

**PLEASANT PRAIRIE PLAN COMMISSION MEETING
VILLAGE HALL AUDITORIUM
9915 39TH AVENUE
PLEASANT PRAIRIE, WISCONSIN
5:00 P.M.
August 13, 2007**

A meeting for the Pleasant Prairie Plan Commission convened at 5:00 p.m. on August 13, 2007. Those in attendance were Thomas Terwall; Michael Serpe; Donald Hackbarth; Wayne Koessl; Jim Bandura; John Braig; and Larry Zarletti. Andrea Rode and Judy Juliana were excused. Also in attendance were Michael Pollocoff, Village Administrator; Jean Werbie, Community Development Director and Peggy Herrick-Asst. Planner/Zoning Administrator.

- 1. CALL TO ORDER.**
- 2. ROLL CALL.**
- 3. CORRESPONDENCE.**

Jean Werbie:

Mr. Chairman, the only correspondence I have this evening is I would like to talk about the Pleasant Prairie Café that is being sponsored by the Community Development Department and the Plan Commission. It's going to be held on Tuesday, August 21st over at the LakeView RecPlex Room. And it's going to be a meeting where we gather to share our vision about Pleasant Prairie and our future. We're encouraging Village residents and others to attend this meeting. Just as a reminder it starts at about 5:45 where the light dinner and the socializing will begin with the meeting promptly starting at 6:30. Again, that's next Tuesday, August 21st.

Thomas Terwall:

Will that be upstairs or downstairs, Jean?

Jean Werbie:

It will be in the LakeView Room which is kind of on the first level behind where the racket ball courts and the party rooms are. There will be signs directing you. We have extra copies of the invitation that we'll have out on the table before people exit if they didn't receive one already if they'd like to learn a little bit more about what we're going to be doing that night.

Donald Hackbarth:

I think that's a great idea, absolutely great idea.

- 4. CONSIDER THE MINUTES OF THE JUNE 25, 2007; JULY 9, 2007; AND JULY 23, 2007 PLAN COMMISSION MEETING(S).**

Wayne Koessl:

Mr. Chairman, I move they be approved in their printed form.

Larry Zarletti:

And seconded.

Thomas Terwall:

IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY LARRY ZARLETTI TO APPROVE THE MINUTES OF THE JUNE 25, JULY 9 AND JULY 23, 2007 PLAN COMMISSION MEETINGS AS PRESENTED IN WRITTEN FORM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Thomas Terwall:

Opposed? So ordered.

5 CITIZEN COMMENTS

Thomas Terwall:

If you're here for an item that appears on the agenda as a matter of public hearing, we would ask that you hold your comments until the public hearing is held so your comments can be incorporated as an official part of the record of that hearing. However, if you're here for an item that's not a matter of public hearing, or if you're here for an item that's not on the agenda, now would be your opportunity to speak. We'd ask you to step to the microphone and please begin by giving us your name and address. Is there anybody wishing to speak under citizens' comments? Anybody wishing to speak?

6. OLD BUSINESS

Thomas Terwall:

Items A through D are tabled.

Jean Werbie:

I would request that these items be removed from the table. Then the petitioner has requested that all four items be withdrawn at this time in order to afford additional time to work with the Village staff before they come back before this Commission.

Mike Serpe:

So moved.

Donald Hackbarth:

Second.

Thomas Terwall:

MOVED BY MIKE SERPE AND SECONDED BY DON HACKBARTH TO REMOVE THESE ITEMS FROM THE TABLE. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Thomas Terwall:

Opposed? So ordered. Now we need a motion to delete them from the agenda.

Mike Serpe:

So moved.

Jim Bandura:

Second.

Thomas Terwall:

MOTION BY MIKE SERPE AND A SECOND BY JIM BANDURA TO REMOVE THESE ITEMS FROM THE AGENDA PER THE REQUEST OF THE PETITIONER. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Thomas Terwall:

Opposed? So ordered.

7. NEW BUSINESS

A. PUBLIC HEARING AND CONSIDERATION OF A CONDITIONAL USE PERMIT INCLUDING SITE AND OPERATION PLANS on behalf of Akihiro Ohyama of Iris USA, Inc., property owner, to allow Iris USA, Inc. to construct one (1) additional railroad spur located between the two (2) existing railroad spurs and the Union Pacific main railroad line and to extend the two existing railroad spurs on property located at 11111 80th Avenue in the LakeView Corporate Park.

Jean Werbie:

Mr. Chairman and members of the Commission, this is a public hearing this evening on the request of Iris USA to allow Iris to construct one additional railroad spur located between two existing railroad spurs and the Union Pacific main railroad line and to extend the two existing spurs on property located at 11111 80th Avenue in the LakeView Corporate Park.

As a part of the hearing record, the Village staff has compiled a listing of findings, exhibits and conclusions regarding the petitioner's request as presented and described below in your staff comments:

Findings of Fact

1. Current Request - Iris USA, Inc. is requesting a Conditional Use Permit, including Site and Operation Plans, to expand its capability of handling current and future railroad needs by:
 - a. Constructing one additional railroad spur located between the two existing railroad spurs and the Union Pacific main railroad line.
 - b. Extending the two existing railroad spurs northwards by a length of 200 feet each.
2. Background Information - Iris is a plastic injection molding company that manufactures, warehouses and distributes plastic household items such as plastic storage containers. The property is currently improved with an approximate 670,600 square foot office, manufacturing, and warehouse building and other associated site improvements. The office space is two stories with each floor occupying approximately 4,000 sq. ft. The overall building height is 30 feet. The proposed applied for uses will not change the use of this facility.
3. Location - Iris is located at 11111 80th Avenue in the LakeView Corporate Park and is further identified as Tax Parcel Numbers 92-4-122-284-0014 which is the railroad spurs, 92-4-122-284-0021 which is the building, and 92-4-122-281-0270 which is another building.
4. Previous Conditional Use Permits that were granted to Iris:
 - a. On March 18, 1996, the Village Board approved a Conditional Use Permit which allowed the construction and use of the original 373,575 square foot Iris office/manufacturing and warehouse building.
 - b. On April 11, 2005, the Plan Commission approved a Conditional Use Permit, Grant No. 05-02, which allowed the construction and use of a 245,000 square foot warehouse building addition to that existing initial building. With the 2005-2006 building addition, the total Iris building area is 618,575 square feet.
 - c. On August 28, 2006, the Plan Commission approved a Conditional Use Grant No. 06-11 which allowed for the construction of one additional railroad spur, a

second spur, located in between the initial railroad spur and the existing Iris building.

5. Zoning - The current zoning of the property is M-2, Heavy Manufacturing District and the office, manufacturing, and warehouse associated uses are allowed within the M-2 District with a Conditional Use Permit.
6. Production at Iris operates 24 hours/day and 7 days/week. The warehousing and distribution aspects typically operate 18 hours/day and 5 days/week, with seasonal increases to 24/7.
7. The number of employees at Iris is 285, with seasonal increases of an additional 50-60 employees. It is anticipated that these employment numbers will remain the same even with the installation of the new railroad spur.
8. Pursuant to the applicant and Plans, the following Railroad Spur project information is provided.
 - a. The reason for the additional railroad spur is to be able to park more rail cars on the Iris property in order to buy plastic resin in a spot market.
 - b. Iris receives all of its plastic resin via rail. No resin is delivered by tanker truck.
 - c. The existing railroad spur that is located closest to the building is approximately 1,320 feet in length.
 - d. The existing railroad spur that is located east of the first spur is approximately 930 feet in length.
 - e. The proposed 3rd railroad spur that would be located approximately 18'-10" east of the second spur will be approximately 1,250 feet in length.
 - f. The new 3rd spur will be located within an 80 foot wide WEPCO or We Energies easement. According to Iris, verbal approval for the new spur has been granted by the American Transmission Company, the owners of the overhead high-tension electrical wires.
 - g. Currently, Iris receives approximately 3-4 railcar deliveries of plastic resin per week and with the additional railroad spur, Iris does not anticipate an increase in the number of weekly railcar deliveries.
 - h. The plastic resin material is vacuum pumped from the railcars into the exterior storage silos and then into the manufacturing production line in the building.
 - i. The two existing spurs can accommodate 12 railcars each and the 200 foot extensions to each spur will accommodate an additional 3 railcars. Thus, each of the two existing spurs can hold 15 railcars.

- j. The new 3rd spur will accommodate an additional 15 railcars. In total, Iris, with the 3rd spur, will be able to accommodate 45 railcars on the 3 spurs.
 - k. No new exterior lighting or fencing is proposed with the additional railroad spur project.
 - l. No trees will be impacted in any way with the spur project.
 - m. No underground utilities will be relocated or impacted by the new railroad spur and realigned railroad spur.
 - n. The location of the new 3rd spur will not impact the existing Fire & Rescue Department-required and previously approved emergency vehicle lane as measured from the west exterior side of parked railcars on the westernmost spur to the western edge of the fire lane pavement.
 - o. Three existing stormwater culverts that run under the railroad spurs; a 15" and two 12" culverts, accommodate stormwater drainage.
 - p. All of the railroad spur work will occur entirely on Iris-owned property.
 - q. Iris is not aware of any other Federal, State or County permits that may required for this project. The Union Pacific Railroad permit and approval process will ensure compliance with all regulations.
 - r. Iris anticipates that construction of the new spur will commence as soon as it gets approval from ATC and anticipated completion of the project is Spring 2008.
 - s. According to Iris, no grants are being used to fund this project.
9. Pursuant to the attached Village Fire & Rescue Chief's comments dated July 17, 2007 which is provided as Exhibit A, the Chief states that, In preparation for the writing of these comments, the Fire & Rescue Department reviewed a similar project by Iris in August 2006. It was found that Iris request to add a second track that was approved and the track was installed. What I can correct in these staff comments is that there was a followup that was made by the Fire Chief to Iris this past week, and they discussed the fact that they did need to call for final inspection. While it was not done last year they did schedule and they did have a final inspection out there and everything is in order. So I am modifying these staff comments since they were originally written.
 10. The petitioner and all of the abutting and adjacent property owners within 300 feet of the site were notified via U.S. Mail on July 30, 2007. Notices were published in the *Kenosha News* on July 30, 2007 and August 6, 2007.
 11. The Village emailed and/or faxed the petitioner a copy of this staff report on or about August 10, 2007.
 12. According to Article XVIII of the Village Zoning Ordinance, the Plan Commission shall not approve a Conditional Use Permit until they find after viewing the findings of fact,

the application and related materials and information presented at the hearing this evening, that the project as planned will not violate the intent and purpose of all Village Ordinances and meets the minimum standards for granting of a Conditional Use Permit. In addition, according to Article IX of the Village Zoning Ordinance, the Plan Commission shall not approve a site and operational plan application without finding in the decision that the application, coupled with satisfaction of any conditions of approval, will comply with all applicable Village ordinances and will comply with all other requirements of applicable federal, state or local statutes, regulations, ordinances or other laws relating to land use, buildings, development control, land division, environmental protection, sewer, water, and storm water services, streets and highways and fire protection.

With that, I'd like to continue the public hearing. There is a representative from Iris here as well if there are any questions.

Thomas Terwall:

This is a matter for public hearing. Is there anybody wishing to speak on this matter? Anybody wishing to speak? Anybody wishing to speak? Hearing none, I'll open it to comments and questions from Commissioners and staff.

Mike Serpe:

I comment Iris for expansion into the Village. I think it's great. My question to staff is in the event that Iris outgrows this facility and moves to a bigger building someplace else other than where they're at, are there any provisions or is it recommended or would it be advisable to remove any of the spurs that would be there that may not be needed for the next company? There will be three spurs there and maybe the next company may need none or need one. Are they going to be left there and whose responsibility is it to remove them?

John Braig:

And I think another factor on that is these spurs and this type of unloading is somewhat unique in that it is a vacuum system as opposed to a dumping method.

Mike Serpe:

I understand that but the railroad tracks are still there.

Wayne Koessl:

Mr. Chairman, I don't see why this is germane. If they should ever leave it would be up to the next owner to decide if he wants tracks or not.

Mike Pollocoff:

What makes it a little unusual is the Village owns the tracks, the spur coming in there. Our agreement with the property owner and the State is they'll be maintained and that runs with the property and not with the business. So that section of track is going to be maintained now. If it

was another company and they chose not to I guess it might be a little unusual since it's hard to come by spurs for a company to buy that building and not want that spur. But I know in the case of Iris and a few of the other businesses out there we own that initial spur coming off the track and that comes down to wherever it ends. Then beyond that point it's theirs but we're going to want that initial one taken care of. In fact, we have a contract with the property to do that.

Donald Hackbarth:

Just a point of clarification or interest. On page number 3, item number 7 it talks about seasonal increases or fluctuations. Just for point of interest what makes it fluctuate? Do you have Christmas buckets or something?

Mak Shinagawa:

Annually we have two peak season. Right now is the back to school inventory and also holiday seasons.

Thomas Terwall:

Sir, while you're at the microphone answer a question. If granted this will allow for up to 45 rail cars on this siding. Approximately how many carloads of material do you go through a week in a peak season?

Mak Shinagawa:

45 car loads is approximately three months worth.

Thomas Terwall:

So you buy that much at a time?

Mak Shinagawa:

Yes. This way we can participate to purchase in the spot market and we would save a couple million dollars a year.

John Braig:

How long does it take to unload one car?

Mak Shinagawa:

It depends on where it is.

John Braig:

If you're transferring to the silo.

Mak Shinagawa:

Yes, but it depends on where it is located. If it is closest to the pumping station it would be about eight hours. If it's further out then probably 12 hours.

John Braig:

The reason I ask is I went and looked at the site and while I was there I noticed one of the heads on your vacuum pipe system was leaking air significantly. My concern was if this was a long process you're using up an awful lot of energy and spending money for something you don't have to.

Mak Shinagawa:

I don't know when you saw it—

John Braig:

This was about two weeks ago.

Mak Shinagawa:

—or where you saw it but there shouldn't be any leak. It should be capped.

John Braig:

It was capped but the cap was whistling.

Mak Shinagawa:

We just replaced all the gaskets so it shouldn't have happened.

Thomas Terwall:

Anything further?

Jean Werbie:

Tom, for the record he really needs to give his name and his company's address for the record.

Thomas Terwall:

Give us your name and address, sir.

Mak Shinagawa:

Iris, USA, Inc., 11111 80th Avenue, Pleasant Prairie.

Thomas Terwall:

An your name, sir?

Mak Shinagawa:

Mak Shinagawa.

Thomas Terwall:

Thank you.

Donald Hackbarth:

Move approval.

Wayne Koessl:

I'll second it.

Thomas Terwall:

IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL TO APPROVE THE CONDITIONAL USE PERMIT AND THE SITE AND OPERATIONAL PLAN FOR IRIS INTERNATIONAL TO ADD A THIRD SIDING SUBJECT TO THE COMMENTS AND CONDITIONS AS SET FORTH IN THE STAFF'S COMMENTS. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Thomas Terwall:

Opposed? So ordered.

Wayne Koessl:

Mr. Chairman, I think that approval was subject to the conditions outlined by staff.

Thomas Terwall:

Yes, thank you, Wayne.

B. PUBLIC HEARING AND CONSIDERATION OF A PRELIMINARY CONDOMINIUM PLAT for the request of Kari Kittermaster, agent for Regency Hill-Creeside Crossing, LLC, for the remaining 172 condominium units within the Creekside Crossing Development that is generally located north of 93rd Street between 63rd and 65th Avenues.

Jean Werbie:

Mr. Chairman and members of the Commission, this is a request of Regency Hill-Creekside Crossing, LLC. It is a preliminary plat condominium request for the remaining 172 condominium units within the Creekside Crossing Development. It's generally located north of 93rd Street between 63rd and 65th Avenues. The petitioner is requesting a re-approval of the preliminary condominium plat for the Creekside Crossing Development. This is being requested to continue the development of the Creekside Crossing mixed residential development that is located north of 93rd Street.

The preliminary plat is valid for two years, and if the final plat is not filed within that time period, then it expires and they need to reapply and that is what happened in this particular circumstance. It's a very large project, and because it's being broken up into so many stages it just did not get completed through the entire process within the two years. So the Village board approved the preliminary condominium plat on October 20, 2003 by Resolution 03-41, and since it has not completed its final platting within the two years it's being reconsidered again by the Village Plan Commission and the Board.

The remaining 172 condominium units is 30 two-unit buildings and 6 four-unit buildings and 11 eight-unit buildings. Again, this will be completed in stages. Just as a reminder, Creekside Crossing Subdivision was completed in two stages, 1 and 2, and Creekside Crossing Condominiums is also going to be completed in stages. Stage 1 was 116 condominium units.

As noted in the staff comments under population projections, at full build-out this project will have 312 dwelling units with approximately 852 persons.

Open space within this development is approximately 28 acres or 23 percent of the entire development. The open space within the development includes some parkland, it includes wetland, it includes floodplain and shoreland all of which we've talked about and through at several previous public hearings and public meetings. There are several retention facilities to handle storm water management requirements that are provided on the site. Again, this is something that has been reviewed and evaluated by this Commission and the Village Board and has been approved in the past. Some of the basins have been constructed and others will be under construction.

This project has site access coming to this development from 93rd Street, two points of connection from 63rd and 65th, and then another third connection point which is at this point being delayed until a subsequent phase of the condominium development and that is at 91st Street from Creekside Circle west to Old Green Bay Road. As you know, there were two variances that were granted by the Village Board for this development, one of which allowed a temporary dead end street that terminates in a temporary cul-de-sac, and a second that deferred the installation of public improvements until they completed a subsequent stage of this condominium development. In the staff comments it also identifies the steps and the processes of the things that they're trying to accomplish this spring and this fall as well.

With respect to the connection of 91st Street to Old Green Bay Road, the developer purchased a 92 foot wide by 704 foot wide parcel. As you know, there was a home on that parcel, some out buildings. They have all since been razed, and this right of way was dedicated to the Village of

Pleasant Prairie with a variance being granted for the deferral of improvements until such time as the next stage of the condominium development moves forward.

The developer will be requesting the Village Board to consider a right of recovery for 91st Street with respect to the public improvements. As you know, the developer does not own any of the land on the north side or the south side of 91st, so that will come back to the Village Board and the Plan Commission, a public hearing before the Board to consider that right of recovery.

There will be a PUD amendment to incorporate the changes and to bring in these additional condominium units as we move forward through the process. And a fiscal review had also been completed again similar to the previous stages of this development where the developer had agreed to donate the additional funds needed for the cost sharing contribution to bring the total money contributed up to the amounts needed to make us whole with respect to the impact fee collection.

With that, the staff does recommend approval of this preliminary plat. I don't believe that you're seeing really anything new from what you have seen in previous meetings. All of the same conditions of approval will be conditions of approval again with this preliminary plat. This is a matter for public hearing, and there is a representative of the development in the audience as well.

Thomas Terwall:

This is a matter for public hearing. Is anybody wishing to speak on this matter? Anybody wishing to speak? Anybody wishing to speak? Hearing none, I'm going to open it up to comments.

Larry Zarletti:

When we spoke about these condominiums last time we were talking about the space that they donated to the Village that would be parks and certain things like that. We talked about what a time frame was. Has there been anything further, my question is to staff, on a time frame for these parks. I know obviously the walking trail has to wait until it's completely developed or you wouldn't want to stop it half way. But the parks as you first go in there's a green space there. What's been happening with that or what will be happening?

Mike Pollocoff:

The park that's the south park is basically a tot park. The impact fee money that's being collected from the developer is going to be used to make the improvements in that park. So we're not there yet. As they progress along we're going to collect that money and make those improvements to that park.

Thomas Terwall:

The Village will do that, Mike?

Mike Pollocoff:

Right.

Larry Zarletti:

Now, will you seek input from the people that live there? The reason I'm asking that is typically the condominiums wouldn't have as many school age children or young kids that maybe you'd find in a subdivision somewhere. So there was some previous talk about maybe there being something different there, a gazebo or whatever. I guess the question is not only for this subdivision but as we move along in a lot of these projects will you be talking with the residents or sending out some sort of a letter so they can have a little input, or is there any way of us knowing how many kids are in the area?

Mike Pollocoff:

Unified could tell us how many kids are in the area. We rely as we set these things up initially on the Master Park Plan, which indicates in this type of neighborhood, mixed use, what kind of park amenities to be available. On the north park if you have more green space and the one down here was anticipated to be tot, and I think there was a plan for a gazebo or some kind of shelter there, because you do have condos there but you do have single families that's on the other side of it so it's kind of a mix. This south park is not very intensive at all. It's pretty subtle. The big park is going to be across 93rd Street.

Larry Zarletti:

And I guess my point is they're a couple of years into it already so let's say it's a couple more years before they get the rest done, but the front part has been done for almost a year now or a matter of six months.

Mike Pollocoff:

We prefer to get in sooner than later for a couple reason. One is so the people who bought early on are not left with anything. And, secondly, the Park Commission and I think Monica is on that committee. They tend to find as these new subdivisions go in that people who are next to the park don't want a park, and the people who are a little bit farther away from the park want a park. So then it ends up being a full blown battle over different factions of the neighborhood. So from the staff's perspective, and I think the Plan Commission and the Board have all approved plats and development agreements that say the developer is going to pay so much to develop that park, we want to get the park put in. Because as time goes on the people who are closest to the park want nothing there. They want green space and they don't want anybody there. And the ones who are farther away want something. We can send out a letter to get that fight going and give everybody their kick at the cat before we start.

But our initial thing is we've got some legal responsibility with the developer, we exacted some amount of money from them, and in this case some they had no choice in, and in the case of Mastercraft they voluntarily gave to make an improvement there. So in one respect if we don't make it then we need to give it back to the developer.

Larry Zarletti:

So the bottom line is the walking trail will wait until the whole project is done but the parks will be done as that area is completed?

Mike Pollocoff:

Right. I think even then the walking trail. I think once they get out of that loop, that inner trail inside the loop inside Creekside Circle that will be done. There's no reason for that to wait. But as you get out from there that's going to have to wait.

Larry Zarletti:

Okay, thank you.

Thomas Terwall:

Any further questions?

Mike Serpe:

I'd move approval.

Larry Zarletti:

Second.

Thomas Terwall:

IT'S BEEN MOVED BY MIKE SERPE AND SECONDED BY LARRY ZARLETTI TO APPROVE THE RENEWAL OF THE PRELIMINARY CONDOMINIUM PLAT THAT'S REQUESTED SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Thomas Terwall:

Opposed? Jean, does this mean that construction is going to begin soon or not necessarily?

Jean Werbie:

Kari, do you want to comment on when construction might begin or when you intend to submit the final plat?

Kari Kittermaster:

I'm Kari Kittermaster with Regency Hills Development, 5008 Green Bay Road in Kenosha. We are currently putting up our erosion control and will start grading the area for the final phase of the single family, and then within a week, probably by the end of this week we'll have our final plat for the next stage of the condominiums, two units, submitted for review and comment to the Village.

Thomas Terwall:

But the sales of the existing are such that you're going to go ahead with more, is that correct?

Kari Kittermaster:

I'm sorry?

Thomas Terwall:

I said the sales of the existing ones are sufficient for you to do more construction?

Kari Kittermaster:

Yes, exactly. Where the demand is right now is in the two unit. So the next stage of the condominium plat that you'll see will be specific to the two unit buildings which we have quite an interest and demand for.

Thomas Terwall:

That was going to be my next question. If history should show that the demand of the two units exceeds, for example, the eight units, would it be possible for Mastercraft to rethink that at some point and increase the number of two units?

Kari Kittermaster:

We've talked with Village staff about adjustments as needed and obviously that would warrant further discussion with Village staff.

Thomas Terwall:

Thank you.

Jean Werbie:

Were we completed with that item? Did you vote?

Thomas Terwall:

We did vote, yes.

Jean Werbie:

I would like to just clarify one of the previous items that was on the agenda. The Item 7A with respect to new business with respect for the Iris, USA. I'm not sure if I heard clearly in the motion that the staff conclusions and recommendations, which oftentimes I read out loud, whether or not those were incorporated as part of the public record and as part of this hearing this evening.

Wayne Koessler:

I made that motion, yes.

Jean Werbie:

Okay, thank you.

C. Consider the request of Frank Pacetti of JHT Holdings, Inc., tenant, on behalf of Corporate Drive Properties, LLC, property owner, for Site and Operational Plan approval to fully enclose a majority of the existing first level (ground floor), open-air parking area which is covered by the second floor of the building, for additional office space, located at 10801 Corporate Drive in the LakeView West Corporate Park.

Jean Werbie:

Mr. Chairman and members of the Commission, this is the request of Frank Pacetti of JHT Holdings, Inc., tenant, on behalf of Corporate Drive Properties, LLC, property owner, for site and operational plan approval to fully enclose a majority of the existing first level or ground level open-air parking area which is covered by the second floor of the building, for additional office space, located at 10801 Corporate Drive in the LakeView West Corporate Park.

Under Site and Operational Plans, JHT Holdings is seeking Site and Operational Plan to fully enclose a majority of the existing first level open-air parking area which is covered by the second floor of the building for additional office space. The tax parcel for this property is 92-4-122-302-0163.

As some background information, on December 20, 1993, the Village Board conditionally-approved the original Site and Operational Plans for the existing, radial, 3-story office building, lower level is currently parking, which was constructed in 1994-1995 as the Snap-On Corporation's corporate headquarters. By the end of 2005, Snap-On had fully vacated this particular building.

JHT plans to occupy the existing office building to use as its corporate headquarters. JHT is the parent company of a number of wholly owned subsidiaries engaged in the transportation business. JHT transports new and used medium and heavy duty trucks as well as new and used automobiles throughout the United States, Canada and Mexico. Currently, JHT's administrative management is located in multiple locations within multiple buildings in Kenosha as well as within multiple buildings in other communities. This 10801 Corporate Drive building will allow JHT to consolidate its administrative staffs into one, single location. The occupancy of the building by JHT involves 3 project phases:

- Phase I - Involves minor interior office modifications to the existing offices in the 36,000 square foot building. Permits have not yet been applied for.
- Phase II - Involves the construction of a new 171 space employee parking lot and associated landscaping and exterior parking lot lighting improvements. Phase II was previously reviewed and approved by the Village staff in early August 2007. Exhibit B has the Fire and Rescue Department Chief's comments pertaining to Phases I & II.
- Now Phase III this evening involves the creation of approximately 14,000 square feet of office space in the lower level of the building which is currently set-up for first level or ground level open air parking which is covered by the second floor of the building. A small portion of the lower level parking area will remain unenclosed and will accommodate five handicapped accessible parking spaces. Upon the proposed completion of this Phase III, the total building will be approximately 50,000 square feet.

Under general zoning and site development, the 8.5 acre JHT parcel is zoned B-5, Freeway Office District, which allows for its corporate headquarters office use. Besides the Phase II, 172 space parking lot construction, no other major building or site modifications are proposed at this time. Therefore, site access will remain from the existing Corporate Drive entrance. As noted, the post-Phase III will be approximately 50,000 square feet.

Under their operations for this facility, according to the submitted Operational Plan, the company will operate typical office hours from 7:30 a.m. to 4:30 p.m. It is anticipated that approximately 200 employees will occupy this building. For additional information refer to the Operational Plan, and we do have representatives here from the company as well as the contracting firm and the architectural firm to answer any questions that you may have.

Thomas Terwall:

This is not a matter of public hearing, but is there anyone who wishes to comment on this proposal? Donny or Frank anything more to add? Welcome, Frank, in this capacity.

Frank Pacetti:

Thank you. Frank Pacetti, Executive Vice President of JHT Holdings. First off I'd like to thank the Board, thank the staff for the work that they did with us. It was very easy to work with staff in making sure we were fully prepared to present our proposal. We're very excited to move into this new building out in Pleasant Prairie. For those of you who are a little unfamiliar with us at JHT Holdings, we are the eventual successor to the original Kenosha Auto Transport. We've been in the Community since 1933. We intend to stay in the community for as long as we possibly can. We transport vehicles throughout the United States, Mexico and Canada, so we have no trucking operations here in Kenosha any longer. When we exited the American Motors business moving their new automobiles back in the mid '80s we no longer had operations here in Kenosha, but we've got lots of operations in a lot of different areas.

Currently we have our administrative staff spread out in three buildings in Kenosha and two buildings down in Joplin, Missouri, and it is our hope that we can take those buildings and collapse them into one and make our office staff much more efficient than it currently is.

With that said, I would like to introduce our team. I'm got Don Pfarr, Jr., from Central Contractors as the contractor on this project and Tom O'Connell from Partners in Design. Any one of us—Tom would just like to walk you through the actual build out of the lower level. And both Donny and I are here to answer any questions you may have. Thank you very much.

Thomas Terwall:

Thank you.

Tom O'Connell:

Good evening, Tom O'Connell, Partners in Design Architects, 600 52nd Street in Kenosha. Typically we come to you and bring exhibits trying to paint a visual image of buildings that we want to bring to Pleasant Prairie. In this case we're dealing with an existing building. I think most of you are familiar with Snap-On's former headquarters. So what we've brought along is an example. There's a couple photographs of the existing building. It's a round, cylindrical shaped building with parking below. The building feels like it hovers over the parking. The only change that's going to be noticeable at all on this is at the lower level which is currently open air parking will be glassed in and become office space, good useful office space. Aesthetically the glass will be tinted the same color as the existing glass. So for the most part it's almost unnoticeable the change, the exterior look of the building. Secondly all that glass is on the back side. So from the public presence of that building, even though it's pretty minimal because it's so set into the woods, it's going to be a pretty unnoticeable physical change for that.

We did just bring along our floor plans. The existing building was occupied by approximately 80 staff. It was kind of a Taj Mahal.

John Braig:

Monument to somebody's ego.

Tom O'Connell:

What we're doing is there is a lot of private office as well as open office space. We're keeping it pretty close to as is. Up on the second or upper-most level we're adding four more private offices on the first level. On the middle level we're adding two more private offices. Other than that it pretty much is staying as is. The lower level will feature some storage rooms, a couple of new toilet facilities, work rooms, four private offices, one single conference room and then the rest of it would be large open office. So I'm here to answer any questions you may have.

Thomas Terwall:

Will the existing entranceway be adequate to support the additional number of employees that are going to be there? Are you going to have to do anything about that?

Tom O'Connell:

We feel very comfortable in terms of both function and code with the existing entranceway. Right now you can enter from the ground level parking, and that will remain in place even though the only remaining parking down there will be five handicap accessible parking spots. The main entrance will remain at the first floor or the intermediate level. We feel it's got more than ample capacity. In terms of emergency egress capacity, when the lower level gets enclosed there will be a new exit right out at the far south end of the building. Then up near the existing elevator lobby where they access the handicap parking that entrance will be maintained. So you'll have two direct exits to grade from the new level.

Thomas Terwall:

I assume you're adding parking. Where is that going to go, Tom?

Tom O'Connell:

That parking is part of what they refer to as the Phase II that is going in that field immediately west of the driveway leading up to the building. That's kind of an environmental corridor there, so we wanted to leave that as untouched as possible. So we had enough space between the driveway and the west property line to get two double loaded rows of parking and 171 spaces in there. Then we're also maintaining some existing surface spaces as well as in the center circle of the first floor. The intermediate floor will be some visitor parking as well.

Mike Serpe:

Tom, are you going to maintain the security gate at the entrance? Is that going to be maintained or is that going to be eliminated?

Tom O'Connell:

There will be no changes to that.

Mike Serpe:

And when is the project anticipated to be completed?

Frank Pacetti:

We hope to be moving in January 1st with approximately 200 employees.

Thomas Terwall:

Anybody else with questions?

Donald Hackbarth:

Move approval subject to comments.

Wayne Koessl:

Second.

Thomas Terwall:

IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL TO APPROVE THE SITE AND OPERATIONAL PLAN SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Thomas Terwall:

Opposed? While that presentation was going on, I was thinking KAT's original presence in the Village was behind Ace Hardware. We've come a long way.

D. Review and consider Chapter XIII, "Economic Development Element" of the Multi-Jurisdictional Comprehensive Plan for Kenosha County.

Jean Werbie:

Mr. Chairman and members of the Commission, as you know, the staff has been working with the Kenosha County Multi-Jurisdiction Task Group and SEWRPC to put together various chapters for our Comprehensive Plan for Kenosha County as well as the Village of Pleasant Prairie. And we are working on Chapter XIII at this time and it's called the Economic Development Element Chapter. I will try to run through the chapter as quickly as I can. It's a little bit dryer reading than some of the other chapters have been so I will just try to highlight some of the main points in this chapter.

The economic development element is one of nine elements as I mentioned as part of our comprehensive plan requirements for the Smart Growth Plan update. The Chapter focuses on goals, objectives, policies and programs that promote the stabilization, retention, expansion of our economic base in Pleasant Prairie as well as Kenosha County, as well as promoting quality employment opportunities, and in the participating local governments we need to make sure that we've set forth various programs and activities and different types of ventures to continue to attract and maintain our labor force and our economic base in this community. So this chapter does include a lot of very details elements that address the analysis of the County's labor force and economic base, looks at particular types of businesses and industries that are desired by our County. It looks at our strengths and weaknesses with respect to attracting and retaining business and industries and designates sites for these businesses and industries. It evaluates and promotes the use of environmental contaminated sites for commercial or industrial sites, identifies economic development programs including State, regional, County and local programs.

In addition, the comprehensive planning goals relate to the economic development planning process by promoting the redevelopment of lands, protecting economically productive areas,

encouraging land use, densities and regulations that promote efficient locations of economic development uses within the community, builds a community identity by revitalizing our main streets and enforcing design standards, and in particular for us it's creating identifies and creating main streets and downtown, so there will need to be some additional wording I think that they add from our perspective because we are creating all this new in our community whereas many of the other communities are revitalizing and trying to recreate their down towns and their main street areas. Providing adequate infrastructure and public services and an adequate supply of developable land to meet our existing and future market demands for residential, commercial and industrial uses. Promoting the expansion of the current economic base and the creation of a wide range of employment opportunity at the State, regional as well as our local level.

Part 1 of this chapter talks about an inventory and analysis of the labor force and the economic base in the County. And this includes employment and unemployment information for each community, employment by job type, the largest employers in the County, wage and household information, existing and planned business and industrial parks and environmentally contaminated land areas. This information, along with the assessment of our strengths and weaknesses within the County with respect to attracting and retaining businesses was used to help determine the types of new business and industry that our County and our Village desire.

Part 2 covers the economic development organizations and programs, and it specifically provides a description of economic development programs that apply to the County and that could be used specifically here in the Village of Pleasant Prairie.

Part 3 discusses the economic projections and the desirable businesses. There is an assessment of desirable new businesses and industries and an assessment of the County's strengths and weaknesses to attract those types of businesses to this community.

Part 4 discusses the economic goals and objectives. This is through a design plan year of 2035. It recommends policies, defines steps and actions to achieve economic goals and objectives. It defines projects and services necessary to achieve these economic development policies for the community.

So then getting a little bit more specific, inventory and analysis of the labor force and the economic base for the County. I will go over some of the statistics, not all of them. The charts and the spread sheets and everything are in your packets. A couple of things I'd like to identify is that there are 73,240 employed persons residing in the county. 77,980 residents in the labor force in 2000 which is about 7.7 percent of the labor force participants in Southeast Wisconsin. Employed persons comprise about 65 percent of our total population. These are people over 16 years of age. The greatest concentrations of employed persons, which comes as no surprise to us, reside in the City of Kenosha and the Village of Pleasant Prairie. There were 4,473 unemployed persons age 16 or older or five percent of the labor force in Kenosha County.

As you can see in the chart for the Village of Pleasant Prairie we had in the year 2000 over 8,000 employed persons in the Village of Pleasant Prairie. This table sets forth the estimated labor force and employment estimates in the County, Station and Nation in 2006. The County's labor force has grown by 5,041 resident workers or 6.5 percent between 2000 and 2006. About 56 percent of the employed residents worked within the County, and about 44 percent of the residents traveled outside of the County for employment. It's interesting to note that the largest went to Lake County, Illinois with 21 percent of our workers.

The occupational and educational attainment makeup of the labor force provides very helpful information with respect to the nature of the work of the County labor force that it's most suited to, the type of industry that the area may be most successful in retaining and attracting, and the types of new businesses and industries most desired by the County. Those percentages are listed for you below. 29 percent management professional related occupations; 27 percent sales and office occupations; 20 percent production, transportation and material moving; 14 percent service occupations; and 10 percent construction, extraction and maintenance related. Less than 1 percent was farming, fishing or forestry.

84 percent of our residents at least 25 years of age in the County had attained a high school or higher level of education in 2000. 50 percent of the population 25 years of age and older in Kenosha County attended college or earned an associate, bachelor or graduate degree. The table listed below, 8-4, shows historic employment growth in the County between 1950 and 2000. As you can see, it's been a pretty consistent increase. The next biggest increase between 2000 and 2010, which information is not yet available because the census hasn't been taken for 2010, I think will show the biggest increase by far due to the contributions made by the corporate parks in Pleasant Prairie as well as in the City of Kenosha.

This table sets forth the number of jobs in each community in 2000. In particular I'd like you to take a look at Pleasant Prairie where we've got just under 11,000 jobs that we're offering to the residents and those folks in the area which is 16 percent of the jobs within Kenosha County.

The manufacturing industry led the County in the number of jobs in 2005 despite the drop in the number of manufacturing jobs from 12,801 in 2000 to 10,887 in 2005. The next five largest private employment categories in 2005 were retail trade, then healthcare and social assistance, accommodation and food services, administrative and waste services, then other services except public administration. The largest government employer in the County was local government including Kenosha County government jobs which consisted of almost 7,700 jobs or 10 percent of the total jobs.

Major employment locations in Kenosha County in 2006 and major employment is identified as those with 100 or more employees are shown on the slide identified with the red dot. As you can see, the five largest employers in the County were the Kenosha Unified School District which serves the City of Kenosha, Pleasant Prairie and Somers; United Hospital System located in the City of Kenosha and the Village of Pleasant Prairie; Aurora Healthcare located in the City of Kenosha; and Kenosha County government located throughout the County. Private sector is the Daimler-Chrysler Corporation located in the City of Kenosha.

The next table sets forth the average annual by industry in the County, region and the State. The average annual wage paid to workers employed in Kenosha County was \$33,770 per year. The median household income of the County residents was just under \$47,000 in 1999 which was \$383 more than the median household income in the region and more than the State and more than the nation. Overall households in the County have experienced economic prosperity over the last two decades. However, there were 4,091 households with incomes below the poverty level in the planning area or about 7.3 percent of all of the County households and that was in 1999.

In 2007 there were seven business or industrial parks that were located within the County encompassing 3,391 acres. About 76 percent of the land or 2,590 acres have been developed or is

committed to development. About 24 percent of the land or 801 acres are currently available for development. As you can see, a large portion of the items 3, 4 and 5 are located in the Village of Pleasant Prairie and the largest areas by far in the County.

As of June, 2007, the Wisconsin DNR Bureau of Remediation and Redevelopment had identified 123 environmentally contaminated sites at 103 locations in the County that had not been remediated and which are currently being monitored. As you can see they are scattered throughout Kenosha County and we do have some located here in the Village of Pleasant Prairie. There is a chart that is located within the actual chapter that identifies specifically where they are located in the Village of Pleasant Prairie.

Donald Hackbarth:

Jean, could you elaborate on that issue right there. What is considered a contaminated site?

Jean Werbie:

The DNR sets forth a number of criteria.

Donald Hackbarth:

State Line Road with the gas station there what makes that contaminated?

Jean Werbie:

I'm not sure how they initially get on the list, if there's a report of a dump or a spill or an underground leaking storage tank. There are a number of criteria that the DNR uses. Some are reported to the EPA, some are just DNR sites, some have been on the list for quite a while. As you can see on the list there are a couple of them that are even in our newer LakeView Corporate Park. Those are a result of some minor spills that might have occurred out there with industries. This doesn't mean that they have not necessarily been cleaned up, and that's something that the Fire Chief does want to follow up on on some of these sites. Two of the sites that are listed in particular, the Village CDA, the Village Board and the Plan Commission are going to be evaluating over the next month or two and that's the 91st Street/22nd Avenue, the old Sergio's strip mall area. That's been identified as having two sites.

Donald Hackbarth:

And you don't know what the parameters are that classify that as a contaminated site? You say a contaminated site and you get kind of nervous.

Jean Werbie:

I don't have the specifics and maybe Mike could add to this, but I know that the Fire Chief is very interested in understanding what all those parameters are and what that criteria is. It's not listed in this report, but if it's something that you'd like the Fire Chief to follow up on, and I know that he's already asked the question and I've e-mailed to SEWRPC to get more specific information on these sites and what made them to be listed on the site and what levels—

Donald Hackbarth:

It would be nice to know.

Mike Pollocoff:

In the categorical standards for businesses, petroleum, any chemicals the State keeps track of those businesses. They have to verify to the State that they're in compliance with the storage of petroleum materials, dry cleaners, heavy metals, any of those things. The State monitors it and then you have two other sources of monitoring information. One would be the various water from waste water utilities that measure discharge that's coming out of those places. Kenosha Water Utility and Village of Pleasant Prairie Utility we have to turn in reports monthly as to any industries that are discharging wastewater at a certain level. And if the water doesn't attain that level then the State is going to presume, one, they're going to want to find out whether or not they're still operating and they'll want to know where it went so they'll have to account for that. Or, they're going to follow up and check on it.

Plus, every fire department in the State is charged with performing an inspection of every single business twice a year, and the Chief bears responsibility for underground monitoring of contamination. So that's one of the things that us and every other fire department has to do is maintain staff that monitors what's going on with cleanup or no cleanup or are they tracking the volume of petroleum per se that's going into the tank and what some businesses are not keeping track of what's going out and what's going in and how much is still in the tank. You have to maintain that inventory of it. So there's about three key points and it's the State whenever they monitor those businesses that are in that certain industry classification, and the municipalities do the bulk of it, the waster water and—

Donald Hackbarth:

So DNR identified a bunch of these sites or did our Fire Chief say, well, this site is—

Mike Pollocoff:

They identify a lot of them. When you think back on when you do site and operational plan review within that document we're asking those businesses to identify what hazards they're using from the time that's provided to us, then the water utility and the waster water utility is asking the same question on the waste stream analysis. From that point going forward we're constantly monitoring what's going on. Those reports, in turn, are forwarded onto the DNR.

Donald Hackbarth:

I can see this map changing.

Mike Pollocoff:

It's always changing.

Donald Hackbarth:

On a yearly basis. They're going to locate more and more sites. I can also see the wisdom of this, too, because I can see what they're doing. Some contaminated sites are just unmanageable they were left so long. I can see them kind of pinpointing these now so that if it demands cleanup it's a lot easier to clean a smaller site up than to let it get so bad. What is it, the Wisconsin Motor Plant in Waukegan?

Mike Pollocoff:

Outboard Marine.

Donald Hackbarth:

Yes, Outboard Marine, with PCBs or something that was so contaminated the harbor there. That's almost unmanageable. I can see this on a smaller basis saying that's got to be cleaned up and it's a lot easier to clean it up before it gets to be a monster.

Mike Pollocoff:

It's a good planning tool for us to know where things are.

John Braig:

You mentioned the 22nd Avenue site that's going to be coming before the Commission. When I read the preliminary information on that and there was reference made to contamination and hazardous waste and so on, something that I didn't see and I hope it will be brought to us when it's before the Commission is some actual numerical data that tells us how bad the contamination is rather than somebody's judgment that they saw an old appliance discarded. To me that's not a contaminated site.

Mike Pollocoff:

When they do the Phase II, right now they're at Phase I—

Jean Werbie:

No, I have that, too.

Mike Pollocoff:

Phase II they have to do samplings and they do the remediation then it all gets quantified.

John Braig:

I'd like to see that.

Thomas Terwall:

John, that site used to be the home of the Town Hall so that's probably when the contamination occurred.

John Braig:

Very fertile.

Jean Werbie:

Moving along, the former landfill sites are also shown within this chapter. They're shown on this map XIII-4 and XIII-15 are listed in the chapter. The next chapter is economic development—

Thomas Terwall:

Why is the Town of Paris not shown on that table? It's the largest landfill in the County.

Jean Werbie:

These are former landfills. The next section, Part 2, is economic development organizations and programs. There are a number of economic development organizations and programs that have been established to assist in the establishment, retention and expansion of area businesses including the following. The one that we work with the most often is the Kenosha Area Business Alliance, and some of the programs and services they provide include the technology zone tax credits, community development zone tax credits, revolving loan funds, KABA training programs and master certificate programs, the KABA Foundation, Inc. And KABA's Educational Foundation.

Also, there are community development block grant programs and Kenosha County Development of Human Services Division of Workforce Development programs, and there are just a whole host of programs related to that organization that are specifically detailed in the chapter.

Local government economic development organizations activities in the communities include economic community development authorities and community redevelopment authorities. Additional economic development programs, as you can see, offered by the State and federal government include remediation grants and site assessment grants, blight elimination, brown field redevelopment grants, petroleum environmental cleanup funds, federal brown field assessment grants, and 30 additional economical development programs on economic development grants, they're all listed in the appendix and the chapter. There are just numerous programs based on what a company or a community is looking for assistance.

Part 3, the economic projections and desirable businesses section. Future employment levels in the County are expected to be strongly influenced by the strength of the regional economy relative to the rest of the State and nation. The Regional Planning Commission's economic study which was prepared as part of the Regional Land Use Planning Program concluded that the regional economy is unlikely to be significantly increasing or decreasing in strength relative to the State or nation over the projection period. Again, the projection period is between 2000 and 2035.

The areas that we're focusing on for projected urban growth and urban services to address our future economic needs for Kenosha County are identified on the slide. Pleasant Prairie is shown in the purplish-pink color. As you can see, all of the Village with the exception of a very small area down in Chiwaukee Prairie has been identified for projected urban service areas and future urban economic growth for our area.

Existing and projected employment is set forth in the table for each urban service area and unsewered areas in Kenosha County. You can see in Pleasant Prairie you can see what the existing is, in 2000 10,760 and then projection for 2035 is just under 20,000 for employment projections. So that is a pretty significant change of 79 percent. For desired businesses the Wisconsin Statutes also require that there's an assessment of categories of particular type of new business and industry that would be desired by the County, and it needs to be identified as part of this economic development element. A section includes a list of businesses and industries that the County would like to attract, retain or expand.

There is like a mini-workshop that's going to be held at our next jurisdictional meeting which is August 28th at 2:00, and we are going to be doing some brainstorming and evaluating and hopefully the staff from Pleasant Prairie will also be bringing forth some suggestions and being able to answer some of their questions on the types of businesses we'd like to attract to our area, in particular to Pleasant Prairie and to the County as well as the employment numbers and what our infrastructure can support. So some of the end of this chapter has not been completed. I can bring this portion back to you after there's been some discussion and it has been rewritten or written by SEWRPC. But at this point what we're trying to do is identify based on our strengths and weaknesses what types of businesses we'd like to attract to our community.

Then the following economic goals, objectives, policies and programs this is something that they intend to bring forward to us at that meeting and after our discussion and our roundtable discussions with respect to our projected types of economic development growth we'd like to see. In the packets we received we also did receive quite a bit of information regarding the County's economic development forum that was held last spring I believe, and a lot of that information will be brought into this document as well.

Thomas Terwall:

Although this is not a matter for public hearing, is there anybody in the audience that wishes to raise a question or comment on this matter? Anybody wishing to speak?

Donald Hackbarth:

Going back to 6g table, it's median household income. When it says household income is that if a man and a woman are working it's a combined income? Okay. The last question we're second on the list in 1999. Why is Brighton up to 70,000?

Mike Pollocoff:

There's not a lot of parcels in Brighton, a number of parcels to measure out against, and it is a lot of ten acre homesteads and sites. It is a very wealthy community. We perform the assessing functions out there and it's unusual. It's not typical to the rest of the County.

Thomas Terwall:

Anything further? If not, a motion to adopt would be in order.

John Braig:

So moved.

Wayne Koessl:

Second.

Thomas Terwall:

IT'S BEEN MOVED BY JOHN BRAIG AND SECONDED BY WAYNE KOESSL TO ADOPT CHAPTER XIII OF THE ECONOMIC DEVELOPMENT PLAN AS PRESENTED. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Thomas Terwall:

Opposed? So ordered.

Donald Hackbarth:

I'd like to also say I don't understand why Pleasant Prairie has so much red in the TIF District area.

8. ADJOURN.

John Braig:

Move adjournment.

Mike Serpe:

Second.

Thomas Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Thomas Terwall:

Opposed? We're adjourned.

Meeting Adjourned at: 6:15 p.m.