

AGENDA REPORT

TO: Mayor Pat Humphrey and the Clare City Commission
FROM: Jeremy Howard, City Manager
DATE: April 2, 2026
RE: Discussion Topic – Fair Salvage New Operation

For the Agenda of April 6, 2026

Background. At the last meeting the City Commission held an informal discussion regarding the sketch plan review and approval that took place for Fair Salvage's new operation that will be taking place at the former location of Seiter Lumber. The commission asked several questions which staff was able to answer to some degree, but there were further questions. The commission made a request to ask the owner of Fair Salvage if he would be willing to come to a future meeting to discuss the operation in more detail so that everyone was aware of the work that would be done there and everyone's expectations were clear. Jonathon Fair, President of Fair Salvage, has agreed to attend the meeting on April 6th to provide information to the commission. I have attached the sketch plan documents as well as an excerpt from my last City Manager report which gave additional information on the use that will take place at the new facility. I have also provided a list of questions that were asked at the last meeting to be included in the discussion on April 6th.

What is the main trucking route?
How many trucks will be operating?
Will there be facility security?
How will they mitigate debris/dust?
What will the screening process be, what type of material, how loud and how messy?
How will they load the train?
What train will they use (2am?)
Will it be open to the public to dump?

Issues & Questions Specified. Should the City Commission discuss the topic related to the new Fair Salvage operation inside the city limits?

Alternatives.

1. Hold the discussion.
2. Do not hold the discussion.
3. Defer/delay/postpone the discussion to a future meeting.

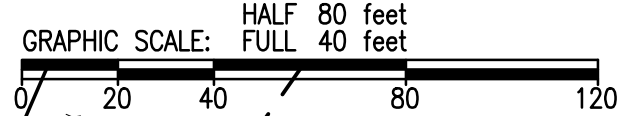
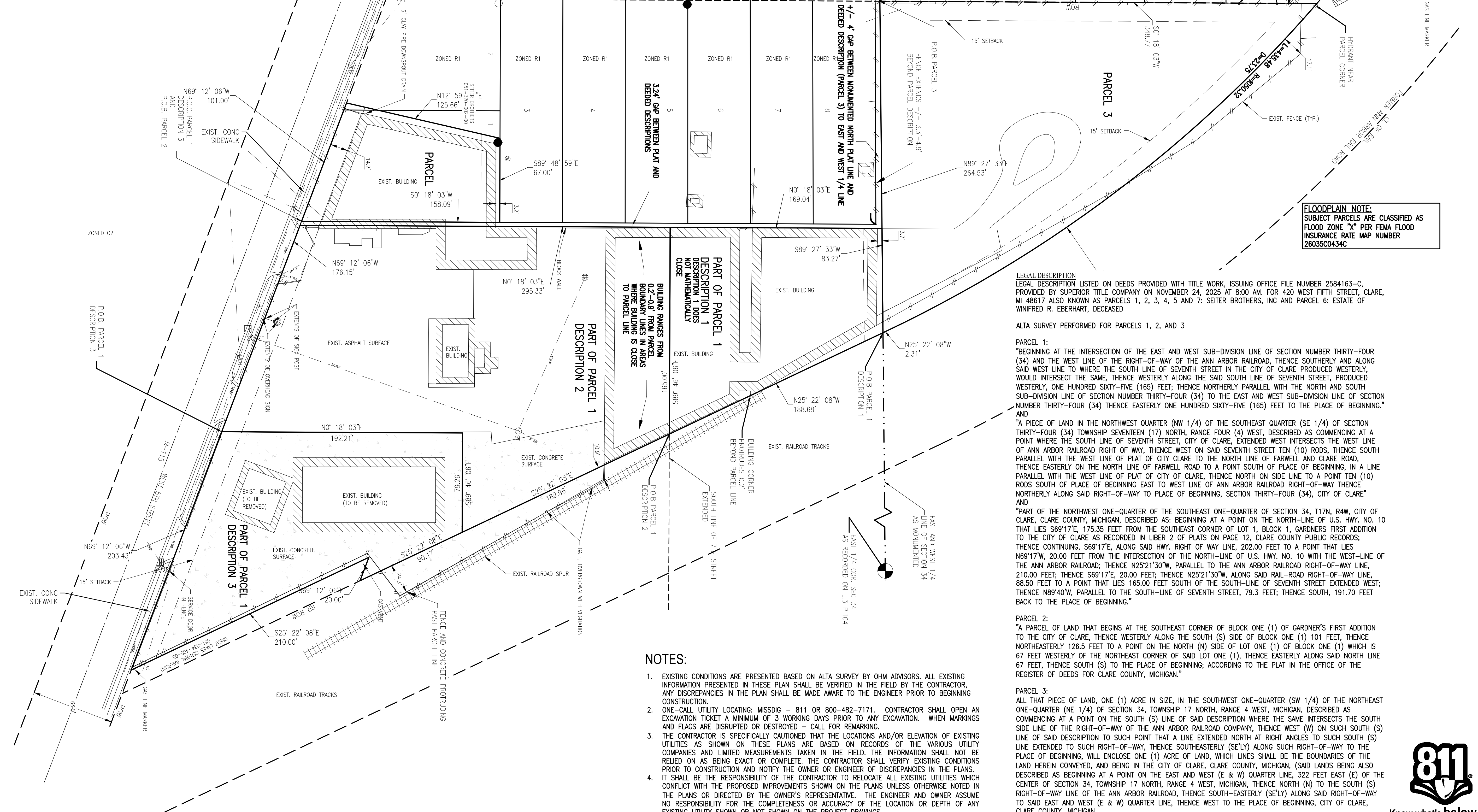
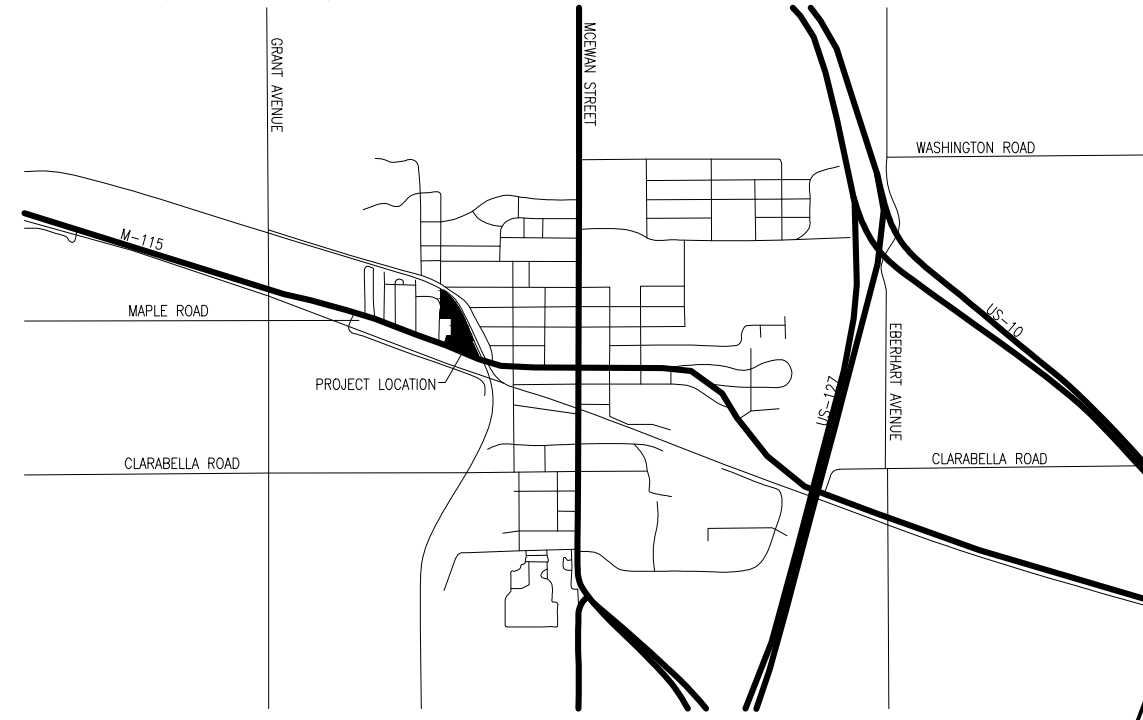
Financial Impact. NA

Recommendations. I recommend that the City Commission hold a discussion on the topic of the new Fair Salvage operation inside the city limits with Jonathon Fair, President-Fair Salvage.

Attachments.

1. Fair Salvage Sketch Plan Documents.
2. Excerpt from City Manager Report 3-16-26.

VICINITY MAP (NOT TO SCALE)



201 EAST ELLSWORTH STREET
UNIT 100
MIDLAND, MI 48640
T: 989.956.2020

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUED FOR: REVISION: DESCRIPTION: DATE:

FLOODPLAIN NOTE:
SUBJECT PARCELS ARE CLASSIFIED AS FLOOD ZONE "X" PER FEMA FLOOD INSURANCE RATE MAP NUMBER 26035C0434C

LEGAL DESCRIPTION
LEGAL DESCRIPTION LISTED ON DEEDS PROVIDED WITH TITLE WORK, ISSUING OFFICE FILE NUMBER 2584163-C, PROVIDED BY SUPERIOR TITLE COMPANY ON NOVEMBER 24, 2025 AT 8:00 AM. FOR 420 WEST FIFTH STREET, CLARE, MI 48617 ALSO KNOWN AS PARCELS 1, 2, 3, 4, 5 AND 7: SETTER BROTHERS, INC AND PARCEL 6: ESTATE OF WINIFRED R. EBERHART, DECEASED

ALTA SURVEY PERFORMED FOR PARCELS 1, 2, AND 3

PARCEL 1:
"BEGINNING AT THE INTERSECTION OF THE EAST AND WEST SUB-DIVISION LINE OF SECTION NUMBER THIRTY-FOUR (34) AND THE WEST LINE OF THE RIGHT-OF-WAY OF THE ANN ARBOR RAILROAD, THENCE SOUTHERLY AND ALONG SAID WEST LINE TO WHERE THE SOUTH LINE OF SEVENTH STREET IN THE CITY OF CLARE PRODUCED WESTERLY, WOULD INTERSECT THE SAME, THENCE WESTERLY ALONG THE SAID SOUTH LINE OF SEVENTH STREET, PRODUCED WESTERLY, ONE HUNDRED SIXTY-FIVE (165) FEET; THENCE NORTHERLY PARALLEL WITH THE NORTH AND SOUTH SUB-DIVISION LINE OF SECTION NUMBER THIRTY-FOUR (34) TO THE EAST AND WEST SUB-DIVISION LINE OF SECTION NUMBER THIRTY-FOUR (34) THENCE EASTERLY ONE HUNDRED SIXTY-FIVE (165) FEET TO THE PLACE OF BEGINNING."

PARCEL 2:
"A PIECE OF LAND IN THE NORTHWEST QUARTER (NW 1/4) OF THE SOUTHWEST QUARTER (SW 1/4) OF SECTION THIRTY-FOUR (34) TOWNSHIP SEVENTEEN (17) NORTH, RANGE FOUR (4) WEST, DESCRIBED AS COMMENCING AT A POINT WHERE THE SOUTH LINE OF SEVENTH STREET, CITY OF CLARE, EXTENDED WEST INTERSECTS THE WEST LINE OF ANN ARBOR RAILROAD RIGHT OF WAY, THENCE WEST ON SAID SEVENTH STREET TEN (10) RODS, THENCE SOUTH PARALLEL WITH THE WEST LINE OF PLAT OF CITY CLARE TO THE NORTH LINE OF FARWELL AND CLARE ROAD, THENCE EASTERLY ON THE NORTH LINE OF FARWELL ROAD TO A POINT SOUTH OF PLACE OF BEGINNING, IN A LINE PARALLEL WITH THE WEST LINE OF PLAT OF CITY OF CLARE, THENCE NORTH ON SIDE LINE TO A POINT TEN (10) RODS SOUTH OF PLACE OF BEGINNING EAST TO WEST LINE OF ANN ARBOR RAILROAD RIGHT-OF-WAY THENCE NORTHERLY ALONG SAID RIGHT-OF-WAY TO PLACE OF BEGINNING, SECTION THIRTY-FOUR (34), CITY OF CLARE"

PARCEL 3:
"PART OF THE NORTHWEST ONE-QUARTER OF THE SOUTHWEST ONE-QUARTER OF SECTION 34, T17N, R4W, CITY OF CLARE, CLARE COUNTY, MICHIGAN, DESCRIBED AS: BEGINNING AT A POINT ON THE NORTH-LINE OF U.S. HWY. NO. 10 THAT LIES S69°17'E, 175.35 FEET FROM THE SOUTHWEST CORNER OF LOT 1, BLOCK 1, GARDNER'S FIRST ADDITION TO THE CITY OF CLARE AS RECORDED IN LIBER 2 OF PLATS ON PAGE 12, CLARE COUNTY PUBLIC RECORDS; THENCE CONTINUING, S69°17'E, ALONG SAID HWY. RIGHT OF WAY LINE, 202.00 FEET TO A POINT THAT LIES N69°17'W, 20.00 FEET FROM THE INTERSECTION OF THE NORTH-LINE OF U.S. HWY. NO. 10 WITH THE WEST-LINE OF THE ANN ARBOR RAILROAD; THENCE N25°21'30"W, PARALLEL TO THE ANN ARBOR RAILROAD RIGHT-OF-WAY LINE, 210.00 FEET; THENCE S69°17'E, 20.00 FEET; THENCE N25°21'30"W, ALONG SAID RAIL-ROAD RIGHT-OF-WAY LINE, 88.50 FEET TO A POINT THAT LIES 165.00 FEET SOUTH OF THE SOUTH-LINE OF SEVENTH STREET EXTENDED WEST; THENCE N89°40'W, PARALLEL TO THE SOUTH-LINE OF SEVENTH STREET, 79.3 FEET; THENCE SOUTH, 191.70 FEET BACK TO THE PLACE OF BEGINNING."

NOTES:

- 1. EXISTING CONDITIONS ARE PRESENTED BASED ON ALTA SURVEY BY OHM ADVISORS. ALL EXISTING INFORMATION PRESENTED IN THESE PLANS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR, ANY DISCREPANCIES IN THE PLAN SHALL BE MADE AWARE TO THE ENGINEER PRIOR TO BEGINNING CONSTRUCTION.
- 2. ONE-CALL UTILITY LOCATING: MISSDIG - 811 OR 800-482-7171. CONTRACTOR SHALL OPEN AN EXCAVATION TICKET A MINIMUM OF 3 WORKING DAYS PRIOR TO ANY EXCAVATION. WHEN MARKINGS AND FLAGS ARE DISRUPTED OR DESTROYED - CALL FOR REMARKING.
- 3. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATIONS AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS ARE BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND LIMITED MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION SHALL NOT BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE OWNER OR ENGINEER OF DISCREPANCIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE OWNER'S REPRESENTATIVE. THE ENGINEER AND OWNER ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF THE LOCATION OR DEPTH OF ANY EXISTING UTILITY SHOWN OR NOT SHOWN ON THE PROJECT DRAWINGS.
- 4.



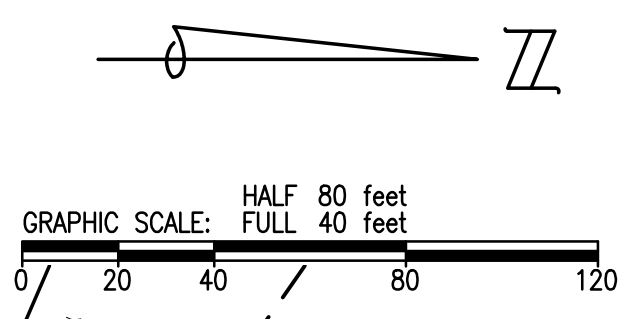
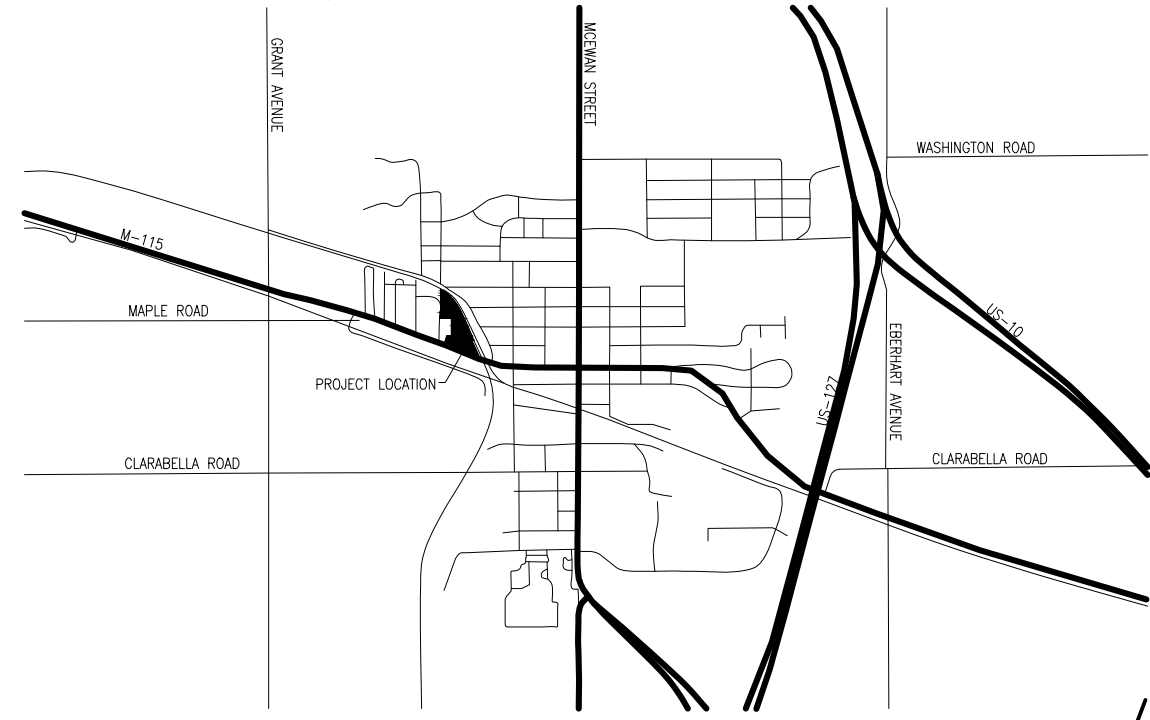
PROJECT NUMBER: 508260030
PM: REHL
FAIR SALVAGE COMPANY
FAIR SALVAGE - CLARE
CITY OF CLARE
EXISTING CONDITIONS PLAN

C1

DRAWING PATH: P:\3000_5490\5490250300_FairSalvage_As_Needed_SurveyDrawings\Site\Sheet\Clare_Site\5082600300_Clarere.dwg February 6, 2025 2:51 PM

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VICINITY MAP (NOT TO SCALE)



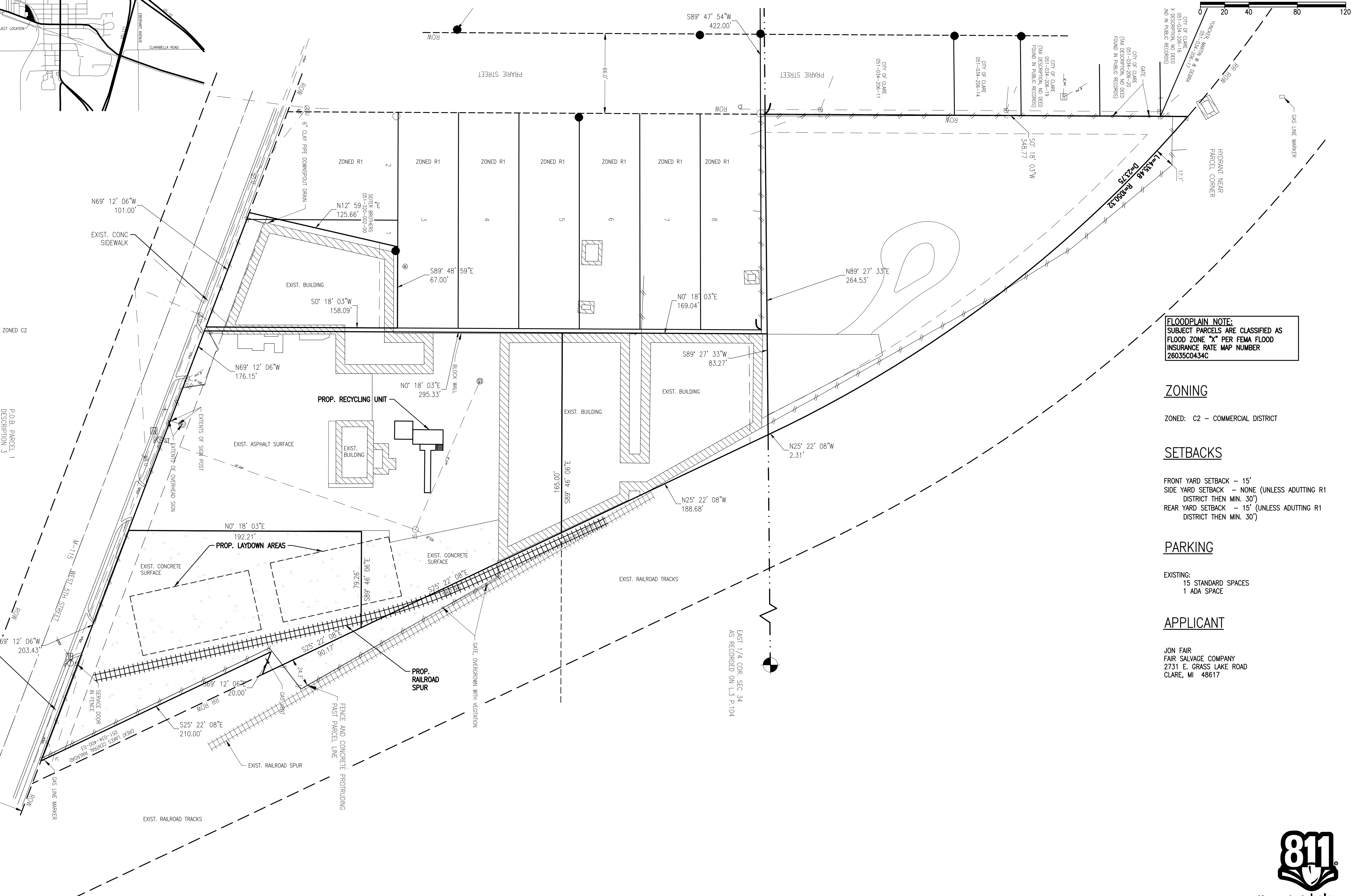
201 EAST ELLSWORTH STREET
UNIT 100
MIDLAND, MI 48640
T: 989.956.2020

PRELIMINARY - NOT FOR CONSTRUCTION

ISSUED FOR	REVISION	DESCRIPTION	DATE

PROJECT NUMBER: 508260303
 PM: REIHL
FAIR SALVAGE COMPANY
FAIR SALVAGE - CLARE
 CITY OF CLARE
SITE PLAN

C2



FLOODPLAIN NOTE:
SUBJECT PARCELS ARE CLASSIFIED AS FLOOD ZONE "X" PER FEMA FLOOD INSURANCE RATE MAP NUMBER 26035C0434C

ZONING

ZONED: C2 - COMMERCIAL DISTRICT

SETBACKS

FRONT YARD SETBACK - 15'
SIDE YARD SETBACK - NONE (UNLESS ADJUTING R1 DISTRICT THEN MIN. 30')
REAR YARD SETBACK - 15' (UNLESS ADJUTING R1 DISTRICT THEN MIN. 30')

PARKING

EXISTING:
15 STANDARD SPACES
1 ADA SPACE

APPLICANT

JON FAIR
FAIR SALVAGE COMPANY
2731 E. GRASS LAKE ROAD
CLARE, MI 48617

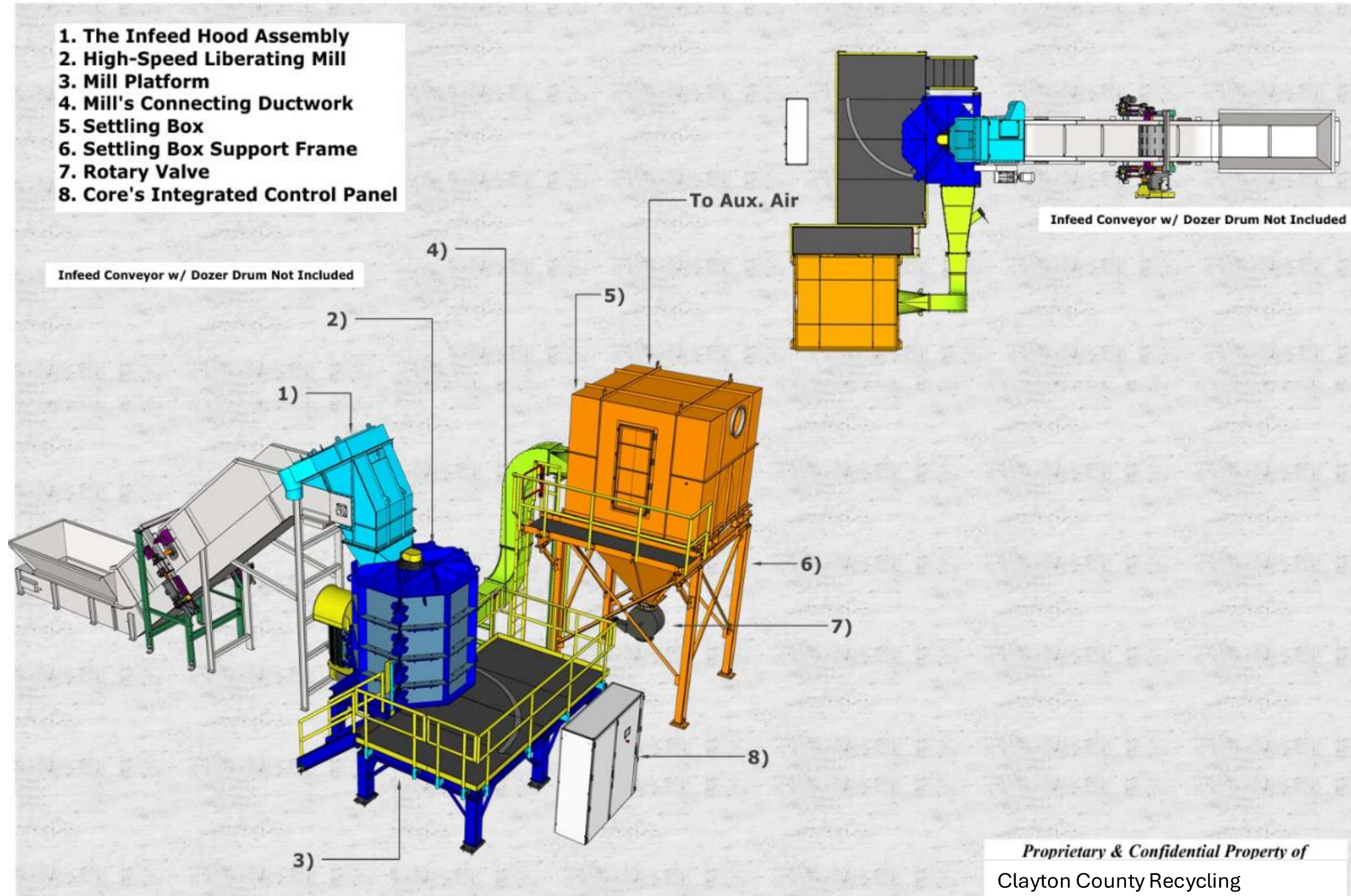


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Wire Tech Base System

1. The Infeed Hood Assembly
2. High-Speed Liberating Mill
3. Mill Platform
4. Mill's Connecting Ductwork
5. Settling Box
6. Settling Box Support Frame
7. Rotary Valve
8. Core's Integrated Control Panel



Proprietary & Confidential Property of
Clayton County Recycling

1) The Infeed Hood Assembly:

- Material Rejection Chute
- Infeed Conveyor Cover
- Infeed Hopper

2) High-Speed Liberating Mill:

- Shell, ½" steel plate & 1" ribbing
- Cutting Rotor Assembly, 4 & 15/16" diameter shaft, V-belt driven, w/ (4) Waterjet 1" HARDOX 500 Tuf discs
 - (3) discs, w/ 1" Waterjet HARDOX 500 Tuf cutting hammers to suit application specific materials and desired outcomes
 - (1) disc, bottom level, w/ 1/2" Waterjet HARDOX 500 tuf fan blades.
- Motor, 300 HP Crusher Duty, NEMA Design A, TEFC, Foot mounted, 449T Frame, 1785 RPM, 460V/3P/60Hz, Baldor# CR44304TR-4; P44G1552
- Door, 1" plate hinges, heavy duty 1500 lb caster
 - Runs along platform's metal track, for ergonomic access to interior for wear part replacement
- Belt Guard, 12-gauge, bolt-on

3) Mill Platform:

- I-beam frame & support legs &
- Steel Pipe hand railing w/ bolt-on attachment
- ¼" checker panel flooring, w/ removable panel section for mill assembly install/removal
- ¼" steel track for Mill's door caster
- Steel cased stairs & steel pipe hand railing
- Mounting holes for bolt-on attachment of Mill & Mill Belt Guard

4) The Mill's Connecting Ductwork Contains:

- Outlet duct, ¾" thick AR400, w/ steel grated airflow breather & mating flanges
- 90° elbow ducts, ¾" thick AR400 w/ mating flanges
- Duct Transition Rectangle to Square, ¾" thick AR400 w/ mating flanges
- Ducting, 16" diam., 12-gauge, galvanized steel
- Duct Reducer, 16" to 26", 12-gauge, galvanized steel
- Duct Support, ¼" thick, 2.5" equal length steel angle bracket
- Duct guard, ¼" steel plate bolted to frame around elbow duct

5) Settling Box:

- 26" diam. Steel inlet duct flange
- 12-gauge steel sheet containment box w/ ¾" braces & ½" lifting lugs, hi-pressure galvanized steel ¾" pipe fittings, ¾" mating flange to hopper
- Material Inlet Dog-House 12-gauge steel, w/ ¾" AR400 Impact plate

6) Settling Box Support Frame:

- I-beam frame & support legs
- Diagonal Support Braces, ¼" thick, 2.5" equal length steel angle bracket
- Access platform ¼" checker plated, with ladder & handrails
- Safety Gate, spring-loaded, 24" to 36" adjustable width, OSHA 1910.29 & RoHS 3 (2015/863/EU) compliant

7) Rotary Valve:

- Kice v123x12, w/ 2hp gear motor tefc 230/460/60/3
- 12" inlet/outlet
- 62.25 ft³/min (2.61 ft³/rev) displacement @ 100% fill
- Outboard flange bearings
- Fabricated eight vaned, open-end rotor
- #60 chain driven to 25 rpm
- Bolt on mog2 wipers
- Painted kice white
- Guards osha orange
- Kice industries #rav-612-1000

Depending on variables, Core System controls price can vary.

8) The Cores integrated control panel will include the following:

- NEMA-4 rated control box with a disconnecting handle and interlocked doors
- 600AMP Circuit Breaker
- Air conditioning unit rated for 26,000BTU
- PLC- Programmable logic controller to control the following
- Core VFD
 - 300HP- 480VAC
 - Heavy Duty rated
- Infeed VFD
 - 5HP- 480VAC
 - (1) If a smaller/bigger motor than 5HP is desired for the infeed then it must be discussed with ECE before part procurement and/or shipment.
- Safety Relay 440C-CR30
 - This will handle the following inputs and outputs
 - (1) Safety Door switches on the Core
 - (2) Core Estops
 - (3) Customer supplied External Estops or safety devices and outputs for integrating into existing machine.
 - (4) Safe Torque Off output required for VFD's to function.
- HMI- Graphical interface for Controlling the start/stop of the core and infeed. As well as controlling 4 slow down points for material infeed speed.

*Cost depending on variables

Sketch Plan Review and Approval – Fair Salvage. As you know, recently Seiter Brothers Lumber closed their doors after over 88 years from 1938 – March 3, 2026. The buildings and property have been sold to Fair Salvage who plans on operating a portion of their business on the property as permitted under C-2 zoning regulations as the property is zoned. After review by staff and the City Attorney, the Sketch Plan and Use by Right for the property was approved. See the attached documents for drawings of the existing structures and removals and the new layout, as well as a cut sheet of the sorter.

Fair Salvage plans:

- 1) The property will be used mainly to store and load scrap onto railroad cars. This scrap will be steel mill ready, no shredding or processing on site.
- 2) Fair Salvage would have at least one bunker to hold scrap materials that are brought in by truck, then loaded over the fence onto railroad cars.
- 3) Fair salvage would demolish the buildings on the Southern portion of the property, which consist of the longer open-wall building, and the adjacent building that is closer to W 5th Street. The remaining buildings will stay on site to “be used for permitted uses”.
 - a. Fair Salvage intends to use the buildings to sort metals, which would include a small vertical mill for grinding up auto shredder residue.
 - i. It would either be located outside with appropriate screening, or it is possible it may be located entirely within the building.
 - ii. Regardless of where this equipment is located, all sorting activities would occur inside the building. A cyclone bag/house will control any dust generated by this process.
 - iii. The auto shredder residue is all non-hazardous, and is material that has already been reduced in size at the main scrap yard. It consists of things like seats, plastic components, etc. The material goes into a vertical mill where it is further reduced in size, then goes to sorting tables. The process is designed to separate all the metal from non-metallic components in this material. The non-metallic components go to the landfill, while the metallic components are recycled. Right now, all the materials involved here would just be going to the landfill, but Fair Salvage sees value in recovering metals from this waste stream.
- 4) All of the auto residue is material that currently goes to the landfill as non-hazardous waste. Any fuel, antifreeze, oil, transmission fluid, etc. has already been removed from the material before processing at the scrap yard, so those fluids are not present in the materials that would come to this site for processing. Fair Salvage will also not be storing these materials on the site, other than a small amount that would be present pre- and post-processing.
- 5) Fair salvage will comply with all screening, hours of operation, and noise requirements. It expects to operate only during normal business hours.