

URBANDALE PLANNING AND ZONING COMMISSION MINUTES

December 20, 2010

The Urbandale Planning and Zoning Commission met in regular session on Monday, December 20, 2010, at the Urbandale Administrative Offices Building, 3600 86th Street. Chairperson Judy Ralston-Hansen called the meeting to order at 6:00 p.m.

Commissioners present were Jeff Hatfield, Jeff Payne, Bill Kusy, Kevin Gass, David Russell, Paul Pick, Wayne Van Heuvelen, and Judy Ralston-Hansen. Staff members present were Steve Franklin, Community Development Manager/Chief Planner, and Cheryl Vander Linden, Department Secretary.

The first item on the agenda was to approve the minutes from the December 6, 2010, meeting. Mr. Gass moved, and it was seconded by Pick, to approve the December 6, 2010 minutes. On roll call; Ayes: Gass, Pick, Russell, Hatfield, Payne, Kusy, Russell, Van Heuvelen, Ralston-Hansen; Nays: none. Passes: none; Motion carried.

The next item on the agenda was the "Children's Dental Center" Site Plan No. 012-2010-16.00 (2401-2499 128th Street).

Mr. Franklin said this site plan proposes a dental office building with 5,340 square feet of floor area. Architecturally, the one-story building has a hip roof design and it will be predominately brick to comply with the required conditions of the previous rezoning of the property.

The property has a total area of 1.93 acres, for a Floor Area Ratio (F.A.R.) of 0.064. The lot has about 232 feet of frontage on 128th Street and is accessed from 128th Street via an existing full movement access. The site can also be accessed indirectly from westbound Hickman Road by a right-in/right-out only access. A total of 34 parking spaces are provided to the south of the building. A minimum of 27 parking stalls are required by the Zoning Ordinance, on the basis of 5 spaces/1000 square feet.

Topographically, existing elevations on the site range from high points of 182 feet in the northeast corner, to a low point of about 141 feet near the center of the south property line, the average existing grade on the site is about 5.2% excluding the steep embankment along the eastern and northern portions of the site which were created by prior grading of the property. Proposed grading consists of cuts and fills of about 2 to 4 feet in depth throughout the southwest half of the site. The property drains to the south through the storm sewer system and then to Walnut Creek. Existing storm detention is provided in the southwest corner of the adjacent bank site.

A sidewalk exists along 128th Street. The property is conditionally zoned "C-N" Neighborhood Convenience District, as are the existing office buildings to the north and west, and the Iowa State Bank adjacent to the south. The Walnut Hills United Methodist Church is located to the east and is zoned "A-2" Estate Residential District. The

property to the south of Hickman Road is located in the City of Clive and is zoned "R-1" Single Family Residential. The property is located in the West Des Moines School District.

Mr. Franklin said Staff recommends approval subject to requiring the developer to:

1. Show the address range of 2401-2499 128th Street on Sheet 1; revise the legal description to match the distances and bearings shown on the site plan; revise General Notes 5 and 13 on Sheet 1 to "the Urban Standard Specifications for Public Improvements including all City of Urbandale Supplemental Specifications."; callout proposed elevations of the retaining wall; and provide an off-site easement for the work proposed on the bank's property
2. Provide a copy of the NPDES permit prior to approval; revise the drainage calculations to follow the format outlined in SUDAS 2A-5, and verify that the existing storm sewer and detention basin have enough capacity to handle the additional storm water from this site; and provide a storm water facility maintenance agreement per the City's post construction ordinance.
3. Show curb required around the perimeter of the entire parking lot along with any additional intakes and storm sewer; show a defined swale along the rear of the building to divert water around the building; show the proposed overflow route of the storm water from this site to the detention basin, verify the route will not adversely affect the bank site, and provide written acknowledgement from the bank that they are aware of the surface flow proposed to come through their parking lot; provide the sizes and locations of all existing storm sewer on the adjacent bank site, and verify whether this site's storm drainage can be tied into that pipe system; revise the sanitary sewer service to be 6" PVC; verify whether a grease interceptor is required; and pay the water connection fee of \$922.18.

Kim Dreher with Knapp Properties, , Vince Piagentini with Associated Engineering Company of Iowa, and Brian Balmer with Erickson Building Contractors were present to answer questions and represent this site plan.

Ms. Ralston-Hansen said it looks like, from your layout, that really the front of the building does not face 128th Street.

Mr. Franklin said correct. This would be the main entrance to the building here. It really faces more south.

Ms. Ralston-Hansen asked what does the west side look like?

Mr. Franklin said the west side is very similar, and I can show you that elevation. It's the same look with the windows, brick and stone accents. It's the same around all four

sides of the building.

Mr. Russell asked is there any proposed signage?

Mr. Franklin said, at this time, nothing was shown on the site plan. However, that is a completely separate process anyway. They would be eligible to come back and do a monument sign, if they wanted to. And they would be eligible to have signage on that west end of the building, because that is the side of the building that has street frontage.

Mr. Russell said that's why I asked the question.

Mr. Franklin said if they would want to do either one of those, they could submit a sign permit application, and we could get that reviewed for them. He asked if there was anything they wanted to add or clarify?

Mr. Hatfield asked if they agreed with the staff recommendations?

Mr. Dreher said they look good to me.

Mr. Pick moved, and it was seconded by Russell, to approve the Children's Dental Center site plan, subject to Staff recommendations. On roll call; Ayes: Pick, Russell, Hatfield, Payne, Kusy, Gass, Van Heuvelen, Ralston-Hansen; Nays: none. Passes: none. Motion carried.

Ms. Ralston-Hansen said good luck with your project.

Mr. Hatfield asked when do you want to start? In the spring?

Mr. Balmer said yes.

The next item on the agenda was the "Hickman Commercial Plat 2" Final Plat (2429-2499 104th Street).

Mr. Franklin said this final plat contains one 4.0-acre building lot that will be combined with an existing 7.55-acre building lot that adjoins to the south. The lot has about 285 feet of frontage on 104th Street. The combined two lots will have one full-movement access on 104th and one right-in/right-out only access on 104th Street, along with the existing right-in/right-out only access on Hickman Road that is shared with the adjacent property to the east.

This lot and the existing lot to the south are both zoned "P.U.D." Planned Unit Development District and are regulated by the "Ziegler Property" P.U.D. Master Plan. The property to the south is the former location of a proposed Lithia Motors development that halted construction a couple of years ago when the vehicle market

softened. A preliminary plat was approved on July 13, 2010 and contained one building lot and two outlots, and this final plat covers one of the proposed outlots. "Outlots" are not considered to be buildable lots because they do not fully comply with all requirements of the Subdivision Ordinance, i.e. usually lack some or all required public improvements, and therefore must be replatted and fully improved to become buildable lots.

Parkland dedication is not required for nonresidential development. A 16" water line exists along 104th Street. Sanitary sewer service will be extended from the southeast corner of the property from an existing sewer trunk that was constructed for "Hickman Commercial Plat 1" which created the 7.55 acre parcel to the south.

The property to the north is zoned P.U.D., also a part of the "Ziegler Property" P.U.D. The property to the west and the property to the east are also zoned "P.U.D." Planned Unit Development but are regulated by different P.U.D. Master Plans. The property is located in the West Des School District and drains to the south and east, and eventually drains to Walnut Creek.

Mr. Franklin said Staff recommends approval subject to requiring the developer to:

1. Submit an Attorney's Opinion and all other plat documents as found to be necessary for approval; provide surety for any uncompleted public improvements including \$4,562.56 for sidewalk along 104th Street, and maintenance bonds for the public improvements; and provide all easements (documents provided by Community Development Dept.)
2. Revise the legal description so it follows the bearings & distances shown on the plat; provide a vicinity sketch; callout the address range of 2429-2499 104th Street; and delete the word "proposed" from the easement callouts.
3. Provide a Storm Water Facility Maintenance Agreement per the City's post construction ordinance.
4. Add the following statement to the plat: "In any area where a public utility easement (PUE) overlaps, or is coincident with, a designated utility easement for sanitary sewer, water main or storm sewer, the use of the PUE is subordinate to the use of a designated easement for sanitary sewer, water main or storm sewer purposes. Utilities located in the PUE that are in conflict with the use of a designated easement for sanitary sewer, water main or storm sewer purpose must relocate without expense to the owner of the sanitary sewer, water main or storm sewer. The use of the PUE is subordinate in perpetuity including any future use of the easement designated for sanitary sewer, water main or storm sewer purposes."

Mr. Payne asked is this the lot that we had a question about how they were going to get

out, the access?

Mr. Franklin said actually that question involved a lot to the north. There was a building that was proposed on that north property with a previous site plan, and that's where the specific question was about how to get out.

Mr. Payne said but it did concern this one, as far as they were going to join it.

Mr. Franklin said correct, there was some question as to how they might all connect, north to south. I think the next agenda item is going to answer some of those questions and where the access is proposed to be. But that previous access concern was for a proposed lot to the north. That has not materialized. Eric Cannon is here with Snyder and Associates and can answer any questions about this plat too.

Mr. Kusy moved, and it was seconded by Van Heuvelen, to approve the Hickman Commercial Plat 2 Final Plat, subject to staff recommendations. On roll call; Ayes: Kusy, Van Heuvelen, Hatfield, Payne, Gass, Russell, Pick, Ralston-Hansen; Nays: none. Passes: none. Motion carried.

The next item on the agenda was the "Carmax" Site Plan No. 012-2010-17.00 10315 Hickman Road).

Mr. Franklin said this site plan proposes a Carmax auto dealership on two properties that total 11.55 acres, and together comprise the southerly 785 feet of the "Ziegler Property" Planned Unit Development District (P.U.D.), which was approved by the City Council on February 1, 2005. The "Hickman Commercial" Final Plat, which created the south 7.55 acre building lot, was approved on June 5, 2007. The "Hickman Commercial Plat 2" Final Plat containing the north 4.0 acre parcel is part of this same Commission agenda.

The south parcel is the former location of the "Lithia Motors" site plan approved by the City Council on November 20, 2007. A building permit was issued, and some of the site improvements were constructed in accordance with the site plan and building permit before Lithia cancelled the project and halted construction a couple of years ago when the vehicle market softened. Prior to Lithia's acquisition and partial construction, the site had been occupied by a heavy equipment dealership, which included several buildings and related site improvement that were all completely removed from the site.

The development for Carmax proposes a primary building with designated areas for presentation, sales and administration, and service totaling 33,782 square feet of floor area. The building is 22'-8" tall at the top of the building walls, and 35 feet tall at the top of an entrance canopy feature. An additional 2,947 square foot building containing a non-public car wash and a quality control area is located near the northeast corner of the site. Architecturally, the buildings are predominately glass and split-face block with

cultured stone accents, which does comply with the requirements for Auto Dealerships in the “Ziegler Property” P.U.D. Master Plan. The property has a total area of 7.55 acres, for a Floor Area Ratio (F.A.R.) of 0.112. The site has about 677 feet of frontage on the north side of Hickman Road, and about 789 feet of frontage on the east side of 104th Street. The site will have one full-movement access on 104th and one right-in/right-out only access on 104th Street, along with the existing right-in/right-out only access on Hickman Road that is shared with the adjacent property to the east.

Mr. Franklin said a total of 149 parking spaces for customers and employees are shown to the west and northwest of the proposed building, the area is accessed from 104th Street. Another 377 spaces are provided south of the building for display of their vehicle inventory, access to the display/inventory area will be secured by a guardrail and an automatic gate off of the Hickman Road access location. Additional unmarked pavement is also provided to the north and east of the building for temporary storage/staging of vehicles being serviced and vehicles that will be auctioned to other dealers. The staging area is surrounded by a 6-foot high masonry wall for screening and security purposes. A minimum of 92 spaces are required by the Zoning Ordinance on the basis of 1 spaces/400 square feet of building gross floor area.

Topographically, existing elevations on the site range from high points of about 116 feet near the northwest corner of the site, to a low point of about 92 feet near the southwest corner and along the southern boundary. The average existing grade on the site is about 6.51%. Proposed grading consists of primarily cuts of 2 feet to as much as 10 feet over most of the site. Some minimal fills of about 1 to 2 feet in depth occur in various portions of the site. The property drains southwesterly to Hickman Road and eventually to North Walnut Creek. Storm detention is provided in the southwest corner and the east central portion of the site.

Parking lot screening requirements will need to be satisfied by planting a continuous row of shrubs along Hickman Road and 104th Street. A berm with the 3.5-foot minimum height required by the Zoning Ordinance is not possible along Hickman Road and 104th Street because of the topography, i.e. the site is lower than the street, so a continuous row of shrubs is required in lieu of the berm.

Hickman Road and 104th Street are both fully improved, i.e. no further improvements are scheduled. Hickman Road is a 4-lane divided roadway with left turn lanes, classified as an arterial street and also a State Highway that is regulated by the Iowa Department of Transportation. 104th Street is a major collector and has two lanes of pavement in addition to a left turn lane at its intersection with Hickman Road. The intersection is signalized.

The property to the north is zoned P.U.D., also a part of the “Ziegler Property” P.U.D. The property to the west and the property to the east are also zoned “P.U.D.” Planned Unit Development but are regulated by different P.U.D. Master Plans. The property is

located in the West Des School District and drains to the south and east, and eventually drains to Walnut Creek.

Mr. Franklin said Staff recommends approval subject to requiring the developer to:

1. Correct the addresses and phone numbers in the List of Contacts on Sheet C1.0; add "Urbandale Water Utility" to General Note E on Sheet C2.0; add "detectable warning devices within the ROW are required to follow the City's supplemental specifications" to Note 1F on Sheet C4.0; add rock delivery mats at all entrances on Sheet C7.0; add a note that light poles shall not exceed a height of 25 feet to Note 4 on Sheet C5.0; provide red plastic truncated dome inserts at all sidewalk intersections with streets and drives; and provide a continuous row of shrubs along Hickman Road to comply with the parking lot screening requirements.
2. Provide a copy of the NPDES permit prior to approval; provide DNR permits for the water and sanitary sewer improvements for City review and approval; provide a DOT permit for all work within the DOT ROW; and provide a Hold Harmless Agreement (document to be provided by the Community Development Dept.) for the plantings, pavement, guardrail and lighting within the sanitary sewer easement
3. Adjust the configuration/curvature of the exit from the right-in/right-out access to discourage a potential left turn movement; add a right turn lane for the right-in/right-out only access location, and provide separate public improvement drawings and sight distance calculations.
4. Provide documentation that the required 2/3 water recycling is being provided for the car wash; callout the flowline elevations on all sanitary sewer services; callout on Sheet C3.0 to remove the sanitary sewer stub and repair the manhole; relocate 4 of the 5 proposed trees along the east side of the south parking lot to be farther from the top of the existing sanitary sewer; and verify whether a grease interceptor will be required.
5. Callout barrier devices for the 2 fire hydrants east of the buildings to ensure a 5-foot clear space around the hydrants is provided; adjust the location of the remote FDC so that it has the required 5-foot clear space around the connection and will not be impacted/obstructed by a parking space; provide a note that all access gates must have a minimum clear width of 14 feet for fire apparatus; revise the layout of the gated access from Hickman Road and the south display parking lot to accommodate the minimum turn radii required by the Urbandale Fire Dept.; eliminate one service into the building so that fire and domestic enter the building in one location; cap and abandon previously installed and unused water mains at the City main location; use 45° bends instead of 90° bends for the water main; and pay the Water Utility connection fee of \$5,020.30.

Mr. Kusy asked, the right-in, right-out, there's no median there right now?

Mr. Franklin said there is a median that's proposed. One of the comments is to tweak that just a little bit, and make that left turn out of there just a little bit more difficult.

Mr. Kusy said but that's there now?

Mr. Franklin said no.

Mr. Kusy said so they would be adding that.

Mr. Franklin said yes. There's no existing median.

Ms. Ralston-Hansen asked can you talk a little bit more about what the look of the gated area is going to be? That's a lot of property in front, on Hickman, to have a chain link fence.

Mr. Franklin said the guard rail? Okay. They are showing some shrubs on the west side of the property, and we did ask them to go ahead and show some shrubs along the south side as well. That was one of the requirements for Lithia too. So there will be shrubs here in front of the guard rail that will soften the look. Beyond that, I'll let Mr. McNamara go ahead and address that.

Mr. John McNamara, real estate manager with Carmax, 12800 Tuckaho Creek Parkway, Richmond, Virginia, 23238, said I want to take a few minutes of your time to talk a little bit about who Carmax is, as a company, what we do. This would be our first store in Iowa. I'm sure you've probably never seen a Carmax, unless you've been to Omaha or seen any of our stores in Chicago. So I want to talk a little bit about who we are, and please feel free to interrupt me as I go along, with any questions.

Mr. McNamara began a PowerPoint presentation, stating that we like to say that Carmax pioneered the used car concept in Richmond, Virginia, in 1993. We started off by surveying customers across the country and finding out what they liked and didn't like about purchasing a car, be it new or used, and built our business around creating a better experience for the customer. You hear a lot of anecdotal stories about people having very bad experiences with used car dealers, but that whole process and experience can feel a little "seedy" sometimes, and so we built our business around making that more transparent, more open, more customer-friendly. We became a Fortune 500 company in 2004. We are listed on the New York Stock Exchange. We currently operate 103 stores in 49 different markets across the United States. Last year we sold over 350,000 vehicles. And we're very proud to be named as a "Fortune 100 Best Companies to Work For" for six years running. We're ranked Number One on the list of Most Admired Companies in the automotive and retailing sector. So, as you can see, we've still got a significant amount of holes on the U.S. map to fill, with Carmax

stores. We're very excited to come into the Greater Des Moines, and specifically Urbandale, market.

Mr. McNamara said some more information on the equities that make Carmax who we are. Again, we're a retail concept for cars. We try to model ourselves after retailers like Costco or Best Buy, and go after that approach rather than the typical dealer experience for a customer. We have huge selections on our lot. We carry everything from Accura to Volvo. Our lots can have anywhere between 300 and 400 vehicles for sale, with an additional 25,000 cars on-line that can be transferred in or out at a customer's whim. We have up front no-haggle pricing on all of our vehicles so the price that you see on-line, so you'll see a specific car on-line with 35 pictures of it on-line, that price is the same price that you'll see on the car on the lot. It's the same price that you'll be charged when you walk into the store. We'll buy your car even if you don't buy ours. This is a concept where, everybody has traded in their vehicle when they've bought a new one. For Carmax, one of our equities is that customers can sell their cars to us whether they want to buy one from us or not. We'll give them an offer that's good for 5 days, cash, and purchase their vehicle from them, and if it meets our retail standards, we will recondition and resell it. And if not, we'll send it off on a wholesale auction to be sold by someone else. He said we guarantee our vehicles with quality guarantees and warranty guarantees. So every Carmax car comes with a money back 5-day guarantee and a 30-day warranty. And then just like if you were going to buy a big screen t.v. from Best Buy, you can purchase extended warranties for up to 100,000 miles on all of our vehicles. And Carmax.com, as I mentioned, is a site where you can any of the inventory we have across the entire country, all the specific information about it, pictures, so on and so forth. So you know exactly what you're looking for and exactly what you're purchasing, sometimes even before you walk into the store. 70% of our customers actually visit Carmax.com before they ever come to an actual location.

Mr. McNamara said I'd like to talk a little bit more about the specific site out on Hickman. So this is an aerial that shows the two parcels. This is an assemblage that we're putting together. It's about 7-1/2 acres out along Hickman Road, and then an additional 4 acres behind the site that fronts on 104th Street. I'd like to walk you through a little bit of how the site flows and explain to you some of the different aspects, parking lots, buildings, of the site. So Hickman is at the bottom of your screen, 104th runs up the left side. You can see that the lot that's highlighted in yellow here is what we call the customer/employee lot. This is where, obviously, customers and employees would access the facility off of 104th. They can either take a right-in/right-out at the first entrance to the south, or they can access the site further north. That would also be further north where the car carriers will come in to make deliveries, which I can talk a little bit about as we go along here.

He said so a customer or employee would park here, in the customer/employee lot. And then from there, they would access the sales building. You can see we have an architectural feature on the west side of that sales building where we try to bring our

customers into that sales building before they go out on the sales lot, to explain to them a little bit about who Carmax is, what we do, what they can expect to experience in the store. From there, the customer would leave the sales building, go out into the display area to peruse the lot and see if there's a car out there that they would like to take for a test drive. As Mr. Franklin was saying before, if a customer decides that they do want to take a test drive, they would go out the exit from the eastern side of the display area to the shared access and out to Hickman Road for a test drive. We'll have predetermined test drives that every customer goes on and they go with a Carmax associate that don't ever go into neighborhoods or anywhere like that, they just stay on main roads. And when the customer will come back, they come back in through that Hickman Road access and put the car back in its stall. If the customer decides that they'd like to purchase a vehicle, they go back into the sales lot and they would finalize their purchase while the car goes back into the vehicle staging area, which is shown back here in the northwest quadrant where the car would be prepped for final sale.

Mr. McNamara said this second building here, the larger building you see, is our service building. This is where all of our retail service, as well as the reconditioning process that I talked about. Carmax has a very extensive reconditioning process. It's one of the things that separate our vehicles and our process and experience from any other used car that you can buy anywhere else. So this is where we would do all that reconditioning and prepping of vehicles before they go out into the display area. The next building is the FQC building. Mr. Franklin talked a little bit about this. It's our Final Quality Control building, which is where we would have our carwash and things like that. We would also hold our monthly or bi-weekly auctions from this building, and it all takes place in this vehicle staging area, which has a screened wall, a 6-foot masonry block wall, all the way around it. So it's screened off from view from any of the streets or any other public areas. He said lastly, as I mentioned before, the vehicle unloading area in the back of the site allows the tractor trailer trucks to come in and be totally separate from where the customers and employees are when they're unloading vehicles, and bringing them in, basically to Carmax for sale or taking them off-site if they don't meet Carmax standards. He asked are there any questions about the layout, the buildings, the parking lots?

Mr. Gass asked is this layout similar to your other locations around the country? Is it a uniform-type thing?

Mr. McNamara said it's very similar. We try to, as I talked a little bit of that customer flow, mimic that at every one of our stores so we can maintain that consistent customer experience. So it's part of that and it's partly that we like to keep our display area out on the frontage road, so that the traffic moving along Hickman Road can see our product.

Mr. Russell asked how extensive is your reconditioning? Are you talking about body shop, welding, major work, or is this more cosmetic reconditioning?

Mr. McNamara said it's more what you'd think of as cosmetic. Anything that would require work that talks about welding or frame damage, or major engine repair, that car wouldn't meet our standards to begin with and that would go! So what we're talking about is paintless dent removal, we're talking about a 130-point inspection, we're talking about new tires and brakes. Any major work that requires dropping a transmission or rebuilding an engine, or doing anything like that, would go off-site or the car wouldn't be resold at all.

Mr. Russell asked would you do any repair work where the customer would come back, such as oil changes?

Mr. McNamara said absolutely. That's our retail service aspect. Again, that's just light repair, retail service. And if a customer did require any significant work to their car, a lot of times we send that off to local dealers.

Mr. Russell said so there's not a body shop or a paint booth...?

Mr. McNamara said no body shop, we do have a paint booth but it's for minor painting, like a front quarter panel has a scratch on it that you can't fix with touch-up paint, we'll paint that. But we have specific standards so if a car requires a great deal of body work, or body repair, it will just get kicked to auction.

Mr. Kusy said, as you're moving further north, have you thought about any internal display area, or is it all outside in the parking lot?

Mr. McNamara said we have thought about that. It's extremely expensive, in terms of building a building that big, operationally it's difficult. The HVAC systems that you have to install in a building to be able to run cars in the building are prohibitively expensive. So, we have thought about it, but so far, we haven't felt that we've really needed to do it yet. And it doesn't seem that there are any other dealers around here that do that, either.

Mr. Kusy said the tractor trailer deliveries of cars, is that any time throughout the day? Or when would you be getting those to your lot?

Mr. McNamara said our policy is that we schedule our deliveries to arrive during store operating hours, because we need associates on site to take the vehicles from the carrier and check them into the secured area. So, as Mr. Franklin mentioned, that display area down here along Hickman and this vehicle staging area, is all highly secured with masonry block wall and with a guardrail. So we have associates on site when those deliveries happen. They check that the cars that they're expecting to come have come in, and then they check them into the secure area. So it's between operating hours.

Mr. Kusy asked what would you expect those to be?

Mr. McNamara said typically they are, the showroom operating hours, Monday through Friday is 10 a.m. to 9 p.m., Saturday is 9 a.m. to 9 p.m., and Sunday is 12 to 7. Those are our typical hours across the country. They can fluctuate a little bit based on the local market, but that's pretty typical.

Mr. Gass asked are you going to sell cars on Sunday?

Mr. McNamara said no, since car sales on Sunday is illegal in Iowa.

Ms. Ralston-Hansen said during those closed hours, unlike some car dealerships, can you not access the display area, since it's walled off?

Mr. McNamara said you could access it by foot.

Ms. Ralston-Hansen asked by climbing the wall?

Mr. McNamara said there's not a wall around the display area. So around the display area is the highway guardrail that you see, that's either a metal look or brownish rust-colored look. It's 2-1/2 to 3 feet off the ground, and it's purely a security measure for our cars. Carmax is self-insured, so as a security measure, we use those guardrails and we use the gates that you see on the site plan. There are no chain link fences, there are no walls, in that area of the site.

Ms. Ralston-Hansen said the 6-foot wall around the vehicle staging area, you said that was a 6-foot concrete wall.

Mr. McNamara said correct. Can you see my mouse here on the computer? Starting from about here from the display area is, going back all the way around here, and then back to the service area, that is a 6-foot masonry block wall, so that you don't see any cars that are back there that have either just been purchased or are waiting to be reconditioned and put out on the front lot. But the rest of this would be open except for that guardrail which Staff has requested that we plant shrubs in front of, along Hickman and along 104th, which is absolutely fine.

Mr. Hatfield said, regarding the display area, some dealers, and probably not Carmax, but they have a bad habit of parked cars in the grass, and having spinners, putting them on hills. Is it truly going to look like this display, so organized, or will there be some special features to display special cars?

Mr. McNamara said it will look exactly like this. Cars will be parked in these stalls and only in these stalls. We don't park cars on landscape islands or in landscaping. And one of the things that we also pride ourselves on is having a very clean, high-end retail

image, so you'll never see our hoods open, you'll never see balloons, you'll never see flags, flyers, gorillas, signs, anything like that.

Mr. Kusy said the entrance of off Hickman where you come into the gated area, is that a full directional access?

Mr. Eric Cannon, Snyder and Associates, said there's a median on Hickman there.

Mr. McNamara said that's a right-in, right out.

Mr. Kusy said so you're going to have to make sure that your test drives always end up going west, so you can get in there.

Mr. McNamara said yes, they'll have to take a right out there, and then go down Hickman and figure out somewhere to turn around, come back around and come back in.

Ms. Ralston-Hansen asked did you have any other concerns about Staff recommendations?

Mr. McNamara said I don't think so. I thought they were all very fair. These are the elevations that Mr. Franklin has already shown you. If you have any questions on these, I'd be happy to answer them. These are just a few shots of the inside of the building. This is a typical sales area. You can see the glass front. These kind of fluctuate in size based on the prototype of the building. This is a kids play area for parents that need a little bit of a break while they're shopping. Presentation lane, so this is where we deliver the car to the customer. And this is where you'd bring your car if you were going to have retail service. This is a shot of the service bay inside the service building. So, again, we really pride ourselves on a clean operation and a high-end building.

Mr. Gass asked do you have a fuel facility on-site?

Mr. McNamara said we do have a fuel facility on-site. It's not open to the public, it's within that screened off area. It's just to fuel up our vehicles so that we can sell them to the customer with a full tank of gas.

Mr. Hatfield said it looks like a pretty good concept.

Mr. Hatfield moved, and it was seconded by Pick, to approve the Carmax site plan, subject to Staff recommendations. On roll call; Ayes: Hatfield, Pick, Payne, Kusy, Gass, Russell, Van Heuvelen, Ralston-Hansen; Nays: none. Passes: none. Motion carried.

Ms. Ralston-Hansen said good luck! Welcome to Urbandale.

Mr. Russell asked is this going to happen next spring then?

Mr. McNamara said we hope so. We hope to close sometime in the spring, and then start construction shortly thereafter. But it can always fluctuate based on the timing of the company, other openings, things like that.

The next item on the agenda was the election of the 2011 Chair and Vice-Chair for the Commission.

There was discussion amongst the Commissioners and by unanimous agreement, David Russell was elected Chairperson and Bridget Montgomery was elected Vice-Chairperson if she is willing to serve. Since she was not able to attend tonight's meeting she will be contacted to confirm her willingness to serve as Vice-Chairperson.

Regarding Staff reports, Mr. Franklin said we are not going to meet on January 3, 2011, as we have no items for the agenda. And today was the deadline for January 17 and nothing came in either, so we may not need to meet on the 17th as well.

The meeting adjourned at 6:36 p.m.