioneering truck with a speaker on it. And, I have been there for all of Waldoch's Hay Days, and, I know, we can hear them clearly, up on that end – they're talking about being up on the east end of their property, and we've heard that for just about every year we've been there. And we can hear it all clearly, and I don't care, because it's one weekend out of the year – big deal. This is different. We're talking every single week. Um, when I talked to Mike from Auto Insurance, Inc. about the noise, he stated they would only be in operation from 8 to 5, five days a week. However, the residents – at least four out of the six houses with the most impact – are all home during the day. So, we're going to hear it, all day. And that's the time we're enjoying our property.

Um, next, dust and pollution will be a problem. They're proposing to park, what I heard, was approximately 10,000 cars that have been totaled, on a gravel lot. This presents all kinds of possible pollution, from engine oil, antifreeze, brake fluid, transmission fluid, battery acid, etc. and, I heard 'em talking about that it's all drained out, but they're going to be moving these vehicles, and lifting them. We've been in the automotive business my whole life, and, I don't know, maybe they've got a miracle cure, but we had all kinds of problems with that. And, we own an automobile business in Columbia Heights, Minnesota, and the City made us tar every parking lot we had where we parked cars that came in for work for that very reason, and I don't know why our community should expect any less than that.

Um, next: crime. As I said our family is in the automotive business, and I know one of the members on the Committee is also in the automotive business, so I'm sure you're aware of the type of business, this type of business is a crime magnet. If you're proposing a berm along Zodiac Street, I think that also creates a perfect type of environment for the criminals to use Zodiac Street, where they can enter where nobody can see 'em. Also, another thing, once the Planning...they're talking about nobody using the back side of it, but, that's well and good while the people that are here, are here, but we have absolutely no protection from that once you guys are gone. Who knows what can change in the future? And Zodiac could...and Pine Street could become a thoroughfare for cars coming and going on that.

In closing, I think we've been good citizens in this community for the 24 years we've been here, and feel there ought to be a way to bring in development and employment to our community without ruining our land values and quality of life. You may be able to legally rezone the back half of Waldoch's property commercial, but I think it's unethical and morally wrong to do so. You do this knowing that no one would build housing behind a salvage yard, so you're basically

pushing the problem on us. And a lot of you have known it and admitted it, that it'll devalue our property and make it virtually impossible to sell. That's all I got. Thank you.

(applause)

Sternberg: Thank you.

F. Wagamon: (passed out handouts) And I'm, uh, probably the last of the Wagamons. I'm Frank Wagamon. I'm at 6559 Pine Street. And I think my two relatives covered things quite well actually. Other than I kind of feel like I'm in a Linus and Lucy clip here, and I don't happen to be Lucy of course. I think that's the illustration there that I just gave you, that we've always thought about the nice houses up on top of there. And, what you're asking us to do here, basically, is to trade it for the other six that's on the down side of that. Now, if we could get that upper home built in the Waldoch area, where it's supposed to be and where it's now zoned, instead of accommodating somebody that's going to come in and destroy the whole community, we could therefore build back into Perry's, and have a decent entrance to that stuff, and you could build high-end homes out there where they belong. That, uh, that property out there is too valuable to have to drive by a salvage yard, ur, junk, ur, pile of junk cars, or anything else to access this property, or expect Zebro, right across the street from that thing, to wake up in the morning and...and as beautiful as that fence is, I prefer a tree or two myself. You know, it's a nice fence as fences go, but it don't belong there, nor does this operation belong there. This operation belongs over in St. Paul, where it's got the trains and the...I was over there the other day. There's a freeway, there's, uh, Maryland, there's a railroad track, there's everything, and it doesn't bother them a bit. That's exactly where they belong. I got a pig farmer friend out in Horseshoe chain lakes. Beautiful. God, he's got the most beautiful property in the world, but he's still a pig farmer. He just don't belong here. And, that's my feeling about that whole operation there. As far as police protection, I hear three blasts one night at 3:00 in the morning. I called the cops; they showed up two hours later. So, uh, how many cops do we have? Do we have one?

Mursko: Two deputies.

F. Wagamon: Two now. They work two shifts or...

Mursko: Not two shifts, but it takes more than one deputy to cover seven days a week.

F. Wagamon: Can Lino go back there?

Unidentified from crowd: No.

Mursko: Mutual aid agreements.

F. Wagamon: So, police protection is zilch. And you got the, you got the, grove there, right next to it. That's a perfect hiding place for anybody that wants to sneak there. You don't even have to go down Zodiac Street. You can sit in there all night. In fact, I believe Herubins have had that problem, right adjacent to that, with people coming through there. It's simply not a safe situation.

And if they're, if like he says, they've only got 2000 cars, they can fit those in the first two rows. They don't need that extra 40 acres. Put what's supposed to be in there and build the values of the homes in the neighborhood. That's a decent residential neighborhood back there. Why would you destroy that? And you're doing that for one property owner. And they do nothing to serve the community. Absolutely nothing. I'm still driving 20 miles to get a nut and bolt around here. You know, this is ridiculous. And to have something like this – 60 acres you're dedicating to this mess. He made the statement that he doesn't get paid for storage. I must've misread their corporate charter, because I believe they get paid for storage after it's gone past one certain period of time. So, after that period of time, there's stor...they're getting paid or they're fools not to. It's...I could probably double-check on that. I also googled public nuisance and private nuisance and I thought I *was* reading their corporate charter. It described them to a 'T.' It's absolutely everything that you shouldn't have in a residential community. So, uh, that's my only comments I guess.

(applause)

Sternberg: Thanks. Anyone else from the public wish to speak?

Nase: Roger Nase. 6636 141st Avenue. (passed out a handout)

Anderson: Could we get your name again?

Nase: Roger Nase. (Mr. Nase showed a Power Point presentation on the overhead as he spoke.) So, we have the property just to the north of the field that's being discussed. And the field that's being discussed is a 40-acre field. It's currently rural residential, as we all have known here. And, we support keeping it rural residential. The adjacent approximately 40 acres will be affected by the decision today. It will set a precedence that will affect the future zoning of the land that abuts my property. I have an agenda here. I'm going to go through some slides of some pictures of the commercial/industrial properties along Lake Drive between Pine Street and Potomac. This is for illustration purposes only. You know, what you're going to see is perfectly acceptable in a commercial/industrial zoning, and I'm not singling out any one of these companies. I'm all for companies, but, in the right place. Um, then we're going to look at the rural residential and what we thought this might look like some day, a view from my property, and then we've got a little wrap-up there. The first picture is on the east side of Lake Drive. It's Central Landscaping. And, it's a little hard to tell, but they've got huge mountains of dirt here that they've ground up. They've got a conveyor here. Huge piles of dirt. They haven't mined it here, but it kind of looks like it's a mine. They've hauled it in and then ground it up, and then they must haul it back out.

Mursko: These are compost piles.

Nase: Oh. Okay. It's something. But they're very large piles of something. I don't know what the white stuff is, but it, anyhow, we can move on to the next slide. This is a little farther down Lake Drive, right at 141st. Uh, it's a used-car lot, and it's a, it's just not a very pretty sight at all. Next slide. This is kind of a close-up. It shows how the cars are wedged in there. There's other

vehicles, semi-trailers and stuff parked around. It would, you know, this is an example...it's on commercial/industrial property, but if you had it next to rural residential property it would devalue that property. All right, next slide. Uh, Lake Drive property, you know, it's not an isolated thing. They've got their huge pile of dirt or whatever that is out there, big earth-moving equipment that's obviously running around during the day. Over here, if you can see, there's used tires and stuff laying around, other materials and equipment. Most of the lot is all dirt, there's no grass or trees or anything like that, so, you know, wind or anything comes through there, it just blows dirt around. Next slide. Mastell – again, there's nothing personal about all these. They're all within their rights on their commercial/industrial property. You know, there's over 100 semi-trailers parked here. You know, at the edge of the property, to the north, and wherever you might be. These things are like twelve feet tall and 50 feet long or 48 feet long or something. And, and it just wouldn't be something you'd want next to your residential property. Next slide please. Um just kind of zooming in on Mastell. I mean they've got all kinds of other parts, I'd call 'em, for repair or junking or something of semi-trailer parts. Next slide please. So then, just moving a little farther north at Forest Lake Contracting, they have another huge pile that's been pushed up with either a dozer or conveyor or something to create that. And, a lot of construction equipment. It's almost all dirt. It's going to be noisy and diesel and back-up alarms and all that's got to be going on. We can hear that across the street, across Lake Drive. You know, if it was closer, it would be worse. Next slide. Um, I don't know exactly what this place is, but Dennis Peterson, used-car storage and sales...assume, I don't know, but it's in the commercial/industrial area, and it, it's just another, you know, you wouldn't want it right next to your residential property. So, hopefully none of these properties belong to the Council members right? I didn't check.

Anderson: That one does.

Nase: It does! (Laughter) Can you scratch that one? All right, we'll move on here. You can tell what I know. Um, oh great. Anyhow, this is Cemstone. A couple years ago, this was some other business. They sold and Cemstone moved in here. And since then, they've built up their stuff and now they have a huge pile of, of rubble there, of used concrete and dirt that they've pushed up into a pile. You know, they have large towers. It really just shows how these tall structures are allowed in a commercial/industrial district, and they're just unattractive, and they'd be devaluating if they were to put those on our side of the property and move them closer to the residential area. Okay, next slide please. So now, we've moved just north of Potomac, and this is residential zoned, rural residential. And, you'll notice that there's a...it looks nice. It's well-maintained, aesthetically pleasing - what you'd expect for rural residential. Next slide please. This is moving a little farther north, I forget exactly where. I tried to pick an area that had about five-acre lots that looked like it could have been put on a field at one time. So, this is what we expected it might have looked like, or might look like if that 100 acres or 80 acres there gets developed into, into homes for the rural residential, or what we thought it would look like. Um, there's a night-and-day difference. It would be like coming out of my son's bedroom into Martha Stewart's living room to come into this versus the commercial/industrial. All right next slide. Just kind of a closer look at, you know, you don't... you see trees and grass. You don't see everything that's mostly dirt and large equipment. All right next slide. Just one more example of what we thought it might look like. The rural residential zoning was established to protect the

residential property owner and their investments, from commercial/industrial exposure, and I think that's what we've been hearing about tonight. Our next slide. This is the view of the property in question from our property. We've got 990 feet along the north field. And the property that's being discussed tonight is right down on this side over here. All right next slide. So, in conclusion, we support maintaining the rural residential zoning for this property. You know, we bought our home here in Columbus because we wanted to move away from the city. We selected a property that was surrounded by rural residential zoned property. Um, it's not next to commercial or other businesses. It's quiet. No trucks and diesel engines or back-up alarms or rock crushers. It's pretty. You know no, I'll call them unsightly, piles of dirt that can be 100 feet tall, per the commercial/industrial zoning...bulldozers and earth-movers, and used-car and salvage lots, and trucking firm. Um, so changing the zoning from rural residential to commercial/industrial on this south field, in our opinion, will set the precedence for the north field as well, and that is, is a big concern to us, but the south field is important too, 'cause we can see both. And we feel it is improving the community by keeping it residential. Residential property is typically well-kept. We saw some examples of, when we moved from the commercial/industrial to the residential, what the differences were – people are proud of their homes and they do a nice job keeping 'em up. And industrial businesses are typically...by the very nature of what they have to do, and the building equipment and everything that they need, they're kind of an eyesore and they don't mix with residential. And, so, there's a place for 'em, but it's not near residential property. Where there's a small percentage of a residential property is driveway and dirt, you see on the commercial/industrial, it's, most of the property is just dirt. And, it's hard to sell residential property next to commercial property, and that property - if you do sell it - it's devaluated because of its location. So, that's all I have.

(applause)

Sternberg: Thank you. Anybody else? Anyone else from the public?

Schaal: Michael Schaal on 13452 Lake Drive. And just, I guess just watching the development go along Lake Drive it's pretty evident that we're gonna have to spend our retirement somewhere other than Columbus maybe. I'm not sure where that would be, but it's, it's getting a little, um, busy for us. And that's – I know I live on a commercial lot so that's just the way that's playing out. Over the years...I've been here for 30 years in Columbus Township. I've served on the Planning Commission, and had a pretty good stay for the most part. It's been quiet, and it's been a good place to raise a family. We've had good neighbors. It's been nice. And we have five acres that goes just adjacent to and to the west back into some, actually some remnants of prairie back in there, that you'd see back in the back yard. I have a feeling that's gonna probably go at some point, when the property gets developed. So, I can empathize with the Wagamons quite a bit here as to what they're faced with and what the views are going to be for them in the back there. So, I think they should be listened to and it should be, you should be cognizant of that. I made a lot of effort when I was on the Planning Commission to make sure that areas like this, and developments like this, were screened properly, pushed back maybe from the road a little bit, and care given to that boundary around them so that they're shielded a bit from the sides. A fence is nice, but it's not like a row of trees that would maybe block it. And none of that will stop the noise that's going to come through for 'em. You know, when I think about it, it's, it's the

traffic that's fairly disturbing. I've already got the Cemstone trucks kind of running up and down pretty regularly now, and I guess it's day-time traffic, so I miss most of it while I'm at work, but with retirement pretty quick now, that'll be something different that we'd have to put up with. And, the amount of traffic that this would entail, I think is significantly greater than what Cemstone's doing and stuff like that. I don't know how many they get on a vehicle, but most of the car carriers I see aren't all that big – maybe half-a-dozen, eight cars, something like that. Maybe you know. I don't know.

Mursko: I think it, I think they said – and certainly we can have the applicant say – but, my assumption is that it's two or three cars, it could be a single car, it could be a variety of different type of vehicles.

Schaal: So, they're going to be coming up the road and hitting the brakes and slowing down or accelerating to come out of there and go back to wherever they come from and pick up cars. So, there'll be a lot of that going on. Again, I'm kind of resigned to the idea that I'm going to have to get out of there, but I probably have known that for many years as this has been developing, watching the commercial/industrial zone grow, so...I'd be concerned with the water. I don't know what they're going to be talking about, but groundwater issues...Columbus isn't very far down to ground water. And so it gets in there in a hurry. I think some kind of impervious surfaces should be talked about. And, I don't know how much water they would draw. Fifteen people, maybe it's not significant in the scheme of things, as far as drawing water for use. It doesn't sound like there's going to be cars washed or cleaned or anything like that, so maybe that's not significant, but I'd hope you would be looking at that and some of those noise abatements. We'll hear about this back-up tone. I've been around a lot of that in my life. I know that they're loud, and I don't see huge numbers of 'em, but if this is going to go on all day, it's going to kind of wear on people, and, you know, carry...a mile?...it'll carry quite a distance so...something to think about. Just wanted to talk a little about that: screening and some kind of noise if it even goes there. But, I think they should be listened to as far as what's going on in that boundary between their homes and what you're proposing to put in there. So, okay.

(applause)

Sternberg: Thank you sir. Anyone else from the public? Questions?

C. Dumke: Good evening. My name is Christine Dumke. I reside at 6661 Pine Street. I'm a wee bit nervous. This is my first time speaking in a public forum like this, and I'm unaware of the traditions behind this. And my husband would also like to speak. May we join together?

Sternberg: Sure.

B. Dumke: Hello. I'm Brian Dumke. Same address.

C. Dumke: I'd like to thank you for this opportunity to voice our concern, my concern. And, um, I'd like to leave off with a question. And that's: What is your vision for Columbus? How would you describe industry and housing 10 years from now?

Sternberg: Actually I think I'm going to just try to keep this meeting on track in pertaining to the issue tonight. We don't...we're running, we're low on time. We have a full agenda here, and we really need to wrap this up. So, let's try to stick to the issue.

B. Dumke: That's fine. That's respectable. The nature of the question is, you know, my wife and I and, it sounds like some other people here, respect the entrepreneurship, but really, some of the pictures that you've seen and different ways that people have spoken their mind, it's really the quality of the decision that's being challenged. It's not, 'We don't want industry. We don't want people building.' No. It's the quality of the decision. And what's the right fit for Columbus? Do we want to continue to – and I wasn't aware of this - I guess what's going on at the back end of the property along Lake Drive, with the aerial photos, but whether that's in the front of the property or the back of the property, is that what we want five or ten years from now? It's a balance right? I mean, there's always...we have to figure out different ways of getting tax revenue, and some of it comes from residential and some from commercial. It's just, what's the best way to do that? And is this the right decision? Putting aside the selfish or self-centered things that we're coming forward with, which is - probably true - which is, you know, the value of our house are going to go down. We don't know what we're going to do. A lot of the other people don't. But, you have a decision, there's ten, fifteen people that'll be affected by that. But, ten years from now, what does Lake Drive look like? And how do you undo some of this stuff if some of you, or the people that follow you, have to undo it? What do you do then? Can you do that? So, all respect. When you guys stepped into this role, you weren't given a big, massive square chunk of land that's away from everybody else where you can put up some buildings and not affect anybody, but here we are. We've got this situation. Lake Drive is a great commercial opportunity to bring in tax revenue. We respect that. We want to welcome people into that, but with quality and respect.

C. Dumke: So I personally am against it. It's just my own view. I heard them talk about, they do six inventory turns per year is their business model. That St. Paul does a number, I heard seven point something – I didn't catch the tail end – that they want to move out to us, because they need something bigger. So, if they want to be productive and grow beyond 175, 175 – what number was that for? – locations within the U.S. and Canada – and grow their business, and I understand they talked a lot about it being on-line, but those vehicles have to be housed somewhere. And they have to come in and they have to leave. And, I'm also thinking of my two children – our two children – and the kids in the neighborhood, and why we moved to Columbus seven years ago. So, thank you for letting us speak.

Sternberg: Thank you.

Wolowski: Thank you very much.

Anderson: Good. Good job

(applause).

Sternberg: Any further questions?

F. Wagamon: Could I make one more comment?

Sternberg: Sure. Please come forward.

F. Wagamon: State my name again and all?

Sternberg: Yeah. Why not?

F. Wagamon: Frank Wagamon back. 6559 Pine Street. I forgot to mention, they mentioned they were only putting Class 5 in that area for storage. That's the only area that they operate on. That's where all the activity is. They're continually driving those cars back and forth on the end of those forklifts like I have on that visual that you got there. I mean that's insignificant, the other part. That's where all the action is.

Sternberg: Actually, I believe he changed to reclaimed asphalt.

F. Wagamon: Pardon me?

Sternberg: Uh, it's reclaimed asphalt now. So, for dust control – reclaimed asphalt is the new...not Class 5.

F. Wagamon: Class 5 isn't it?

Sternberg: No reclaimed asphalt.

F. Wagamon: Oh. Okay. Yeah, but it's still in the, it's still in that same, it's in that area as opposed to where the blacktop is. I mean that's where all the activity is, it's...

Sternberg: Yeah, I guess I'm just correcting on the Class 5. They changed that to reclaimed asphalt.

F. Wagamon: Is that impervious?

Sternberg: Basically it's like a recycled asphalt and it's laid down and compacted.

F. Wagamon: Considered impervious then?

Sternberg: Yeah.

F. Wagamon: Yeah. Okay. My only comment.

Sternberg: Well, thank you sir. No questions? Okay, at this time I'm going to close the public hearing with the right to re-open if it becomes necessary.

Hearing closed at 8:32 p.m.

Respectfully Submitted:

Karen Boland, Recording Secretary

DRAFT