

CITY OF COLUMBUS
PUBLIC HEARING IN INTERACTIVE TECHNOLOGY MEETING FORMAT
STATUTES SECTION 13D.021
CUP-PLANNED UNIT DEVELOPMENT-CLASSIC CONSTRUCTION INC
PRELIMINARY PLAT-BONFIRE FARMSTEAD
12-07-2022

The 12-07-2022 Public Hearing to consider a request from Classic Construction, Inc. for a Planned Unit Development at Vacant Property (Proposed Lot 1 Block 1 Bonfire Farmstead). The meeting was called to order at 6:35 PM by Chair Ron Hanegraaf at the City Hall. Present were Planning Commission members Ron Hanegraaf, Barb Bobick, Kris King, Bob Berens, and Frank Ramisch, City Administrator Elizabeth Mursko, Associate Planner Frank Koenen, Planning and Zoning Permit Tech Ella Giefer, and City Planner Dean Johnson.

In attendance via interactive technology were Shelly Logren, Sue Wagamon, and Rob Busch.

In attendance in person were Curt Strandlund, Tucker Dally, Dean Dally, Spencer Dally, Orman Anafarta, Janet Hegland, and Jesse Preiner.

The meeting was held in an interactive technology meeting format.

Hanegraaf: We'll go onto item number 6, a public hearing for Bonfire Farmstead Preliminary Plat, Pages 1-32 and enclosure A. Ella, would you read the notice as posted in the Forest Lake Times?

Notice was read at this time by the recording secretary.

Hanegraaf: Thank you Ella. At this time, will the applicants of Classic Construction Incorporated and Three Beacon Holding, LLC, Blaine Brothers, please come up and have a seat up here at the chairs, and for the record we'd like everybody to state their names and addresses and what position they hold.

Dean Dally: Hello Ron, I'm Dean Dally. Owner of Blaine Brothers TruckAline and our other companies.

Tucker Dally: Tucker Dally, general manager. Blaine Brothers

Strandlund: Curt Strandlund, Owner, Classic Construction. 18542 Ulysses St NE, East Bethel. Blaine Brothers 10011 Xylite Street, Blaine, MN.

Tucker Dally: 1131 72nd Ave NE, Fridley, MN 55443.

Hanegraaf: Well, thanks a lot everybody. It's been eight months to the day since we've seen you here, last time was April 6. But anyway, we received your application for preliminary plat and the proposed TruckAline planned unit development and the conditional use permit. As is normal protocol, we always ask the applicants to explain their operation and what they plan to do on this property, so we'll give you some time. I know you explained it at the concept hearing

that we had in April, but for the public hearing we got to have it now. If you would just give your best shot, Dean or Tucker or Curt, we'll go from there.

Mursko: Mr. Dally, just for protocol here, the preliminary plot is first, so if you want to go through the plat first and then your conditional use permit. Up on the screen now they have the preliminary plat. So if you go through what you're going to do with the land first and then go into your business, that would fall into place with how it's on the agenda.

Dean Dally: Perfect. So this year we were able to acquire the tillable acres, approximately 20 acres, somewhat of an L shape. Then we also acquired the residential space there. It's a total of just over 25 acres. Our intentions were to acquire that property to house our company Blaine Brothers TruckAline on the north portion of it. That's shown as lot 1. That is where we intend on putting that facility. On lot 2 there has been some talk with the city regarding the residence. At this time, we do believe that that that home will be demolished at the end of the lease period. Which when we purchased the home, they have a lease for up to two years while they're building a new home and having that work done, so again at the end of that, whenever it might be, whether it's a year or two years from now, we intend on taking the home down. I had stated earlier that maybe we would leave it up for other company use. I don't believe that will happen now. But we will look to sell the just slightly over 12 acres with the combined pieces that will be to the South of 150th St.

Hanegraaf: You're saying you you're looking at selling that property then, after?

Dean Dally: The property to the South of 150th, yes.

Hanegraaf: OK. As one whole lot?

Dean Dally: Yet to be decided, today it is listed as lot 2, but it could be broken into smaller.

Hanegraaf: And when you talk about demolishing the house, you're talking about the silo and the whole works there. Isn't there a silo?

Dean Dally: There is an old silo. The top is.

Hanegraaf: You're talking about cleaning the whole area up then.

Dean Dally: Yes, it would all be changed.

Hanegraaf: How many buildings are there? Three?

Dean Dally: Well, there's the home, there's a an old building that's in very poor condition that's from the original farmstead. There's another 3 sided shed just to the south of that, and a garage. So total of four. And then the silo.

Hanegraaf: In the beginning I kind of wondered if you were going to put a road back just for your business, but you decided to go this route now with 150th, building the road back with the cul-de-sac to split the properties up.

Dean Dally: Yes, this layout was done by Woodsmith with input from us. At the at the present time we're just going with lot 2 as a single piece for now, and if the need arises we would consider smaller lots in there in that space.

Hanegraaf: Anybody have any questions?

King: This is Kris. I just have one. When you say you're going to demolish the home, but then you said you thought about possibly using it for a company purpose. Sewer hookup, is that not something in this case where when property is sold that they have to hook up to city sewer and water? So how is that handled?

Mursko: In this particular case, we worked with the applicant and he has an escrow agreement for the hookup of public utilities, and in this case they asked for an 18 month to two year period of grace, which we granted and the current residents will be in the house until that time. By June of next year the city will be told whether the house will be demolished or it will be hooked up to sewer and water. So it's a period of two years, but the criteria is that it will be hooked up in two years. It's not a two year grace and then you hook up. It's within those two years that they will be connected to public utilities if the house remains. If the house doesn't, if the house goes away and it's divided into smaller lots, then we will hook up to utilities accordingly. If it stays vacant, if they decided they're going to hold it and they demolished the house, there will be no requirement to hook up to utilities and they have prepaid for their utilities. So we do have money in escrow. There's decisions to be made next year.

King: Perfect, and then the billboard, I did speak with Dean about this. I know when we redid the billboard ordinance, we made one principal use for property. Dean I think you were saying that because they're both the existing home and the existing billboard it's allowable right now. If the house stays and it doesn't get demolished, does that condition still exist? Does the Billboard come down?

Mursko: I don't know the circumstances. Did the easement and Billboard come with the land or did it stay with the original owner?

Dean Dally: We own the billboard. Where the home sits that is that is not connected to the sign prior to our purchase or now.

King: OK, so the resident does not own the Billboard because you bought that. So now when they subdivide that, once they build on there or something, then that billboard would have to come down.

Mursko: Then the Billboard would come down and that the term will probably come to an end.

King: OK.

Dean Dally: That's something I'm unaware of, that hasn't been discussed at all, not that I've been included in anyway. The Billboard, we did pay into the future to acquire that so that there wasn't any issue 5 or 6 or 7 years from now. That space and the rights to that billboard we acquired in the land purchase of the 19 acre piece, I'll say the L-shape.

Mursko: That billboard I believe has 19 years left. I'm thinking that was one that was just applied for. It has a longer term.

King: Under the new ordinance or the old? Because the new ones are only 10 years.

Mursko: I got to think about this one, I'll look that up for the next project.

King: And that's just so you know what's going on.

Mursko: I'll look at the term OK.

King: So those were just a couple of questions. I see nothing wrong with the way it's subdivided. I know you've been working with the city as far as where the water main ends and everything else so you know that's wonderful. Thank you.

Hanegraaf: That billboard that was Outback.

Mursko: That one it is Outback and that's why I'm drawing a blank on that particular one, because we renewed 2 and then we didn't renew, and that's why I don't know how many years are left on it. So because I think Outback only has two billboards and I think it was this property and the property south, I just don't remember what year they're in because one renewed and one did not.

King: They had two that they reface.

Mursko: Yes, and they did the bases to them, so I'd have I have to look that up.

Hanegraaf: they took the one down, didn't they?

Mursko: The one that was over the barn at 145th, that one. Actually, I think they took like 5 or 6 down, but they did take quite a few in that area down.

Hanegraaf: And then there's a private one, isn't there one farther north then? That's Siebert's?

Mursko: Yes.

Giefer: The one on this property expires in June of 2031. It is owned by Outfront Media.

Hanegraaf: Outfront, I was thinking of the restaurant Outback. My problem. I should have ate tonight.

Dean Dally: The base on this one that's on our property is upgraded. It's got the stone finish.

Hanegraaf: It's on your property then.

King: They still need to add the Columbus sign to one of them. Second topic.

Hanegraaf: Bob or Barb? Do you have any questions on this plat?

Berens: Yeah, this is Bob. The only question I have is on the new road construction. I know that that's preliminary at this point. But turning north out of that new road with truck traffic, do you see that as being an issue going north in particular up Hornsby? With the amount of trucks and

trailers you might have on an average day, do you see any traffic issues in that area based on your ability to come in and out of your property?

Dean Dally: I certainly hope not, I don't foresee any issues.

Berens: Can you tell me about how many trucks and trailers per day you might see at that site?

Dean Dally: Currently, and Mike our branch manager for this facility is in the back here, normally units coming into the TruckAline business of ours are for the most part single unit trucks, they're not coming in nearly as often as some of our other locations. Some of our other businesses come in truck and trailer. A unit coming in for an alignment, that's the tractor. It very well could have a trailer behind it because we're bringing a wrecked trailer in too, all those different factors come in. I'll say darn near every one of them that comes into our other locations has a truck and trailer combination, but this one here could be- I'm sorry I don't have a quick answer for you. It might be 20 units a day. It might be 30 units a day.

Berens: OK, that gives me at least an idea of the amount of traffic that you could be dealing with coming in and out, so thank you. That's all the questions I had.

Hanegraaf: Thank you Bob.

Bobick: I have no questions.

Hanegraaf: Elizabeth can we just move on now right to the next section? The CUP and the PUD?

King: Excuse me, can I ask one more question? Is there a reason there's no turn lane off of Hornsby? Is it because it's city?

Strandlund: We're still conducting a traffic study that was requested and that has not been completed to tell us if it's going to be needed.

Johnson: Before construction we will have that resolved, but there is no traffic study at this point for turn movements in either direction. If that's required, then that will become a requirement of the project.

King: OK, thank you.

Johnson: I would want to remind planning Commissioners as well, sometimes you're used to getting a preliminary plat and a final plat. We are reviewing and will ultimately make a recommendation only on a preliminary, and so whether it's a month or three months they'll be coming back with a final plat and we would hope that that issue regarding any kind of traffic controls on Hornsby will be resolved by then.

King: And at that time too many of the engineers or the city works or the public works comments will be addressed and put on the final, as far and road width.

Johnson: And if you had the time, we haven't really discussed or debated this in any detail, if I could just take a moment. At our staff meeting last week it was discussed with the city engineer and the Public Works director that there is no turn around no formal cul-de-sac no hammerhead no nothing at the South end of Feller to the north of this. It's a problem for, not

the general public, but our vehicles, City vehicles going in, and as a result of that staff meeting discussion we have approached Blaine Brothers and suggested that we would like to talk about acquiring at least a portion of that cul-de-sac from there northwest corner and that would impact the parking lot. It's appropriate to bring up at the plat discussion, but we'll talk about it again during the conditional use permit. The engineers comments also regarded looping the water main, which otherwise would be a dead end within the new proposed 150th St, and we have a current dead end at the South end of Feller and we've discussed this with Blaine Brothers and there may even be some benefit for shorter water main connections to the building itself depending on where that line came, but we would be requiring additional easements for that, ran right through the middle of the parking lot on the building, which again doesn't show up on the plat. That obviously would require a city easement. It could also go on the West side of the parking lot and be within basically the setback area, and these are just issues that haven't been resolved yet and will be. If we get to a point in two weeks where we're making recommendation on both the plat and the conditional use permit we'll make conditional approval recommendations that incorporate these and a final clarification on the billboard issue.

Hanegraaf: It confused me a little there Dean, was the thought about bringing Feller farther South?

Johnson: No, it is just enough land. In this case, what we approached Blaine Brothers about was a 60 by 120 feet piece of land at the end of Feller, but in their northwest corner of the property. The other 60 by 120 feet would be to the north on other property. So what we've asked is, would they consider selling us the land and the right of way so that the city could extend a true cul-de-sac, which at this time has no benefit to Blaine Brothers. Really has no benefit to existing businesses on Feller, but it is a benefit to the city, and so these discussions are on the table. Worst case, if this costs an arm and a leg, a lot of money, I know the Public Works Department would simply say we can't recommend doing this and it would be a dead issue. Any time we plat in any community, you look at dead end roads and you think 'is there merit in connecting the roads themselves', in this case we saw no benefit. Also with water mains in particular, you attempt to eliminate dead end water mains all the time in every community, so that also came after my memo was written from the Public works director and the city engineer, we presented that to Blaine Brothers and they're amenable to studying this. We just don't have the answer since last Thursday when we put this on the table. No intention to extend the road beyond a cul-de-sac, and half of that cul-de-sac could potentially be on the Blaine Brothers property. Otherwise, no other impact or connection to their development, they'd probably lose 5 to 10 parking spaces.

Hanegraaf: It's more or less on plowing or stuff like that.

Johnson: It's a maintenance and safety issue when we're driving vehicles and you got to back them up 300 feet because there's no turn around.

Hanegraaf: It is a tough spot down there when you get in there because they got Harold's towing and all that trailers there, it's just a dead end. I don't know how semis get in there and out. Well, now we're complete with the plot preliminary plat. So now we can move on to the

PUD and the CUP, this is your business. What your operations are, if you want to explain that a little more in depth. We did read your narrative and all that, and after our concept hearing but I guess this is the meat and the bones of what you want to do there. So Dean if you can do it, or Tucker or whoever wants.

Dean Dally: I can speak to this again, our meeting back in April I think estimated a 25,000 square foot building. Today, the footprint is 39,000. So the facility has grown in size. Still using the same amount of land space, but the facility has grown in size with what we believe we need to build for. Do you want me to go through history, those kinds of things again?

Hanegraaf: Yeah, explain just how your operation runs for the public. I know we'll ask some questions here in a minute, but when we open up to the public if you'd like to. Some of them weren't here April 6th.

Dean Dally: OK, sure. So Blaine Brothers was actually started back in 1979 by my dad and his brother. Just out of an old Ford pickup truck it. We bought his brother out in 83. My dad left the company in 94. I eventually bought him out. Since then it's myself and a lot of really good guys, we're close to 400 employees now total with all the different locations of different companies and we do also own a company called North American Trailer. Their headquarters is down in Inver Grove Heights. In 2013 we acquired TruckAline, this business that we're relocating, along with Hydraulic Specialty, so there's four business units that are all operated independent from one another. We have locations from the oil fields in North Dakota over two different locations over into Wisconsin and Minnesota here of course. TruckAline has outgrown their facility darn near from the day we bought it. So again, our intentions are here to build them a nice new updated facility that will be much more efficient and effective for all of our guys and for future growth of that company.

Hanegraaf: Are all three of these, a TruckAline, Blaine Brothers- they're all going to operate out of this facility here then?

Dean Dally: No sir, just TruckAline.

Hanegraaf: OK, so TruckAline does truck repair?

Dean Dally: Medium to heavy duty frame, suspension and alignment work on trucks.

Hanegraaf: No engine work?

Dean Dally: No. We might, because of the size of this building, we might put different work in there, but it would not be an engine facility like our Blaine Brothers down in the city of Blaine or our Inver Grove facility in Inver Grove. Those are a couple of bigger engine shops.

Hanegraaf: The transmissions, rear ends, suspensions? If guy came in with a tractor and he had a couple broken springs you would handle that at TruckAline?

Dean Dally: Yes.

Hanegraaf: But it once it gets into the motor and transmission you're out of it?

Dean Dally: Any engine overhaul stuff again would most likely go to our other locations. Maybe some bolt on items, alternators, the external pieces, may be done up here at TruckAline.

Hanegraaf: OK, before we get into a lot more questions, I'm just going to ask all of you just for tonight's record, did you receive a copy of the report developed by Dean Johnson from Resource Strategies Corporation dated November 30th, 2022 regarding your applications, and this is regarding the preliminary plat. Mr. Johnson noted 14 findings of fact and 10 recommendations. Do you have any questions about those or any comments? We're going to split this up real quick here on that preliminary plat.

Strandlund: I think the only question that was a little bit open was the cash in lieu of Parkland dedication, fee what that amount is?

Mursko: I can answer that. Mr. Chair and Planning Commission members. The Parkland dedication fee in the commercial district is \$762.50 per lot. So as Dean indicated earlier, it's \$1525.

Strandlund: I don't think there was any other questions that we have.

Hanegraaf: OK now let's go to the PUD and the conditional use permit. Mr. Johnson noted 31 findings of fact and 15 preliminary recommendations for December 21, 2022. Do you have any comments or questions about those? Do you understand what he was stating in there?

Strandlund: Yes, Sir, I understand them. We've talked about them, or we are clear on all of them.

Hanegraaf: So you understand, no comments, no questions.

Strandlund: I guess they're on number 25 our landscaping plan shows more than what the city code requires. Can we reduce some of that to meet the code?

Hanegraaf: Well, I guess we're going to get into that here in a minute. That's a good point though, and we'll bring that up. But other than that, is that about the only issue you have on the PUD or the CUP? I'm sure it's an ongoing process, you're still talking with Dean Johnson about it, but I just want to make sure that you understand what's down on the paper right now just for the record.

Dean Dally: One of the others that I did have, and this will come up later too I'm certain, but just in regards to the signage. We do have it showing on some of these prelim drawings.

Mursko: There's two ways to do signage. One is if you know this is the signage that you would like, you can get it permitted with the conditional use. If this is just what you think you want, you really don't know what your signage is going to be, you would come through with your building permit with a sign plan, and as long as the sign plan met the code we would process it with the building permit we now have. Whether it's a free standing sign or a wall sign you do have to process a building permit. Wall signs need wall bracing now and free standing signs needs footings, so both of them have to go through the building department so it's a \$200.00 fee for a sign application, and it's all-encompassing, you give us a sign plan from your sign company. If it's directional signs, wall signs, whatever, you come in, you submit the plan, we

process it, and we send it on to the building department. So it's just a matter of when you're ready, if you're ready now we process it with the conditional use permit. If you're not ready now, we process it with the building permit.

Hanegraaf: Everything's OK then?

Dean Dally: Yeah, as long as there isn't any issues with what's going on here. There could be a couple more added, just but nothing bigger than what's on there.

Hanegraaf: We're going to open it up for the Commissioners to ask some questions. I'll start off now about your operation, and one of them is, I know you say it's TruckAline and you're going to be doing alignments on trailers and tractors and semis, and we've asked this earlier but I think in the questions about how many vehicles are going to be sitting outside, you've got like 90 parking spots out there. Isn't that how many are on the list? 92? I know that you made the comment that you're going to have 50 employees there working. I don't know how many are mechanics or how many are doing the alignments, but that's a lot of parking spots.

King: They have an additional 125 that are in the front of the building that I think are more for the employees and customers for cars. The 92 is just what's the secured parking area for your tractor trailers that you would have sitting there. So there's 125 and 92, plus 16 for box trucks or something?

Dean Dally: Yeah, there are a couple outside the gate there that are waiting to come in the yard, it's customer and employee parking for the automotive out in the front of the building.

Hanegraaf: How many mechanics are you going to have? I can see moving equipment in to work on it and you get it down and you put it outside in seven days. But how many are sitting out there waiting to come in? That's why I'm looking at this 92, wondering is a mechanic working on two vehicles at the same time, or are you just overshooting the parking? In other words, we're going to have more parking than we have customers out there.

Dean Dally: I would say a little bit of yes to each of your questions. There are times when the tech might be working on a couple different pieces at the same time, but to keep us most efficient, when our guy brings a piece of equipment out into the yard he parks that and grabs another and comes right back in. We need the parking spaces. If you look at any of our facilities we have that parking for the equipment that's waiting to come in the shop and get back to the customer. Maybe it's sitting out in the yard waiting for parts, especially these last couple of years. It's been a real hold up for many pieces of equipment. There are different factors. One thing that we've done over the years, we've built our facilities for what we expected the business to be, and we've been very fortunate it's filled up very quickly, so again, yes to your question. Some of this is for the future and whether we're at 50 actual techs and the staff then support staff for them, we don't want to choke ourselves and have to build a brand-new facility in 10 years from now. This facility we expect to have for a long darn time here, well into the future. I'm hopefully not overstepping here. Our North American trailer company went from a 6000 square foot old pole barn and then a separate lease space because they couldn't even survive where they were at. They were strangling themselves. We moved those guys, and I think it's included in some of the pictures here. They moved into a 98,000 square foot facility on

34 acres down in Inver Grove Heights and that facility is full. They came from less than 8000 square feet and they're in 98,000 and our guys are full. And it is workload, it's not anything that's-

Hanegraaf: So American trailer is going to stay down Inver Grove Heights. You're not bringing equipment from down there to park it up here.

Dean Dally: Absolutely, that's a brand-new facility.

Hanegraaf: This is all stuff that's going to be serviced straight here and out the door.

Dean Dally: Yes.

Hanegraaf: OK, and do you do fleets? Do you have a contract with a company that has 20 or 30 tractor trailers?

Dean Dally: Yes.

Hanegraaf: Is that what your main customer is? Or is it the over the road lone operator that comes in?

Dean Dally: Our customer base is just like you said, it's everything from an owner-operator, to municipalities, to the largest fleets in the country, to Canadian carriers.

Hanegraaf: OK. I know on a trailer there's not a lot of parts. A guy brings a trailer in and you change the springs on it. Where are you going to throw all this stuff? Is that going to be parked outside or do you have a trailer you throw it in when you're starting to gather iron or aluminum or whatever?

Strandlund: There is an enclosure shown to the east of the building that's constructed as the same materials as the building and looks very similar to a building. That's where the recycling containers for metal and aluminum and the trash that's produced will all be kept.

Hanegraaf: I seen it on your graph, I didn't know that's what it was for. I thought it was a glorified trash bin. So its for springs and rims, do you do tires too? Where do they go, in the same area you're talking about?

Dean Dally: They go back to our tire supplier. We do we do keep a very small amount, our tires are shipped in and they're shipped out.

Hanegraaf: So you're not going to have tires sitting outside.

Dean Dally: No. There could be something that's outside for a short time, but it's not that we stockpile stuff all over the place, that's not the way we operate our stuff.

Hanegraaf: It's like one of our council members always says, some of these things morph, you start throwing out rims or a brake drums or something, and all of a sudden they start piling up. But that's what that mean. Block is for scrap iron and stuff that's supposed to not be reusable. In other words, if you replace the part you're not saving it or anything?

Dean Dally: No, we do not deal in salvage parts, the stuff that we put on is new or refurbished. Again kind of to this point, we have separate bins for our aluminum or cast or different metals. The waste haulers bring in a new dumpster or bin, they take the full one and put the empty in and our guys keep using those so they're exchanged regularly.

Hanegraaf: So the way I look at that bin, that's the facing in the back of the building, so the one facing Hornsby will be just a straight tip up. You won't even see those bins in there then right? Am I correct the doors are facing west? They're going to have garage doors on them?

Dean Dally: There'll be gates with screening.

Hanegraaf: But as far as we're concerned, you don't plan to store things on this property. With all those parking spots, it's just mainly stuff coming and going.

Dean Dally: Yes Sir.

Hanegraaf: And what would you say is the longest period? Would it be a week, two weeks?

Dean Dally: Well, some of the crash stuff can definitely get extended. Whether we're waiting for insurance approvals or we're waiting for parts, whatever it may be. And again, these last couple of years have had extended periods and lack of supply, but anything from a day to- we don't want anything there for more in a couple of months, but if we're waiting for approvals, supply chain, different things, it could be a couple of months.

Hanegraaf: I know previous to this you were talking about storing a crashed whole unit, the tractor and a trailer. If somebody crashes one of them, you might tow it in and park it there then and work on both units. Or are you just strictly trailers?

Dean Dally: No, we do trucks and trailers. I don't think we've had that happen anywhere. I'm not going to say it couldn't happen, but I don't remember anything that's come into the old location where it's a truck and trailer coming in from a crash. Maybe just the tractor came to our engine shop to have the engine checked over before it went to the body shop to have body work done or before it came to our place to have framework done, there's several pieces to the puzzle.

Hanegraaf: OK, and do you store tow trucks there too?

Dean Dally: Our intentions right now are not to have tow trucks out of this facility. Our tow trucks right now are out of the Blaine facility, Clearwater, and Scanlon.

Hanegraaf: So how do you get these trailers there, does a customer bring them in? Or do you go pick them up?

Dean Dally: Most often the customers bring them to this facility, although a couple of our other locations do all of the shuttle work that's on regular trailer repair. That's not just crash stuff, so again a little bit of both.

Mursko: Mr. Dally, just a quick question here. You have park space and you're showing park space. These will be striped then. In other words, these trailers are going to be parked in a park space, so it'll be an organized lot. It'll look like a parking lot.

Dean Dally: Absolutely.

Hanegraaf: Anybody on the Commission have any other questions?

Bobick: I have a question. My name is Barb. I'm sure you're well aware that a lot of cities have banned semis and so forth from parking. Saint Paul and Minneapolis for one, and drivers are having a hard time finding places to park their vehicles. Do you do any of that? Do you rent out spaces to semis for a day, a week, a month?

Dean Dally: We do have a customer at our Blaine facility, one of the largest fuel haulers in the country, that does lease space from us, and a couple of the big local haulers also lease a couple parking spaces down there.

Bobick: And is it just a daily thing or a weekly thing? I mean, do they have an actual contract? So if they live in this area? I guess the problem truckers are having is that they have to drive around and find a spot that they can legally park at and they don't have any options in Minneapolis anymore, so they kind of have an app for where they can find a place to park. So do you participate in that at all?

Dean Dally: No. Again the stuff that's parked on our lot down at Blaine, and this is not our intention for this space here, but at Blaine and at North American one of the large national carriers we do the work on their equipment and they do park that equipment there. They dispatch it out of that location.

Bobick: But you're not part of helping out.

Dean Dally: We're not on any app, no.

Berens: This is Bob. I have a question for Frank and Dean. I'm trying to gain some clarity in why we're calling this a PUD and a CUP. Is it because there's two lots associated with this development? Because what we heard is that one of the lots is going to be sold. So it's really strictly going to be north of the proposed road of 150th Ave or their site for the CUP. And so I was just curious as to why we're calling it a PUD.

Johnson: I'll take that question. The applicant in the conditional use permit is seeking to modify originally one particular standard in the ordinance, and that was the color of the building. Consideration is allowable through the planned unit development procedure. If you had a chance to wade through my findings, I've also noted that there are automobile parking spaces that are 19 feet deep where they abut a curb so there's room for vehicle overhang and we have waived the 20 feet minimum standard. Similarly I also noted in the photometric plan that there is an exceedance of 1 foot candle at the property line which abuts the freeway. Where they have, it ranges from 1.1 to 1.3 foot candles instead of our maximum 1. Considerations of a parking waiver of a performance standard like the color or of a building or the performance standard like maximum foot candles at the property can be waived or modified through the planned unit development procedure. We don't do that as a standard application for just a regular conditional use permit, so that on the surface is the primary consideration. I think the city administrator explained an agreement with the previous owners of the property and the current buyers of the property, a temporary situation that allowed the home to remain on

commercial property if it isn't demolished, which I think the applicant pretty much said it's going to go. It would have to be hooked up. I think that escrow agreement contains some \$60,000 to take an existing home. If that residential use is perpetuated, and I'm going to go on record as your planning consultant to simply say then I think it loses its non-conformity as a residence and that building could be brought up to Commercial Code. They're not going to spend a dime attempting to do that. We've gone through that with City View Electric. They wanted to save that home. They're going to make a lunchroom when they found the codes that were required for sewer water electrical. It didn't matter. It couldn't be done. So there really is no planned unit development that that is necessary for the plat. This is strictly in relation to reviewing the conditional use permit.

Berens: That explained it perfectly because that was my question. It didn't make sense to me why we were doing it.

Johnson: Yeah, we have an unusual planning arrangement where an existing home, I think in all of your other plats we've pretty much said it's gone. The one consideration regarding City View, they wanted to convert the residence into a commercial use, and we said that's fine it's not going to be a residence. And when they found out what the costs were to take an older residential building and make it conform to commercial standards, it was abandoned. Why anybody would spend \$60,000 to connect a home and then try to retrofit it is beyond me. That's a separate agreement that was negotiated with the city, the seller, and now the buyer. Prior to this happening, if the home remains, in my estimation, I'm going to come back and say it's not going to stay as a residence. If you want to connect it to sewer and water, that's fine, but you got to bring it up to commercial standards.

Berens: Thank you. One other question I have is, my experience with that area is that Hornsby is relatively elevated versus the actual elevation of the property. I don't know how many feet elevation it is, but it comes down to the containment area for the waste parts. If they're proposing an 8 foot fence, if the road is elevated, that's essentially potentially looking down on top of all of that containment area, so I was just questioning the height of the fence at that point, based on the height of the road.

Johnson: Mr. Chairman, if I could try to answer that. Unfortunately the only copy of one of the site plans that illustrated rooftop mechanical systems, my copy is so small that even with my glasses I can't read the elevations. If someone has that drawing, this is from the architects plan sheet X 1.1 and it provides those elevations, but my eyes don't permit me to tell you what the floor elevation of the building is. This plan sheet has the elevation of both 35 and Hornsby, so it will answer your question. I did not drive that street recently so I can't comment. Can you read that Frank are your eyes good enough, or can you blow the scale up on yours?

Strandlund: The street elevation of Hornsby and the finished parking lot elevation are relatively the same height in the 902 or 903 range, so the 8 foot fence would be the full screening of 8 feet because of the street being at the same elevation.

Berens: We've had developments further north from your proposed site that are actually 6 to 8 feet in difference from the road down to the height of the actual property so that that answers my question. Thank you.

King: Hi, this is Kris. I know on the one sheet which would be A 1.2 it calls out a berm and landscaping going along 150th, the new road. What's the height of the berm? There's not much room there and part of what I'm asking this for is, is the berm there to kind of screen a little or what?

Strandlund: It's just for aesthetics. Yes, some screening.

King: So it's not that high.

Strandlund: It is not. It's mowable. It's like a four to one slope.

King: OK so it's more aesthetic than screening.

Strandlund: Correct, there will be some landscaping, some trees and such planted there.

King: That's part of what you want to reduce to be more in line with our ordinance. OK. I know I've heard you don't plan on doing this and the engine and maybe in the future. Engine work is not going to be done here, correct? It's just the frame, the suspension and the alignment.

Dean Dally: Well, there could be external bolt on pieces. Again, our intention wouldn't be to have engine overhauls being done at this location.

King: OK, the other thing is, and I think Barb brought it up, it's written in here that the only vehicles that are allowed are customer owned trucks and trailers that are there for service. There won't be any leasing of storage or people to store their vehicle there or anything like that, correct?

Dean Dally: That's not our intentions.

King: OK.

Dean Dally: Could I ask, is there concern with engine work or is there something that isn't-

King: Well, that's not what you're asking for first and foremost.

Dean Dally: Again this business is frame suspension and alignment, but if there's something that happens, again it's bolt-on pieces.

King: But you're not rebuilding engines and all that?

Dean Dally: That's not what our guys are trained for at this location, at TruckAline, so again I'll say the more simple repairs or external engine could very well be done there just to save driving it 15 miles down to the other location or something. But if it is engine overhauls, our guys are trained down there, the different locations are certified with the engine manufacturers.

King: So what about all the fluids in that, because you got diesel, you got transmission fluids, and other different fluids. How is all that handled?

Dean Dally: They go into waste bins and that is picked up by the different waste haulers and our suppliers that bring those things in. It's all very contained.

King: Normally we have in here about complying with environmental and city and state codes. Did I miss that?

Johnson: No. There are some things, air quality, water quality, noise, odors, and in this case waste oils. Things of that magnitude that are out of our jurisdiction, they will be required. I'm sure in every facility they operate in now they have a county waste license. It depends on what you're talking about, what type of permit, but it's very common. Every gas station, every tire repair, any automobile repair, all are licensed by the county and they require the fluids maintained in a certain way, the tires kept in a certain way and so forth. So this is out of our jurisdiction, but it will be permitted by Anoka county and one of our standard provisions. You got to get every other permit in the world, not just our conditional use permit.

King: Another question, in the summer you got 19 bays and your hours of operation are from 6:00 AM to midnight. The doors are always going to be closed, correct?

Dean Dally: Our guys love to have the doors open. This is not an air conditioned facility, so our request would be that there's times when the doors would definitely be open in the in the summertime.

King: I get concerned about noise, and I know right now that area is not really developed, but as it starts getting developed tools make a lot of noise, and if you're open till midnight and the doors are open on a nice summer night that noise carries. I live quite a distance from the freeway and there are certain times of the year when the conditions mean I hear the truck traffic. You have the night times when you got your doors open and you got your air guns or whatever you use, that noise is going to carry, and I see that as a problem because it's a nuisance. I think we brought this up back when you came in with the concept that we made that a concern. So that that is one of my concerns, and I don't know how you guys feel, but that that is one of mine. I think my biggest thing is the white building. I'd say the storage, because I still think your parking lot is huge for 19 bays of working, and I said this before, I think it's storage and that area should be screened, but it's considered service, so it's parking. But you're asking us to go with the PUD so you can change the color, which goes against our ordinance. I look at that area and I look at Hornsby and 150th and I look at your landscape plan and it's not adequate to me, and you want to reduce it. I would say you need to increase it. If you want me to say I will change the ordinance and accept the white building, which we've already had discussions with another occupant down there that bought property about a white building, I'd have a hard time. I went out on an Anoka County site and I looked at a few of your sites. I looked at what the site looks like with the tractors and trailers and just the whole layout of it, and I don't think in my personal opinion coming down Hornsby I want to see that. I think this is setting precedence coming down there. To me it looks like a big semi parking lot and it needs more screening. If you want us to change the color and allow it, I think we need something

back. To me a PUD is a tool that's give and take, and you've exceeded our parking requirements, but that's to benefit you, not us. The landscape you say you've exceeded in in but I really say you need to step that up a lot. Because I believe Hornsby should be screened where we're not going to see it and it should be screened in a way that, you're putting up between the freeway looking back into that area, you're putting walls up to screen that area I'm assuming, but you got walls blocking that off and you got your nice looking building in the front. It looks nice, really. But the back of it is a big parking lot and it's not going to look as nice. So I would like to see more screening, and I think that was one of the items for us to discuss tonight. I don't think the city's getting enough for what you're asking. We need to beef up the screening a lot. Tight now you got a lot of deciduous trees, and they lose their leaves. You're going to see everything in there. There's very few pines or conifers. I don't want to just see a metal fence around there or something. I want it to look kind of attractive because I believe this is setting a precedent as to what we accept coming down Hornsby. I go for a walk over at Tamarack, and I go through Hugo, when I pull into Hugo it looks really nice now. When I come off 14 and turn to go to Tamarack it looks like an industrial park, that's what I see with this. I just can't accept it.

Hanegraaf: Anybody else have anything?

Bobick: I'm still concerned about the number of parking spaces. If you say that you turn out 20 to 30 a day with two shifts I just don't know why you need that many parking spaces. That's going to look pretty rough from either the freeway or Hornsby. I just can't understand it. It doesn't add up to me, so that's a problem for me too, because it's going to look like a big parking lot. And I don't know how you rectify that. The design standards and performance standards for that particular area of the city was commercial, not really parking lot or service. If you read the design standards and the performance standards for highway commercial, it says 'provide retail entertainment, medical facilities, assisted living, professional offices, service businesses that serve highway users and the entire regional community, and outdoor storage of retail goods, vehicles and equipment not exceeding 50% of the gross square foot'. I'm buying building floor space, so you're just going to have a 40,000 square foot building and the rest of it is impervious parking. That does concern me.

Hanegraaf: Is that it Barb? Bob, do you have anything else to comment? Cause we're going to go to open, then we're having our discussion next in two weeks on the 21st just so we're just looking at comments or questions.

Berens: This is Bob no. No further comment.

King: The only thing I have as far as what you just said is that part of what was listed in our packet was possible public hearing discussion items, and I think part of this is to give the applicant the ability to come back if there are certain items like screening that they might need to amend or want to amend, and I think Dean's looking for some direction too so that our next meeting gives him a little more insight, kind of like we went through with Park Construction.

Berens: So in summary, I think I hear three things of concern: parking, storage, and the color design. So those are three areas to review within the next two weeks to see what we can come up with.

King: And screening.

Hanegraaf: Dean, you have any comments?

Dean Dally: I'd just like to make a comment on the building. I hear what you're saying in regards to a big white building. We went to lengths to try and get some of the big white building look out of it. I feel we need to stay with our branding. That's part of what we do. It doesn't matter if it's our trucks or our facilities, they're colored the same. They look the same. People recognize them. But in the case of this building, we've added the window panels to the overhead doors. We've added the big window panels on the front of the building. The two-story window panels at the entrance. Trying to break up the white we've added the darker gray veneer stone on the corners. There's awnings over the windows. If we do need to keep with what's been proposed, I think I just saw 27 conifer trees and the majority can be placed out on the Hornsby side. We can screen it. One concern of mine is we have the berms showing on the plan. We don't want to hide it back there either. I've been told by a couple of the other property owners over there that the theft in that area is terrible. They'll steal things, they'll drive through the gates, they'll do this, they'll do that. I don't necessarily want to hide it so that nobody can see what's going on back there. Screening I'm fine with, but again I don't want to make it a little haven for someone to go hang out and steal stuff for who knows what. So again, I think we have made some effort. I hope you see that we have made effort in regards to trying to minimize the so-called white box, so it's not just a square facility and there are some dimensions to it.

King: Dean, I get that, I see that. The ordinance though does not allow white. You're asking to come in under a PUD, and part of that is so that you can have your white, which is your corporate color. I know a lot of companies want their corporate color, and there are some communities that allow companies a certain percentage of the building to be their corporate colors. Not everywhere would you be allowed to build this building if those weren't the colors, even if it's your corporate color. I think the part I'm having a hard time with is we need something back. You say the security part of it is an issue and I understand that, but the look is an issue to me and the look is a long-term thing. I know they talk about maybe making Hornsby a county road, and that means we're going to have more traffic coming down there and the look is going to be what I see with these places, and it's just not enough trade-offs for me. It's just not. Maybe you need to put up the wall around the whole thing, so you get your security and we get our screening. I don't know. But if you came in under a CUP, you would not be allowed because your color does not meet the ordinance.

Bobick: And it's painted.

King: And it's painted. That's the other thing, that's not allowed either. Storage, parking, it's kind of a gray area to me. I think if something's out there past the week, it's storage. If you were coming under that type of situation, you would only be allowed 50% of outside storage, so there's some leeway here on the city that they're looking at giving. You want your corporate color and security is an issue, and I get that, but the city needs something back too in my opinion, and to have that open parking lot is not enough. I would like to see you come back with maybe twice as much conifers and some black walls in there and some things to really hide

that. Because I think it should be screened. But Dean, you have my opinion. We can open the public hearing.

Hanegraaf: Well before we start the public hearing, I'd like to throw mine out. I understand where you're coming with the color white. This building is not like bare homes.

King: That's not why I'm saying it, though. It does not meet the ordinance.

Hanegraaf: But under a PUD you give and take right?

King: What are we getting?

Hanegraaf: Well let me finish. There's four sides to a building. You need your corporate colors and you've got your corporate name facing the freeway. Maybe there's different colors of white. It doesn't have to be bleach white. We allowed Loves, and they're not brown down there, they're not-

King: They're neutral.

Bobick: Their buildings are brown.

Hanegraaf: They're yellow, they got their corporate colors.

King: It's just the borders.

Hanegraaf: I gather the deal is we'll just wait till the discussion comes on this part, but even putting more veneer or block or something could break it up and stuff like that, but I just wonder if you want your corporate looking out on the freeway. When you talk about your corporate colors and doing something white and red, maybe that could be adjusted. Dean, you have something to say?

Dean Dally: I just want to ask, and I certainly don't want to turn this into confrontational situation here, but I'd like to ask about the lighting on the front of the hotel then. Red and white lighting that's bright as can be. I don't mind it, I love it. It's business. It's stuff going on. That stuff's lit up like crazy, as well as the sign out front. I'm trying to see the difference.

Hanegraaf: You lost me on the lighting, what do you mean?

Dean Dally: Again, it doesn't bother me. I like it but I'm trying to understand.

Hanegraaf: Any other questions or comments? Well, let's open it up to the public hearing and see what we get there. At this time, we're going to open up the floor for the public, anyone who has an interest in this manner and wants to present testimony as evidence to the issue, please acknowledge themselves by stating their name, address. We'll first start with anybody inside the building. Anybody inside the Council chamber here that would like to step forward and make a statement? Sir, thank you. Have a chair and pull the mic up.

Anafarta: Enterprises, and I own the two lots north of them. Forest Lake trailers. I personally don't see nothing wrong with what they are trying to do over there. You come around the corner, if you're really too worried about looking at semi-trucks, you look at 92, every day you go by there in the morning and at night. There is no fencing around that place. If it's bothering

somebody, they should have said something about it a long time ago because it's all fine, it's all everything is with trucking around the corner and trailers. The whole thing is that way anyway. I don't see a problem with it. Like you said you got to be careful with, we are on the east side of that freeway. And then all the bad stuff that happens with the freeway and everything over there. So you got to be really careful. With all the theft going on and all the garbage getting dumped on Hornsby side and on our side, dishwashers to wrappers and all that, it's just about there. The county comes and cleans it up once a week.

Hanegraaf: Are you talking about the trailers on your street Feller there? Or are you talking about the trailers down at Love's Trucking?

Anafarta: Loves. There's trucks and there's semis there all night long and all day long. We work there, we go by it every day. It's not a problem. That's what I'm trying to say, that's already there. It's it doesn't matter if they have 50 trucks or 90 trucks, it doesn't bother me. I don't think it's going to bother anybody else. It's kind of growing down there. You are asking our opinion and I don't think there is anything wrong with it. There is nobody going to go put a hotel next to it over there or anything else. This is the kind of business that's growing down there.

Hanegraaf: OK. Well, I thank you very much for your comment. Anyone else of the public inside the building here? If no one else is coming forward, we'll now ask anybody on the video conference via Zoom. Is there anybody out there that would like to make a comment? Oh, we got somebody in here. You can have a seat and say your name, your name and address.

Spencer Dally: Spencer 10103 257th St Chicago. Can I ask your noise comment? You were concerned about noise, correct? These shops do a ton of noise testing. Year in and year out. Safety concerns, all that, doors open, doors closed. From reverberation to distance to whatever. So I would like to better understand- you can hear the freeway. That's where you choose to live, but how are you describing noise versus the safety standards that we have to abide by with doors closed and open.

King: We had a man in here that had to come from a home business, he was riveting on trucks and the noise carried a lot, and part of what he had to do was do it inside. It's can be annoying. You got noise data that can show us how far it travels from the work you're doing, fine. Bring it in. It's something to consider, but I just think it can be a problem.

Spencer Dally: I'm just asking from safety standards to whatever else, when it becomes how you described it versus what we have to abide by and then beyond it becomes. That's just my question.

Hanegraaf: I'd like to interrupt, we're not going to get the conversation-

Spencer: And that's where I'm saying-

Hanegraaf: I see, it's a good point-

Spencer: We abide by every safety standard and then some, and it's tested every year by a third party, closed and open, so I just I want to make that a point when it comes to noise because we are very conscious of it.

Hanegraaf: OK, thank you.

Spencer: Thank you.

Hanegraaf: Just to let everybody know in a public hearing it's to make your testimony, not to carry on a conversation. But anyway, we're going to go back to the video. Anybody else in the audience here? Hearing nobody coming forward. Anybody out there on video conference via zoom that would like to make a statement? Hearing none, we'll close the public hearing. This is for the plat and the CUP and the PUD. We'll close the public hearing at this time with the understanding that this hearing will be continued with the Planning Commission's discussion of this application on December 21st, 2022 at 6:30 PM or thereafter, and appreciate everybody coming forward.

At this time Chair Hanegraaf closed the Public Hearing. Hearing closed at 7:57 PM.

Ella Giefer

Respectfully submitted: Ella Giefer, Recording Secretary