

**CITY OF COLUMBUS
PUBLIC HEARING IN INTERACTIVE TECHNOLOGY MEETING FORMAT
INTERACTIVE TECHNOLOGY MEETING FORMAT
STATUTES SECTION 13D.021
CONDITIONAL USE PERMIT FOR PLANNED UNIT DEVELOPMENT – COLUMBUS INDUSTRIAL PARK
5-3-2023**

The 5-3-2023 Public Hearing to consider the request for an Conditional Use Permit allowing a Planned Unit Development for “Columbus Industrial Park” to create a phased development of seven (7) buildings for lease to other companies in the Light Industrial (LI) zoning district. The meeting was called to order by Chair Lynn Carver-Quinn at the City Hall at 6:26 PM. Present were Planning Commission members Barb Bobick, Judy Huntosh and Bethany Barrette, City Administrator Elizabeth Mursko, Council Planning Commission Liaison Janet Hegland, City Planner Dean Johnson, and Associate Planner Frank Koenen.

Also in attendance were Brooke Olson, Aaron Bedessen, Jon Sawyer, Marcus Lee, Chi and Kia Yang, Ron Hanegraaf, and Jesse Preiner.

In attendance via interactive technology were Joe and Olivia Lefto.

The meeting was held in an interactive technology meeting format.

Carver-Quinn: OK, now we'll open our second public hearing. It's a conditional use permit for planned unit development, Columbus Industrial Park, pages 40 through 83 and the enclosure, Frank.

Notice was read at this time by Associate Planner Frank Koenen

Carver-Quinn: Thank you, Frank. So John Sawyer and Marcus Lee, if you want to take a seat at the table. State your name and address. Make sure you talk into the microphone.

Marcus Lee: So I'm Marcus Lee with Windsor Engineers, 500 N 3rd St. Suite 100, Minneapolis, 55401. Phone number 612-428-0327.

Jon Sawyer: And I'm Jon Sawyer, owner of Brown Beagle LLC, 4 Hawk Lane, St. Paul, MN 55127.

Carver-Quinn: OK. And for the record, did you receive a copy of the staff report developed by associate planner Frank Cannon or, this one Dean Johnson? You did this one? OK. With the finding of facts one through 25 on pages 79 to 83 and do you understand these recommendations and conditions and do you have any questions or comments?

Jon Sawyer: I understand them. I don't have any questions.

Marcus Lee: Yeah, same thing.

Carver-Quinn: Dean, would you like to review this with us?

Dean Johnson: I think they'd like to-

Carver-Quinn: Sorry, do you want to present your project?

Marcus Lee: Oh yeah, so.

Carver-Quinn: Be closer to the microphone.

Marcus Lee: So Columbus Industrial Park will be a seven-building development. The uses of these buildings are not yet determined. It's going to depend on leasing to future businesses, we're anticipating it will either be warehouse office or service related. And we provided parking based on estimates on use of the buildings. We're anticipating at 15 to 20% office use, the rest will either be warehouse or service use. In talks with Dean, we corrected a setback air so the buildings can be located closer to the County Road. The plans currently don't show this, but we just want to let you know that we may make that change in the future to these plans, but. We've worked with the watershed and the county, so we're adding a turn lane into the property for a right turn, and we've got approval from Rice Creek watershed for what we've currently have shown.

Carver-Quinn: OK. You're up.

Dean Johnson: What would you like me to do? Do you want a summary or do you want to take public comment? Do you have enough information for the public to comment? There are going to be 7 buildings. There are three phases of construction. It's about 69,200 square feet total space of buildings. We have nearly 150 parking spaces and I think as Marcus mentioned., there can be a variety of uses in here. In the findings of fact, I think it's listed as #12, I've laid out a variety of different potential uses to attempt to illustrate what may happen. Worst case, if you have more office use, which I'm not convinced that that's going to be there, it's going to be accessory office to whatever business is there. It's not going to be an office building. It's just not the location for this, but if you had more service use, which might involve more employees. It has a higher parking ratio than pure warehouse and so in in that item number 12, I've just laid out, if you had higher service use and if you had higher office use, less warehouse use, you might need more parking than they're showing. We don't know that. All of these parking spaces are communal in the sense that anybody can use them just because it's right next to your door. You hope your neighbors aren't parked there, but it's going to be open to anyone to park. And so this is going to be a shared concept. It's kind of like our last subdivision at the last meeting where you average 2 1/2 acre lot with a 7 1/2. Somebody might have more office use or more service use. Somebody may be more inclined to have higher warehouse use. He might have a roofing contractor and the building has got a vehicle and a lot of shingles and three employees, and they're not going be the bigger user for parking spaces. And that'll balance with somebody that again, maybe there's some sort of auto repair or appliance repair or whatever that may be more service oriented and generate the need for more parking. In the course of discussing this concern with the developer, we talked about the option for additional parking, if it's ever necessary, and they have submitted a proof of parking plan which gives an option to add up to 16-18 additional parking spaces which, you know, I can say gives me good comfort level with the condition that relates to that particular issue. It gives the City Council with, of course, reasonable notice the authority to require additional parking be created. We're certainly not going to do that without evidence that it's needed. The county is not going to permit any business to park out on the highway. The neighbors aren't going to encourage them to park on their properties. And so, this is kind of a watchdog situation. And when you have potentially 7, or perhaps even more individual businesses on the property, I think it'll average out, but that was the purpose of doing that exercise. So, we have some cushion for more parking if it's necessary. I've noted in here kind of a deadline based upon the developer's own perspective, they would like to start phase one, which is the two easterly buildings, immediately. There's a chance that they could start

phase two, the middle three buildings, this year also. Probably more likely next year, as they come in with subsequent phases, we'll get additional details from them.

We have in phase one - the general building design and exterior building materials. They're going to remain the same throughout, but we don't have individual building details for any of the other phases, and so there's a condition that they'll have to come in advance of wanting a building permit and provide similar information that was done here.

But in general, just so the neighbors understand, the city understands, all of the buildings, all seven buildings throughout the three phases will have the same appearance and same building materials. Landscaping. They're proposing quite a few conifers on the South side of the property where we have an immediate neighbor to the South. There are deciduous trees that are proposed along the highway itself. The amount of trees that will be planted is probably double what the minimum ordinance requirement would be, so that's a conscious effort to add landscaping in key areas where it would be most useful. There are two wetlands on this property. The findings indicate the watershed district signed off on the delineations a whole year ago and in January of this year issued a Caprock, or a conditionally approved pending receipt of changes. It's not an actual permit, but it structures what requirements might be missing in order to get a permit. So, with any kind of approval that the city may do, they still can't start work until they get the final conditions of the permit met. That might be just signing a final document and paying the remaining fees, but that'll dictate when a project like this will go. This development will be served by the extension of a city's sanitary sewer and water line from W Freeway drive to the very west end of the developed portion of the property. The developer will build it and turn it over to the city, and then city will own it and maintain the utilities like we do other public utilities. There will be individual service lines off of that main sewer and water line through the center of development that will serve each of the buildings. They will be building private stormwater retention facilities. There are a couple of glorified ditches on the east side of the development and a larger pond on the West side. And ultimately, after cleaning the stormwater, go into the wetland that's to the West.

I made one statement here based upon previous comments that have come from the Planning Commission and the Council. In between these buildings they had proposed a vinyl fence. And that is to avoid having dumpster enclosures, which our ordinance requires. They just felt that with a separate dumpster for each building, and they're not oversized dumpsters, it would be easier, particularly for the collection, for them to be in a location that's not uhh - Well, let's just say it's a little more flexible. So, they're going to put fencing between all of the buildings, a six-foot vinyl fence and that will preclude any outside storage of equipment vehicles.

Any authorized materials? I don't know that there can be much authorized outside storage because they would have to occupy a parking space, which are conditions say you can't put the storage in there, they can park their own vehicle in it, but they can't put a pallet of roof shingles. That's got to go in the building. Any equipment and any authorized storage would be between the buildings. Excluding the east side, so you won't have any overnight parking of anything facing West Freeway Drive.

Back to the fence, I've noted in the past that some people objected to white vinyl fencing, and I put a provision in here that it be a different color, complementary or similar to the building. And I haven't heard the owner complain. So again, that's just based on some previous comments. They tend to be a little stark and bright.

So with that, I'll answer any questions you may have or we can come back and talk again after you open the hearing.

Carver-Quinn: Well, thank you, Dean. I did that because when we were dealing with Kettle Kove. Neighbors were coming up, but after they heard your report. Then it made sense to them. Thank you, gentlemen, for coming and I'm going to open it up to any neighbors or public that has a comment about the project.

OK, so can I have you guys go sit back down and can you come up to the table, sit down, state your name and address. Speak into the microphone, please.

Chi Vang: My name's Chi Vang. I live next door to the development.

Carver-Quinn: And your address.

Chi Vang: 13626 Freeway drive. Right next door. And we're a little concerned about, you know, having pond back there and bringing more mosquitoes to our kids. And more traffic. We have two kids. Young kids too, you know. That's why we're here today, for the safety of our kids. Lots of people don't want a lot of traffic, not a lot of noise. We got enough noise from the highway already. The reason why we moved to the City of Columbus is because we want to live quiet and you know, more family life like everybody else, you know. So now the development is coming, I mean like maybe glad if it was a company that will bring more jobs in instead of, like a warehouse where people just come and rent it. Just in and out. You know, I'm a little concerned about that, you know.

Carver-Quinn: OK. I mean, I'm assuming that these businesses that go in there are gonna bring jobs to the community. But I think the offer of the landscaping, how they've offered to do double the amount of trees, is amazing. I mean, not everybody does that.

Chi Vang: Right. They cut down maybe about two acres of trees already. So yeah, and I'm really concerned about bugs, noise and traffic. So, you know if it's going to be property for them to just rent it out to other people just to use, then I don't think that's a good idea for us being a neighbor right next to her, you know? Just walking distance right across right now.

Carver-Quinn: State your name and address.

Kia Vang: OK, so my name is Kia Vang and my address is 13626 Freeway drive. And yes, we live right next door to it. So, the reason why we're here today is because we're just a little concerned. The reason why we moved up here to Columbus was the peaceful, the very quiet. Nobody walks into our yard, nobody comes into our driveway, so the safety of our kids is really important. So for us being just next-door neighbors to this big industrial company, seven of them, not just one, we're just concerned about the safety of our kids, the traffic that's coming in and out. And we're just next door to it. So that's what we're really, really concerned about.

Carver-Quinn: OK. Thank you for coming. And is there? Is there anybody else that would like to add to this discussion? If not, I'm going to close the public hearing with the right to reopen it in two weeks at our next Planning Commission Meeting. So thank you for coming, everybody.

At this time, Chair Carver-Quinn closed the Public Hearing. Hearing closed at 6:45 PM.

Eleanor Hahn

Respectfully submitted: Eleanor Hahn, Recording Secretary