

**PLEASANT PRAIRIE PLAN COMMISSION MEETING
VILLAGE HALL AUDITORIUM
9915 39TH AVENUE
PLEASANT PRAIRIE, WISCONSIN
5:00 P.M.
March 26, 2007**

A regular meeting for the Pleasant Prairie Plan Commission convened at 5:00 p.m. on March 26, 2007. Those in attendance were Michael Serpe; Donald Hackbarth; Wayne Koessl; Andrea Rode; Jim Bandura; John Braig; Larry Zarletti; and Judy Juliana. Thomas Terwall was excused. Also in attendance were Michael Pollocoff-Village Administrator; Jean Werbie, Community Development Director;- Peggy Herrick-Asst. Planner/Zoning Administrator and Tom Shircel-Asst. Planner/Zoning Administrator.

- 1. CALL TO ORDER.**
- 2. ROLL CALL.**
- 3. CORRESPONDENCE.**
- 4. CITIZEN COMMENTS.**

Mike Serpe:

Since every item on the agenda tonight is a public hearing, we would ask that if you have anything to say you hold it to that public hearing. If there's anything else that you wish to speak about that's not on the agenda now would be your time to talk. Is there anybody wishing to speak? Anybody wishing to speak? Hearing none, we'll close citizens' comments.

- 5. NEW BUSINESS**
 - A. PUBLIC HEARING AND CONSIDERATION OF A ZONING TEXT AMENDMENT to create Section 420-153 of the Village Zoning Ordinance providing for the creation of planned development zoning districts within the Village.**

Jean Werbie:

Mr. Vice Chairman and members of the Plan Commission and the audience, the Village of Pleasant Prairie has recognized that in certain, specific circumstances that there is a necessity for certain developments to be planned, developed and constructed as planned developments in our community. Typically, planned developments are unique and site-specific for the purpose of accommodating, facilitating and regulating a particular proposed development and use project. Therefore, on March 5, 2007, the Village Board of Trustees adopted Resolution #07-06, whereby a portion of that Resolution, specifically 1.(d), initiated the process to amend the text of the Village Zoning Ordinance to create Section 420-153 of the Ordinance providing for the creation of planned development zoning districts within the Village.

Therefore, in order to first allow for the creation of planned development zoning districts, an ordinance needs to be adopted to create 420-153 relating to the creation of PDDs. Accordingly, the following amendment is being proposed to the Village Zoning Ordinance: Section 420-153 related to the creation of planned development zoning districts within the Village is hereby created to read as follows:

Section 420-153. Planned Development Zoning Districts.

The Village Board reserves the right, from time-to-time and on a completely discretionary, case-by-case basis, to create a planned development zoning district, referred to as a PDD, which is unique and site-specific for the purpose of accommodating, facilitating and regulating a particular proposed development and use project. No specific criteria are set out here to limit the Village Board's discretion in creating such districts since the nature of the project characteristics which might give rise to the desirability for a PDD cannot reasonably be foreseen. Generally, however, the Village Board will consider a PDD only if a proposed development and use project is not practicable under the Village's traditional zoning districts, and involves multiple uses, and is unusual, large and complex, and is so substantially in the public interest as to justify extraordinary efforts to accommodate, facilitate and regulate it. Because the creation of a PDD requires an enormous commitment of resources by the Village, no person shall have any right to a PDD classification under any circumstances, and no person shall have any right to a public hearing on a proposed ordinance to create a PDD, unless such hearing is specifically approved by the Village Board after a detailed report on the proposed PDD from the Village staff. Since a PDD cannot be created by the Village Board unilaterally, and must be consented to by all the affected landowners, and since the drafting of the proposed PDD ordinance is necessarily a difficult, time-consuming and cooperative effort, and since the creation of a PDD will usually require the negotiation and drafting of a companion development agreement related to the public and private infrastructure that is required to serve the proposed development and uses, the preparation of a proposed PDD ordinance will generally involve extensive closed-door discussions and negotiations between members of the Village staff and Village attorneys and representatives of the owners and developers of the land that's covered by the PDD. The purpose of such discussions and negotiations shall not be to commit the Village Board in any way to the proposed ordinance but rather to mutually explore the needs and desires of the owners and the developers and the requirements, policies and practices of the Village, to attempt to structure a proposed ordinance that both the Village staff and the owners and developers can support, to identify potential problems and issues which should be addressed at a public hearing, and to attempt to work out potential solutions to any such problems or issues, so that the proposed PDD regulations and all relevant facts, issues and problems can be presented meaningfully and efficiently to the Village Plan Commission, the Village Board and all interested persons at a public hearing.

With that I would like to continue the public hearing. Again, this is for a zoning text amendment to consider the creation of Section 420-153 for the creation of planned development zoning districts within the Village.

Mike Serpe:

This is a matter for public hearing. Is there anybody wishing to speak? Anybody wishing to speak? Anybody wishing to speak? We'll close the public hearing and open it up for comments and questions. What's your pleasure? I'll entertain a motion.

Jim Bandura:

I'll move for approval.

Judy Juliana:

Second please.

Mike Serpe:

MOTION BY JIM BANDURA, SECONDED BY JUDY JULIANA THAT WE MOVE APPROVAL OF THE ZONING TEXT AMENDMENT TO CREATE SECTION 420-153.. ALL THOSE IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Mike Serpe:

Opposed? The ayes have it.

B. PUBLIC HEARING AND CONSIDERATION OF A ZONING MAP AMENDMENT AND ZONING TEXT AMENDMENT to consider the following requests of Marilyn J. Kasko of PDD LLC and PDD II LLC; Todd Battle of the Kenosha Area Business Alliance (KABA); Michael Pollocoff of the Community Development Authority of the Village of Pleasant Prairie; and Michael Pollocoff of the Village of Pleasant Prairie (collectively, the Property owners); for two (2) public hearings pertaining to the zoning of the property generally located west of I-94 and between County Trunk Highway "C" (CTH "C") on the north and County Trunk Highway "Q" (CTH "Q") on the south in the Village of Pleasant Prairie, which is more accurately described below (the "Property"): (1) A Zoning Text Amendment to amend Chapter 420 of the Village Zoning Ordinance, pursuant to the pending creation of Section 420-153 of the Village Zoning Ordinance, by creating Section 420-154 relating to the creation and regulation of a planned development zoning district on the Property to be known as Planned Development District No. 1; and (2) A Zoning Map Amendment to amend the Village Zoning Map by rezoning the Property from the M-1, Limited Manufacturing District; B-4, Freeway Service Business District; and B-5, Freeway Office District to PDD-1, Planned Development District No. 1, which zoning classification includes zoning sub-districts that are more specifically set forth in the proposed Section 420-154. The Shoreland District and Floodplain Overlay District designations will remain. The C-1, Lowland Resource Conservancy District designations on the Property will remain. PDD-1,

Planned Development District No. 1 will overlap all currently existing and proposed C-1, Lowland Resource Conservancy District designations for certain administrative purposes related to PDD-1, Planned Development District No. 1.

Mike Serpe:

Before we start, I just have a couple comments. This obviously is the Abbott property that for the last couple years everybody has been wondering what's happening, what's going on. Tonight we're going to find out and you're going to hear something good, and I think something that is going to benefit this community and the surrounding communities, Racine County as well, Lake County, Illinois and especially Pleasant Prairie. An enormous amount of work has been put into this by our staff led by Jean Werbie, Mike Pollocoff, the Village Administrator, and the only Board member involved in this was John Steinbrink, our Village President, who also is the 65th District Assemblyman who had a significant amount of influence on getting the State to become a part of this project. We're excited about it. We're finally hearing it. I think it's going to be good. Sit back, relax, enjoy the show. You're about to witness history for Pleasant Prairie.

Jean Werbie:

Thank you, Trustee Serpe. I'd also like to just take a minute to thank Mr. Pollocoff, our Village Administrator, and my assistant, Tom Shircel, who attended numerous meetings and negotiations and worked very hard for the Village of Pleasant Prairie in addition to myself. With us this evening we have Marilyn Kasko from Abbott Laboratories. We have Chris Groesbeck and Mike Loganbill from VOA, some of the invaluable consultants that work for Abbott. We've got Ike Shupe and another attorney who is not with us this evening, Ian Fredrickson from Hughs and Luce down in Texas, and the Village's attorneys Jim Baxter and Liz Perry from Quarles & Brady. It has truly been a group effort and at sometimes there were very difficult negotiations that lasted into the wee hours in working on these documents. So I just want to thank everyone that's been involved and the support that the Village Plan Commission and the Trustees have given the support they have given all of us throughout this process because it has been a very long process that we've gone through. But I hope that everyone will be very happy with the first step in our presentation and our process this evening.

Mike Serpe:

If we left one out, we failed to mention Jim Baxter--

Jean Werbie:

I mentioned Jim, yes. Jim Baxter and Liz Perry from Quarles & Brady. We actually have two specific items on the agenda, the zoning text amendment and the zoning map amendment for this property. I'm going to be starting with some background information.

Over the past year, the applicants, along with their professional legal, architectural, planning, civil engineering and traffic engineering consultants, and the Village staff, Village attorneys and Village engineering consultants have been working diligently together to formulate PDD-1. The PDD-1 property is generally located west of I-94 between County Trunk Highway C on the north and County Trunk Highway Q on the south. And it's just on the west side of the 120th Avenue

frontage road and east of County Trunk Highway U which is in the town of Bristol. The approximately area of PDD-1 is 482 acres in area.

In order to establish the proposed PDD-1 zoning text and the associated zoning map district containing new zoning sub-districts the following amendments are proposed:

1. Zoning Text Amendment - To create Section 420-154 of the Village Zoning Ordinance, a planned development zoning district, to be known as Planned Development District No. 1 or PDD-1.
2. Zoning Map Amendment - To amend the Village Zoning Map by rezoning the PDD-1 property. Currently it has a number of classifications that the Plan Commission and the Village Board had rezoned the property into a number of years ago. Those include M-1, Limited Manufacturing District; B-4, Freeway Service Business District; B-5, Freeway Office District. These will all now be blended into one district known as PDD-1, which zoning classification includes zoning sub-districts which we'll be talking about this evening and are set forth in 420-154. The Shoreland District, which is the Kenosha County Shoreland Jurisdictional Area that was brought with the Village at the time of our incorporation, currently remains and will exist on the property. The Floodplain Overlay designations will also remain on the property. At this time, the C-1, Lowland Resource Conservancy District designations will also remain. They did complete a series of detailed wetland determinations, and as part of this presentation you'll learn that some of those areas will be requested in the future to be filled, but most of the C-1 areas will remain on the property.

Section 420-153, which is the zoning text amendment that we heard earlier this evening, is a text amendment to allow for the creation of PDDs. If the Village Board approves the zoning text amendment to create Section 420-153, then the zoning ordinance will grant the legal authority for the creation of this planned development zoning districts in the Village and this PDD-1. As you know, this evening the Plan Commission makes recommendations. This information will go onto the Village Board at their next meeting on Monday night and they will take the final official action for both the previous item and this item.

PDD-1 overview. Planned development zoning districts can be considered by the Village on a completely discretionary, case-by-case basis, to create a PDD which is unique and site-specific for the purposes of accommodating, facilitating and regulating a particular proposed development and use project. No specific criteria are set out to limit the Village Board's discretion in creating these districts since the nature of the project characteristics which might give rise to the desirability for a PDD cannot reasonably be foreseen. The Village Board will consider a PDD only if a proposed development and use project is not practicable under our current traditional zoning districts. It involves multiple uses, and is unusual, large and complex, and it is in the public's interest as to justify extraordinary efforts to accommodate, facilitate and regulate it.

Given those above statements, the proposed PDD-1 falls into the category of being a very unique, complex and large-scale development with distinctive project characteristics whereby the proposed development and use of the PDD-1 property is not practicable under the Village's traditional zoning districts - thus the need for the PDD district.

It is important to realize and understand that PDD-1 sets forth in part regulations pertaining to a potential gated campus-like complex whereby the gated portion is not accessible to the general public for uses centered on healthcare and pharmaceutical research and development, including related business offices and other related uses. For example, the gated portion of the property which we'll be talking about this evening is identified as the CA area or Core Area Sub District. The establishment of this PDD-1 does not necessarily require that Abbott Laboratories will be a company or the only company that locates within the Core Area Sub District. Instead, it may be a host of multiple property owners and multiple companies, whose uses are centered on healthcare and pharmaceutical research and development, including related business offices and other related uses that develop lots within the CA area. To this date, the Village of Pleasant Prairie has not received a final written commitment from Abbott to develop the property solely by use for Abbott. Therefore, this PDD-1 is actually almost 200 pages of land use management and zoning regulation tools for the development of the property. The PDD-1 takes into account that the property could develop with multiple lots and multiple separate property owners.

Additionally, PDD-1 also establishes zoning regulations pertaining to three potential peripheral business sub-areas that are readily accessible to the general public for uses generally centered on commercial retail service uses. We'll be going through this in detail in a little bit, but the business areas are identified as the BA-1 District, BA-2 and BA-3 Sub-Districts. The BA-1 Sub-District, if I can refer to the boards on the other side of the room, is on the southern end of the development site. So it's along County Trunk Highway Q. The BA-2 area is just to the east of the frontage road between I-94, the frontage road and County Trunk Highway Q. This is the area that's also known as the KABA property. They also have land that's just immediately to the north. And then the third area is the BA-3 area which is on the north end of the property site west of the frontage road and south of County Trunk Highway C.

The PDD-1 regulates a wide variety of development topics such as but not limited to land uses, access, infrastructure and zoning. The staff as well as the attorneys and applicant representatives will be presenting the PDD this evening. The Village staff memorandum will concentrate on the land use regulations and the provisions as proposed. We'll also be introducing some consultants for Abbott that will go into a little bit more of the detail of the conceptual development plan.

The PDD-1 zoning text amendment. Set forth in the staff comments, and as I'll be presenting this evening, I will be giving just an overview or summation of this almost 200 page document. There are various numbers of sections that relate to all the very details that you would typically see within our Village Zoning Ordinance, but again this zoning ordinance was written specifically from scratch for this particular property. So we needed to evaluate and to take into account all of the land use regulations that the Village would like to regulate and would like to work with the company on on this particular property. So it's quite detailed. I'm not reading it verbatim, but I'm going to just try to highlight some of the points that were in the ordinance.

Section A which is the authority section of the ordinance, pursuant to Section 62.23(7) and particularly Subsection 62.23(7)(b) of the Wisconsin Statutes and Sections 420-13 and 420-153 of the Village Code, the Board has the legal authority to adopt and create these PDDs.

The second section, **Section B**, under purpose and characteristics, the purpose and characteristics of the PDD-1 are to regulate and control the development and use of the property. This is being done by a number of different ways.

- (1) Establishing a planned development zoning district containing new zoning sub-districts that regulate where, how, and under what circumstances various uses may be conducted, while providing for the continued existence and potential future change of certain environmentally-related zoning districts. So we want to protect the environmental areas, but what we want to do is create new zoning districts.
- (2) Regulating and facilitating in the core area of the property the unified and coordinated development, phased over a substantial but indefinite period of time and probably involving multiple property owners, of a gated campus-like complex for uses centered on healthcare and pharmaceutical research and development, including related business offices and other related uses all supported by a system of internal private roads to which the general public will have no access.
- (3) Regulating and facilitating in each of three peripheral areas of the Property the unified and coordinated development, phased over a substantial but indefinite period of time and probably involving multiple property owners, of a range of commercial uses having a somewhat symbiotic relationship with the core area uses but which will be open to the general public. So the areas in the BA-1, BA-2 and BA-3 are intended to be open to the general public and will have full public access.
- (4) Providing a system of development and use regulations sufficiently robust and at the same time sufficiently flexible to accommodate, facilitate, regulate and control incremental, leapfrog, multi-owner development of a very large site, the progress and shape of which development is now only vaguely foreseeable but which may include variously sized buildings in a wide variety of potential configurations and arrangements; where the supporting infrastructure will be developed incrementally to serve the uses as they develop, will consist of an unusual mix of public and private improvements, and will be provided in accordance with a contemporaneous development agreement that obligates all present and future owners, developers and users of the property; where the planned infrastructure systems to serve the PDD require prescribed elevation, slope, and continuity across large portions of the PDD and potentially across numerous property ownership lines and numerous potentially separate development sites; where each owner's development activities must take into account the potential development needs of other owners and one owner's development activities may require the construction of infrastructure on the property of distant owners; where all owners and users within PDD-1 will be bound by aggregate maximum limits on the amounts of water used and on the amounts of wastewater discharged, and by aggregate maximum limits on the square footage of certain uses, so that one owner's use may limit or even eliminate another owner's potential uses.

What that means is that we have tried to incorporate as much flexibility into the zoning ordinance as possible. So whether there's only one particular owner on this property or multiple owners that have to work together, that because we've got a system of somewhat private and public infrastructure, that everything will work together from one use to the next use to the next. And as the first phase of this complex develops at one end of the site, that the next phase, if it's not adjacent to it will work, and the next phase will work, so that there is a relationship amongst all the phases within the development. We need to make sure that however they decide to develop this campus that the big picture is always being looked at and that we can always make sure that the infrastructure, the sewer,

water, storm sewer, drainage, all of the infrastructure to service this site will always work no matter how the development incrementally develops.

- (5) Identifying, preserving, and protecting floodplain, wetland and shoreland areas.
- (6) Providing for, identifying, and preserving open space. They will go into some discussion with respect to a shared open space area which is a center spine area of green space that's going to be created through this campus development.
- (7) Providing for pedestrian connectivity between buildings, parking facilities, transit stops, and open space within and between the various areas of the property.
- (8) Providing for the possibility of parking facilities and access shared by uses on different lots.
- (9) Providing for, regulating, and coordinating various public and private infrastructure and improvements required to serve the planned development.
- (10) Providing for and facilitating the possibility of future land divisions within the property, especially within the core area of the property where such divisions might otherwise be difficult to accomplish.
- (11) Providing for multiple principal buildings and directly related accessory buildings and structures on the same lot.
- (12) Providing regulations for uses, setbacks, building separation, building height, façade design, construction materials, signage, open space, off-street parking, landscaping, and private roadway standards.
- (13) Providing clear guidance with respect to how the provisions of PDD-1 relate to and interact with the current zoning ordinance.
- (14) Providing clear guidance with respect to how the provisions of PDD-1 relate to and interact with the contemporaneous development agreement provided for herein.
- (15) Providing for streamlined administrative review procedures with respect to site and operational plans for the development of this property.

The next section in the ordinance talks about a development Agreement (**Section D**) - This section specifies in detail the necessity and requirements for a Development Agreement for the public and private infrastructure improvements and requirements for the development and use of the property. The Development Agreement shall be entered into between the Village and each of the owners of any portion of the Property as a condition precedent to the adoption of this ordinance and the effectuation of this ordinance. Included in the Development Agreement shall be preliminary engineering design plans for required public and private roads, sanitary sewer and water systems and storm water management facilities and the property and a related preliminary storm water management report, based on the hypothetical build-out of PDD-1, and related documents identifying the components of such facilities required in connection with any development in each of 19 specified areas of the property and providing the storm water management model and other mechanisms needed to adjust and refine the Master Facilities Plan.

As the first project on this site is proposed, we need to evaluate that in the big picture, and each of these master facilities and related plans will be updated as we incrementally move around the campus.

The next section that I'd like to talk about is zoning map, Section 7. **Exhibit C**, which is on the slides as well as on the Board of the PDD-1 depicts four different zoning sub-categories. Tom is going to be identifying the areas that I'm talking about as I go through this information. The first and the primary area within the Abbott PDD is the CA area or the Core Area Sub-District. This is the area that is the center of this proposed campus area. It's extended primarily not only in the center of the property but extends a little bit to the northeast as well as to the south.

The second area for the zoning sub-districts is the BA-1 area, and this is the Business Area-1 Sub-District. Again, the BA-1 area is located just north of County Trunk Highway Q, just south of the ring road, and it extends kind of just to the north, just to the west of 120th Avenue south of the waterway. So there's actually two BA-1 areas that are separated by an entry road coming north from County Trunk Highway A.

The third area is BA-1. This is the area that is between the frontage road and I-94 at the southeast corner of the property. Then the final area is BA-3, Business Area 3. That is located on the northern portion of this site north of the ring road, west of the 120th Avenue road and south of County Trunk Highway C. There's a large area on the zoning map that is designated as C-1, both east and west of 120th Avenue. Those are areas that are in the Lowland Resource Conservancy District. Those areas are essentially unbuildable. There are some storm water management and wetland and drainage ways that are going to be identified in those particular areas, but they will not be buildable areas for structures or new development.

The next section I'd like to talk to you about is the conceptual development plan, **Section G**. The conceptual development plan shows a skeletal arrangement of private entry roads. And Tom can identify on the north there's a private entry road coming off of 120th Avenue. There's a second private entry road in the middle of the site that extends from 120th Avenue to the ring road, and then on the south end from Q going north there's another entry road. On the west side there's a future entry road that will take you from County Trunk Highway U internal through the Bristol property to this particular ring road for the western portion of the site.

The private ring road circulates around the entire campus. Again, the CA area, the core area, is primarily internal to the ring road. The ring road, as well as the entry roads, are intended to be private. The specifications will allow for a large amount of traffic built to public standards for traffic to get into and out of the site, but the only public roads that are in proximity to this development are County Trunk Highway C on the north, 120th Avenue on the east, County Trunk Highway Q on the south, and then eventually as we get further to the west County Trunk U on the far west. As you know, I-94 forms an eastern spine to this development. 165 and Q in years previous to these years was updated and improved, but the State of Wisconsin DOT is in the process of finalizing design plans for a new interchange at County Trunk Highway C that will be able to accommodate the proposed traffic to be generated from this development and developments to the west.

The conceptual development plan also identifies a number of features of the proposed development including the shared open space area. This is a restricted area which forms a visually open green space area, and it runs on a north/south access through the gated campus of

the core area. The proposed building areas have been identified on this next slide, which is almost all of the cross-hatched area on this particular slide. There's a proposed storm water basin area in the very northeast corner as well as throughout this particular slide that have been identified. There is an easement for the sanitary sewer main that runs through this property to the Town of Bristol. There are proposed access locations, proposed sites for future Village water tower, and a future Village fire and rescue station. The water tower site, going back to this previous slide, is at the very northwest corner of the ring road internal to the property that's in the Village of Pleasant prairie, and there is a potential future fire station location that is adjacent to County Trunk Highway Q at the very southwest corner of the campus property in the BA-1 area of the site.

In addition, again, there is a number of Lowland Resource Conservancy areas and floodplain areas that traverse through the property in an east/west direction that are bounded on either side by County shoreland jurisdiction. Again, these areas will remain.

The next section I'd like to talk about is the site and operational plan review which is **Section K** in the ordinance. This section indicates that Article IX of Chapter 420, relating to site and operational plan approval, shall be fully applicable to PDD-1 except as otherwise specifically provided in the PDD-1 and in accordance with any additional provisions or requirements that we may have added. For example, Section 420 and this PDD-1 both require site and operational plan review for new buildings by the Village Plan Commission.

The PDD-1 also requires that prior to or concurrently with the submission of the first site and operational plan for development or use of any area within the CA Sub-District and the BA-Sub-Districts there shall be submitted to the Village for Plan Commission for their review and approval, comprehensive, unified, and coordinated plans applicable to each of the Sub-Districts. So when we get to the next step in our process and they're ready to start with the first phase of development, we will need to have more detailed plans for the entire area in order for us to evaluate that the first phase fits into the entire bigger picture for future consideration. In addition, we'll be looking for comprehensive plans as it relates to signage, landscaping and lighting at that time as well.

In addition to the required submitted of the comprehensive sign, lighting and landscaping plans, the BA Sub-Districts also require the development of exterior design plan, because we want to have a unified theme, coordinated development in each of the commercial areas as well adjacent to the campus.

The next section I'd like to talk about is signs, **Section L**. This section sets forth regulations for certain types of signs. Except to the extent of any direct conflict with the provisions of Section L of PDD-1, the regulations and procedures set out in Article X of Chapter 420 of the Zoning Ordinance relating to signs, flags, lights, shall be applicable to PDD-1. The PDD-1, however, does provide for and regulates certain types of signage unique to this campus. First, freestanding entry signs, a campus identification sign and a highway identification sign all of which will be located in the CA-Sub-District. Additionally, hotel wall signs and restaurant wall signs are specifically regulated in the BA Sub-Districts. Because as we'll be talking a little bit further this evening, the BA-2 and the BA-3 District areas are those areas which we have identified for future potential locations for hotel conference, hotel restaurant locations.

The CA Sub-District Development and Use Regulations is the next section I'd like to talk about and that is Section N in the ordinance. As with any Zoning Ordinance, the PDD-1 establishes specific land use regulations pertaining to the following: allowed uses, buildings per lot, locations of buildings and structures, setbacks, building separations, height of buildings and structures, general design standards, building façade requirements, and construction materials. In general, the types of allowed exterior construction materials for this campus includes glazing; stone; brick; architectural pre-cast concrete; aluminum, stainless steel, bronze, or brass curtain wall systems; storefront systems and accents; aluminum metal panels or other metal panels if integral to window wall or curtain wall systems or if used for trim, soffits, canopy, sun protection systems, or mechanical penthouses. The non-glazed areas of any building in the CA Sub-District shall comply with the standards set forth in the zoning ordinance. Furthermore, Architectural Precast Concrete shall be allowed on all buildings if it satisfies the unique definition that we wrote for this PDD-1. The roof forms in the CA Sub-District shall be copper or zinc-coated aluminum metal panels, or slate or architecturally painted metal panels.

The next section is **Section O**, the BA-1, BA-2, and BA-3 Sub-District development and use regulations. The BA Sub-Districts have similar specific land use regulation categories as noted for the CA Sub-District, including allowed uses, buildings per lot, locations of buildings and structures, setbacks, building separations, height of buildings and structures, general design standards, building façade requirements, construction materials, general open space, pervious open space, shared open space area. However, the standards and dimensional regulations differ from those set forth in the CA area.

What Tom has been going through for you, and I didn't realize he was going through them already, are some general acceptable types of office, research development buildings and other types of building within the CA area. What we thought would be very helpful was that while all of these regulations are set forth in our new ordinance that we're writing, sometimes it's helpful to have some illustrations of what we mean by the things that we say. So we are including these specific photographs of some buildings that we conceptually have all agreed on that would fit the visual appearance, character or what we consider as this Class A office type building and research and development type structure that we would like to see in this campus. So this is just a good variety of some photos that were selected. This one happens to be the Abbott Campus down in Lake County, but they kind of give you a good feeling of the types of structures that we're going to be looking for in the CA core area. Then there's some for the manufacturing, distribution and warehouse as well.

Just a couple other things. Recent minor modifications to the PDD ordinance. The draft of the PDD-1 ordinance that was available for public review on the date of publication of the first notice of this hearing specifically noted still-pending issues regarding the amount of manufacturing to be allowed and interrelated issues regarding the amount of sewer discharge capacity to be allowed with respect to the manufacturing. These issues required some further checking by both Abbott and the Village. The resolution of these issues is contained in the current draft of the ordinance and does not involve any type of substantial change from the draft that was previously available. The Village staff has also become aware in the last few days that a legal description of the PDD-1 area used for the PDD-1 hearing notice includes a little slice of extra territory adjacent to 120th Avenue that was located outside of the proposed zoning map. So that small adjustment or change was also being made. The proposed zoning map that has been available is correct and we have revised the legal description to conform to the zoning map and to eliminate that territory. The

territory described now in the legal description is slightly smaller than the territory described in the notice and is not a substantial change.

What I'd like to cover now is just to describe the uniqueness of this PDD-1 to Pleasant Prairie. The Village has never before adopted a full-scale, from-scratch PDD zoning ordinance. This ordinance is very unusual even for a PDD ordinance. By statute, a PDD is different than any other type of zoning district. Its regulations do not have to be uniform, so it can be site specific, and a PDD cannot be imposed unilaterally by a municipality on a landowner. The landowner must consent to the PDD. Consequently, a PDD necessarily involves a marriage between the needs and desires of the landowner and those of the municipality. Here, Abbott needed a finally-approved zoning framework in place that offered the flexibility it needs to buy a company, or relocate a division, or sell off a division, and have a place to put it in without going through a months-long process with an uncertain end.

In this Village, we have typically rezoned land for development only when we have had the final, detailed development plans and the final construction contracts on the table. Consequently, the process of negotiating and drafting the proposed ordinance has been very challenging. This PDD-1 is able to provide the required flexibility by reference to the conceptual development plan, by reliance on the site and operation plan approval requirement process and the land division and development control ordinance, and by reliance on a development agreement relating to the public and private infrastructure needs of the proposed development which we are going through the final process of negotiating.

There are numerous other sections within this PDD document that I will not go through in detail this evening because we have other things that we'd like to cover. However, if there are any questions as we go through the process we'd be happy to go through those sections as well.

The zoning map amendment this evening then, the petitioners are requesting a zoning map amendment to rezone the property in order to accommodate the proposed development and proposed uses established in the text of PDD-1. The petitioners are requesting to amend the Village Zoning Map by rezoning the property from the M-1, Limited Manufacturing District; B-4, Freeway Service Business District; and B-5, Freeway Office District to PDD-1, Planned Development District No. 1, which zoning classification includes zoning Sub-Districts for the CA area which is the core area, the BA-1, BA-2 and BA-3 Business Sub-Districts. The Shoreland District and Floodplain Overlay District designations will remain. The C-1, Lowland Resource Conservancy District designations will remain at this time. The PDD-1, Planned Development District No. 1 will overlap all currently existing and proposed C-1, Lowland Resource Conservancy District designations for certain administrative purposes related to PDD-1, Planned Development District No. 1.

What I'd like to do now is introduce our Village Administrator, Mike Pollocoff, for him to add some additional comments. And after the Village has completed our comments we will be introducing the consultants for Abbott to go into further details as it relates to the conceptual development plan.

Mike Pollocoff:

Thank you, Jean. One of the things that brings us to this point, not to mention or reduce the significance of Abbott choosing this for a site for expansion, but this area is included in Tax

Increment District #2. And it also has another overlapping jurisdiction with the Community Development Authority. The Village created TIF District #2 and amended it subsequently and projected that over a 20 year period up to \$54 million worth of improvements would be made to create, one, the expansion of LakeView Corporate Park and, secondly, this area west of the Interstate.

The division at that time was to improve the corridor along I-94, eliminate blight where blight existed up and down this corridor, and tonight we're particularly talking about the area north of 165, south of Highway C, where two adult bookstores and one RV sales yard was acquired along with a strip of land for the realignment of the road. The expenditures that had been made by the Village to accomplish this have paid for municipal water to be extended from Lake Michigan all the way across the Village, put up an elevated storage booster stations and brought out to the Interstate. The District has brought the water underneath the Interstate and has run it along the frontage road. And if you were to go out tomorrow or seen it today the Village crews are installing water along that portion of the realigned frontage road south from Highway C. The District also paid for improvements to the sanitary sewer system, again in part coming all the way from Lake Michigan clear across the Village out to the Interstate. Again, the Village has sanitary sewer coming underneath the Interstate in two locations to service this area.

The other major part of the TIF District was the acquisition of properties. The TIF District financially is doing well. The increments are coming in. That's that added growth that's added to the District. LakeView Corporate Park is doing very well and the District is fine. As we prepared that District plan our goal was if you think back to the goal of the Plan Commission and the goal of the Development Authority and the Village Board at that time was to take this roughly 500 acre piece of land without knowledge of Abbott but knew we could with sewer and water at this site have a mile of land along one of the busiest interstates in the country positioned between two major interchanges that would be ready for economic development. And we're at that point and we're lucky that somebody like Abbott has chosen that as a good site for them, and I think the Village is fortunate and I'm sure it's going to be a good relationship between the Village of Pleasant Prairie and Abbott in the future, because this is a very good piece of land and we're lucky to have such a good company take a look at it.

The Development Authority as we move along farther in the process and we finish our work, because we still have things we have to do as far as getting the road constructed, the frontage road, constructing retention basins in the areas where we had the adult bookstores and doing that work and putting those ponds in, getting the wetlands restored and doing that work, then at that point once we're completed and Abbott is starting their process that land is going to be dedicated back to Abbott. Virtually all the land that we acquired in this area will be classified as swamp and waste. There really is no developable land to speak of other than for those infrastructure type improvements.

For what we've all visioned a few years back this is the culmination of it. I think the money we've spend to date, and I really believe this, and I think financially the numbers bear that out, has been a good investment for the Village and it will continue to be a good investment for the Village to have two strong players, We Energies and Abbott, both working and putting in roads and water to get this developed and it's going to be good for the entire area.

The other thing that ties to this in one respect is, as Jean identified, the business are as what's known as the KABA piece, and I'm sure they're going to be described in some detail, but that's a

parcel of land that was at one point the Flying J Truck Stop. Had that development been allowed to occur, we may be talking about putting a warehouse out here or something like that. At that time both Kenosha County and the Village of Pleasant Prairie and the State of Wisconsin felt there were better uses for that land and the transportation improvements that were necessary made that go away. But we were able to, with the help of the Village President and also Representative Steinbrink to secure an aid package from the State for \$12 million to buy that piece of property. Abbott helped us because they were a conduit for a point, but really the Village is the recipient of that money along with KABA.

As this develops that KABA site will be sold in the future and that money that came from the State will be used for the improvements that are necessary for the Abbott development that are around the site. So that won't go into a TIF District and it won't go on the tax bill and it won't be a payment that's necessary for the Village of Pleasant Prairie or the Town of Bristol or Kenosha County. It was a very creative way of dealing with a problem that had to be solved. I give credit to Abbott for being the thinker on that and coming up with a way to make it work, the fact that we have KABA as a business partner who helps us get these things done and helped us secure the money for it.

So, as Jean indicated, we still have more work to do and we're going to be getting that done shortly. I think those are the remaining issues that we have to deal with. The Community Development Authority as supported the project. The portion that belongs to the Village is a small piece that in all likelihood will end up being right of way for Highway C. It will disappear in a right of way acquisition. With that, I'd like to introduce Chris Groesbeck, part of the Abbott Team. He's a really insightful person to deal with and he's represented Abbott well and the professional architect we've had a good time poking fun at him from time to time, but I'd like for him to describe the project from their standpoint.

Mike Serpe:

Chris, we'll need you to start with your name and address for the record.

Chris Groesbeck:

My name is Chris Groesbeck. I'm a principal with VOA Associates. We're located at 224 South Michigan Avenue in Chicago. Thank you. Members of the Planning Commission, the Village and the public here from Abbott first we'd like to say we're honored to be here to present this project. We'd also like to talk about I think the statement that this is a good piece of land, this is a great piece of land and a great community. We've been working for two years with the Village with their attorneys, Jim Baxter and Liz Perry. Jean, Tom and Mike I have to say this is one of the most satisfying collaborations I've had in my career. We've worked on many, many large projects, and the effort that this team, this collaboration, has put into this project we wouldn't be here today unless we had the type of vision that's been shown, the wisdom that's come out of our many discussions. We didn't always agree but we worked together to make sure that it worked for both Abbott and the community.

This is very important, because large companies like Abbott and companies across the United States their strength comes from their relationship with the community. And we've seen this all across the world, especially in the United States. And you look at how they embed themselves and how they work with their communities. They become over time an institutional presence and

importance for not only the sustainability of our economy but the sustainability of the whole life of the community itself.

With that I'd like to talk into a little more detail and give a little more color or form to what these diagrams represent and how developments like this as one looks—they don't happen overnight. They happen over a 20 or 30 year period. But the idea of providing a structural framework for how this happens, and this is something we know that's quite new not only in Pleasant Prairie but perhaps in the State of Wisconsin. This is how companies like Abbott all across the United States create sort of strategies for their future growth. As we know, in the United States and in the world the flexibility that we need, the improvement of business models, and the necessity to look toward the future in not only how they grow but how they can match the demands of their market and grow and change with that.

To start out, we'll go to the next slide. I want to emphasize a word that's been used here is the idea of campus. I'm sure you've seen many sorts of business parks which are individual owners and everything happens in that world on their own sort of piece of land. What we're looking here is to create a campus and perhaps that in and of itself has driven the complexity of the document that you have before you. When we say campus what are we talking about? We're talking about a community of buildings of peoples who are working together for similar or singular purpose. A lot of the pioneering for the type of the corporate campus that we see throughout the United States I'd say represents the finest, and our examples not only used nationally but throughout the world are campuses that were developed perhaps by IBM all across the country, a couple which I worked on, which the focus was bringing the workforce together and sharing something in common. And many times it was the space between the buildings, the open space, that created a community within this sort of larger corporate enclave.

We see examples that are close to home either like Hoffman Estates, the Sears Campus, up in Moline the John Deere Campus. These are worldwide known examples of how corporations come and take pieces of land like we see here in Pleasant Prairie and create a campus environment that sustains itself. It's not just a singular building. It's a collection of buildings. It's a collection of people. It's something that sustains itself over time and has a framework to do so. And they're modeled off really what we think of the campus right now is a university campus. Here is shown UCLA. It's a campus that started out with one or two buildings but was developed around a quadrangle and open space. And over 80 or 90 years time there's been sort of a cohesiveness of buildings, many different building types, whether they're auditorium or research buildings or classroom buildings or residential buildings, yet they comply with the design standards. They are a pedestrian oriented atmosphere and they grow over time. I guess we use UCLA because they're still in the Final Four here so they're an appropriate university. But the point is that that's where the modern corporate business is going because they realize they have to be competitive. They have to have facilities that enhance communication which enhance collaboration and become places where people feel good about where they work. Next slide please.

So as we look at our campus we have 482 acres in Pleasant Prairie. And adjacent we also have 70 acres in Bristol. That's not part of the discussion today, but that's part of our entire thinking ultimately in terms of this campus. Of course, we're looking at what the existing zoning was for this campus. As we know there are some wetland areas to the northeast. There's a shoreland conservancy district, a lowland conservancy district which actually bisects the site pretty

symmetrically. And, of course, we have the presence of I-94, a great interchange here and ultimately a future interchange at County Highway C. Next slide.

When we started to look at this campus we looked at many ways of approaching how one starts to conceive this campus. It's a pretty open slate where how do we regulate where buildings are, cars, perhaps the conservancy areas. How do they relate in terms of the total ensemble? As we went through the particular sort of studies, if I could go to the next slide, we took a close look at what were the conditions that formulated this piece of land and knowing we're at your front door. I-94 is the front door of your community. What's great and not shown on this slide is that we're paralleling the Des Plaines River conservancy area. It's a great, great sense of coming into this community. We have conservancy areas that bisect this side and floodway areas that align the edge of our site. That tells us the areas that obviously it makes sense to build and areas in which we can start to conceivably enter our site. We have the overhead power lines that actually bisect our site, define the Bristol portion and the Pleasant Prairie portion.

So in looking how we take this great natural feature and incorporate it into a campus sort of atmosphere we took that center lowland conservancy and combined it with what we call a shared open space. It's a fairly open term. It's really like a campus quadrangle. It creates this cruciform of green space which defines the campus. It defines where the buildings are, and when I say it defines where the buildings are, it gives form to this entire development. That form is important to have over time. It's not a collection of individual buildings. It's a collection of buildings working together to form this neighborhood or this campus.

At the edge of the campus we'll have commercial support off of County Highway Q, 165, and not colored in here but what became part of this campus is what is known as the Flying J parcel, under 40 acres, bisected by the frontage road which then will take on this character of commercial support, in this case a hotel conference center to serve the site. Next slide please.

So we went over many alternatives and we looked at how then what happens when you start to then plan this campus to say you have buildings of any nature, whether they're office, a laboratory, they could be production manufacturing, they could be pilot manufacturing, they could be distribution and warehouse that supports that pilot manufacturing, how they actually then start to lay out and how they start to call it divide themselves into sections that work for how Abbott works today but also flexible enough to create or to conform to business models as they develop over time. And as we know that's the importance of flexibility, which Jean stressed, is that to be competitive one must be flexible. One must always improve what you do and that's why a plan needs to be strong. I think the term was used robust in how it defines the plan but also flexible enough so as they develop the type of building and process that they need to compete in the future that we can do so on this piece of land.

One of the things that I will mention is that as we start to look at how this lays out, we have, of course, requirements for access, for storm water and all that has been worked very closely with the Village with Bob Martin who is now retired to make sure that all our preliminary engineering works, all our storm water works, all our access works. We've had traffic studies from KLOA as we're working with the Wisconsin Department of Transportation as we continue to work with them. We've also done quite a bit of work with the Wisconsin Department of Natural Resources as it regards conservancy areas and wetlands, and they have all had their input included. May I go to the next slide please.

The plan that has sort of become the base them for this shows the fact that as we develop this component, the shared open spaces, the quadrangle and as it intersects with the lowland conservancy, that we will be developing this in phases that will include combination of office, research and development, production manufacturing. The idea that the buildings not only line this open space but also line the ring road in such a way that we are always presenting a front door on I-94, yet we create this pedestrian oriented environment that will grow and become more complete over time.

A couple other things I'd like to mention about this plan. Of course, we're showing commercial areas here. What's not shown here is the hotel conference center but that's what's intended for this site, as well as the possibility of hotel and conferencing up here in the north quadrant of the site. At some time in the future as we start to work with Kenosha County and Bristol we will have access from County Highway U and ultimately expansion from the Pleasant Prairie site.

One of the things that we really worked toward was to control the way parking areas were regulated along the site so this wasn't just the buildings surrounded by parking. It's really more buildings within a larger park-like atmosphere. And in a sense that park-like atmosphere of the scale and grandeur that would start to match the type of scale and grandeur you have in the conservancy area and the Des Plaines River. Next slide please.

So when we start to go from that plan to how we describe our document I think this is perhaps one of the more important documents showing the idea of if you want to call it the deeding or the defining of the open areas within this document, that they are always held. That our allowable building areas actually address both roadways and, of course, the open space here. These areas here are only being able to be used for parking, and such items as conservancy items as what we call agricultural wetlands here and here are zoned conservancy. And as we go forward as we develop this site those particular wetland areas are within the building areas will be filled. We'll be working with the Wisconsin Department of Natural Resources and going through those processes. But for the purposes of this plan that they are shown as they are at this point in time. Then we'll go in and mend the PDD.

One of the things that became very important to the corporation, a selling point, is having multiple principal buildings per lot. And that's the way pharmaceutical corporations work. And so like a university atmosphere, it wasn't like one lot and another lot and another lot. All these buildings you're connecting office and research and production these are interconnected entities and that's how these sort of modules work within a pharmaceutical corporation. However, we still have to think about the future and the issue of what happens in the future if land division is required. So within this plan right here as we're showing the shared open space, the lowland conservancy and the conservancy areas, we're trying to show what we're suspecting would be the logical format of land division as it would occur on this site. And where we have access to the open space, access to the frontage road, and as we are going through and the plan reflects this type of land division, and as we go forward we have those within the zoning documents so we're always very conscious between what we're doing on a site per site basis, that we're very, very conscious of what those divisions could be and should be and that we're following the Village ordinance as it's written right now. Next slide please.

Another component is, again, getting the structural framework of this plan is what are these buildings going to look like? What type of buildings are we getting here? What we're getting, the first answer could be driving 20 minutes south and looking at the Abbott Campus today. The

Abbott Campus today is probably one of the most cohesive campuses. It's large. It's about the same size of site, and as you can tell over time they have been very, very strict on the use of materials, the consistency of the buildings and, as you can see, there's a great amount of space devoted to open space, not only on their campus proper but surrounding their campus.

As we look to the type of flexible building of the future which might be part office, part laboratory, they will be buildings, and I think this is a great example, generally four stories in height. They'll be glazed. There will be glazing. In daylight it is a very important component of Class A office buildings as well as laboratories and as well as research and development buildings and even manufacturing. Although there are different glazing requirements, an office building will have a greater glazing requirement than, of course, a manufacturing building, but they will all have glazing requirements and they'll have consistent glazing requirements as they face both what we call the ring road and the open space.

When Jean described that we were talking about architectural pre-cast concrete, there is a specific definition of architectural pre-cast concrete within the PDD, and this is what we generally call architectural concrete. These are the types of pre-cast buildings that you see in Class A office parks. They're not painted. They're not stained. They're an integral admixture formed, factory formed, and they basically represent like poured stone. They're used in Class A office buildings throughout the United States and they have pretty much a sense of permanence. They're not like I think what the conception of pre-cast concrete has been in the Village to date. But we're looking at materials like pre-cast concrete, glazing systems, perhaps more glazing as we face open or natural areas. And, of course, on the ground floor that the idea of public areas whether it's assembly, whether it's conferencing, cafeteria, places where people meet and actually get access to the open areas, that they will have spaces which are unique to the buildings. But, again, we're looking at buildings that are flexible that will have fairly large floor plates and that will be usable 20 years from now because of their ceiling heights, the way they're designed, pretty much everything that we talked about in terms of Class A office buildings and laboratories. Next slide please.

Again, bringing the sense of unity and conformity to both the office buildings, having especially along the shoreline of lowland conservancy buildings that start to engage the natural areas, and also taking great care in how we do our storm water and how that is actually designed in such a way that it's not just like a storm water pond but it's designed to naturally blend into the natural area of the site. There's two good reasons for that. One, it looks better; two, it's a way to filter storm water and clean it before it actually goes into the storm systems.

Also, looking at production manufacturing and distribution warehouse they have to follow very specific design standards both as they face a shared open space but also as the look in the campus that they're made of the same material that you see in the entire campus. So there's a consistency throughout the campus both of quality of material and the way buildings are addressed on the site. Here I've shown just a couple buildings, a research laboratory on the Abbott site and the office building. As you see, these are in the PDD. Again, there's consistency in the material, consistency in the approach and they belong to the same campus. Next slide please.

So as we look at the what ifs, the idea then of the campus formed by the open space yet addresses its access roads, the integration of storm water and landscape so that they're seen as one, a pedestrian oriented campus, and the idea that parking is convenient, serves the campus yet you feel like you're in a larger park-like atmosphere. Next slide please.

Again, from ground level view emphasizing the importance of this idea of a pedestrian oriented environment which is what we're trying to achieve and what makes this sort of different from perhaps anything that you've seen here in Pleasant Prairie today. And yet this would also be part of the forward thinking of corporate campuses throughout the United States. Next slide please.

In the end, and here I'm going back to the university example, again, our approach is not to just a series of buildings but in a sense creating over time an institutional and permanent presence within this community of one that you'll be proud of and our corporation will be proud of and one that will look good now, look good 10 years from now, 20 years from now and truly become part of the community. Thank you.

Mike Serpe:

Thank you, Chris.

Jean Werbie:

I'd like to continue the public hearing at this time. I know that Todd Battle from Kenosha Area Business Alliance would like to make some comments as well as they're one of our applicants and partners as part of this process as well.

Todd Battle:

Todd Battle with KABA Development LLC at 600 52nd Street, Suite 120, Kenosha, Wisconsin. Thank you. We are owners of 40.7 acres in the southeast corner of this site and are co-applicant on the zoning. And I would just like to speak briefly in support of the proposed amendment before you. The PDD, as you can see from everyone here, the PDD and the related items represent a tremendous amount of work, time, energy and resources expended on behalf of Abbott and their team as well as the Village and other parties. I think everybody worked on this with the goal of providing Abbott the necessary framework and flexibility that they need as a global life sciences company, while also ensuring that the Village and the State of Wisconsin can ensure that that prime real estate has a world class development on it.

We've been kind of riding shotgun on the process as a landowner and a co-applicant on the zoning. We've been just really impressed by the professionalism on both the side of the Village and Abbott. Everybody shared kind of the same common goal. We want this to be a world class development that helps the community in terms of economic development and creates a great opportunity for Abbott to continue to grow their business, especially in terms of the kind of basically starting from scratch and charting new waters with the zoning that gives that flexibility. So I guess we've been very supportive and happy to be part of the process.

Maybe back to Mike's comments about our role. In general we're an economic development corporation for Kenosha County, so in general we support the project wholeheartedly as producing great jobs and tax base for the community. And specifically in this project our role really becomes as a fiduciary. We have been the recipient of grant funds from the Wisconsin Department of Commerce through the Village and in that capacity now own about 40 acres on the site. As part of the Block Grant Agreement and Regional Development Agreement we have certain obligations to the development. Primarily as Abbott moves forward with the development

our ultimate hope is that they meet certain performance criteria and we're able to grant them a portion of the land. The balance of the land we would actually hope to sell for fair market value returning as much money as possible to the Village of Pleasant Prairie to be used to pay for non TIF eligible improvements. That's really been kind of the creative structure that Commerce, Abbott and the Village helped create and KABA is glad to be a conduit and a helpful partner in doing that.

So I would just like to again speak in support of this and ask the Planning Commission to look favorably upon. We think it's a really good step in the right direction that kind of gets the ball rolling. Thank you.

Mike Serpe:

Thank you, Todd. This is a matter for public hearing. Is there anybody wishing to speak? Anybody wishing to speak? Yes, ma'am. We just ask that when you come forward just give your name and address.

Mary Ellen Persol:

My name is Mary Ellen Persol. My husband and I built our home at 9309 136th Avenue in 1994. This property is located in the northwest corner of the quadrant that's bounded by the frontage road, Highway Q, Highway C and Highway U. My comments are for the planning and zoning board as well as the representatives of Abbott Labs. When Pleasant Prairie annexed the property up to the power lines I was concerned. When the Town of Bristol designed their land use plan to fit the needs of Pleasant Prairie I was even more concerned. Shortly after that I found out that Abbott Labs bought the annexed property. I was semi relieve but still uncomfortable. Then Abbott Labs bought the property in Bristol that's adjacent to my property. Now, once again, I am most concerned.

I am concerned because, like most of you, our biggest investment is our home. Will these purchases and future buildings harm that investment? I lived in Lake County for 25 years and Abbott has a reputation for being a good neighbor. The more I thought about it the happier I was that Abbott purchased the property because I knew it would be sensitive to its neighbors on the perimeter of its land. Tonight these neighbors have not been addressed. I am concerned about the traffic on Highway Q at the entrance. I'm concerned about the traffic on Highway U at the entrance. Both of these roads are country roads with residential driveways. If indeed these entrances do occur a traffic nightmare will occur for Abbott's neighbors. Many residents would have great difficult pulling out of their driveways at high traffic times. As all of us know this will lead to accidents. The intersections on Highway U are not capable of handling that kind of traffic. The intersection of Highway C and U is already a hazardous intersection with two many accidents.

My second concern is a 12 story building. If it is built close to the frontage road it still will affect the view of many residences. Pleasant Prairie's name leads one to believe that you would fine prairies, not a 12 story building. The owners of the homes around Abbott's land will have quite an eyesore if indeed a 12 story building is built and I'm asking Abbott to please address the needs of its neighbors. Thank you.

Mike Serpe:

Thank you. Anybody else wishing to speak? Anybody else? Anybody else? Yes, ma'am.

Jane Perlman:

My name is Jane Perlman. I live at 9430 128th Avenue. My concern is that 128th Avenue has four homes on it with six children grade school or younger. I'd like the assurance that that won't be a construction access or potentially an access road into the park. Thank you.

Mike Serpe:

Thank you. Anybody else wishing to speak? Anybody else wishing to speak? Anybody else? We'll close the public hearing and take comments from the Commissioners. I'm sorry. We'll keep the public hearing open.

Michael Nelson:

Michael A. Nelson, 8795 136th Avenue, Kenosha. I own property directly north of Highway C between I-94 and Highway U. I just had some questions regarding some of the uses that we currently have. I don't know if they would be to Pleasant Prairie. Currently we're zoned A-1. Will any of the A-1 zoning have any limitations on them?

Mike Serpe:

Get your questions you have and I'm sure they'll respond to everything you have. Go ahead make your statements or comments and we'll respond later.

Michael Nelson:

Okay, would there be any limitations on the current zoning of A-1 which I'm currently zoned? Also, with Bristol's Land Use Plan would there be any extraterritorial zoning, any extraterritorial platting review for any of the land use amendments and rezone requests that would come in from that parcel? I think those two things. We've also got some institutional use and there is proposed future use for that. While that's not in the land use plan, I guess does that have any affect on what Abbott is doing at this time as well.

Mike Serpe:

We'll try to answer those as best we can. Thank you. Anybody else wishing to speak? Anybody else wishing to speak?

Patrick Perlman:

Patrick Perlman, 9430 128th Avenue in Bristol. A question regarding berms, fencing. Does the PDD define that at all?

Mike Serpe:

Thank you. Anybody else wishing to speak? Anybody else? Anybody else?

Donna Paraga:

My name is Donna Paraga, and I live at 13410 104th Street which is County Q. Has anybody addressed the traffic situation? Right now it's a nightmare and what is it going to be when this development gets put out there? It's horrible now. I can't even get out of my driveway and there's a traffic accident on Q and U periodically, quite often. Is that being addressed, U and Q, the traffic? I know I'm probably opening up Pandora's box by saying it's going to be widened, but how far down the line, the road? Pepsi goes by my house a million times a day with huge semis. It's unbelievable with traffic now. I don't know if Abbott or anybody else is even addressing the traffic problem.

Mike Serpe:

We'll be able to answer that. Thank you. Anybody else wishing to speak?

Nancy Bockrath:

My name is Nancy Bockrath, 12520 Wilmot Road. I, too, would like to address the issue of the traffic. Getting in and out of the driveway in the morning and coming home at night, if there's going to be 12,000 employees there's going to be a whole lot more traffic, a lot worse.

Mike Serpe:

Thank you. Anybody else wishing to speak?

Jim Parks:

Jim Parks, 3199 106th Place. Last week I addressed the Board about what part of Abbott was actually going to move into this area. I'm an Abbott employee. Obviously I have skin in the game. I'm curious about which organizations they are. Are the 12,000 new positions brand new or are they going to be transplants from the ADV acquisition. Just curious about that. Thank you.

Mike Serpe:

Thank you. Anybody else wishing to speak? Anybody else? Anybody else? We'll close the public hearing. Mike, you or Jean want to address some of those?

Mike Pollocoff:

Sure, I'll take some of these. With respect to traffic concerns along any of the roads, whether the frontage road, Highway C, U or Q, Abbott and the Village and our engineers have met with Kenosha County and the Town of Bristol, and Abbott's engineers have prepared a traffic study evaluating what the impact is. As this developed that impact study is going to do a couple things. One is it will identify the specific impact that could be attributable to Abbott. But then also we need to take a look at what other impacts could occur over time as other things develop besides Abbott. The Bristol Land Use Plan anticipated certain levels of development in their land use plan that's also going to trigger traffic.

So, again, as I had indicated earlier that's one of the things that as this process develops there's going to be improvements required on all those roads. In the first instance Pleasant Prairie is going to be doing those improvements on the frontage road. The State is going to be doing some of the improvements on Highway C. If you look over at that wall map you can see the design to date on Highway C for that interchange. The State of Wisconsin has already started looking at what's needed for that road. Kenosha County is going to be evaluating what's needed on Highway C and Wilmot Road. Not all 12,000 employees are going to come off the Interstate at Highway C and come into the site and that's what the traffic study describes how that develops.

I think probably from a reference point the community does have a reference in how to evaluate how this develops and that's LakeView Corporate Park. LakeView Corporate Park did the same thing. They laid out their Corporate Park in 1989. Howard Needles prepared a traffic study for the Corporate Park and identified what improvements would be needed in LakeView as time went on. Not all those improvements were made day one, but over time a number of those improvements were made to accommodate the inflow of traffic in the LakeView Corporate Park, both by the Village, LakeView Corporate Park and the State of Wisconsin and Kenosha County to some extent. That's how this will happen.

None of this happens overnight as far as the immediate impact of traffic, but we have the elements of the traffic plan in place, and then Kenosha County is going to do their part to supplement that. Because the County in Bristol is the planning agency that's really going to be the one that's going to define what other uses are going to take place in addition to Abbott that they have to take and load into the formula to be able to handle what improvements are made in there. I think whether you're on U, Q or C that's how it's going to lay out.

There are some deficiencies now as there are on many roads, where there's more of a push as we go and those will have to change. Pleasant Prairie, part of our Tax Increment District, will be widening U within the corporate limits of the Village. That's part of our project plan right now. We'll be widening the frontage road. That will take place as part of this development.

—: What about 128th Avenue?

Mike Pollocoff:

Right, I was getting to that one. On 128th, both Abbott and the Village, and if you look at these plans, shied away from 128th. There really is no plan to use 128th for anything. As the people who live on that road know it's a gravel road and fairly narrow and it does service four homes and we're not and neither is Abbott looking at using that road as a permanent access, a future access, a construction road, a haul road. The first road that's going to be completed is going to be the frontage road, and that frontage road is being designed to accommodate the ultimate development of Abbott. That's going to be the haul road. That's going to be the road that the construction equipment comes in and is designed to handle that. So that's really how Abbott is going to develop and also from 165.

Again, as I said, that road is going to be improved by the Village of Pleasant Prairie within our corporate jurisdiction so that that's an access into Abbott much like 80th Avenue and LakeView

Corporate Park, 95th Street, even 165. That section of collector roads around LakeView Corporate Park were built and developed to be able to accommodate the construction that occurred in LakeView within the park and those roads handle that construction. As far as the access that's really where it's at. That's going to be evolving. We've got our next step as far as a development plan to kind of get you closer there.

Once the Village is ready and once Abbott is ready, we can't make them develop it before they're ready to develop it. They have to go through their due diligence as a business and decide at that point when they're ready to go and those plans will evolve at that time as to where they're going to be. Then we'll look at it at that point. But the Master Comprehensive Traffic Plan that pertains to Abbott they prepared that and the State is reviewing it as well as Kenosha County and ourselves. It's definitely workable. We just need to realize that Abbott doesn't happen in a vacuum. There are other things around Abbott that will have to be considered as well.

Jean Werbie:

If I could just add to that, Mike, with respect to the traffic study that they've been working on for well over a year or year and a half now, there was an initial meeting with the Town of Bristol and Kenosha County with respect to the impact areas surrounding this potential Abbott Campus. And one of the discussion points was to look well beyond the Interstate and U and Q and C but well beyond that to the south, to the north and to the west. And there were 16 different intersections and roadways that are being evaluated as part of this process as to what the impact is going to be from this development as well as all the residential development in the western area of Kenosha County coming towards the Interstate, how all the development will relate to each other and how when people are leaving the campus and coming back to the campus what intersections, what directions that they're going, what roads need to be improved, widened, signalized, all those things are being evaluated.

As part of their traffic study they broke it down into three different stages or phases of major impact, and as part of the discussion when each incremental growth area of the campus starts to develop them these improvements will need to be made to this area of this roadway system. And then with this area and the next area and the next area, so that the improvements have been all identified up front with each incremental step's growth where the improvements have to be made. This also includes the areas in Pleasant Prairie on 165 at the off ramp, at the Interstate, as well as crossing over the bridge in those areas, and down at C and the off ramps and what needs to be done and some of that is shown on the boards. So all of these roadway systems in proximity to this campus are being evaluated, again, by the Village, by Kenosha County, by Bristol, by the State of Wisconsin, by everyone who has ownership or jurisdiction of the highways as well as would be responsible for the impact for this particular project in the area. So we have been working with them and we are constantly working and updating this information with the Wisconsin DOT.

In particular, we are also discussing with the DOT the impact of the new interchange at C and what that's going to do and what that's going to mean for the residents and the businesses in this particular area. So there has been a significant study under way at the same time that we have been going through this entire process. Our development agreement will address and reference this study as well as set forth what needs to be done, when, where, why and how it's going to get paid for.

Just addressing 128th Avenue, briefly, coming off of Highway C the reason why it's not even shown on these conceptual development plans is because we recognized from the very beginning that that roadway was not intended to handle or to service any of the traffic to or from this campus, and we didn't want it to be shown because we felt that it should not be a construction access, it should not be any type of permanent, temporary or any type of access. They want controlled, gated entries to their campus and we want the residents that surround this campus to know that they are not going to have traffic that are going to be going up and down that 128th. So that's why that's not even shown on the mapping.

I'm not sure of Mike Nelson's question so we might have to have him come back up, but Mike owns land in the Town of Bristol north of County Trunk Highway C. That area north of C is governed by Kenosha County and the Town of Bristol through their land use planning and zoning. The Village does not have any input and we don't modify, review, change, regulate the A-1 zoning in the Town of Bristol. That is controlled by Bristol and Kenosha County. So I don't know what limitations or concerns or changes that Bristol or Kenosha County might have on the A-1 areas. None of the land within this campus development is going to be zoned A-1, and it's within the jurisdictional limits of the Village of Pleasant Prairie. Again, I'm not sure if he was questioning any authorities or powers that Pleasant Prairie might have into the Town of Bristol or Kenosha County. Maybe Mike can comment on our cooperative agreement with Bristol.

Mike Pollocoff:

We have a cooperative agreement with the Town of Bristol. And in this area we do have areas within the town where it's called a supervised drainage district where we review development plans to make sure there's no impact to drainage. There's a sanitary sewer for the town growth area that's directly west of the Abbott site on the other side of U. But everything north, and in those areas with our current agreement the Village does not exercise extraterritorial plat review or zoning review. And in the area north it's not governed by our agreement at all. By our agreement we're not extending that authority there either. We've done that once and I don't think either side really likes it that well and it wasn't that productive. But that will develop as how Kenosha County and Bristol . . . that development.

Jean Werbie:

And the next thing I want to mention is that the zoning ordinance does set forth parameters and requirements for berming as well as fencing as well as increased setbacks from any structures to the outer property boundary limits. I don't know exactly what those are yet because, again, we will be working with Abbott to do a comprehensive plan as we move forward through the process so we don't have those defined as yet. We certainly can take any suggestions or comments with respect to those areas, but we have not defined exactly at this point where they are and how high they're going to be and how they're going to be screened or fenced other than the provisions allow for that type of activity to occur within this district. So we will have to work toward that end as we get further along the process.

There was one other question that had to do with the 12 story office building. Abbott had requested some flexibility with respect to the height of some office buildings, the signature building if you will. They've indicated to us that that is not their typical building. The typical building will be three or four stories, but we have allowed for up to four 12 story office buildings. The company is keenly aware of the concerns that we have in putting any one of these buildings

on any peripheral area that is adjacent to residential zoning in the Town of Bristol. We've increased some setbacks as a result to any tall buildings, but they're aware of the concerns that we would have, to bury something like that in the back or to put it adjacent to residential development in another community.

I don't know if you saw it in some of their illustrations or drawings, it looked like they were almost trying to put them in the center or the core of the campus. But, again, there is some flexibility with respect to that, but we will continue to voice the concerns of not putting it on top of any residential property adjacent to the site.

Mike Serpe:

Mr. Parks had a question about the employees. I assure you that the people involved in this presentation have no input on any of that. That's something down in Abbott Park that they take care of, not here.

Jean Werbie:

That's correct. We have not been privy to any information with respect to how they are going to be developing this campus at this point with respect to divisions or new construction or from expansion and things like that other than they've indicated that this is intended to be an expansion area for Abbott Park.

John Braig:

When this campus is fully developed it's obviously the size and nature that, at least in the past, we have suggested a central heating and chilling plant. I didn't see anything addressing that issue in the proposed zoning text amendment.

Jean Werbie:

Possibly Chris could come up and discuss in detail, but we have made provisions in the zoning district in the core area for these types of facilities for them. So we have identified it as a land use and we put parameters with respect to the building types and materials and all those types of things, but I can't tell you today. I'm not sure if the Abbott people can as to whether or not there will be one centralized plant facility or multiple or if they're intending to not have that type of arrangement.

Chris Groesbeck:

Just to address that, we have that provided for that we can have that type of facility within the PDD. How that's addressed and what timing such a facility would take really depends on the critical mass of buildings at any one time. As you know, as we were looking for more energy efficient systems and ways of producing energy that we'll be looking to do at some point in time the most efficient systems. Sometimes we look at these central plants like utility plants like power plants, but they're actually becoming much more streamlined, much more efficient. Many times they're located within parking decks. They're becoming much more elegant and efficient

and that's what we'd probably be looking for over time once that critical mass decides that we need such a facility.

John Braig:

Am I correct that your production processes would be a high energy user, heat or steam heat?

Chris Groesbeck:

Actually it depends what type of process it is, number one. Sometimes your laboratories or office buildings tend to be pretty high in terms of the energy. It just really depends on the process. It's a little hard to tell right now. Certain processes take more water, certain processes take more energy. It just depends what it is.

John Braig:

Thank you.

Judy Juliana:

Before I get to my question I want to commend all parties, Abbott, the Village, Bristol, the County. You've done a tremendous job and it really shows in the documents that we've received this evening and I commend you for all the hard work and all the hours the past few years.

I only have one small question and it's regarding the light manufacturing. Will there in the future be any type of fermentation going on at this facility?

Marilyn Kasko:

Good evening. My name is Marilyn Kasko. I'm the Corporate Vice President for our Real Estate Group, 200 Abbott Park Road, Abbott Park, Illinois and the answer to that is no.

Donald Hackbarth:

I have a fundamental question. The PDD is that something that there's a model out there that we modified for us or just something unique to Pleasant Prairie?

Jean Werbie:

This is unique to Pleasant Prairie. It basically was an ordinance written from scratch and basically I can say from the minds of all those of us that were participating in the process and primarily from the two head attorneys, Jim Baxter and Ike Shoop.

Donald Hackbarth:

So we are a model for the nation and campuses around the nation is that it. Looking outside of the beltline on the south there on Highway Q what kind of businesses are we looking for to move in that area?

Jean Werbie:

In which particular are, Don?

Donald Hackbarth:

On the bottom. Along Highway Q for the access do we have any idea or plans or just kind of what we are thinking about?

Jean Werbie:

We do. If I could bring your attention to Exhibit L in the PDD document.

Donald Hackbarth:

You said I didn't have to read that whole thing.

Jean Werbie:

The first section of Exhibit L is the CA Sub-District, and it clearly defines all of the principal uses including the permitted uses, restricted permitted uses, restricted auxiliary and supported uses. But the next section of the document which is actually on page 6 of Exhibit L, specifically sets forth the various types of commercial uses that the Village would allow within the BA-1 Sub-District area. The permitted uses are very wide ranging, and I think many of them would mirror some of those uses in the B-1 District and the B-2 District. But, as you can see, banks, business professional offices, clinics, coffee house, convenience store, daycare centers, dental clinics, dry cleaning, essential services, grocery store, postal station, restaurants—

Donald Hackbarth:

You've answered my question. I move approval.

Wayne Koessl:

I'll second.

Mike Serpe:

MOTION MADE BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL FOR APPROVAL. BEFORE WE TAKE A VOTE I THINK MARILYN WANTS TO SAY SOMETHING.

Marilyn Kasko:

First of all, this is tremendous. Thank you for the opportunity to do this project in Pleasant Prairie. Working with Mike and Jean and the entire team has been a wonderful experience. Very, very amazed at the vision of Mike and Jean and also I met with John Steinbrink and how this has been in the works I've heard for 15 years. That's incredible. It takes this amount of work and time to create this sort of project. This is a team effort. It's never just one or two people.

But I have to tell you I was not in these meetings that went to the wee hours of the morning because I cannot stay awake after ten o'clock. Not only late night meetings and early morning meetings but weekend marathons that I am aware of because I did feed them. That I did, but weekends that Ike flew up from Dallas and came and stayed up here at the Radisson I believe. Just a Herculean effort. It's been a real pleasure to meet this team.

The attorney, Jim and Liz and work with Tom I cannot tell you how impressed I am and how wonderful it is to say the name Pleasant Prairie. It means a tremendous amount. I've been at Abbott three and a half years and this has been probably the biggest project I've done at Abbott and I manage the Global Real Estate, so it's extremely gratifying to me to meet all of you and be able to put faces and to hear the citizens and listen to concerns and make note of them and continue working. It's still a work in progress. We have a lot of work to do. But, again, I just want to say thank you and let you know what a fantastic team you have. I've done zoning from California to Washington, D.C., for over 30 years and this group is stellar. You can be real proud of them. On a national basis they can hold their own. Thank you very much.

Mike Serpe:

THANK YOU, MARILYN, AND WE ARE EQUALLY AS PROUD OF THEM. MOTION ON THE FLOOR BY DON HACKBARTH WITH A SECOND FROM WAYNE KOESSL FOR CONSIDERATION OF THE ZONING MAP AMENDMENT AND ZONING TEXT AMENDMENT. ALL THOSE IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Mike Serpe:

Opposed? The ayes have it. Jean, do I understand that Item C you wish to table?

Jean Werbie:

That is correct.

Wayne Koessl:

So moved.

John Braig:

Second.

Jean Werbie:

Trustee Serpe, I am requesting the item be tabled until April 23, 2007 so that the item tabled be taken up at that meeting.

Mike Serpe:

OKAY, ITEM C TABLED UNTIL APRIL 23RD. MOTION MADE BY WAYNE KOESSL AND SECONDED BY JOHN BRAIG. ALL THOSE IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Mike Serpe:

Opposed? The ayes have it.

Wayne Koessl:

Mr. Chairman, can we take a ten minute recess?

Mike Serpe:

Sure.

(Recess)

Mike Serpe:

Can we bring the meeting back to order please. Don wants to comment here.

Donald Hackbarth:

I remember years ago when we had difficulty with Bristol sharing the money for doing the sewer. Remember that? How short we were, \$12 million or something like that. I don't know what the disparity was but they refused to pay it. And then as it turned out with the whole legislative legal thing it wound up that they did have to divvy in because they wanted the services, and as it turned out part of the agreement was that we annex the land. So what turned out to be what looked like a disastrous situation where we kept holding the bag look how it turned out. I just think what was a disaster turned out to be a real blessing.

D. PUBLIC HEARING AND CONSIDERATION OF THE PRELIMINARY PLAT for the request of Mark Eberle P.E. of Nielsen, Madsen & Barber, S.C. agent for The Settlement of Bain Station LLC and The Landing at Bain Station LLC, owners of the properties generally located at the northeast corner of CTH H (88th Avenue), and Bain Station Road for the proposed Bain Station Crossing development including 43 single family lots, two (2) lots to be further subdivided into condominiums and four (4) outlots.

Jean Werbie:

I would ask if we could take up consideration of the zoning map amendment related to the same item at the same time. Separate action would be needed, however.

John Braig:

So moved.

Jim Bandura:

Second.

Mike Serpe:

MOTION MADE BY JOHN BRAIG AND SECONDED BY JIM BANDURA THAT WE TAKE UP ITEM E AS WELL. ALL THOSE IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Mike Serpe:

Opposed? The ayes have it.

E. PUBLIC HEARING AND CONSIDERATION OF A ZONING MAP AMENDMENT for the request of Mark Eberle P.E. of Nielsen, Madsen & Barber, S.C. agent for The Settlement of Bain Station LLC and The Landing at Bain Station LLC, owners of the properties generally located at the northeast corner of CTH H (88th Avenue), and Bain Station Road for the proposed Bain Station Crossing development to rezone the field delineated wetlands into the C-1, Lowland Resource Conservancy District, to rezone Lots 1-3 and 6-43 and Outlot 4 into the R-4, Urban Single Family Residential District, to rezone Outlots 1, 2 and 3 into the PR-1, Park and Recreational District; to rezone Lot 44 to the R-11 (UHO) Multi-Family Residential with and Urban Landholding Overlay District for future senior condominium development, to rezone the non-wetland area of Lot 45 to the R-10 (UHO), Multi-Family Residential with and Urban Landholding Overlay District for future condominium development. The non-wetland areas on Lots 4 and 5 will remain in the C-2, Upland Resource Conservancy District and the FPO, Floodplain Overlay District within Lot 45 will remain.

Jean Werbie:

Mr. Chairman and members of the Plan Commission, the petitioner is requesting approval of a Preliminary Plat and a Zoning Map Amendment for the proposed Bain Station Crossing Development. This project is generally located at the northeast corner of Bain Station Road and 88th Avenue which is County Highway H within the Prairie Ridge Neighborhood. The development proposes to create 43 single family lots, two lots to be further subdivided into condominiums and four outlots.

In accordance with the Village Comprehensive Plan, the Prairie Ridge Neighborhood is classified as being within an Upper Medium Density Residential land use category having lot areas between 11,999 and 6,200 square feet per dwelling unit. This allows for some areas of the Neighborhood to have larger lots while some areas to have smaller lots or be developed as multi-family units. On December 11, 2006, the Plan Commission held a public meeting, and on December 18, 2006 the Village Board conditionally approved the Conceptual Plan for the proposed mixed residential development including 44 single family lots to be known as The Settlement at Bain Station Crossing; 108 condominium units to be known as The Landing at Bain Station Crossing Condominiums; and 95 senior condominium units to be known as The Summit at Bain Station Crossing Senior Condominiums.

The proposed Bain Station Crossing Development complies with the approved Prairie Ridge Neighborhood Plan and the Conceptual Plan as approved by the Village Board on December 18, 2006.

Within the residential portion of this development, an approximate 72.4 acre property generally located at the northeast corner of Bain Station Road and 88th Avenue and located within the Prairie Ridge Neighborhood is proposed to be developed into a mixed use residential development that includes single family lots, condominiums and senior condominiums as outlined previously.

The entire development provides for a net density of 4.11 units per net acre. Within this development the population projections include for the entire development at full build out 152 proposed dwelling units, 95 senior housing unit, 247 total dwelling units, 415 persons and 143 seniors at the Summit at Bain Station Crossing. 558 is the total estimate of population at full build out. 95 school age children or 64 public school age children at full build out is proposed.

At tonight's meeting the petitioner is requesting approval of the Preliminary Subdivision Plat that includes 43 single family lots, two lots to be further subdivided into condominiums and four outlots.

Under the single family development, and we'll refer to as the Settlement, the Settlement area which comprises 29.57 acres including 0.3 acres of wetland of land generally located east of Highway H and north of Bain Station Road is proposed to be developed into 43 single-family lots. So this area would be at the southwest corner of the development property.

Two of the single family lots, Lots 4 and 5, are proposed to be 4.5 acres and 2.9 acres respectively and the remainder of the lots are proposed to range in size from 35,234 to 15,001 square feet with an average lot size of 18,832 square feet, but this does not include the two larger lots, Lots 4 and 5. Each of the single family lots, excluding Lots 4 and 5 meet the minimum requirements of the R-4, Urban Single Family Residential Districts, which requires each lot to be a minimum of 15,000 square feet with 90 feet of road frontage. Lot 4, which is 4.5 acres with 706 feet of frontage and Lot 5, which is 2.9 acres with 273 feet of frontage, these lots are both proposed to be zoned into the C-1, Upland Resource Conservancy District. It's a conservation area because there's mostly wooded areas or woods on these particular properties.

Five existing homes and their accessory structures within the proposed development site will be or are being razed. These are located along 88th Avenue. Proper razing permits are required to be

obtained prior to the razings. All structures shall be removed and all related inspections shall be completed prior to acceptance of required Phase 1 of the Required Public Improvements.

Outlots 1, 2 and 3 are proposed to be dedicated through a fee interest transfer to the Homeowner's Association. All three of these outlots are located on the west side of 85th Avenue. These outlots have been identified as Dedicated to the Homeowner's Association for Open Space, Woodland Protection and Preservation, Stormwater Management, Retention Basin, Access and Maintenance Easement Purposes.

Outlot 4 will be retained by the Developer and could be developed as a single family lot or combined with the adjacent property to the north for future residential development. Again, Outlot 4 is located just on the east side of 88th Avenue kind of to the north of this residential development.

Lot 44 will be further subdivided into Senior Condominiums. This area is going to be identified as the Summit. The Summit area which comprises 7.14 acres of land generally located west of 85th Avenue and south of 83rd Street and it's proposed to be developed into 95 senior condominiums. These condominiums will be for persons age 55 and older. The buildings will be three stories with underground parking. Two of the buildings will have 35 condominium units, 27 2-bedroom and 8 1-bedroom units, and 1 building will have 25 condominium units, 20 2-bedroom units and 5 1-bedroom units. A Preliminary Condominium Plat, Final Condominium Plat and a Planned Unit Development Ordinance will be required to be completed prior to the development of this condominium portion of the development.

The next portion of this site is Lot 45 which is proposed to be further subdivided into condominiums. This area is referred to as the Landing. The Landing area which comprises 26.3 acres of land generally located east of 85th Avenue and north of Bain Station Road and is proposed to be developed into 108 condominiums. There are a variety of building types and styles proposed within the development. There are 10 4-unit buildings, 6 6-unit buildings and 4 8-unit buildings. What's interesting to note on this particular project is that there are a great deal of ranch style condominiums, and that seems to be something that has been requested a lot in the Village of Pleasant Prairie but we don't have too many here. And so this is going to be opening up one area of the market for seniors that want to stay in the Village but want to have a single level home to move into. A Preliminary Condominium Plat, Final Condominium Plat and a Planned Unit Development Ordinance will be required to be completed prior to the development of this condominium portion of the development.

The next area I'd like to talk about is open space within the development. As shown on the slide, approximately 8.95 acre or 14 percent of the entire development site is proposed to remain as open space including wetlands, woodlands, floodplain and other open space. This does not include the open space and retention facilities within the condominium areas and the tree preservation areas within the single family and senior condominium areas which provide additional open space within the development.

- **WETLANDS AND FLOODPLAIN:** A total of 4.47 acres within the development have been field delineated as wetlands. Wetland areas 1 and 2 were field delineated by Alice Thompson & Associates on April 13, 2005 and approved the Wisconsin DNR on May 10, 2005. Wetland area 3 was field delineated by Wetland & Waterway, LLC on June 21, 2006 and approved the Wisconsin DNR on July 26, 2007. Wetland stakings are valid for

five years, therefore, if the final subdivision plat or final condominium plat, and Final Engineering Plans are not approved by the Village prior the five year expiration, then those areas would need to be re-verified and re-delineated.

The southeast portion of wetland 1 is also located, and that wetland 1 is at the very southeast corner of the site, and is also located within the 100-year floodplain. Both the wetland and the floodplain areas are proposed to be preserved as a part of the development. Typically wetlands are not recommended to be located within new platted lots; however due to the size of the conservancy protection areas, the wetland area in the C-2 District is proposed to remain on Lots 4 and 5. Again, those are the two large lots in the very northwest corner of the site.

Under public and private roadway improvements, the developer is proposing to dedicate and construct the following public roadways: 85th Avenue and that is the main north/south road that extends from Hidden Oaks on the north down to Bain Station Road on the South; 83rd and 84th Streets west of 85th Avenue; 87th Avenue between 83rd and 84th Streets; and 83rd Place west of 87th Avenue. So all the areas that are identified in purple on the slide are intended to be public and they are 85th and everything west of 85th.

Public sanitary sewer, public storm sewer and public water facilities will be located within Lot 45, and this is the area east of 85th Avenue, to service the future condominium development and to serve the single family development area.

The developer is requesting the following Variances related to the proposed public roadways that will be considered by the Village Board on April 2, 2007: A Variance from Section 395-60 G (2) of the Land Division and Development Control Ordinance related to reducing the length of the tangent between reverse curves on 83rd Street at Lot 2 and 43 on 84th Street at Lot 22 and 85th Avenue at 83rd Place. These areas are all circled on the slide and in the information that's in your packets.

—:

(Inaudible)

Jean Werbie:

The tangent section between the reverse curve, so if you're headed down the road and the road curves one way and then curves the other, there should be by ordinance a 100 foot straight or tangent section between those curves. And we don't quite have that, but our Village Engineer has evaluated it along with the traffic and the development and the site, and he feels that it will not be detrimental to the traveling public or to emergency services or anyone else that's traveling on those roads.

The second variance is a variance from Section 395-60 H (2) of the Land Division and Development Control Ordinance related to the centerline profile of 85th Avenue between 83rd Street and 83rd Place which has been designed with a 2% super elevation tipped to the east. I think Mike could answer this one, but I believe it has to do with the drainage of the road and the direction that they wanted the road to drain for storm water management purposes. Typically the center of the road there's a crown at the center and then the drainage goes in either direction. But

I believe that it's tipped so that the drainage will go in one direction due to the storm sewer and the drainage and where the basins are located.

—:

(Inaudible)

Jean Werbie:

Yes. Under private roadway improvements, the Developer is proposing to dedicate and construct private roadways. The private roadways will be constructed to the Village's public roadway specifications and will be located within Dedicated Roadway, Access and Maintenance Easement areas. So on the slide these are the three private roads as shown in orange and servicing the condominium development within this project.

Existing arterial roadways and requirement improvements 88th Avenue which is County Trunk Highway H is classified as a Kenosha County arterial street. Pursuant to the adopted Village Long Range Transportation Plan, 88th Avenue should be improved and widened by Kenosha County when traffic counts and new developments warrant such improvements. A 100 foot right-of-way which is 50 feet from the centerline shall be dedicated for CTH H. The County is still evaluating the final traffic studies and information, and if additional right-of-way is needed for the widening of H or for turn lane movements on H they will be notifying us and it would be a condition of the preliminary plat approval.

For Bain Station Road is has been classified as a local arterial street. Pursuant to the adopted Village Long Range Transportation Plan, Bain Station Road should be improved and widen when traffic counts and new development warrant such improvements. An 80 foot right-of-way shall be dedicated for Bain Station Road and right-of-way shall be provided for the required acceleration/deceleration lanes at the intersection of 85th Avenue and Bain Station Road. In addition, pursuant to the Village Park and Open Space Plan adopted by the Village Plan Commission on March 13, 2006, the subdivision plat shall provide for a future on-street bike trail on Bain Station Road adjacent to the Development. This on-street bike trail on Bain Station Road is proposed to be constructed at the time that the roadway is widened. The Developer will be responsible for paying a transportation improvement fee for their fair share of reconstructing and widening Bain Station Road and 88th Avenue to an urban profile, with an on-street bike trail on Bain Station Road. Detailed cost estimates are forthcoming from the Village's Engineer. The cost estimate will be finalized prior to the consideration of the Final Plat. The timing and payment for the transportation improvement fees shall be agreed upon as a condition precedent to Final Plat approval.

Intersection improvements at Bain Station Road and 88th Avenue: The Developers have contracted with Wayne Higgins with Traffic Engineering Services, Inc. to prepare a traffic study report as requested by Kenosha County to evaluate the intersection of Bain Station Road and 88th Avenue. The traffic report was submitted to the Village on March 23, 2007 and will need to be reviewed by both the Village staff and Kenosha County. Further discussion is warranted between the Village, Developer and Kenosha County as to the extent, timing and costs of the required public roadway improvements as reflected in the traffic report.

Under municipal water, municipal water will be extended within the full length of the Bain Station Road adjacent to the Development and shall be located within the public and private roadways to service the development all at the developer's cost. Municipal water will connect to the existing water main in 85th Avenue on the north and 88th Avenue for a looped system.

Under municipal sanitary sewer, the service will be extended into the development through the existing sanitary sewer main along the western property boundary. Municipal sanitary sewer will not be extended in 88th Avenue; however, sanitary sewer will be provided in an easement through Lot 24 to service the existing homes with first floor sanitary sewer service in the future if the property owners extended the sewer across 88th Avenue to their homes. This is at the very southwest corner of their development site at the end of the cul-de-sac. It's extended and then crossed under 88th Avenue and service can get to the home sites along 88th Avenue, then that extension would be extended by those property owners.

The existing vacant land and homes on the south side of Bain Station Road could be serviced by an extension of the existing sanitary sewer main adjacent to the Union Pacific Railway or by an extension of sanitary sewer main in a future road south of their existing homes. What I'd like to just mention here is that the development is not extending sanitary sewer in Bain Station Road. It's not needed for this development, and to bring it through the development to get to Bain Station Road it would be so difficult between the depth and the serviceability for the adjacent properties on the south side that it just didn't make any sense that anyone on the south side of Bain Station has to extend sewer either from the Union Pacific Railway area where the sewer currently exists, or if that land south of Bain Station ever develops then sanitary sewer could be put into a new public roadway and extended north to service those folks.

Storm sewer and retention facilities, the developer's engineer has evaluated the development site, based on actual field conditions and has presented a storm water management facility plan for the Village's review. Public storm sewers will be constructed in all public and private roadways and be discharged into the five retention basins within the development. Retention basins will be located within Outlot 1, 2 and 3 and within easements in the condominium area in Lot 45 to service the development.

Under right of recovery, a 10-year right-of-recovery may be afforded to the developer for Water main improvements installed within Bain Station Road to service the land on the south side of Bain Station Road, if, after holding a special assessment hearing, the project is approved by the Village Board. The actual costs for such improvements shall be provided at the time the Final Engineering is completed.

Water connection is not going to be mandatory for those individuals. The adjacent property owners would be required to pay the water special assessment costs only if they choose to connect to the municipal water system, and/or if any new homes are constructed, and/or if there are any land divisions that are approved which would require the extension of municipal water, in which case a special assessment will be required to be paid prior to recording any type of certified survey map or plat. A special assessment public hearing for the off-site municipal water and sewer improvements will need to be scheduled by the Village Board related to these pending costs prior to approval. That should just say water.

With respect to site access, there should be no direct access to 85th Avenue for any of the condominium units or the single family units. Their access will be from 8th Avenue to Bain

Station. An entrance on 85th Avenue to the senior condominium units in buildings 1 and 2 shall align with 83rd Place. A private road servicing the condominium and a second access to service building will be located approximately 180 feet south of 83rd Place entrance. So, again, wherever possible even if it's a private road and a public road, we would like them to align so that they're not jobbed on either side of a public road. A third access shall be provided to service all three senior buildings from 83rd Street.

There shall be no direct access to Bain Station Road and 88th Avenue with the exception of a driveway to service Outlot 4 or potentially a private road to service Outlot 4 and the adjacent property to the north as discussed above, provided approval from Kenosha County is obtained. My understanding is that the developer is still in discussions and negotiations with the land to the north, and there's a possibility that some of those parcels could be combined, and if that's the case they might have a private roadway that comes off of 88th Avenue rather than just a single driveway.

The existing gravel drive and culvert directly east of 85th Avenue from Bain Station Road and all existing residential and agricultural driveway access points to 88th Avenue shall be removed the areas shall be restored. As you will recall, I mentioned that there were five different residential home sites that have been acquired and are being razed. All those private driveway access points are going to be removed.

Under construction access, construction access for the installation of public improvements and house construction shall utilize a temporary gravel construction access roadway from County Trunk Highway H. This is my only exception to the site access. Rather than bringing all the construction traffic down Bain Station Road or in 82nd down to 85th Avenue, we are requesting the County to have a single access point of connection. We still have to determine where that is for construction activity to go in back and forth for as long as possible.

And when and if the Village approves the developer to be able to use Bain Station or 82nd for construction access points, we will need to make sure that most of the heavy equipment construction activity has already been completed.

Under zoning map amendments, the petitioner is requesting approval of the following zoning map amendments:

- to rezone the field delineated wetlands into the C-1, Lowland Resource Conservancy District;
- to rezone Lots 1-3 and 6-43 and Outlot 4 into the R-4, Urban Single Family Residential District;
- to rezone Outlots 1, 2 and 3 into the PR-1, Park and Recreational District;
- to rezone Lot 44 into the R-11 (UHO) Multi-Family Residential with and Urban Landholding Overlay District for future senior condominium development;
- to rezone the non-wetland area of Lot 45 to the R-10 (UHO), Multi-Family Residential with and Urban Landholding Overlay District for future condominium development.

The non-wetland areas on Lots 4 and 5 will remain in the C-2, Upland Resource Conservancy District and the FPO, Floodplain Overlay District within Lot 45 will remain.

The UHO areas would remain on Lots 44 and 45. These are the future condominium areas until the Final Condominium Plat is considered by the Village. As discussed at the Conceptual Plan public hearing, the condominium areas would be developed with a (PUD) Planned Unit Development Overlay since it is the intent to develop the properties with more than one structure per property. Developing as a PUD will allow for more flexibility with some dimensional requirements of the Village Zoning Ordinance provided there is a defined benefit to the community. The Village staff will begin preparing a detailed PUD Ordinance for each of the condominium developments. The required public hearing for the PUD Ordinances will be held at the same time as the Plan Commission and Village Board considers the Final Condominium Plat(s).

In general, the PUD will allow for more than one building per property, provided that the multi-unit buildings are condominiums with at least 80 percent owner occupied, a percentage of the exterior materials are natural stone or brick materials and building types provided a common theme without being monotonous, the location of garage doors are largely located as side entry, allows for some private streets with public utilities, individual entrances into the units and full basements within The Landing, community amenities shall be provided for the senior condominiums, adequate transportation shall be made available to the senior condominiums, and other items to be further discussed with the developer prior to finalizing the PUD Ordinances for these condominium developments.

Finally, the fiscal review, a fiscal impact analysis shall be completed by the Village staff for the proposed development as it relates to the amount of Village tax dollars collected from the development and the level of Village services required to serve the development. The Village staff is aggressively working on completing the analysis for the development. The Developer has agreed to enter into a cost sharing agreement to donate \$891 per unit cost sharing contribution for each of the lots and units within the development to address current shortfalls in funding and fees collected for police, fire, EMS, Public works and transportation needs as a direct result of this development.

These items are a matter of public hearing and I'd like to continue the public hearing at this time.

Mike Serpe:

Anybody wishing to speak on Items D or E? Anybody wishing to speak? Anybody wishing to speak? We'll close the public hearing and open it up to comments and questions.

Donald Hackbarth:

When we talked about the on-street bike trail is that kind of like the one on 7th Avenue where there's a stripe and about a three or four foot section for a bike trail?

Mike Pollocoff:

Roughly, yes.

Donald Hackbarth:

That's what they call on-street?

Mike Pollocoff:

Yes.

Jean Werbie:

We do have an I can bring that for our next meeting on this project, we do have an urban cross-section detail that was prepared by our Village Engineer that shows the width and location of that bike trail in combination with the widening of that roadway. I just don't have it with me, but we'll make sure that we include that as part of the presentation.

Mike Serpe:

What's the width of the road with that bike trail in there? Do we know?

Jean Werbie:

49 feet back to back.

Mike Pollocoff:

It would be urban profile, 49 feet at the back, plus you'd have the bike lane.

Mike Serpe:

And a normal profile is 37 feet?

Mike Pollocoff:

For residential. This is an arterial.

John Braig:

Jean, did you get any feedback on your request regarding the octagon structure?

Jean Werbie:

No, I didn't. I think they did mention that I could have it if I wanted it. Do you want to come up and address our octagon? I took some great pictures of it, the one that's on Patricia . . . property.

Martin Mariner:

My name is Martin Mariner, employee of Enercon Companies, Inc. Presently the owner is working on razing the buildings. They're on site. He did mention to me the structure there was already promised to the Village of Pleasant Prairie. As far as what's going to happen, how it's all going to happen I don't know that yet. He said, yes, it's theirs.

John Braig:

We can get John, Jr. busy relocating it now.

Jean Werbie:

It's very unique. It's almost like an outbuilding but it was constructed in an octagon shape. It looks like a chicken coop, but when we were out there it was empty and it had all the vines and everything growing on it. It was very unique and the roof structure is very unique to it as well. We took some great pictures. We just don't know if we can move it someplace.

Mike Serpe:

Are we going to take possession of this?

Jean Werbie:

If you want it. I just thought it was a very unique piece of architecture that it would be worth moving if we could move it without destroying it.

Mike Serpe:

Sounds to me you're convinced you're going to take possession of this thing.

Wayne Koessl:

A question, maybe through the Chair to Mike. The intersection of C and 88th Avenue, any long-range thought of making that a T intersection with a traffic signal?

Mike Pollocoff:

Not even long-range. We've asked the County to do that now. It's our second most dangerous intersection.

Wayne Koessl:

The only reason I bring it up, Mike, is it would probably take us five years to get a traffic signal from the State there anyhow. That's why I said long-range.

Mike Pollocoff:

The State won't give us one on that one. It would be the County.

Wayne Koessl:

Where is that?

Mike Pollocoff:

88th and 50.

Mike Serpe:

Anybody else? If you're ready to take a vote, Item D is first.

Jim Bandura:

Move for approval.

Donald Hackbarth:

Second.

Mike Serpe:

MOTION MADE BY JIM BANDURA AND SECONDED BY DON HACKBARTH FOR APPROVAL OF THE PRELIMINARY PLAT. ALL THOSE IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Mike Serpe:

Opposed? The ayes have it.

Jean Werbie:

Subject to all the comments and conditions as outlined in the staff memo.

Mike Serpe:

Yes.

Jim Bandura:

Correct.

Mike Serpe:

And Item E?

Wayne Koessl:

So moved.

Judy Juliana:

So moved.

Mike Serpe:

MOTION MADE BY WAYNE KOESSL AND SECONDED BY JUDY JULIANA FOR THE ZONING MAP AMENDMENT FOR THE SETTLEMENT OF BAIN STATION AND THE LANDING AT BAIN STATION SUBJECT TO THE COMMENTS AND CONDITIONS AS OUTLINED IN THE VILLAGE STAFF MEMORANDUM. ALL THOSE IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Mike Serpe:

Opposed? The ayes have it. Good meeting tonight, Jean and Mike. Very nice job. Thank you.

6. ADJOURN

Larry Zarletti:

Motion to adjourn.

Wayne Koessl:

Second.

Mike Serpe:

MOTION MADE BY LARRY ZARLETTI AND SECONDED BY WAYNE KOESSL FOR ADJOURNMENT. ALL THOSE IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Mike Serpe:

Opposed? The ayes have it.