# PLEASANT PRAIRIE PLAN COMMISSION MEETING <br> VILLAGE HALL AUDITORIUM <br> $991539^{\text {th }}$ AVENUE <br> PLEASANT PRAIRIE, WISCONSIN <br> 6:00 P.M. <br> FEBRUARY 11, 2013 

## AGENDA

1. Call to Order.
2. Roll Call.
3. Consider the Minutes of the January 14, 2013 Plan Commission meeting.
4. Correspondence.
5. Citizen Comments.
6. New Business.
A. PUBLIC HEARING AND CONSIDERATION OF SEVERAL ZONING MAP

AMENDMENTS related to land within the Chiwaukee Prairie/Carol Beach Land Use Plan area that have been acquired by a public or non-profit agency for open space and/or preservation.
B. Consider the request of Paul Schmitter, agent for CenterPoint WisPark Land Co, LLC owners of the property generally located south of $107^{\text {th }}$ Street, north of $109^{\text {th }}$ Street between $80^{\text {th }}$ and $88^{\text {th }}$ Avenues in LakeView Corporate Park for approval of Site and Operational Plans for the construction of a 471,403 square foot industrial building for TaChen International Inc., a stainless steel distributor.
C. Consider the request of David Klimisch for approval of a Lot Line Adjustment between the property lines of 10010 Wilmot Road (91-4-122-083-0131) and 8491 East Ridge Drive (91-4-122-083-0133).
D. Consider Plan Commission Resolution \#13-03 to initiate zoning text amendments related to specific hours of operation and security requirements for convenient cash businesses.

## 7. Adjourn.

It is possible that members and possibly a quorum of members of other governmental bodies of the municipality may be in attendance in the above stated meeting to gather information; no action will be taken by any other governmental body except the governing body noticed above.

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# PLEASANT PRAIRIE PLAN COMMISSION MEETING <br> VILLAGE HALL AUDITORIUM <br> 9915 39TH AVENUE <br> PLEASANT PRAIRIE, WISCONSIN <br> 6:00 P.M. <br> January 14, 2013 

A regular meeting for the Pleasant Prairie Plan Commission convened at 6:00 p.m. on January 14, 2013. Those in attendance were Thomas Terwall; Michael Serpe; Donald Hackbarth; Wayne Koessl; Andrea Rode (Alternate \#2); Jim Bandura; John Braig; and Judy Juliana (Alternate \#1). Larry Zarletti was excused. Also in attendance were Mike Pollocoff, Village Administrator; Tom Shircel, Assistant Village Administrator; Jean Werbie-Harris, Community Development Director; and Peggy Herrick, Assistant Zoning Administrator.

## 1. CALL TO ORDER.

2. ROLL CALL.
3. CONSIDER THE MINUTES OF THE DECEMBER 10, 2012 PLAN COMMISSION MEETING.

Don Hackbarth:
Move approval.
Jim Bandura:
Second.

## Tom Terwall:

IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY JIM BANDURA TO APPROVE THE MINUTES OF THE DECEMBER 10, 2012 PLAN COMMISSION MEETING AS PRESENTED IN WRITTEN FORM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered.

## 4. CORRESPONDENCE.

## 5. CITIZEN COMMENTS.

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

## 6. NEW BUSINESS.

## A. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION \#13-01 to adopt the STH 50 Access Management Plan as a component of the Village's Comprehensive Plan and to create Section 390-6 G of the Village Municipal Code to specifically list this Plan as a component of the Village's Comprehensive Plan.

Jean Werbie-Harris:
Mr. Chairman and members of the Plan Commission, the Wisconsin Department of Transportation has been working with the local jurisdiction, the Village of Pleasant Prairie, City of Kenosha and County of Kenosha, to put together a Wisconsin Highway 50 Access Management Vision Plan that would extend from I-94 to $43^{\text {rd }}$ Avenue. It's dated January of 2012. We have gone through this past year working through and modifying some minor details with respect to the plan as originally prepared by the State.

Again, this access management vision is really an update to the original plan that was prepared for Highway 50 in 1987. That plan was the Highway Access and Development Plan for Highway 50. And that extended from I-94 to $60^{\text {th }}$ Avenue. So the parameters of the highway plan were expanded, and the details were also expanded for this particular project.

The purpose of the access management vision is to provide the Wisconsin DOT and the local units of government with a guidance for unified long range access management vision along Highway 50. The vision's intent is to be used as a comprehensive and a collaborative plan or tool for evaluation of future access requests and intersection signal installations as development and redevelopment occurs along the highway. The access management vision also provides a guide to local officials to determine the optimum location for developments of different land use, scale and traffic generation.

The access management vision includes strategies and recommendations for managing existing public and private driveway access, managing new access due to new or changing land uses, managing traffic safety and efficiency as traffic grows and occurs, and planning support adjacent local road networks and improving coordination and cooperation between the Wisconsin DOT and the local units of government. The access management vision has been reviewed and has been agreed to by the Wisconsin DOT. It's intended to be a component of the Village of Pleasant Prairie Comprehensive Plan, and the Comprehensive Plan needs to be consistent with all the other adopted Village Plans. On December 12, 2012, the required 30-day notice was published in the

Kenosha News, and it's related to the January 14, 2013 public hearing that's being held by the Plan Commission this evening.

What I'd like to do is just highlight a few of the aspects of the management vision. Again, there has been a number of times that this particular plan has been before the Plan Commission over the years. As you know, we initiated this plan, reconstruction of the plan basically, since 1998. We've been working on it since that point with the local jurisdictions.

Specifically this plan is very important to our community in that it identifies where access is going to be located along the State highway. It identifies where local public access roads are going to be located. The entire plan or vision was divided up into four separate sections, and Peggy is going to put each section up on the screen for your review, and it's also on the screen in front of you. The limits of the plan are primarily identified with the green lines on the plan or the aerial so that you can see the DOT extended about a half a mile north and south of Highway 50 when they put this plan together. And to the best of their knowledge and ours we put together the existing and proposed land uses for this particular section of the corridors.

The areas that are identified with the blue lines, those are identified as local access roads. Pursuant to previous plans and subsequent plans that the Village has worked on with developers, specifically now looking just in Pleasant Prairie south of Highway 50, the Eau Plaines Parkway which is on the far west end of the corridor study area, and then the -- the Eau Plaines Parkway is identified as potential public road connection to Highway 50. The second public roadway connection is at $109^{\text {th }}$ Avenue which links and connects into $77^{\text {th }}$ Street.

There are a number of roads that the Village and the City and the State and the County have agreed that would be constructed as part of the Highway 50 reconstruction. And one of those roadways is actually $109^{\text {th }}$ Avenue and $77^{\text {th }}$ Street. This is approximate as it does match the right of way that currently exists in the right of way that the Village has recently purchased. North of Highway 50 there's going to be some modifications in the City of Kenosha with respect to a potential for a future signalized intersection, and then some reconstruction with respect to the private or public roads in the City of Kenosha.

The Lynch Chevrolet development just finished their construction just to the west of $109^{\text {th }}$ Avenue. As you remember, as part of the memorandum of understanding with the DOT when $109^{\text {th }}$ Avenue is constructed by the State their access from Highway 50 will be eliminated, and they will have direct access off of $109^{\text {th }}$ Avenue. Again, some of the other things that you'll note on here, future signalization at $109^{\text {th }}$ Avenue, and then a couple of R's on the north side and the south side those specifically identify removal of driveways. And then as you can see there are some modifications with respect to the internal medians along Highway 50.

One of the things I wanted to mention is in 2012 there was a resurfacing plan that was implemented by the Wisconsin DOT. And with that there were some median modifications and driveway closures. The State feels that that work is intended to help life of Highway 50 for the next 6 to 9 years before this full Highway 50 reconstruction plan is going to be implemented. And $104^{\text {th }}$ Avenue is right here. Moving to the next mile section, $104^{\text {th }}$ Avenue is to the west, and then $88^{\text {th }}$ Avenue kind of in the center, and then further the railroad tracks.

As you can see, in Pleasant Prairie we followed the plan from ' 87 . We've got a parallel road basically, a public road, that runs adjacent to Highway 50. So this really sets us up well for future commercial development in this entire area and access. There is no direct commercial access to Highway 50 at this location, and there are restrictions on the north side as well. Again, some modifications. You know $94^{\text {th }}$ Avenue did receive a signal not too long ago, but there are some additional modifications at the $94^{\text {th }}$ Avenue intersection, and then there are some significant modifications with respect to lane modifications and turn lane modifications at $88^{\text {th }}$ Avenue.

Continuing to the east further, east of $88^{\text {th }}$ Avenue, again you can see multiple locations where driveways are proposed to be closed. Some shared driveway access between Truesdell and Willow Point Shopping Center is going to be provided. A number of median modifications are being proposed along Highway 50. And, again, some new frontage road concepts are being introduced as we get closer to the railroad tracks. Moving further to the east over the overpass and then extending to Pleasant Prairie all the way to Highway 31, there's some modifications or identifications of some local access roads that would allow these areas to develop as commercial, again, with access to these local access. No direct access for commercial to Highway 50. And then on the north side the large Southport development that's in the City of Kenosha no new access. In fact, some restrictions with respect to median and lane modifications pretty much from the bridge all the way to $70^{\text {th }}$ Avenue and then all the way to Highway 31.

This particular plan does show the jug handle approach. Again, with the jug handle the way it was intended to be designed is that right hand turn movements instead of making the right hand turn movement at Highway 31 they'd be turning before that at about $69^{\text {th }}$ Avenue and then coming south and then east to 31 and then south. So there were some initial jug handle improvements that were going to be made. Sounds like some very recent conversations in the last two weeks sound like there might be some future modifications with respect to this jug handle approach, and maybe an all lane through approach as opposed to the jug handles. That would increase number of lanes and lane widths, four lanes in each direction, double and triple turn lanes. I'm not sure if Mike wants to add anything to that, but I think that there is still some discussion given the fact that this project is a little bit further into the future, probably 2020, 2021 that there might be some modifications yet to this intersection as it is one of the busiest intersections in Kenosha County and probably one of the busiest in southeast Wisconsin.

## Don Hackbarth:

Jean, has DOT taken into account that on a Saturday if you're coming east on Highway 50 the traffic is backed up past the jug handle there? Is that going to affect this whole concept?

Mike Pollocoff:
Right now some of the businesses there have objected strenuously to the jug handles. So as Jean indicated the DOT has looked at putting in all directions four lanes through, three left turn lanes and two right turn lanes in each direction. And at that point the intersection operates at a C to D . Normally D is when you start fixing them, and we'd be almost a D when they got finished. So the jug handles get you to a C. And there have been some modifications since the original plan was done that allowed heavier trucks to come from Racine down to LakeView Corporate Park. There was heavier loads. And that extends out the area where they can have an access onto 31. So I think what that means is right now there is no plan that anybody could support. The State
has shifted this money to Waukesha, and we're looking at probably realistically 2022 for this thing to get under way.

The jug handle was the interim one that would offer the least disruption to properties down the road from where the jug handle exited. Because without that you have to extend -- with so many turn lanes you have to take access away farther away from the intersection. So with every option when you have two municipalities and numerous businesses that all have their own interest we can't seem to achieve some census.

## Don Hackbarth:

I guess my question is if the traffic backs up way past, and it does, backs up way past the jug handle is that going to be affected?

## Mike Pollocoff:

The jug handle, ideally if you're moving traffic around the jug handles the wait times diminish. So if the jug handles work conceptually what they're saying is then you have less wait time in the intersection for those lefthand movements because that's what's tying up the signal.

## Don Hackbarth:

Is that what DOT says?
Mike Pollocoff:
Yeah. But right now the other one that they guaranteed would work would be an overhead one way or another, or an underpass. Like I said at some point everybody's going to have to get together and either start buying property or live with it the way it is. That's really the out on this is to acquire additional right of way to make this thing work.

## Jean Werbie-Harris:

So with this jug handle approach what it does is it closes all the medians that the jug handle starts and finishes at. So that's one of the things that would help to promote the safer and faster movements of traffic without the great backups is that you no longer would be able to get across Highway 50 to the north. You wouldn't be able to cross from going north on Highway 31 into $70^{\text {th }}$ or $69^{\text {th }}$ Street. You wouldn't be able to make some of those movements. Or $78^{\text {th }}$ Street, excuse me.

So while the plan itself, the vision, sets forth a lot of great parameters and makes a lot of great recommendations and is to serve as a guideline for the local community, I think the Village and the State and the City and the County all realize that there is probably still some work that needs to be done with respect to this intersection of 31 and Highway 50. There's a lot of great concepts that actually the Village has been using over the last 20 some years, 25 years, in order to minimize direct access to the State highway, to provide for a cross-access, shared access, shared driveways. And a lot of the elements of this plan have been implemented by the Village already. And we will continue to do that in the future.

As you continue to move east on Highway 50, again, most of these properties are all in the City of Kenosha. But, again, the focus is to minimize the driveways, remove driveways, provide access to the rear for both north and south of Highway 50 between $60^{\text {th }}$ Avenue and Highway 31. And, again, try to move the traffic on the local streets and then collect it at certain points on Highway 50 that's more controlled.

And then the final segment is really that last segment between $60^{\text {th }}$ Avenue and $43^{\text {rd }}$ Avenue. Again, points both north and south of Highway 50 will see removals of driveways, cross-access easements between properties through driveways, through parking lots, through local roads, and then eventually connecting into where Pershing Plaza is located. In 2012 some of these businesses did already lose some of these driveways. As you know Ayra's lost a driveway and Safeway Auto lost a driveway and a couple of others did. The intent was to try to start working through some of the issues and concerns that we have on Highway 50. Again, there's a number of medians that were and are going to be removed. And, again, a lot of channelization for lefthand turn lane movements on Highway 50.

So the State has requested that the Village adopt the vision plan for Highway 50, and the other communities would follow suit, both the City of Kenosha and Kenosha County. Again, with the understanding that I think that we still have some unresolved or newfound issues at Highway 50 and Highway 31. But the plan has been working very well for the Village. And actually we've been kind of following the plan even if it's been in its draft stages over the last five to seven years. This is a public hearing, and if there are any questions we'd be happy to answer those questions.

## Tom Terwall:

Is there anybody wishing to speak on this issue? Anybody wishing to speak? Seeing none, I'm going to open it up to questions and comments from Commissioners. I'm going to start, Jean. Has the Meijer development on Green Bay Road has that been taken into account for the intersection of 31 and 50 , and has it resulted in any modifications to this plan?

## Jean Werbie-Harris:

My understand with discussions with the DOT and the City of Kenosha is that there was a traffic or a TIA letter that was sent from the DOT to both Meijer and the City for them to consider a number of things with respect to their traffic impact study that they're completing for that project. Again, since the Meijer project is relatively new as a grocery store at this location, I'm not sure that that traffic study has been completed. From what I read in the paper Thursday their Plan Commission recommended approval subject to a whole bunch of things for that conceptual plan. And one was having the traffic study completed and to see how that does impact on this intersection. So I think that that's a very real issue and concern. And I think that development will impact this, and I think that we want to take that development into account when the State is making their final decisions regarding this jug handle system.

Michael Serpe:
I comment the State on the work that was done last year on Highway 50. But I think for the residents of the City of Kenosha and Pleasant Prairie I don't think we can wait until 2022 for the improvement to come on this road. Highway 50 is backed up both directions in the morning and in the afternoon, and in nine more years I can't imagine what it's going to look like. I think it behooves us to lobby our representatives and the State DOT, both the Village and the City, along with the industries and commercial that are using this road. We have to have it done before 2022.

Wayne Koessl:
Mr. Chairman, we have no recourse but to vote for this plan. But if I had the choice I'd rename it the hindsight plan. Because 40 years ago we tried to get the State to buy land and make frontage roads on both sides of State Highway 50. I think in their wisdom now they ought to start looking to make 158 a six lane out to 94 to alleviate the traffic. But this is something we have to live with and we've got to make the best of it.

Tom Terwall:
Anybody else? John?
John Braig:
Jean, are you satisfied with the input in the discussions you've had with the State as to this plan?
Jean Werbie-Harris:
Yes, we are. And that being said I think that there still is some future discussions that need to take place with respect to the 31 and 50 . And I think that the ordinance that gets adopted by the Village Board should leave the door open for future discussions. That the jug handle is not the only approach for this intersection. But based on the new information that we have with respect to the Meijer development and anything else that might happen at the southwest quadrant I think that we need to take a look at everything and re-examine this intersection and not rush to make any decisions.

Michael Serpe:
Move approval of 13-01.
Wayne Koessl:
Second.
Tom Terwall:
IT'S BEEN MOVED BY MIKE SERPE AND SECONDED BY WAYNE KOESSL TO ADOPT RESOLUTION 13-01 SUBJECT TO TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.
Tom Terwall:
Opposed? So ordered.

## B. PUBLIC HEARING AND CONSIDERATION OF A ZONING TEXT AMENDMENT to amend Section 420-76 DD of the Village Zoning Ordinance related to wall sign requirements.

## Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this is a request for a zoning text amendment to amend Section 420-76 DD of the Village zoning ordinance related to wall sign requirements. On December 10, 2012, the Plan Commission adopted Resolution \#1215 to initiate amendments to the zoning ordinance as it relates to wall signage. The proposed sign changes reflect sign requirements in many of the PUDs for commercial developments within the Village. And the following amendments as noted in the staff comments are highlighted in yellow or on the screen are highlighted in red for your review and consideration.

There were some issues that had started to come up over the last couple of years with respect to wall signage and with respect to some interpretations of the wall signage and the restrictions and what our real intent was with respect to that signage. And so the purpose of these amendments really is to clarify specifically what we meant or what the Plan Commission's intent was when we adopted the new sign regulations some years back.

And so specifically we wanted to clarify some things with respect to the aggregate permitted background commercial advertising sign area. We wanted to clarify regarding how it needs to be mounted to the exterior wall of the building, that it should be securely mounted as opposed to hanging by string or electrical wires or something to that effect. It's amazing why I have to recommend certain regulations, that some things just seem to be common sense, and then we get challenged on certain things. So that's why you see some of these things.

It shall not be placed upon or cover architectural features and shall be set back a minimum of six inches from the edge of the facia. We did have this situation where if someone has a very beautiful facia with architectural features, well, they wanted a bigger sign, so they put the sign all the way over and across that and across the features. Everything that we're trying to do to protect and to create this beautiful building they wanted to cover it all up because they wanted bigger signage. So we're trying to just, again, introduce some common sense with respect to some of these provisions.

Only channel type or pin mounted letters shall be allowed, however a company logo or symbol would be allowed if approved by the zoning administrator. Box or cabinet signs may be allowed but only if approved by the zoning administrator. For the most part in those areas where you see a lot of wall signage changing quite often because the tenants keep going in and out, a lot of times
they want to put box signage up or they want to put different type of raceways and different things like that. And those aren't as attractive. And we're looking for tenants to last a few more years in Pleasant Prairie. And we don't want to use that more of an old fashion technique. We want to increase the desirability and architectural appearance of some of the signage. So, again, that's why we're limiting some of the different types.

Number 8 no sign raceways, no visible electrical crossovers are allowed. If illuminated, the sign may be internally, externally or halo-type illumination. The following types of sign illumination shall not be permitted unless approved by the zoning administrator. And I guess what I'd like to do is on a case-by-case basis sometimes the sign companies come up with something really unique, very interesting and it looks great. And we don't want to put a blanket statement saying absolutely not, never, never, can't happen without a variance. We would like to leave the door open to see if they can bring in something that's more unique, more interesting, a newer style, something that is more creative. There are a number of lighting and sign companies coming up with new techniques of putting signs in. Hence we wanted to keep the door open a little bit. The case-by-case basis would involve external neon, outlining illumination and some background painting of the building facade.

All exterior building walls and facades where former signage was placed shall be patched or repaired as a condition of a new all sign. Actually we had a few situations where they just put up a new sign right over the old sign and didn't bother patching or painting or doing anything. And they said, well, we didn't have it in our regulations that they needed to do it. Now we do. So we just want to make sure, again, some common sense and nice looking signs are being installed in the Village. And we've been complimented, so we want to keep that moving forward. This is a matter for public hearing, and I'd like to continue the public hearing.

## Tom Terwall:

Is there anybody wishing to speak on this issue? Anybody wishing to speak? Anybody? Seeing none, I'll open it up to comments from Commissioners and staff. Hearing none, what's your pleasure?

Jim Bandura:
I'll move for approval.
Don Hackbarth:
Second.
Tom Terwall:
IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY DON HACKBARTH TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO ADOPT THIS ITEM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered.
C. Consider the request of Paul Schmitter, agent on behalf of CenterPoint WisPark Land Company, LLC owner of the vacant property north of 109th Street between 80th and 88th Avenues for Preliminary Site and Operational Plans for mass grading for the proposed 471,403 square foot industrial building to be known as LakeView XIV.
D. Consider the request of Paul Schmitter, agent on behalf of CenterPoint WisPark Land Company, LLC owner of the vacant property north of 109th Street between 80th and 88th Avenues for approval of a Certified Survey Map.

Jean Werbie-Harris:
Mr. Chairman and members of the Plan Commission and the audience. We have two items on the agenda. I'd like to take them both up at the same time. The first is the preliminary site and operational plans, and the second is the certified survey map. And these are both at the request of Paul Schmitter, agent on behalf of CenterPoint WisPark Land Company, LLC, owner of the vacant property located north of $109^{\text {th }}$ Street between $80^{\text {th }}$ and $88^{\text {th }}$ Avenues. And this is for mass grading for the proposed 471,403 square foot industrial building. It was to be known as LakeView XIV. However, I'm happy to say that we will be announcing the name of the new company tonight.

And then the second request is the certified survey map. Again, this is for that same property located between $107^{\text {th }}$ Street and $109^{\text {th }}$ Street as identified with the star on the overhead.

Tom Terwall:
I need a motion to combine the public hearings with two separate votes.
John Braig:
So moved.
Wayne Koessl:
Second.
Tom Terwall:
MOTION BY JOHN BRAIG AND A SECOND BY WAYNE KOESSL. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered.
Jean Werbie-Harris:
Again, these items are related and will be discussed at the same time, but separate action by you will be required this evening. The petitioner is proposing to develop the vacant land generally located south of 107th Street, north of 109th Street between 80th and 88th Avenues in LakeView Corporate Park with the construction of a 471,403 square foot industrial building to be referred to as Ta Chen International, Inc.

The petitioner is proposing approval of preliminary site and operational plans so that mass grading may commence prior to final site and operational plans being approved. The petitioner may also request a building permit to begin footings and foundations. It is likely that when final site and operational plans are submitted a tenant would be announced. And actually we're announcing the tenant tonight.

As information, the tenant will be occupying more than 50 percent for the entire portion of this building. So when they submit their final site and operational plans they will be the occupant for the entire buildings. The property is zoned M-2, General Manufacturing District. There are no wetlands, shoreland areas or 100-year floodplain on the property. The M-2 District requires that the building meet the following minimum setback requirements: street setback a minimum of 40 feet from non-arterial streets which are 107th and 109th Streets; and side setbacks of 45 feet.

The location of the parking lots, maneuvering lanes and the fire access lanes, including the curb and gutter, shall not be located within any easements on the property without express written approval of the easement holders, and shall be setback a minimum 20 feet from property lines as required by the zoning ordinance. Their plans meet these minimum requirements. The building is proposed to be approximately 38 feet high. The building will be painted precast concrete with the office area adjacent to 109th street.

The facility is being designed for incoming materials to be delivered through three access points on 107th Street as shown on the overhead. On the north side of the building there is adequate queuing and stacking areas on site for semi-truck deliveries, and there are 10 truck parking spaces. The two western proposed driveways would align with existing driveways on the north side of 107th Street. The eastern most driveway meets the minimum separation distance between existing driveways and is placed appropriately on the curve for adequate site lines.

The materials that are delivered or to be loaded for distribution take place inside the building, and the trucks will exit the building to the south through one of the three proposed driveways on 109th Street. On the south side of the building the center two proposed driveways align with
existing driveways on the south side of 109th Street, and the easternmost and westernmost driveways meet the minimum separation distance between existing driveways.

The employees will enter and leave the site through a separate entrance on 109th Street to an area adjacent to the proposed 10,489 square foot office area, wherein 116 parking spaces including five handicapped accessible parking spaces are provided. In addition, there is a 30 foot wide fire access lane around the entire facility for emergency vehicles. Future truck parking, 37 spaces, is shown on the south side of the building in the event that additional semi-truck parking is required. At the time this parking is proposed, detailed plans will need to be submitted for review and approval to ensure compliance with the then requirements.

All parking areas, maneuvering lanes and fire lanes including the truck court, shall be improved with concrete vertical curb and gutter.

Pursuant to the zoning ordinance the minimum on-site parking spaces for the office use is one space for each 250 square feet plus the required number of handicapped accessible spaces pursuant to the State code. The minimum on-site parking spaces for a warehouse/distribution center is one space for every two employees during any 12 -hour period and the required number of handicapped accessible parking spaces pursuant to the State code. It is anticipated that there will be a number of full-time employees that work two shifts. And at the time that further details are provided by Ta Chen then we will confirm that all of the adequate parking has been provided.

According to the zoning ordinance, the maximum width of a driveway shall not exceed 35 feet at the property line. However, based on the placement and location there are some sites also throughout the corporate park where the 35 foot wide driveway has been exceeded to accommodate these bigger and larger trucks. And they are requesting some variations in the driveways to reach from up to 40 up to 80 feet to make sure that the turning movements have been adequately addressed. And the staff has no objection to that.

The M-2 District requires that a minimum of 25 percent of the site be open space. Verification is required to ensure that this minimum is being met. The site adjacent to 107th and 109th Streets are proposed to be screened with a combination of berms and landscaping. In addition, street trees will be required to be installed in the right-of-way adjacent to 107th Street. There are existing street trees currently in 109th Street. So $107^{\text {th }}$ needs the trees and $109^{\text {th }}$ has existing trees. And they need to be protected during construction. If any existing newly or planted street trees are damaged or die within the first year of construction they'll need to be replaced. And then after that subsequently it's either the adjacent property owner or it's the LakeView Association's, I would have to check their covenants, responsibility to replace any trees.

With respect to the certified survey map, it's being prepared to identify existing easements on the 26 acre property. At this time no additional easements are required. The CSM needs to be finalized. And once it is and signed it need to be recorded at the Register of Deeds office with a copy provided back to the Village. With that I would like to introduce representatives from CenterPoint, and I'd also like to introduce Fred Nummela who is the Vice President, Midwest Regional Manager of Ta Chen International.

## Tom Terwall:

Gentlemen? Begin your presentation with your name and address please if you would.
Paul Schmitter:
Paul Schmitter, CenterPoint Properties, 6750 West Washington Street, West Allis, Wisconsin. With me tonight is Fred Nummela, the Vice President of Ta Chen International, Mike Baumstark my architect from Cornerstone Architects, and Rich Wagner from JSD Engineering. I would like to thank the Village for hearing our request this evening. And what I'd like to do is turn it over to first my architect, Mike Baumstark, to give you a quick overview on how the building laid out on the site. And then Rich Wagner from JSD can give you a little bit about the grading and the drainage works on the site. And then Fred Nummela will give you a quick overview of exactly what Ta Chen distributes and what their company is about.

Tom Terwall:
Very good.
Mike Baumstark:
Hello, my name is Baumstark. I'm a principal at Cornerstone Architects, 1152 Spring Lake Drive, Itasca, Illinois. As Jean kind of stated, she basically covered it all. It's a 471,000 square foot building sitting on 26 acres. The north road, $107^{\text {th }}$ Street, between $107^{\text {th }}$ and the south road $109^{\text {th }}$. It's basically 1,082 feet by 424 is the warehouse. There's two office components of 10,000 at the south which is the main office, and then 1,200 square foot receiving office at the north side. It will be a concrete precast structure, painted. Basically it will match the image of the park that's existing.

All truck maneuvering will come in from the north. That's where the receiving comes in. It comes into the building at four different entry points there. Unloads and gets loaded and then comes out to the south and leaves on $109^{\text {th }}$ Street. Again, 116 car parking, eight drive in doors, eight docks, ten trailer spots for the site.

Rich Wagner:
Rich Wagner, JSD Professional Services, $652067^{\text {th }}$ Street, Kenosha. We're the civil engineers for the project and the surveyors. As Jean mentioned, it's a 26 acre site. The building is placed in the middle of the site which originally was made up of four unplatted parcels I believe of four separate tax key numbers. From a grading standpoint the building is set at elevation 699 which sets it approximately two feet above $107^{\text {th }}$ Street and approximately four and a half feet above $109^{\text {th }}$ Street.

From a utility standpoint our sanitary sewer enters the site from two locations. We're utilizing existing laterals from $107^{\text {th }}$ Street and from $109^{\text {th }}$ Street, it will enter the building on the north and the south sides of the building. The water main system it's public water main which goes into the building and then to a fire loop around the building. The hydrants have been spaced appropriately in accordance with the ordinances. The storm sewer system, this site as I
mentioned, was originally planned many years ago as four much smaller sites. And because of that the drainage system is actually divided in two. The middle of the site actually splits the drainage. So we've designed it so that half of the drainage from the site, approximately half, goes to the storm sewer system in $107^{\text {th }}$ Street, and the other half of the site drains into the public storm sewer in $109^{\text {th }}$ Street.

If you have any other questions. Technically as Jean mentioned because of the truck movements the driveways are wider at the lot line. As you know with a 70 foot right of way back of curb to the lot line is only twelve and a half feet. So once we put in a 45 foot radius for any truck turning movements we get in a normal driveway setting of 30 feet we get to about 60 feet of width at the property line. So that's made to accommodate the larger trucks. That's kind of been the design standard throughout LakeView.

Tom Terwall:
Rich, are you going to have any onsite storm water retention or will it all flow off site?
Rich Wagner:
No, this is originally part of the storm water management plan that was designed by us many years ago. And the storm sewer all flows to different parts of the entire LakeView development which are contained in existing storm water management ponds.

Tom Terwall:
Okay, thank you.
Rich Wagner:
You're welcome.
Tom Terwall:
Welcome, sir.
Fred Nummela:
Thank you. Thanks for having us. I'm Fred Nummela, 2732 Chapel Lane, Racine, Wisconsin. Ta Chen is a master distributor or super distributor of stainless steel and high temp alloy steels. We bring products in throughout the world, put them on the shelf, and we give distribution channels quick access and quick turns on what we carry. We have about 25,000 sku's. We've been in this area now for 12 years. CenterPoint built the building for us 7 years ago. And we were fortunate that we've grown and we outgrew it, and we've developed this plan. And we're excited to come into this region.

What we do we give the distribution channels very quick access. They place orders with us, we service the business about 75 percent of it same day or next day. They can eliminate their inventories, turn their inventories quicker. We make a little bit more margin than they would
typically be paying to other people, but we serve a nice function. We've had good success, and we plan for it to continue growing.

Tom Terwall:
Can you share who any of your customers are or is that classified?
Fred Nummela:
No, in this area up in the industrial park north of this Ken-Mac Metals would be a customer who we would sell to. When you're going up into Milwaukee Central Steel and Wire, they're right off on the side of the road. Fryerson Steel is a big customer. Going down towards Chicago by O'Hare you see Castle Metals, Jorgenson Steel. We sell 5,000 fittings so if somebody like a Columbia Pipe or a McJunk and a Ferguson, those kind of people are who we sell to if you see those trucks on the road.

## Don Hackbarth:

Is that sheet steel as well?
Fred Nummela:
Yeah, we sell anything from six inch thick plate to 26 feet sheet, fittings, angles, rounds, hexes, squares, you name it, any kind of stainless or high temp alloy in shapes.

John Braig:
Where is your presentation location?
Fred Nummela:
We're across the border in Gurnee, right across from Six Flags.
Tom Terwall:
Any other questions?
Don Hackbarth:
I move approval, Mr. Chairman.
Wayne Koessl:
I'll second.

Tom Terwall:

## IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL TO APPROVE THE PRELIMINARY SITE AND OPERATIONAL PLAN. YES?

Wayne Koessl:
I have one question. Are you aware of the conditions and that that the staff gave you?
Fred Nummela:
Yes, the staff did a very thorough review. Actually I already have my drawings changed to match all of the requests. And I plan on resubmitting tomorrow.

Tom Terwall:
Thank you. We have a motion and a second then to approve the preliminary site and operational plan subject to the terms and conditions outlined in the staff memorandum. All in favor signify by saying aye.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered.
Don Hackbarth:
Welcome.
Tom Terwall:
Welcome to Pleasant Prairie. Now we need a motion to send a favorable recommendation to the Village Board for the CSM.

Jim Bandura:
So moved.
John Braig:
Second.

Tom Terwall:
MOVED BY JIM BANDURA AND SECONDED BY JOHN BRAIG TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE CSM SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered. Welcome, gentlemen.
E. Consider the request of Florin Stanescu of Meijer Distribution, Inc., applicant for of the property located at 7400 95th Street for Preliminary Site and Operational Plans for mass grading and early footings and foundations for the construction of a 253,677 square foot distribution building for Meijer Distribution, Inc.
F. Consider the request of Florin Stanescu of Meijer Distribution, Inc., applicant for approval of a Certified Survey Map for the property located at 7400 95th Street.

Wayne Koessl:
Mr. Chairman, can we take E and F together and vote on them separately?
Tom Terwall:
Is there a motion to that effect?

Wayne Koessl:
So moved.

Michael Serpe:
Second.
Tom Terwall:
MOVED BY WAYNE KOESSL AND SECONDED BY MIKE SERPE TO COMBINE ITEMS E AND F FOR THE HEARING PORTION AND THEN TAKE TWO SEPARATE VOTES. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.

## Tom Terwall:

Opposed? So ordered.
Jean Werbie-Harris:
Mr. Chairman and members of the Plan Commission and audience, this is a request for Meijer Distribution, Inc., applicant, for the property at $740095^{\text {th }}$ Street, and it's for two portions, the preliminary site and operational plans, and this is for early grading and early footings and foundations for the construction of a 253,677 square foot distribution building addition for the Meijer Distribution, Inc. facility. And also the second part is the application for certified survey map for the property, again, located at $740095^{\text {th }}$ Street, and this is the former SuperValu Distribution facility in the corporate park. These items are related. They'll be discussed at the same time, however separate action will be required by the Village Plan Commission.

The petitioner is purchasing the property previously occupied by SuperValu located at 7400 95th Street, and use the site and the facilities for another wholesale grocery distribution center is for Meijer Distribution, Inc. And they are proposing to construct a 253,677 square foot distribution center addition with a high bay automated storage and retrieval system or an ASRS building, welfare areas and associated docks.

The petitioner is proposing approval of preliminary site and operational plans so that the mass grading and installation of footings and foundations may commence prior to the final site and operational plans being approved by the Plan Commission.

The site was previously developed as a wholesale grocery distribution center, supporting retail grocery stores in the southern Wisconsin and the northern Illinois area. Packaged dry groceries, frozen food, meat dairy and produce was shipped to the facility from suppliers throughout the country and temporarily stored in non-refrigerated and refrigerated warehouse buildings until such time as they were selected and loaded onto trucks and shipped to retail grocery stores. The site was originally planned to be developed in phases with various types of building and pavement additions. Operations of the facility by Meijer Distribution will not be significantly different other than increases in the volume due to the proposed additions.

The following is a description of existing warehouse and accessory buildings on the property. Again, the original facility was constructed in 1990 so it was a number of years ago. So just to refresh your memory of exactly what's been placed out there.

- One-story office space - 54,411 square feet;
- Dry grocery warehouse - 360,632 square feet;
- Refrigerated warehouse - 137,589 square feet;
- Tractor/trailer maintenance and service building including a truck wash bay) -9,628 square feet;
- Guard house at the truck entrance - 2,360 square feet;
- Energy center which includes the ammonia refrigeration equipment - 5,070 square feet; and
- Fueling station and above ground tank system both canopy covered.

The property is currently zoned M-2, General Manufacturing District. There are no wetlands, shoreland areas or 100-year floodplain on the property.

The 253,677 square foot building addition is proposed to be constructed of the similar type of material that is out there currently, these metal panels, and the existing building and will be approximately 89 feet high including a stairway penthouse area. Pursuant to the Village ordinance 420-124 J , as amended recently, the maximum building height in the $\mathrm{M}-2$ District is 60 feet; however, the height of a principal building or part thereof may be increased to a maximum of 90 feet in height provided that for every one foot above 60 feet the principal structure shall be set back an additional 1.5 feet from the property lines. And their proposed addition does meet the requirements of the current Village zoning ordinance.

Specifically based on the 89 foot building height they shall meet the following minimum setback requirements. The street setback a minimum of 65 feet from arterial streets such as $95{ }^{\text {th }}$ Street and Green Bay Road, plus an addition 43.5 feet for a total of 108.5 feet. The side setback 45 feet minimum plus an additional 43.5 feet for a total of 88.5 feet. So, again, they meet the setback requirements on all sides.

The location of the parking lots, maneuvering lanes and the fire access lanes, including the curb and gutter, shall not be located within any easements on the property without express written approval of any easement holder, and they shall be set back a minimum 20 feet from the property lines except for the property line adjacent to the railroad tracks which is to the west. And the setback at that location may be decreased to zero pursuant to the current zoning regulations.

Hours of operation, the facility will be in operation 24 hours per day/seven days per week operation in varying degrees of activity. The office will operate daily in conjunction with the distribution business flow. The facility will not be open to the public.

Trucks making deliveries to retail stores will depart throughout the day, seven days a week. These loads will be arrayed over the a daily 24 hour period, with peaks being from 10:00 p.m. to 3:00 a.m. These trucks will return throughout the 24 hour daily period, seven days a week.

Trucks will make deliveries to the site from outside suppliers beginning after midnight and arrayed throughout the 24 hour period. There will be two types of deliveries, drop trailers will primarily be drivers that are familiar with the facility who bring a load in, drop it in the trailer parking lot, pick up an empty trailer and depart. Live loads will be drivers that mostly are not familiar with the facility and bring their loads in by appointment. Live loads will bring the load in, wait in the staging or bullpen area for their appointment time, take their load directly to a designated dock door, wait for the load to be unloaded and leave with the empty trailer they brought. Roughly 20 to 25 percent of the inbound traffic will be live loads.

The anticipated startup date and employee count, the existing facility will be closed May 2013 to mid-2014. Operations are expected to re-start in summer to fall of 2014. Full-time employees are estimated at 486 including third party labor and part-time employees estimated at 42 including third party labor. Each area will operate with two planned 10 to 12 hour shifts 6 days per week with seasonal requirements to 7 days.

First shift would be 6 a.m. to 5 p.m., warehouse approximately 152 team members; shift maintenance/security approximately 16 team members; unloaders or lumpers approximately 36 team members; and third party fleet maintenance approximately 17 team members. The first shift 8 a.m. to 5 p.m. office operations Monday through Saturday approximately 10 team members; second shift 6 p.m. to 5 a.m. warehouse approximately 102 team members; shift maintenance/security approximately 11 team members, unloaders or lumpers approximately team members; and third party fleet maintenance approximately 11 team members. Truck drivers and switchers approximately 125 team members rotating over the 24 hour period. It's anticipated that that the maximum number of employees on the site at any time of day will be 316 .

With respect to site access and parking, the facility is being designed for incoming and outgoing trucks through the main truck access on Highway 31 just as it is now, with office workers entering and leaving the site from the main entrance on 95th Street which is on the south side of the facility.

Pursuant to the zoning ordinance the minimum on-site parking spaces for the office use is one space for 250 square feet plus the required number of handicapped accessible parking spaces pursuant to the State code. The minimum on-site parking spaces for a warehouse/distribution center is one space for every two employees during a 12 hour period and the required number of handicapped accessible parking spaces pursuant to the State code.

With respect to the number of parking spaces required for the warehouse office, approximately total team member count of 204 maximum 102 spaces are required. Truck driver/switchers approximately total team member count of 80 maximum 40 spaces required, and fleet maintenance 117 spaces provided.

The number of existing on-site spaces today office employee parking 411 spaces, truck driver parking 7, tractor parking 60 spaces, trailer parking 120 spaces. The existing truck driver and tractor parking areas will be reconfigured to provide additional spaces and allow construction of the bullpen parking area. The proposed project will include the following on-site parking additions: Truck driver parking 42 spaces, tractor parking 40 spaces, trailer parking 330 spaces, bullpen parking, again, that holding area, 50 spaces, and Witron parking 61 spaces.

All parking areas, maneuvering lanes and fire lanes including the truck court, will be improved with concrete vertical curb and gutter. We need to sit down and work through some of those details specifically with them with respect to whether or not we will require some concrete curb and gutter to be located in the area where they're proposing another immediate expansion. I don't know if that makes a whole lot of sense. So we need to sit down and mark up a plan with them so that they're not putting in improvements that are going to be ripped out in a short period of time.

Anticipated average and maximum daily automobile traffic counts: Average daily automobile traffic is projected to be approximately 100 per day. Roughly 80 of these will be entering through the truck entrance. Future estimated totals, average daily automobile traffic is projected to be 400 per day. Roughly 25 percent or 100 of these will enter through the truck entrance.

Anticipated average and maximum daily truck traffic counts: Average daily truck traffic is projected to be approximately 90 per day and 110 on peak. Future estimated totals could be approximately 160 per day and 218 at peak.

With respect to the description of potential adverse impacts to neighboring properties and proposed mitigation measures, an increase in truck traffic and its associated impact to traffic on Green Bay Road is believed to be a primary potential impact from the proposed expansion. Reconfiguration of the truck entrance will be completed to mitigate any of this concern. The existing inbound truck entrance is two lanes wide, and queue length to the gate arms at the existing guard house gates is roughly three trucks per lane. It is proposed that the inbound truck entrance be widened to three lanes, and existing gate arms be removed.

Security fence and gates will be shifted 390 feet to the west. The north inbound lane will provide access to the truck driver and mechanic parking lot, as well as the bullpen. Shifting the gate will provide queue space for as many as eight trucks in both the center and south inbound lanes. Witron employees will enter through the south inbound lane to access their parking lot. Two roughly 100 feet in length will be provided for outbound traffic which will be released slowly due to exit security procedures.

Landscaping and open space, the M-2 District requires that at minimum of 25 percent of the site be open space. The site greatly exceeds this requirement. Currently 68.3 percent of the site is open space, and with the proposed addition including addition parking and maneuvering lanes they still will have 44.5 percent open space. Upon completion of additional future paving the site will still have over 27 percent open space. The existing storm water management basin will be maintained and retrofitted to control storm water quantity and improve storm water quality in accordance with current state and local standards.

Existing screening on the east side of the site is currently being provided by earthen berms and with landscape trees. The existing screening will be maintained. The existing berm and landscaping will also attenuate noise block highlight glare from internal truck traffic. Any new site lighting will be shielded to prevent off-site glare to the adjacent properties.

With respect to the certified survey map, the CSM is being prepared to combine the three existing parcels and to identify existing easements on the property. In addition, a stormwater maintenance and access easement will be added over the on-site retention basin areas. When the CSM is finalized and executed, it will be recorded at the Kenosha County Register of Deeds office.

And then one of the final things, I'm not sure if it's mentioned -- I know it's mentioned in the staff comments is that street trees will be planted along $95^{\text {th }}$ Street in the right of way similar to what Ta Chen is doing along $109^{\text {th }}$ Street so to complete as part of the requirements of the land division ordinance.

With that I would like to continue the presentation by introducing Mike Flickinger, director or real estate. And then he will introduce some of the other members of the Meijer team. And we have some additional presentation materials that we would like to show you for them.

Thank you.
Mike Flickinger:
Good evening Chairman and members of the Plan Commission. Thank you, Jean for that thorough review. My name is Mike Flickinger. I am director of real estate for Meijer, 2929 Walker Avenue NW, Grand Rapids, Michigan. I wanted to talk a little bit, too, about the rest of the project team we have. We have members tonight from our supply chain which will speak briefly. We also have members here this evening from Gray Design and Construction who is our group that will be handling our design and engineering for this particular project. There's probably more queues. I can queue you through on some of those. We can go right onto the next slide.

Meijer itself is a company that was founded in 1934 by Hendrick Meijer during the Great Depression. He formed this company in Greenville, Michigan in a small storefront with his son Fred. They grew the company into what we are today which is a company that is still privately held, and family is still involved with the business. Hank Meijer is our CEO today and cochairman along with his brother, Doug, of the Board of Directors.

We operate nearly 200 superstores now in five states. Those states are Michigan, Illinois, Indiana, Ohio and Kentucky. Soon hopefully to be Wisconsin as well as our sixth state. We have over 60,000 team members today and growing, and we also operate obviously multiple distribution complexes as well as manufacturing facilities. Along the way Meijer has been known as an innovator in the business and a leader in a lot of different areas in the retail arena. Lots of little things like introduction of shopping carts to the business environment, electronic conveyor belts, things like price scanners. We were one of the first people to get involved really in advertising in the newsprint and then also in the TV media during the ' 50 s. In addition to that one of our biggest contributions to the industry was really being the pioneer of the one stop shopping environment.

In 1962 we opened a store in Grand Rapid, Michigan called Thrifty Acres. This was the first time that groceries and general merchandise had been combined under really one roof to provide a large retail format and what has obviously progressed today into what we call the modern super center. In our never ending quest to continue improving on our customer service and experience, we continue to be leaders and innovators in the business. One of the things that we do today which we find is very beneficial to the communities that we serve, we have program called free prescription program where we do things that are focused basically on heart health, prenatals, antibiotics which are commonly prescribed to children. We also take into account a lot of other technology advances that improve that shopping experience for our customer.

Dedication to sustainability and green initiatives, I'll give you a couple examples of what Meijer does to fulfill that in our business world. One, we'll start with our stores. We design all of our stores to be LEED compliant. We actually every time we develop a new prototype we take it through the LEED certification process, then we incorporate all those kinds of design standards into our standard building. We have a high commitment to efficiency to our buildings. Obviously we're a large energy user. It's beneficial to us, it's also beneficial to the community.

We maintain a sustainability program in our seafood. Obviously with the growth of the seafood industry and the demand for fresh seafood and fish, we want to make sure that we're providing that to the customer in a sustainable means.

We've also been recognized by the United States EPA as an award recipient of something called Smart Way which recognizes us for advancements in transportation efficiency. Again, all issues that Meijer really focuses on. And the last one on this slide, one of the things that we have a longstanding history of is really giving back to the communities we serve, and we'll talk about that a little bit more shortly.

We can go onto the next slide. One of the things that's important to Meijer and really understanding who Meijer is is understanding our core values. We really have five core values, and this is the way we operate our business on an everyday basis. First, freshness. This is what we're known for. It's what we're extremely good about. It's one of the things that we're doing with this particular facility will help us continue to improve that, and that's providing freshness to the consumer. We have over 600 products in our store in produce, fresh vegetables, fruits, meat and seafoods that we provide fresh every day.

Competition, of course we're in a business that's highly competitive. We have to stay basically on a path of continuous improvement every day to service our customers and we do. Safety and health, of course, a big concern for us. We have a lot of team members, as I said over 60,000 . We want to make sure our team members are safe in their work environments whether that's in our stores, our distribution or our manufacturing facilities, also our customers. We have a lot of customers that come in and out of our doors every day, and we want to make sure we provide them with a safe shopping environment. In addition to that we also provide a lot of services both to our customers as well as our team members to promote healthy living and healthy lifestyle.

Family is another one that's in our core values. Of course we are family owned business today. One of the things that's important to us about family is treating each other with dignity and respect. And when I talk about dignity and respect I mean not only our team members and internally to the company but also the communities that we do business with, all of our suppliers and vendors that we do business with. This is just kind of who we are, and finally customers. Again, we're a retailer, and Fred Meijer said it best, customers don't need us, we need them. We are continuing every day to strive to meet the needs and exceed the expectations of our customers.

As I mentioned earlier philanthropy and giving back to the community we serve is very important to us. We find it very important to be proactive in our communities and make sure that we're giving back to the areas where we work and live. Each year Meijer donates over six percent of our net profits back to charitable causes. We find this to be an industry leading percentage. In addition to that, as you would imagine a large amount of those go toward corporate food giving or hunger relief in our communities. We do that in a variety of different ways. Of course, there's the traditional where basically products and services are donated to the food pantries and other things. But we have other things like simply give program where not only do we get involved in this organization, but we encourage community members who shop with us to buy gift cards. Meijer has a matching grant to those gift cards so that we can not only have Meijer involved but involve the community with the community.

In addition, our supply chain group. They also have done things like donate semi tractors and trailers to food banks throughout the Midwest to help them in delivering and picking up products and goods to bring to our facilities. We also get involved in a lot of charitable causes, issues like the United Way or companies like the United Way and the Red Cross. An example of that last year, 2012, during our United Way pledge Meijer team members pledged over $\$ 3$ million to the United Way.

So just to give you a little bit of a background of who Meijer is as a future business member to our community. With that I'd like to turn it over to Bob Mooney who is our senior vice president from our supply chain group to talk to you a little bit more about our distribution facility here in Pleasant Prairie.

## Bob Mooney:

Thank you. My name is Bob Mooney, 2727 Walker NW, Grand Rapids, Michigan. Also with me tonight is Rick Hershberger who will be the director of the facility and living here. In fact, he's here tonight with his wife checking out the area for the first time. So I'm glad it was a nice sunny day. We currently have five large distribution complexes around the Midwest. Those are kind of aerial views and where they're located. This will be our sixth food distribution complex servicing all the fresh varieties, meat, frozen, produce as well as dry grocery.

I think we have a next slide. We have two basic networks. We have a general merchandise network which is two large general merchandise facilities located in mid Michigan and down in southern Ohio. And then we have three food distribution centers, one in Lansing, one in Newport which is a little town about 15 miles north of Toledo. And then another one actually in a town called Tip City, which unless you're from Ohio you probably wouldn't know where it is. It's right on the northern part of Dayton. And this will be our fourth food facility. You can see we're distributing currently to this area out of our Lansing facility which you can imagine is quite a haul. So we will be located on the far end of the Lansing DC right now, and we'll pick up the southern and central parts of Illinois as well as we hope two stores in the Wisconsin area that we'll be building over the next several years.

What's unique about this particular facility, and I know that your fire marshal has been out to see one of these facilities, and our understanding from talking to the staff is that there was some interest in terms of what exactly was going to be going into this facility. The addition will be as you saw 89 feet tall, and that's to accommodate the cranes that will be a totally automated grocery picking system. Now, there's a number of these in the country right now, none in this neck of the woods. And there's a number of them over in Europe and in Canada. But this will be one of the first ones in the central part of the United States.

But basically it's about a six step process. The receiving pallets, as you probably all are somewhat familiar with, come off a truck and they go into the automation, where the automation either puts it in the high bay storage as a pallet, or it takes it and it breaks it down at at a depalletizer and stores each individual case on a tray. The software in this system then builds a store specific pallet so that when the pallet gets delivered to the store, if you take the pallet off the truck, take that top case on the pallet out where it belongs in the store, you'll be able to stock the shelves right off of the pallet. So there's a lot of labor savings out in the stores and efficiencies driven by this automation primarily out at the store end, but obviously some in the warehouses,
too. And this will be Meijer's first installation of this type of technology. We've been looking at it now for roughly a year, year and a half, and with this opportunity this will be our first fully automated grocery warehouse. The refrigerated portion of the distribution center will operate much the way that the SuperValu did where it's all delivered on hand trucks and hand picked and delivered to the store seven days a week.

I think we have a little video, because it's hard to envision this without seeing it.
[Video Played]
This would be the receiving operation where the palletized goods are taken off the inbound delivery. And these are the large stacker cranes that go up just shy of 90 feet where full pallets are stored in the high bay part of the warehouse. This is the de-palletizing station where a pallet that's come out of the high bay storage now gets taken apart and put on an individual tray by case.

Tom Terwall:
Pretty slick.

## Don Hackbarth:

Boy, that's got to be coordinated. Is that beer?

## Bob Mooney:

It could be over in Europe. And then the individual cases are stored in a smaller crane warehouse by the tray with the case on it. And then this is where the cases are actually picked by these same cranes and sent on a conveyor in a particular sequence to a particular store's pallet.

## Don Hackbarth:

Which country designed this?
Bob Mooney:
It's a German company actually.
Don Hackbarth:
Is there a lot of maintenance on that?
Bob Mooney:
There's a fairly good size maintenance crew, about 17 to 20 people roughly. What it's doing now is sequencing the cases in an exact string of cases going to the pallet which you'll see right here. Now it's starting to build a pallet.

## Tom Terwall:

Pretty amazing.
Don Hackbarth:
Where is this particular facility right now? Where is this?
Bob Mooney:
I believe this is from a Sobeys facility in Canada.
Tom Terwall:
It's shrink wrapping. Look at that. Pretty slick.
Bob Mooney:
Pallet ready to ship to a store. So with that any questions that anybody might have? We have our engineers here and all kinds of people to answer any questions that anyone has.

Michael Serpe:
Just one statement. With the approvals tonight I think you should be working on your next expansion. It's pretty impressive.

## Bob Mooney:

Actually there is plans beyond on the initial opening, but that will depend on how well we do.
Michael Serpe:
Good to hear.

Don Hackbarth:
I've got a couple of comments here. On page number 3 is says that first shift is 6 a.m. to 5 p.m. What is the truck traffic during that time in and out of the facility?

Bob Mooney:
The truck traffic is really two fold. On the drive side of the business which is the grocery side the receiving will go on literally as the trucks show up. And most of those trailers are drop trailers. So whether it's a Meijer backhaul or one of our carriers they bring the full trailer and drop it in the yard, pick up an empty trailer and leave. The fresh business, especially the produce business, is more they get there by 5 or 6 in the morning and then they start coming in. But what we do is allow them to come in off the road, park in the bullpen. You may have heard Jean referring to a
bullpen. The bullpen is our onsite parking for our deliveries. And typically we start receiving the fresh 5 or 5:30 in the morning and start shipping it later in the evening.

Don Hackbarth:
The reason I say that with your shift here, the reason I say that is coming up 31 if you're going north there are times when it gets kind fo dangerous. And I don't know if that can be modified, that entrance, when a truck wants to go north, take a lefthand turn going north it's kind of a dangerous thing because they have their butt end sometimes sticking out in traffic or they're trying to get into traffic.

## Mike Pollocoff:

One of the things that we're going to be sitting down with Meijer and DOT is talking about we think that some of the improvements that are going to be acquired not like today, but we're looking to acquire a T grant for doing two things. One is as we take a look at any modifications that would occur on 31 at the site have that paid for by the T grant as well as making sure that we have additionally using T grant funds to make improvements to 165 where the bridges cross the Des Plaines and be able to facilitate that widening there so we have another set of lanes going out there. Again, that's not something that would happen in the short term, but if we can leverage T grant money which is federal transit aid to make those improvements work, I think as we work through this process that's going to facilitate having right hand turn movements to get them to 165 and have that be the biggest way out to the interstate.

## Don Hackbarth:

What I'm saying is if a truck wants to go north, and I don't know if this is a viable solution, to make 31 wider at that exit point where a truck could actually get into the median and stand there with traffic going both north and south. Because when they stick out into that lane --

Mike Pollocoff:
Right, and that's the first improvement I was talking about. But, again, with their startup time we have time to get the T grant application in place that would make that happen or would facilitate that movement. We really think, and I think that Meijer probably looked at this, too, the bulk of their movements are going to want to get out to the interstate fairly quickly, and 165 is the fastest way out unless it's going to a Kenosha store.

Don Hackbarth:
The other comment I had is in the giving program this is a warehouse. Is a warehouse included in that giving back to the community program?

Bob Mooney:
Oh, yes absolutely.

## Don Hackbarth:

Because we're not selling here at a warehouse. When you say that you have cards, are you familiar with script program?

Bob Mooney:
Yes.
Don Hackbarth:
That's where certain businesses have a card, and other people if you sign up for it they buy it and then they can get a certain percentage of that back. Is that the way that your card works?

Bob Mooney:
I know we have a number of different programs in different areas that we operate. I know the script is one we've had on come locales. Mike might know more about it or someone at our corporate office. But we have a number of different community involvement programs.

## Don Hackbarth:

The reason I say that I'm a pastor of a church, and we have the script program at the church. It works out very nicely for us. It helps us out a lot. And we have a school and that's what it goes to. Okay, thank you.

Tom Terwall:
Other questions? Thanks very much.
Bob Mooney:
Okay, thank you.
Wayne Koessl:
Mr. Chairman, does the Commission have any more questions? If not, I'd move that we approve the preliminary site and operational plan subject to the comments and conditions of the Village staff report of January 14, 2013.

Michael Serpe:
Second.

## Tom Terwall:

IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY MIKE SERPE TO APPROVE THE PRELIMINARY SITE AND OPERATIONAL PLAN. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered.
Michael Serpe:
Move approval of the certified survey map.
Don Hackbarth:
Second.
Tom Terwall:
MOTION BY MIKE SERPE AND A SECOND BY DON HACKBARTH TO SEND A
FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE CSM SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.
Tom Terwall:

Opposed? So ordered. We don't have to get the approval of all the other groceries. This isn't like a casino, is that correct?

Wayne Koessl:
And, again, welcome to Pleasant Prairie.
Voices:

Thank you.
G. Consider the request of Louis Rosen, owner, for the Transfer of Land for approximately 9 acres of land generally located south of 104th Street and west of

120th Avenue (West Frontage Road) into Pleasant Prairie from the Village of Bristol (f/k/a Town of Bristol) pursuant to the 1997 Settlement and Cooperation Agreement and Supplemental First Amendment between Pleasant Prairie and Bristol.

Jean Werbie-Harris:
Members of the Plan Commission, this is a request of Louis Rosen, owner, for the transfer of land for approximately 9 acres of land generally located south of $104^{\text {th }}$ Street and west of $120^{\text {th }}$ Avenue, the West Frontage Road, into Pleasant Prairie from the Village of Bristol pursuant to the 1997 Settlement and Cooperation Agreement and supplemental first amendment between Pleasant Prairie and Bristol.

In accordance with the 1997 Settlement and Cooperation Agreement by and between the Village of Pleasant Prairie, the Pleasant Prairie Water Utility, the Pleasant Prairie Sewer Utility District D, the Pleasant Prairie Sewer Utility District No. 1, the Pleasant Prairie Sewer Utility District F, the Town of Bristol, the Town of Bristol Utility District No. 3, the Town of Bristol Utility District No. 5 and the Town of Bristol Water Utility District including the First Amendment known as the 1997 agreement, there are two options to transfer of land into Pleasant Prairie.

Option 1 - A fully executed Petition for Direct Annexation by Unanimous Approval pursuant to Section 66.0217(2) [formerly 66.023(7)(b)] of the Wisconsin Statutes.

Option 2 - Alternate Procedure for Transfer of Land to Village as outlined in the referenced agreement. Option 2 requires a pre-petition conference with Village officials, the submission of a petition to the Village, service within five days by certified mail by the Village upon another affected government entity, and a 35 day waiting period before the Village Board may adopt an ordinance by a two-thirds vote of its elected members, accepting the transfer of land from Bristol to Pleasant Prairie.

On November 16, 2012, the Village received land transfer petitions from Louis Rosen, owner of approximately 9 acres of land generally located south of 104th Street and west of 120th Avenue, West Frontage Road. The property owners requested that a land transfer be approved to transfer said lands into the Village from the Village of Bristol pursuant to the 1997 agreement and the first amendment to the agreement, as legally described and shown within the Land Transfer Ordinance \#2 as attached. These parcels, Tax Parcel Numbers 37-4-121-254-0400 and 37-4-121-254-0405, are located in the Village's growth area and completes the outer most limits of the Village growth area along the southern boundary.

On November 21, 2012 the Village Clerk sent to all affected government entities a copy of Rosen's petition. The Village Board will consider adoption of Land Transfer Ordinance \#2 on January 21, 2013, which is after the 35 -day required waiting period.

According to the Village of Bristol, both properties to be annexed into the Village are zoned A-2, General Agricultural District, and a portion of the properties are zoned FPO, Floodplain Overlay District. The properties will remain in these zoning districts at this time.
At a future date the Village will hold the required public hearing to amend the Village Comprehensive Plan and to rezone the properties into the appropriate zoning designations. These
properties are not located within Tax Increment Finance District \#2, but the land to the north is located with TID \#2. The staff recommends that the annexation petition or the land transfer petition be approved as presented with a temporary zoning classification, and further that the Village boundaries be adjusted subject to -- okay, Peggy tells me that I shouldn't say temporary. That we are presenting it with the current classification and the Village boundaries be adjusted subject to the approval by the Wisconsin Department of Administration. I'm not sure if we have received anything from the DOA yet.

Tom Shircel:
We did receive a letter on Friday, and according to the DOA they don't even have the authority or the statutory authority to review this. It's only a land transfer. But they did review and give us a letter that will be presented to the Village Board next Monday.

Michael Serpe:
Does Bristol have an objection or a say so in this?
Mike Pollocoff:
They said they didn't think they did.

## Don Hackbarth:

I've got a comment here. We're expanding farther and farther to the west. And we were talking some time ago about putting another fire station closer to the I. I don't know what the response time is, Doug, to Uline or what station responds, but we are expanding to the west.

Mike Pollocoff:
We've identified a site for station 3. We've actually identified a site for station 6 as part of the Abbott site. So the plan is in place. Our response times aren't at this time -- we're making it out. But at some point as traffic gets worse we'll need station 3.

Don Hackbarth:
Well, we've got a good department.
Mike Pollocoff:
Yeah, we do.
Jean Werbie-Harris:
The staff recommends approval as presented.

Michael Serpe:
So moved.
Wayne Koessl:
Second.
Tom Terwall:

## IT'S BEEN MOVED BY MIKE SERPE AND SECONDED BY WAYNE KOESSL TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered.

## H. Consider Plan Commission Resolution \#13-02 to initiate zoning map amendments related to land within the Chiwaukee Prairie/Carol Beach Land Use Plan area that have been acquired by a public or non-profit agency for open space and/or preservation.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission, this is Plan Commission Resolution 13-02 relating to the initiation of some zoning map amendments. The Plan Commission may initiate a petition for the amendment of a zoning ordinance. This can include zoning of the property, change in zoning district boundaries or changes in the text of the zoning ordinance.

The Community Assistance Planning Report \#88 that you're all familiar is the Land Use Management Plan for the Chiwaukee Prairie/Carol Beach area of the Town of Pleasant Prairie dated February of 1985, and we are still using it for our implementation. It was prepared by the Regional Planning Commission. It recommended ultimately that all the lands within the plan that were identified as open space preservation areas should be placed into the C-3, Natural and Scientific Area Resource Conservancy District, which is the dedicated natural resource based preservation and protection district. The C-3 District is intended to preserve and enhance existing natural features including scenic, historic and scientific areas associated with plant/animal communities and to prevent the destruction of valuable natural scenic and scientific resources in the Chiwaukee Prairie are that have been identified by the federal or State agencies, Kenosha County or the Village to be protected in the public's interest.

Whereas the lands mapped as natural and scientific areas should include those lands identified in a continuous open space preservation area consisting of a continuous environmental corridor.

These valuable natural and scientific areas of specific interest are unique in Wisconsin, and we would like to see them protected in Pleasant Prairie. The Land Use Management Plan seeks to preserve a substantial portion of these existing features, and these as you know exist from the area of Kenosha sand dunes on the north end to Chiwaukee Prairie on the south end of the Village on the east side of the Village.

The Land Use Management Plan identifies that the lands within the corridor be acquired and maintained as a natural area, wildlife area, by a combination of public and private conservancy interests. The Wisconsin DNR and The Nature Conservancy of Wisconsin have identified land acquisition areas for permanent resource protection. Each year, as you know, we initiate this petition because the Land Use Management Plan recommends that either Kenosha County or Pleasant Prairie proceed on an incremental basis to rezone those areas that have been acquired in the public's interest. The remaining lands within the proposed open space preservation area shall either be preserved as wetlands beyond the shoreland zone or as significant uplands. And then they should be placed into that C-3 Conservancy District.

Any properties that have been acquired in the public's interest in 2012 and other properties in the Carol Beach and Chiwaukee Prairie area that come under this same classification shall be evaluated and rezoned into the appropriate classification of zoning pursuant to the plan.

So the Village Plan Commission by this resolution is not making any determinations regarding the rezoning that is being proposed before you. It is just merely initiating and petitioning to amend the official zoning map as it relates to these properties that have been acquired in the public's interest. The proposed zoning map is therefore being referred to the Village staff for further review and study, and a public hearing will be set before the Plan Commission to consider the rezoning of these properties and a subsequent date when the public hearing can be scheduled. The staff recommends approval of the Resolution 13-02 to initiate the zoning map amendments for the Chiwaukee Prairie area.

## Don Hackbarth:

So moved.
John Braig:
Second.
Tom Terwall:
And it's only those properties that are purchased for that purpose, correct?
Jean Werbie-Harris:
That's correct.
Tom Terwall:
Privately held properties do not get rezoned until they're acquired.

Jean Werbie-Harris:
They do not.
Tom Terwall:
IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY JOHN BRAIG TO ADOPT RESOLUTION 13-02. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:
Aye.
Tom Terwall:
Opposed? So ordered.

## 7. ADJOURN.

Michael Serpe:
Move to adjourn.
John Braig:
Second.

Tom Terwall:

Moved and seconded we adjourn. All in favor signify by saying aye.
Voices:

Aye.
Tom Terwall:

Opposed? We stand adjourned.

Meeting Adjourned: 7:33 p.m.
A. PUBLIC HEARING AND CONSIDERATION OF SEVERAL ZONING MAP

AMENDMENTS related to land within the Chiwaukee Prairie/Carol Beach Land Use Plan area that have been acquired by a public or non-profit agency for open space and/or preservation.

## Recommendation:

Village staff recommends that the Plan Commission send a favorable recommendation to the Village Board to approve the Zoning Map Amendments as presented.

## VILLAGE STAFF REPORT OF FEBRUARY 11, 2013

CONSIDERATION OF SEVERAL ZONING MAP AMENDMENTS related to land within the Chiwaukee Prairie/Carol Beach Land Use Plan area that have been acquired by a public or non-profit agency for open space and/or preservation.

On January 14, 2013 the Village Plan Commission adopted Resolution \#13-02 to initiate several zoning map amendments for properties that have been acquired in the public's interest in 2012 pursuant to Community Assistance Planning report No. 88, entitled A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, (now known as the Village of Pleasant Prairie), dated February 1985. This plan recommended that ultimately all the lands within the Plan identified as an open space preservation area should be placed in the C-3, Natural and Scientific Area Resource Conservancy District, the designated natural resource base preservation and protection district.

The C-3 Natural and Scientific Area Resource Conservancy District is intended to preserve and enhance existing natural features including: scenic, historic, and scientific areas and associated plant and animal communities and to prevent the destruction of valuable natural, scenic and scientific resources, including wetlands, shorelands or navigable waters, prairies, meadows, sand dunes, woodlands, wildlife habitat and areas with high erosion hazard at such time as said lands are acquired by any Federal or State Agency, Kenosha County or the Village for the public interest.
Lands mapped as natural and scientific areas should include those lands identified in a continuous open space preservation area consisting of continuous environmental corridor including: valuable natural, scenic and scientific resources of special scientific interest; wildlife habitat areas; critical plant habitat areas where several Wisconsin rare threatened or endangered plant species are identified; and wetlands, prairies, meadows, sand dunes, woodlands and areas subject to flooding and high erosion hazards.

The Land Use Management Plan seeks to preserve a substantial portion of the existing natural features of the area through the maintenance of a continuous environmental corridor connecting the Kenosha Sand Dunes on the north end and the area within the Chiwaukee Prairie preserve on the south end.

The Land Use Management Plan identifies that the lands within the corridor be acquired and maintained as a natural area/wildlife area by a combination of public and private conservancy interests.
The Wisconsin Department of Natural Resources and The Nature Conservancy of Wisconsin have identified land acquisition areas for permanent resource protection. The Land Use Management Plan recommended that Kenosha County and Pleasant Prairie proceed on an incremental basis in the following manner:

1. Kenosha County, and since 1989, the Village of Pleasant Prairie, shall follow Chapter NR 115/NR 117 of the Wisconsin Administrative Code that requires the rezoning of wetlands within the shoreland area of Lake Michigan; and
2. The remaining lands within the proposed open space preservation area shall be preserved either as wetlands beyond the shoreland zone or as significant uplands. Such lands shall remain in their current zoning category until acquisition takes place, and then the lands shall be rezoned after they have been acquired within the public's interest into the $\mathrm{C}-3$ District.

Properties that have been acquired in the public's interest in 2012 were evaluated and are proposed to be rezoned into an appropriate zoning classification pursuant to The Plan. The following zoning map amendments area proposed.

| Tax Parcel Number | Owner | Current <br> Zoning | Proposed <br> Zoning* |
| :--- | :--- | :---: | :---: |
| $93-4-123-191-1295$ | Department of Natural Resources | $\mathrm{R}-5$ and C-1 | $\mathrm{C}-3$ |
| $93-4-123-203-0185$ | Department of Natural Resources | $\mathrm{R}-5$ and C-1 | $\mathrm{C}-3$ |
| $93-4-123-304-0295$ | Department of Natural Resources | $\mathrm{R}-5$ | $\mathrm{C}-3$ |
| $93-4-123-322-0205$ | The Nature Conservancy | $\mathrm{R}-5$ and C-1 | $\mathrm{C}-3$ |
| $93-4-123-323-0765$ | The Nature Conservancy | $\mathrm{C}-1$ | $\mathrm{C}-3$ |
| $93-4-123-323-1165$ | The Nature Conservancy | $\mathrm{R}-5$ and C-1 | $\mathrm{C}-3$ |

*All lots referenced above will remain in the LUSA, Limited Urban Service Overlay District. In addition, any portions of the properties noted above that are located within a FPO, Floodplain Overlay District or within a Shoreland Boundary will remain within those districts.

Village staff recommends that the Plan Commission send a favorable recommendation to the Village Board to approve the Zoning Text Amendments as presented.


$$
93-4-123-191-k \neq k \times x=1295
$$

Rezone from R-5 and $C-1$



93-4-123-203-0185
Rezone from $R-5$ and $e-1$ to $\mathrm{C}-3$


$$
93-4-123-304-0295
$$

$$
\text { Rezone from } R-5 \text { to } C-3
$$



$$
\begin{aligned}
& 93-4-123-322-0205 \\
& \text { Rezone from R-5 and C-1 } \\
& \text { to C-3 }
\end{aligned}
$$



## ORD. \# 13

## ORDINANCE TO AMEND THE OFFICIAL ZONING MAP OF THE VILLAGE OF PLEASANT PRAIRIE, KENOSHA COUNTY, WISCONSIN

## PURSUANT TO CHAPTER 420-13 OF THE VILLAGE ZONING ORDINANCE

BE IT ORDAINED by the Village of Pleasant Prairie Board of Trustees, Kenosha County, Wisconsin, that the Official Village Zoning Map is hereby amended as follows:

The subject properties located in Carol Beach/Chiwaukee Prairie generally in the area south of $85^{\text {th }}$ Street, west of Lake Michigan, north of $128^{\text {th }}$ Street, and east of the Union Pacific Railway (collectively hereinafter referred to as the "Rezoning Area") that have been acquired in 2012 by the Wisconsin Department of Natural Resources, the Nature Conservancy of Wisconsin are hereby rezoned as follows:

1. The following property is proposed to be rezoned from the C-1, Lowland Resource Conservancy District to the C-3, Natural and Scientific Area Resource Conservancy District: Tax Parcel Number: 93-4-123-323-0765;
2. The following property is proposed to be rezoned from the R-5, Urban Single Family Residential District to the C-3, Natural and Scientific Area Resource Conservancy District: Tax Parcel Number: 93-4-123-304-0295;
3. The following properties are proposed to be rezoned from the R-5, Urban Single Family Residential District and the C-1, Lowland Resource Conservancy District to the C-3, Natural and Scientific Area Resource Conservancy District: Tax Parcel Numbers: 93-4-123-191-1295; 93-4-123-203-0185; 93-4-123-323-1165; and 93-4-123-3220205; and
4. All lots referenced above will remain in the LUSA, Limited Urban Service Overlay District. In addition, any portions of the properties noted above that are located within a FPO, Floodplain Overlay District or within a Shoreland Boundary will remain within those districts.

The Village Zoning Administrator is hereby directed to record these zoning map amendments on the appropriate sheet of the Official Village Zoning Map and Appendix B in Chapter 420 of the Village Code of Ordinance shall be updated to include said amendments.

Adopted this $\qquad$ day of $\qquad$ 2013.

## VILLAGE BOARD OF TRUSTEES

## ATTEST:

Jane M. Romanowski, CMC Village Clerk

John P. Steinbrink
Village President

## Posted:

yr2012 dnr conservcnay purchased lots.doc
B. Consider the request of Paul Schmitter, agent for CenterPoint WisPark Land Co., LLC owners of the property generally located south of $107^{\text {th }}$ Street, north of $109^{\text {th }}$ Street between $80^{\text {th }}$ and $88^{\text {th }}$ Avenues in LakeView Corporate Park for approval of Site and Operational Plans for the construction of a 471,403 square foot industrial building for TaChen International Inc., a stainless steel distributor.
Recommendation: Village staff recommends that the Plan Commission approve the Site and Operational Plans for the proposed 471,403 square foot industrial building to be occupied by TaChen International Inc. subject to the comments and conditions of the Village Staff Report of February 11, 2013.

## VILLAGE STAFF REPORT OF FEBRUARY 11, 2013

Consider the request of Paul Schmitter, agent for CenterPoint WisPark Land Co., LLC owners of the property generally located south of $107^{\text {th }}$ Street, north of $109^{\text {th }}$ Street between $80^{\text {th }}$ and $88^{\text {th }}$ Avenues in LakeView Corporate Park for approval of Site and Operational Plans for the construction of a 471,403 square foot industrial building for TaChen International Inc., a stainless steel distributor.

The petitioner is proposing to develop the vacant land generally located south of $107^{\text {th }}$ Street, north of $109^{\text {th }}$ Street between $80^{\text {th }}$ and $88^{\text {th }}$ Avenues in LakeView Corporate Park with the construction of a 471,403 square foot industrial building to be referred to as LakeView XIV. The building is proposed to be occupied by TaChen International Inc.

TaChen is a world industry leader in inventory breath, depth and availability: over 25,000 stainless steel (flat rolled long products both bar and structural, tubinf P.V.F.), aluminum (flat rolled, coils, sheets, plates and threadbrite) and nickel Ally (coils, sheets, plates and bars). TaChen has eight (8) locations nationwide, offering same and next day services. TaChen provides access to one of the most complete inventories of pipe, tub, sheet, plate, bar, fittings and valves in the metal industry.
On January 14, 2013, the Plan Commission conditionally approved Preliminary Site and Operational Plans so that mass grading and footings and foundations work may commence prior to Final Site and Operational Plans being approved. On January 21, 2013 the Village Board conditionally approved a Certified Survey Map for the proposed property.
The property is zoned $\mathrm{M}-2$, General Manufacturing District and there are no wetlands, shoreland areas or 100-year floodplain on the property. The 471,403 square foot building is proposed to be approximately 38 feet high.

The M-2 District requires that the building meet the following minimum setback requirements:

- Street setback: a minimum of 40 feet from non-arterial streets $\left(107^{\text {th }}\right.$ and $109^{\text {th }}$ Streets).
- Side setback: 45 feet minimum.

The location of the parking lots, maneuvering lanes and the fire access lanes, including the curb and gutter shall not be located within any easements on the property without express written approval of any easement holder (a copy of which shall be provided to the Village) and shall be setback a minimum 20 feet to property lines as required by the Village Zoning Ordinance.
The 471,403 square foot building is proposed to be approximately 38 feet high. The building will be painted precast concrete.

## Site Access and Parking:

The facility is being designed for incoming materials to be delivered through three (3) access points on 107th Street. On the north side of the building there is adequate queuing and stacking areas on site for semi-truck deliveries and there are 10 truck parking spaces. The two (2) western proposed driveways would align with existing driveways on the north side of $107^{\text {th }}$ Street. The eastern most driveway meets the minimum separation distance between existing driveways and is placed appropriately on the curve for adequate site lines.

The materials that are delivered or to be loaded for distribution will take place inside the building and the trucks will exit the building to the south through one of the three proposed driveways on $109^{\text {th }}$ Street. The materials that are delivered or to be loaded for distribution
take place inside the building and the trucks will exit the building to the south through one of the three proposed driveways on $109^{\text {th }}$ Street. Up to 61 employees per day will enter and leave the site through a separate entrance on $109^{\text {th }}$ Street to an area adjacent to the proposed $10,489 \mathrm{sq}$. ft. office area. Anticipated daily average truck traffic is anticipated to be approximately 63 trucks per day as shown below.

| Type of Truck | $\mathbf{6 : 0 0} \mathbf{a . m . ~ t o ~}$ <br> $\mathbf{1 2 : 0 0} \mathbf{~ p . m . ~}$ | $\mathbf{1 2 : 0 0} \mathbf{~ p . m . ~ t o ~}$ <br> $\mathbf{3 : 0 0} \mathbf{~ p . m . ~}$ | $\mathbf{3 : 0 0} \mathbf{~ p . m . ~ t o ~}$ <br> $\mathbf{6 : 0 0} \mathbf{~ p . m . ~}$ |
| :--- | :---: | :---: | :---: |
| Receiving Containers | 5 | 4 | 0 |
| Receiving Flatbeds | 8 | 2 | 0 |
| Outgoing LTL vans | 0 | 0 | 12 |
| Outgoing flatbeds | 10 | 15 | 7 |
| Total | $\mathbf{2 3}$ | $\mathbf{2 1}$ | $\mathbf{1 9}$ |

Employees will enter and leave the site through a separate entrance on $109^{\text {th }}$ Street to an area adjacent to the proposed $10,489 \mathrm{sq}$. ft. office area wherein 116 parking spaces (including five (5) handicapped accessible parking spaces) are provided. In addition, there is a 30 foot wide fire lane access around the entire facility for emergency vehicles. Future truck parking ( 37 spaces) is shown on the south side of the building in the event that additional semi-truck parking is required. All parking areas, maneuvering lanes and fire lanes including the truck court, shall be improved with concrete vertical curb and gutter.
It is anticipated that there will be 61 full-time employees and less than 5 part-time employees. Two (2) shifts are proposed. Shift 1 will have 48 employees and shift 2 will have 13 employees.
Pursuant to the Village Zoning Ordinance the minimum on-site parking spaces for the office use is one (1) space for 250 square feet plus the required number of handicapped accessible parking spaces pursuant to the State Code. The minimum on-site parking spaces for a warehouse/distribution center is one (1) space for every two (2) employees during any 12 -hour period and the required number of handicapped accessible parking spaces pursuant to the State Code. The minimum amount of on-site parking for TaChen includes:

42 parking spaces ( $10,489 \mathrm{sq} \mathrm{ft}$ office divided by 250 square feet)
31 parking spaces ( 61 full-time employees divided by two (2)
Therefore, a minimum of 73 on-site parking spaces plus the required handicapped accessible parking spaces is required. The 116 parking spaces (including 5 handicapped accessible parking spaces) meets the Village's minimum on-site parking requirements.
Pursuant to Section 420-47 D. of the Village Zoning Ordinance, the maximum, width of a driveway in a manufacturing district shall not exceed 35 feet at the property line. The Zoning Administrator, however, may allow an increase in width to provide for safer and adequate traffic movements. Several of the property's seven (7) driveways exceed 35 feet in width at the property line and are acceptable and have been approved by the Zoning Administrator. Driveways vary in width from 34.9 feet to 81 feet. This variation in width is also a result of depth of existing terrace areas (the area between the curb and the property lines).

Landscaping and Open Space: The site upon development will have $29 \%$ of open space which meets the $25 \%$ minimum of the $\mathrm{M}-2$ District. The site adjacent to $107^{\text {th }}$ and $109^{\text {th }}$ Street are proposed to be screened with a combination of berms and landscaping. Street trees will be required to be installed in the right-of-way adjacent to $107^{\text {th }}$ Street. The existing street trees within $109^{\text {th }}$ Street shall be protected with orange construction fencing
extending to the perimeter of the tree canopies during construction. If any existing newly or planted street trees are damaged or die within one (1) year of the final street tree inspection due to construction activities they will need to be replaced. Street trees shall be planted within the right-of-way of $107^{\text {th }}$ Street as shown on the Landscaping Plans. Each street tree shall be at least two (2) inches in diameter as measured a minimum of six (6) feet above the ground when planted. The street trees shall be staked, placed in mulched beds and protected. The contractor who installs the street trees shall be preapproved by the Village and provide the Village with a Certificate of Insurance with the Village listed as an insured party as noted on the Plans.

## Village staff recommends conditional approval of the Site and Operational Plans subject to the above comments and the following conditions.

1. This approval is valid for six (6) months. Prior to the expiration of the approval the building permits shall be issued.
2. The plans have been reviewed for conformance with the Village Ordinances and generally accepted engineering practices and Village policies. Although the data has been reviewed, the design engineer is responsible for the thoroughness and accuracy of plans and supplemental data and for their compliance with all State and local codes, ordinances, and procedures. Modifications to the plans, etc. may be required should errors or changed conditions be found at a future date.
3. The following changes shall be made to the Site and Operational Plans. Three (3) revised plans along with notations explaining how each of the items below have been addressed shall be submitted for final staff review and approval prior to issuance of any building permits:
a. The Title sheet shall be labeled "Site and Operational Plans".
b. The existing street trees within $109^{\text {th }}$ Street shall be protected with orange construction fencing extending to the perimeter of the tree canopies during construction. If any existing newly or planted street trees are damaged or die within one year of the final street tree inspection due to construction activities they will need to be replaced. Add note to sheet L2.0
c. JSD drawings (Plan Sheets C-1.0-C-3.0) and Kenosha Grounds Care drawings (Plan Sheet L1.0) indicate a building size of 470,414 S.F., while the Cornerstone Architects drawing (Plan Sheet A100.1) indicates a building size of 471,403 S.F. While the difference in building size between the drawings is minimal, all plan sheets shall indicate the same square footage.
d. All electric transformers and generators shall be sufficiently screened. Show location of transformers and proposed screening on the plans.
e. The location of the proposed irrigation system shall be shown on the landscape plan and the utility plan. An Indemnification Agreement will be required for an irrigation system within any Village easement or Village rights-of-way. In addition, a note shall be added to the landscaping plan that a permit is required to be issued by the Village for the installation of the irrigation system.
f. The maximum number of gallons/minute of water expected to be used per day in the facility shall be submitted.
4. Compliance with the attached conditions of the attached memorandum dated January 27, 2013 from the Village Fire \& Rescue Department. Pursuant to condition \#2 a letter shall be submitted to the Fire \& Rescue Department

## prior to obtaining building permits stating that the project will comply with all requirements of this memo. A copy of this letter shall also be provided to the Community Development Department.

5. Compliance with the attached letter from the Wisconsin Department of Safety and Professional Services dated February 5, 2013 related to the approval of a Variance related to ventilation requirements.
6. Compliance with the following comments from the Village Building Inspection Department:
a. All building, plumbing, and HVAC plans will need to be designed to the IBC Codes, Wisconsin Plumbing Code and be State Approved prior to submitting ( 2 sets) for building permits from the Village.
b. As of September 1, 2000 Lighting plans are no longer reviewed at the state level. However, the Village will continue to review plans. The Lighting Worksheets L-1 through L-5 are required for municipal level review.
c. Halls, corridors, stairways, passageways, work aisles and other means of egress from factories, offices and mercantile buildings shall have emergency lighting and exit lighting per Article 700 of the NEC, SPS 316.46. The Village Fire \& Rescue Department should be contacted for further information and requirements. Contact Fire \& Rescue Chief McElmury at 262-694-8027.
d. If water main is to serve both domestic and fire protection combined, the plans will need Department of Commerce approval and Village Fire \& Rescue Department approval prior to obtaining permits and commencing work.
e. Complete erosion control measures, silt fence and gravel access drives must be installed per Wisconsin Construction Site Best Management Practice Handbook and be inspected within 24 hours of any land disturbing activity.
f. The Village requires that all commercial buildings provide a sampling manhole per Municipal Ordinance 285-18 C.
g. This parcel and building must comply with all requirements of Barrier-Free Design.
h. The architect(s)/ professional engineer(s) shall submit, to the Village and State, the compliance statement, Form SBD 9720, prior to the final inspection with the Village Building Inspection and Fire \& Rescue Departments.
i. The electrical contractors (High and Low voltage) shall obtain a permit from the Village prior to beginning work.
j. All mechanical contractors shall obtain a permit from the Village prior to beginning work.
k. Building plans will need to show detail on fire stopping of all penetrations though fire rated walls and fire separation walls as required by emergency rule that took effect on January 28, 1998.
I. Sprinkler plans are required to be submitted to, and reviewed by the Village Fire \& Rescue Department.
m . Any and all fire alarm installations require plan review and permit from the Village Fire \& Rescue Department.
7. For security reasons, the Village recommends surrounding the construction site with a temporary six (6) foot high chain link fence. A fence permit is required for the temporary fencing.
8. Upon approval of the revised Site and Operational Plans, and prior to the issuance of the required building permits the following shall be submitted:
a. An electronic pdf of the Final Site and Operational Plans.
b. An Erosion Control Permit Application and plans with a copy of the Wisconsin Department of Natural Resources N.O.I. [Note: The required \$2,000 street sweeping cash deposit shall be deposited with the Village. The street sweeping cash deposit is refundable, less $6 \%$ for administrative processing upon issuance of a Certificate of Compliance for the entire project, if the amount is not drawn upon by the Village in maintaining the adjacent roadways free from dirt, mud clumps and mud tracking during the construction process. Silt fence shall be installed and inspected prior to any work starting.]
c. A Village Work in the right-of-way permit application and plan.
d. The Commercial Building Permit applications and required State approved plans.
e. Written approval of the Final Site and Operational Plans from LakeView Corporation Commercial Association including a copy of any variances.
f. Written approval shall be provided from the utility easement holder(s) for proposed grading, utility, and/or other work within easement limits.
9. Prior to work commencing on the site, all required permits shall be issued by the Village, all required erosion control measures are in place on the site and a pre-construction conference shall be held at the Village Offices. The preconstruction conference shall be scheduled and moderated by the designing Engineer of record.
10. After the installation of the footing and foundations and prior to the setting the wall an as-built survey as stamped by a Wisconsin Registered Land Surveyor shall be submitted to verify that the building meets all of the required setbacks.

## 11. General Comments

a. Municipal connection fees shall be paid prior to the connections to the sanitary sewer system.
b. Impact fees shall be paid prior to issuance of the building permit. (Based upon $\$ 1.94$ per $\$ 1,000$ of valuation as determined by the Village Assessing Department).
c. The hours of construction activity, operating heavy machinery or equipment associated with the grading, erosion control device installation, and overall site development shall be limited to Monday through Friday from 7:00 a.m. to 9:00 p.m. and Saturday and Sunday from 7:00 a.m. to 6:00 p.m.
d. There shall be no construction parking permitted on $107^{\text {th }}$ and $109^{\text {th }}$ Streets. On-site (off-street) parking shall be designed to accommodate all construction related workers and site visitors.
e. The Village shall approve of the location of all construction trailers parked on the site during construction activities. No construction trailers shall be parked in Village rights-of-way and all construction related signage shall be approved and permitted by the Village.
f. The site shall not be used for any parking (neither overnight nor during the day) of junked/inoperable/dismantled/unlicensed vehicles. All junked/inoperable/dismantled/unlicensed vehicles that are parked overnight will be issued citations.
g. The owner shall comply with all provisions of the Site \& Operational Plan approvals, including compliance with the Village Performance Standards.
h. All mechanicals shall be screened from public view as approved by the Village Zoning Administrator.
i. At no time shall the site be used to sell or advertise any vehicles that are "for sale".
j. No vehicular parking will be permitted in driveways, maneuvering lanes, fire lanes or on landscaped areas.
k. There shall be no outside banners, strings of pennants, flags, inflatable devices or streamers affixed or attached to the building(s), light poles, ground or landscaping, etc.
I. There shall be no long-term semi-truck/trailer or box truck parking permitted on the site that is not used in the daily operations of the facility.
m . There shall be no outdoor storage or display of materials, goods or equipment on this site, unless as approved by the Village.
n. The use of semi-trailers, storage units, storage bins, roll-off storage devices (e.g. P.O.D.S., S.A.M.S.) or other trucks, for storage purposes is prohibited. Outdoor storage of any materials, including but not limited to: raw materials, business supplies, pallets, crates, etc., is prohibited.
o. No use shall be conducted in such a way as to constitute a public or private nuisance or to violate any of the performance standards set out in Section 420-38 of the Village Zoning Ordinance.
p. Prior to occupancy each handicapped parking space shall be appropriately signed and painted on the pavement pursuant to ADA requirements.
q. All exterior mechanical units, antennae and/or satellite dishes, whether roofmounted or ground-mounted, shall be screened from the general public's view.
r. The primary monument sign shall not be located within any Village Easement but may be allowed within a Utility Easement with written approval from We Energies. A permit is required to be issued prior to installation of the primary monument sign, on-site directional signs, temporary development signs, real estate marking signs and wall signs. All signs shall comply with all requirements of the Village Sign Ordinance and the Primary Monument Sign shall be installed prior to occupancy.
s. The street trees shall be installed prior to occupancy and shall be maintained by the adjacent property owner.
t. Prior to written occupancy all required landscaping or screening shall be installed and written verification and/or certification shall be provided to the Village by the landscape designer that the landscaping has been installed in accordance with the approved landscape plan prior to the issuance of a certificate of compliance/occupancy. However, if weather conditions prevent installation of all or portions of the landscape materials, the developer, owner or occupant shall enter into a written agreement with the Village that specifies the date by which all approved landscaping shall be completed and grants the Village a temporary easement to complete the landscaping if not timely completed and shall deposit with the Village Clerk a cash deposit, an irrevocable letter of credit, or other financial assurance approved by the Zoning Administrator to ensure timely completion of all required landscaping; the amount of the financial assurance shall be equal to $110 \%$ of the contracted amount to complete the landscaping improvements in order to reasonably compensate the Village for the cost of completion of any landscaping improvements not completed within the specified time.
u. Prior to written occupancy of the building and associated site improvements three (3) copies of an as-built plan stamped by a Wisconsin Registered Land Surveyor shall be submitted to the Village to verify that required building, above ground structures and all impervious surfaces meet the minimum setbacks and that all pavement markings were marked per the approve site plans and the grading of the site was completed pursuant to the approved Site and Operational Plans. In addition, written certification from the landscaping and signage companies that the landscaping and signage was installed pursuant to the approved Site and Operational Plans shall be submitted.
v. Prior to written occupancy an as-built record drawing of graphical data of all private sewer, water, and storm sewer facilities and underground irrigation system installed shall be provided to the Village for the Village to update the Village's Geographic Informational System. Information shall conform to the Village's electronic format requirements. In addition, a paper copy prepared and stamped by the Engineer of Record for the project shall be submitted.

## VILLAGE STAFF MEMORANDUM

TO: Jean Werbie-Harris, Community Development Director
FROM: Doug McElmury, Chief Fire \& Rescue Department
CC: Lt. Thomas Clark, Fire \& Rescue Department
Peggy Herrick, Assistant Planner, Community Development
SUBJECT: Review of the Revised Site and Operational Plan for Lakeview XIV occupied by Ta Chen International
DATE: 27 January 2013

This is a review of the Site and Operational Plan for the proposed building currently known as Lakeview XIV. The facility is an industrial building, with a proposed square footage of 471,403 S.F. The building is located on between $107^{\text {th }}$ Street and $109^{\text {th }}$ Street.

The Facility is classified under Wisconsin Administrative Code, and the International Building Code, specifically: Storage Group S-1 (Moderate Hazard); Business Group B; Construction Class Type 2B, unprotected with automatic fire sprinkler system.

The Fire \& Rescue Department will be responsible for providing fire prevention inspections of this facility, twice annually. The concerns of the Fire \& Rescue Department are as follows:

1. Distribution of Comments: the person who obtains the building permit to all Contractors and Subcontractors affected by this document shall distribute Copies of these comments. This document outlines critical times and deadlines. All recipients of this document need to become familiar with the contents.
2. Compliance: A letter shall be submitted to the Fire \& Rescue Department prior to receiving a building permit, stating that the project will comply with all requirements addressed within this document.
3. In the event a conflict in code(s) is identified, or a conflict with the insurance carrier criteria occurs, the more stringent shall apply. In the event this conflicts with any codes adopted by the State of Wisconsin, the owner must petition the State directly for a variance. The Owner must demonstrate that they will provide materials or design equivalent to the code or that they will exceed the code when petitioning the State and or Village when applicable.

Upon review of the plans submitted, we have the following concerns:

- This is a review of the Final Site and Operational plan, however, it is understood, that typical and customary fire protection features have not been shown on the plans.
- AED. Because of the overall building size the owner shall install one or more public access Automatic External Defibrillator (AED) onsite for employee use in the event of a sudden cardiac arrest. The Fire \& Rescue Department can provide the training necessary to perform CPR and to operate the AED.
- Fire Alarm Control Panel: The main FACP will be placed in the fire sprinkler riser/fire pump room. Remote annunciator panel locations will need to be determined.
- Fire safety system plans, such as fire sprinkler and fire alarm plans, will need to be submitted to the State of Wisconsin Department of Safety and Professional Services and also to this fire department for review. No installation of any fire protection system is allowed until a satisfactory review is obtained from both departments.
- Fire hydrants: Meets the Village Ordinance of a maximum distance of 350 feet apart on the revised plans. Hydrants shall always be visible and accessible, in particular in any area where trailer trucks will be parked or staged.
- Truck staging shall not decrease the width of the fire lanes.
- Rack storage: If it is the intent to use rack storage, that rack storage configuration must be reviewed by the fire protection contractor to assure adequate fire sprinkler protection. Rack storage shall not adversely affect the maximum exit distance requirements. This process needs to begin immediately to assure no interruption in the construction timeline and to assure the opening date will be met.
- Severe Weather Shelter: The architect shall identify the area within the building that can be used as a "severe weather shelter" or "safe haven" during severe weather such as a tornado. That area will be identified with signage. Area is now indicated on plan sheet A100.1
- Plan C-1.0 has a gate installed. The Fire and rescue Department will need to have access to the gate opening of closing. This can be done by either an automatic opening on a fire alarm or by use of a Knox pad lock.
- CO detection systems must be installed within the building due to the trucks which will be parked while loading inside. The high level alarm must notify a responsible attendant.
- The four foot drop off inside the building must be well labeled as a fall hazard zone.


## 4. Fire and Rescue Department Review and Comments:

A. Site and Operational Permits

- Site accessibility
- Fire Pump Location
- Pumper Pad
- Fire hydrant spacing

Page A-100.1 dated 11/30/12
Page C-2 dated 11/30/12
Page C-2 dated 11/30/12
Page C-2 dated 11/30/12

## B. Conditional Use and Operational

1. Standpipe outlet locations
2. Fire alarm pull stations
3. Emergency and Exit Lighting
4. Fire extinguishers

Not shown at this time.
Not shown at this time.
Not shown at this time.
Not shown at this time.
5. Plan Review, Permits and Fees: The plans for the fire protection underground, aboveground and fire alarm system shall be submitted for review a minimum of four (4) weeks before installation is scheduled to begin. The Village will use an independent fire safety consultant for review of all fire protection plans submitted. A satisfactory review must be completed before any permits will be issued and before construction can begin.
6. Insurance Carrier: The Owner of this project shall submit to the insurance carrier for review the plans for both underground water distribution and fire protection prior to construction. The Fire \& Rescue Department shall receive a copy of the comments when plans are submitted for review.
7. Hazardous Occupancies: The Fire \& Rescue Department will need more than the typical four week time period to review proposed Hazardous Occupancies. The owner must contact the Fire \& Rescue Department as soon as possible to begin the review process.
8. The following information must be submitted with the sprinkler plans for review:

Building height:
Number of stories/floors:
Mezzanines:
Clear space:
Elevators:
Hazard class:
Commodity:
Maximum storage height:
Square footage, office space:
Square footage, Manufacturing including maintenance and equipment:
Square footage, receiving space:
Square footage, shipping space:
Square footage, warehouse space:
Exterior storage:
Fire protection:

## 9. The following Fees and Permits are generated directly from the Fire \& Rescue Department.

NOTE: Permits are required from the Fire \& Rescue Department for the installation of water main in addition to any permits required by other Village of Pleasant Prairie Departments.
Bulk Water

- Water Usage
- Fire Protection Plans for Underground and Aboveground
- Fire Alarm System Plans
- Kitchen Hood Systems Plans
- Occupancy Permit \& Re-Inspection fees

An invoice for permit fees will be issued upon achieving a satisfactory review. Work cannot begin until all permits have been issued. A typical review turnaround is four weeks.
10. Required Licenses: A Wisconsin licensed fire protection contractor and Wisconsin licensed sprinkler fitters must install underground fire mains and aboveground fire protection. Periodic inspections of the job site will be made by fire inspectors to assure compliance.
11. Pre-Construction Meeting: A pre-construction meeting shall take place with the general contractor, the fire protection contractor, the Fire \& Rescue Department and any other sub-contractor prior to the installation of any underground fire protection. The purpose of this meeting is to assure that the requirements of the State of Wisconsin that only a Wisconsin licensed sprinkler fitter shall perform the installation of all devices, etc. All parties will be asked to initial this document and or permit. Any violation of the installing requirements will be reported in writing to the State of Wisconsin Department of Safety and Professional Services.
12. Site Access: Access shall be provided around the perimeter of the site for all Fire Department apparatus, and must comply with the State of Wisconsin and the International Building Code, 2009 edition. A minimum wall-to-wall turning radius of $45^{\prime}-0^{\prime \prime}$ shall be allowed for apparatus movement.
a. All entrances from public streets, as well as road and driveways around the proposed building must be a minimum of 30 feet wide.
b. All exterior exit pathways as well as access to the Fire Pump Room shall have a hard surface, leading to a hard surface.
C. An exterior personnel door shall be located in close proximity to each fire sprinkler riser.
13. Sprinkler System: The building shall be equipped with an "automatic fire sprinkler system". The systems shall be designed and constructed to the current edition of NFPA 13, Automatic Fire Sprinklers and the Village of Pleasant Prairie Ordinance 180-16, Automatic Fire Sprinklers.
14. Fire Pump: At such time a Fire Pump becomes part of a fire sprinkler system, there shall be sufficient room to maneuver within the fire pump room. There shall be direct ingress/egress from the fire pump room directly to the exterior of the building; a paved surface shall lead to the fire pump room. There shall be Emergency Lighting installed within the Fire Pump Room. The pump test header location shall comply with 180.16.

- Storage: The Owner and Tenant both need to be aware of the restrictions that apply to the storage of pallets, cardboard, finished products, etc. Maximum height, width and aisle ways must be maintained and will be enforced. The same concerns apply to the storage of large quantities of combustibles (plastics, plastic wrap and cardboard) such as those used in packaging and storage.

NOTE: Dependent upon storage configurations and the possible use of in rack storage; in rack sprinkler protection may be required.
15. Water Service: If it is determined that the building will be serviced by a combination municipal water and fire protection main, that main must be sized by the fire protection (sprinkler) contractor. No main is allowed to travel underground, under the building.
16. Plan Review (Underground): A review of the underground drawings is required along with the fire protection drawings before a permit will be issued by the Fire \& Rescue Department. Underground plans shall be submitted a minimum of four (4) weeks before installation begins.
17. Standpipes: In lieu of 1.5 inch hose stations, the building shall be equipped with standpipes that shall consist of $2-1 / 2$ inch NST valve, capable of delivering 250 GPM, at 75 PSI measured at the standpipe valve, when supplied by the fire department pumper, in the event no fire pump is needed. The standpipes shall be wet and placed adjacent to all exterior exit doors, same side as the door handle/knob. Village Ordinance 180.16 G.
18. Fire Hydrants: Fire hydrants shall be spaced no more than 350 feet apart around the perimeter of the building, per Village Ordinance 180-16. The insurance carrier must agree in writing to the hydrant spacing. As many hydrants as possible shall be supplied directly by municipal water. The distance from the finished grade line to the lowest discharge shall be no less than 18 inches and no more than 23 inches. The Fire Department connections shall be located, and of sufficient height where typical snow fall or snow removal operations will not obstruct access.
19. Fire Hydrant Acceptance: This project will include the installation of water mains for domestic and fire protection use. Prior to the fire sprinkler system connection to any new water mains (including water mains, fire hydrants, laterals leading to the building and risers) must be hydrostatically tested flushed according to National Fire Protection Association (NFPA-National Fire Code) Standard 24 and witnessed by the Fire Chief and or the Chief's representative, the installing contractor and the fire sprinkler contractor at a minimum.
20. Fire hydrant and water main flushing can be disruptive to the job site and requires significant coordination of all sub-contractors by the General Contractor. Nonetheless flushing is an essential part of assuring public safety.
21. The General Contractor is highly encouraged to coordinate the flushing of all new water mains, fire hydrants, laterals leading to the building and risers with both the subcontractors responsible, the Village of Pleasant Prairie Engineering Department, Fire \& Rescue Department and the Water Utility Department, prior to seeking a 'clean water sample' on this site.

NOTE: The Fire Protection Designer must meet with the Fire \& Rescue Department before the underground drawings are submitted for review to finalize the placement of the hydrants.
22. Pumper Pad: Shown on page C-2 and dated $11 / 30 / 2012$. There shall be dedicated space for a fire engine to have unobstructed access to the Pumper Pad. Both the Fire Department Sprinkler connection and the fire hydrant shall be installed remote from the building and located a minimum distance from the building equal to the highest wall. The fire hydrant shall be located no more than five (5) feet from the roadway and the Fire Department sprinkler connection shall be placed no more than five (5) feet from the fire hydrant. The Fire Department connection shall be constructed along with an underground drain with access for inspection. The requirements needed to meet the requirements stated are in Village Ordinance 180-16.

NOTE: The Fire Department Connection riser shall include a single five (5) inch Storz fitting.
NOTE: The Fire Department Connection Detail found on page C-4 dated 11/30/2012 is not a current drawing of the FDC required by this department.

NOTE: The location of the FDC and the hydrant (pumper pad) will need to be moved farther to the west to allow the fire engine to turn the corner and park perpendicular to the entire pumper pad.
23. Bollards: Shall be placed near fire hydrants, remote post indicator valves (PIV) and Fire Department connection(s) to prevent damage. Bollards shall be 6 inches in diameter. Bollards shall not obstruct charged fire hoses. It is recommended that the Fire Department approve the location of the bollard(s) before final placement is made.
24. Strobe Light: A strobe light shall be provided for each riser and installed vertically above each sprinkler water flow bell. The strobe light shall operate for a sprinkler water flow. The lens color shall be RED. The strobe light shall meet Village specifications as found in section 180-16 K of the Sprinkler Ordinance.
25. Fire Alarm System: The system shall be fully addressable so that detailed information will be received about the device in alarm. Utilizing a fire pull station, sprinkler water flow, or any other fire detection device that maybe installed in this building shall activate the internal fire alarm system.
a. Manual Fire Alarm Pull Stations: Shall be located at a minimum, immediately adjacent to each exterior door. Any additional exterior doors will be required to meet this requirement. The pull station shall not be placed in the area of the door, but immediately adjacent to the door jamb.
b. Pull Stations and Audiovisual Alarms: Shall be installed per ADA requirements.
c. Smoke and Heat Detection: Shall be installed as required.
d. Tamper Switches: Tamper switches shall be placed on all sprinkler valves and be identified on the annunciator panel.
e. Fire Alarm Control Panel: Shall be addressable. The annunciator panel type shall be approved by the Fire \& Rescue Department. The Fire Alarm Control Panel shall be located within the Fire Pump Room. The panel shall identify a fire sprinkler water flow by riser, and the specific locations of the fire alarm pull stations and any other fire detection devices that may be installed in this building.
f. Annunciator Panel: Shall be addressable. The annunciator panel type shall be approved by the Fire and Rescue Department. The panel shall identify a fire sprinkler water flow by riser, and the specific locations of the fire alarm pull stations and any other fire detection devices that may be installed in this building.
g. Central Station: The Fire Alarm Control Panel shall transmit all fire alarm, tamper, trouble and supervisory signals to a central station that is certified by Underwriters Laboratories (UL) and/or Factory Mutual (FM) and approved by the Fire \& Rescue Department. The owner shall provide such documentation for approval. It is recommended that the owner consult with the Fire \& Rescue Department prior to signing any contracts with the Central station.

1) The central station shall be provided with this information regarding the geographical location of this alarm:

Village of Pleasant Prairie, County of Kenosha, State of Wisconsin

$$
\begin{array}{ll}
\text { Fire: } & \text { Pleasant Prairie Fire \& Rescue } \\
\text { Medical: } & \text { Pleasant Prairie Fire \& Rescue }
\end{array}
$$

Phone numbers:
Emergency:
(262) 694-1402

Non-emergency: (262) 694-7105
Business: (262) 694-8027
26. Knox Box: Knox Boxes shall be provided for the building. There shall be one at the fire pump room, one at the office entrance and a Knox box located near every fire sprinkler riser coming into the building. The Knox Boxes shall be Model 4400. Two sets of all keys (Master, fire alarm pull station, annunciator, elevator, etc.) shall be placed within the box, as well as a copy of the pre-fire plan.
27. MSDS Knox Box: A minimum of One (1) Knox Box(s) designed for Material Safety Data Sheet storage shall be provided for each tenant to contain the data sheets on all products that are considered hazardous within the facility. The MSDS Box(s) shall be installed within the Fire Pump Room.
28. Fire Extinguishers: Shall meet NFPA 10 (Portable Fire Extinguishers) for the specific use of the building and be in sufficient number. Final approval, of fire extinguisher locations and quantity, will not be given until occupancy is taken, to see how a tenant furnishes the space. The company providing the fire extinguishers shall submit a letter to the Fire \& Rescue Department stating the locations and size of the extinguishers are in compliance with NFPA 10.
29. Emergency and Exit Lighting: Exit and Emergency Lighting shall be provided and shall have battery backup. Combination units are acceptable and recommended. An Emergency Generator eliminates the need for battery backup. Exit and Emergency Lighting shall not be placed on electrical circuits that cannot be disturbed or interrupted, this is for test purposes. These circuits shall be clearly labeled. The Fire \& Rescue Department will evaluate this lighting prior to occupancy during the evening hours after sunset. An Emergency light shall be placed within the fire pump room. Emergency and Exit lighting will be inspected after sunset to assure it is adequate and meets the Code.
30. Final Inspection: The General Contractor shall provide the following documentation at the time the Final Inspection takes place and before a building occupancy certificate will be issued.
a. The fire protection contractor shall provide the owner with a letter (upon completion of the sprinkler work) stating the sprinkler system, or portion thereof, is " $100 \%$ operational and built according to the design", Village Ordinance, 180-16 N.
b. Copy of contract with fire alarm central monitoring station.
c. Copy of UL and/ or FM certificate(s) for the fire alarm central monitoring station.
d. Copies of the fire protection underground flushing documents.
e. Copies of the underground and fire sprinkler hydrostatic test certificates.
f. Copies of the fire sprinkler operational test certificates.
g. Copies of the fire alarm test documents.
h. Copies of other test documents such as, hood/duct, smoke, etc...
i. The Pleasant Prairie Fire and Rescue Department shall have all information needed for our pre-fire plan prior to occupancy.
j. Provide two- (2) CD's, one for the property owner and one for the Fire \& Rescue Department. The disks shall include all Floor plans and fire protection plans for the building in an as-built condition.
k. Severe Weather Shelter: The architect shall provide for both the Owner and the Fire \& Rescue Department the area within the building that can be used as a "severe weather shelter" or "safe haven" during severe weather such as a tornado.

1. Maps of the fire alarm and fire sprinkler system shall be placed in the fire pump room, near the fire alarm control panel; the maps shall be hung on the wall, with a waterproof covering and accessible to firefighters wearing bulky clothes and equipment.
m. AED, in place at such time each tenant takes occupancy.
n. A copy of the tenants Emergency Plan must be submitted to the Fire \& Rescue Department before occupancy.
o. Occupancy inspection fee and re-inspection fee will be assessed at the final inspection in accordance with ordinance 180-17.
2. Occupancy: All fire and life safety requirements must be in place prior to any building being occupied.

February 5, 2013

CUST ID No. 636030

## ATTN: Buildings \& Structures Inspector

RAY DELPONTE
EXCEL ENGINEERING INC
100 CAMELOT DR
FOND DU LAC WI 54935

BUILDING INSPECTION<br>VILLAGE OF PLEASANT PRAIRIE 9915 39TH AVE<br>PLEASANT PRAIRIE WI 53158

## APPROVAL OF PETITION FOR VARIANCE

## SITE:

Centerpoint Properties-Lakeview XIV
109th Street Lakeview Corporate Park
Village of Pleasant Prairie
Kenosha County

Identification Numbers<br>Transaction ID No. 2196881<br>Site ID No. 787398<br>Please refer to both identification numbers, above, in all correspondence with the agency.

FOR: Petition for Variance
IMC 404.1
SPS 364.0403.5.B.1P
SPS 364.0404P

The submittal described above has been reviewed for equivalency to applicable Wisconsin Administrative Codes and compliance with Wisconsin Statutes. The submittal has been
CONDITIONALLY APPROVED. The owner, as defined in section 101.01(10), Wisconsin Statutes, is responsible for compliance with all conditions of this petition approval and other applicable code requirements. Plan submittal to and approval by the department or its agent may be necessary prior to construction undertaken per this petition. This petition approval may be affected if applicable codes are revised prior to plan submittal for any necessary construction work.

The code sections petitioned requires spaces with different ventilation requirements to be provided with a complete solid separation or the most stringent ventilation requirements shall apply to all unseparated areas. Automatic operation of the enclosed garage exhaust system shall not reduce the ventilation rate below 0.05 cfm per square foot of floor area and the system shall be capable of producing a ventilation rate of 0.75 cfm per square foot of floor area. Mechanical ventilation systems for enclosed parking garages are not required to operate continuously where the system conforms to all of the following: a) the system is arranged to operate automatically upon detection of carbon monoxide at a level of 35 parts per million by automatic detection devices, b) if diesel-fueled vehicles are stored, the system is arranged to operate automatically upon detection of nitrogen dioxide at a level of one part per million by automatic detection devices, c) the system includes automatic controls for providing exhaust ventilation at a rate of 0.75 cfm per square foot for at least 5 hours in each 24 -hour period, d) the system maintains the garage at negative or neutral pressure relative to other spaces.

The variance requested is to exhaust only the drive-thru aisles by establishing an airflow pattern to remove contaminants from the areas in which they are generated and do not migrate into other areas of the building.

The intent of the code section petitioned is to prevent the spread of contaminated air through the entire space, especially along the lower 6 ft of the facility.
The petitioner submitted the SB-9890 application form including 4 additional page(s) of supporting documents and/or plans.

## Reviewer's Comments:

1. The Pleasant Prairie Chief of Fire and Rescue, Douglas McElmury has read the application for the petition for variance and has no comments.
2. The proposed facility is a 456,000 square foot warehouse and distribution center for a stainless steel distributor. Four drive-thru truck aisles for the loading and unloading of steel are proposed in the design which, account for approximately 11,000 sf per aisle for a total of $44,000 \mathrm{sf}$ for all truck aisles. The rest of the facility will be a warehouse area.
3. The facility will be open for loading and unloading between 7 am to 5 pm and trucks will not be parked overnight as they leave immediately after being fully loaded. The maximum amount of trucks in the facility at any time will not exceed 16 . All trucks are also required to shut off their engines once stopped.
4. The designer indicates that although the primary function of the building is a warehouse, it is also considered a parking garaged because there will be parked trucks located in the facility. The drive aisles can not be separated from the warehouse area due to the process of loading and unloading the trucks with cranes.
5. Exhausting the entire building per the requirements of a parking garage, due to the parked vehicle areas not being separated from the rest of the building, is considered excessive by the designer. Especially when the drive aisles will be occupied approximately $35 \%$ of the week. Exhausting intermittently by approved automatic detection devices or NO2 detectors would be ineffective due to the large volume.
6. The designer has indicated that the drive-thru aisle will be exhausted continuously at 0.75 $\mathrm{cfm} / \mathrm{sf}$ during the hours in which trucks may be present and the exhaust will be controlled by a time clock. The exhaust rate provided in the truck aisles exceeds minimum code requirements. Make-up air will be provided into the adjacent warehouse areas to ensure the contaminants associated with the trucks are exhausted out of the building and do not migrate into the warehouse areas.

## Departmental Action: CONDITIONAL APPROVAL

## Reviewer's Conditions of Approval:

- All of the petitioner's statements of fact or intent included on the variance application form, any other documents submitted to the Department, as well as any other conditions of approval listed below, shall be carried out. Any recommended conditions of approval by the fire department and/or municipal building inspection department listed above shall also be carried out unless otherwise stated below. This variance is specific to the subject code section(s) petitioned and the building or object as it will exist following completion of the current construction project and shall not be used for any additional or future modifications, additions, or alterations to the subject building or object.

1. This petition addresses the exhaust requirements of this facility, all other mechanical code requirements shall be met.
2. The vehicle exhaust fans shall be interlocked with the make-up air units.

- Municipal Building Official, please forward a copy of this letter to the official in charge of conducting fire department inspections in your municipality.

This decision will become final unless the department within 30 days from the date of this letter receives a written request for a hearing. A request for hearing should be sent to the address shown on this letterhead. A copy of this letter must be included with the request for a hearing. The request for hearing should state the reasons for objecting to the department's decision, because a request for hearing may be denied if it does not present a significant question in fact, law or policy.

Inquiries concerning this correspondence may be made to me at the telephone number listed below, or at the address on this letterhead.

Sincerely,

Pamela Pelot
Architect / Bldg Plan Reviewer, Integrated Services
(920)492-7728, M-F 7:45 a.m. - 4:30 p.m.

Fee Required \$ 550.00
Fee Received \$ 550.00
Balance Due \$ 0.00

WiSMART code: 7648

Mgmt. Prec. Review by: jas
cc: Betty J Wiese, State Building Inspector, (414) 852-3694, Monday, 7:45 A.M. - 4:30 P.M.
Paul Schmitter, Centerpoint Properties
Village of Pleasant Prairie
Douglas McElmury, Pleasant Prairie Fire \& Rescue

## VILLAGE OF PLEASANT PRAIRIE SITE AND OPERATIONAL PLAN



USE THIS FORM FOR:<br>Tenants/Use changes proposing to occupy<br>$50 \%$ or more of an existing<br>commercial/industrial building.<br>To construct a new or addition to principal or accessory structure.<br>Use requires a Conditional Use Permit.



## SECTION 1: GENERAL INFORMATION



SITE ADDRESS: 109 TH STREET
BRIEF PROJECT DESCRIPTION: NEW 471,403 SQ. FT. DISTRIBUTION FACILITY BETWEEN 107 TH 109 TH STREETS in the laveview corporate park

PROPOSED NUMBER OF FULL TIME EMPLOYEES: $\qquad$
PROPOSED NUMBER OF PART-TIME EMPLOYEES:
SITE SIZE: $1,132,669$ sq. ft.


$\qquad$


TAX PARCEL NUMBERS) : $94-4-122-282-0108$

## CURRENT ZONING CLASSIFICATIONS) OF THE PROPERTY: M-2

1. Is a zoning map amendment proposed with this project? Yes No
a If yes, proposed Zoning Classifications):
2. Is a zoning text amendment proposed with this project? Yes $\quad$ No

- If yes, provide a copy of the proposed text amendment with this application

VPPCOMDEV-0017-F (REV. 5/11)
3. If property is zoned M-1 or M-2, indicate the Occupancy Type pursuant to the Use and Occupancy Classification specified in Chapter 3 of the 2006 International Building Code (2006 IBC). Include all that apply and associated square footage for each classification:

Factory Group F-1 (Moderate-hazard)
$\qquad$ sq ft


Storage Group S-2 (Low-hazard)Business Group BHigh-Hazard Group $\mathrm{H}^{*}$
$\square$ Other $\qquad$

- Other $\qquad$
$\square$ Factory Group F-2 (Low-hazard)
- Storage Group S-1 (Moderate-hazard)

$\qquad$
*If Use and Occupancy Classification is High-Hazard Group H please provide a detailed written narrative that explains the specific use, quantity of storage and handling of the high hazard materials along with appropriate MSSD sheets with this application.


## PUBLIC SERVICES:

1. Is the property serviced by Public Sanitary Sewer? YES NO

- If no, the closest public sewer is located at $\qquad$

2. Is the property serviced by Public Water? YES NO

- If no, the closest public water is located at $\qquad$

3. Maximum number of gallons/minute of water expected to be used per day is: $\qquad$ -

## THIS APPLICATION IS FOR A: (check one)

$\square$ Preliminary Site and Operational Plan: An applicant may apply for preliminary site and operational plan approval in connection with an erosion control permit application for early mass grading, or in connection with an early foundation permit, or for other good cause shown

Amendment to an existing Site and Operational Plan

- Date of initial site and operational plan approval: $\qquad$
- Date of each approved amendment: $\qquad$


## SECTION 2: EXISTING USES AND BUILDINGS ON THE SITE

Are there any existing buildings on the site? YES NO

- If yes, provide an attachment that explains the current uses on the property and current uses in each building and if the uses) is proposed to continue; and the gross floor area and height of each building.
- If no, what is the current use of the property? VACANT - PREVIOUSLY MASS GRADED


## SECTION 3: PHOTOGRAPHS

Standard-sized photographs (not Polaroid) showing all aspects of the site (e.g. locations of proposed improvements, bodies of navigable water, wetlands, wooded areas, etc.) and of the exterior of structures or other site improvements, together with a statement regarding each photograph, which includes the date the photograph was taken, the location from which it was taken, the direction in which the camera was pointed, and a description of what is shown in the photograph. With respect to all existing signs, the applicant shall file photographs of all existing signs and shall specify in the written statement accompanying each such photograph and show the dimensions of such sign. Digital images are acceptable.

## SECTION 4: CONDITIONAL USE

1. Does the proposed project require a Conditional Use Permit? $\square$ YES NO

- If no then skip to Section 5.
- If yes, then continue with this Section.

2. Are you amending an existing Conditional Use Permit? YES NO

- If yes, provide a copy of the Conditional Use Grant Document you are proposing to amend.
- If no, continue with this Section.

3. If you answered YES to either question 1 or 2 above then this application shall include information as to how the proposed project will not impair an adequate supply of light and air to adjacent properties; increase danger of fire; cause traffic congestion or traffic circulation problems; create storm water flooding or drainage; create obnoxious odors, problems or otherwise endanger the public health, safety or welfare; will not hinder, harm or distract the provision of public services; and that the proposed project is not inherently inconsistent with either the district in which it is located or adjoining districts or neighborhoods as required pursuant to the Village Zoning Ordinance.

## SECTION 5: NON-CONFORMING USE

1. Is any use on the site a nonconforming use? YES \& NO

- If no, then skip to Section 7.
- If yes, then continue with this section.

2. If you answered YES to question 1 above, prima facie proof of each element of legal nonconforming use status shall be submitted to the Village with this application (i.e. that the nonconforming use was legal in its inception, that the use was active and actual and not merely casual, occasional, incidental or accessory when it became nonconforming, that the use has been continuous with no gap of 12 or more consecutive months since it became nonconforming, that no building or structure housing the nonconforming use has been structurally repaired or altered to the extent of fifty (50) percent or more of its assessed value since the use became nonconforming, and that the use has not been changed in nature or physically extended or expanded since becoming nonconforming).

## SECTION 6: PERFORMANCE STANDARDS

Pursuant to the Village Zoning Ordinance, any application for a permit under this ordinance or any use subject to the regulations and standards set forth in the Village Zoning Ordinance shall be accompanied by a sworn statement by the owner of the subject property that said property and use will be operated in accordance with the performance standards set forth in Section 420-38 of the Village Ordinance. Continued compliance with the regulations and standards is required. Violations of such standards shall remedied as required by the Village Zoning Ordinance.

No land or building in any district shall be operated in such a manner so as to create any dangerous, injurious, noxious or otherwise objectionable fire, explosive or other hazard; noise or vibration, smoke, dust, dirt or other form of air pollution; water pollution; electrical, radioactive or other disturbances; glare; or other substance, condition or element (referred to herein as "dangerous or objectionable elements") in such amount as to adversely affect the surrounding area or premises; provided that any use permitted by this ordinance may be undertaken and maintained if it conforms to the regulations of this subsection limiting dangerous and objectionable elements at the specified point or points of the determination of their existence.
The Village may require additional information be submitted to ensure that the Village Performance Standards are being met.

## SECTION 7: PLAN COMPONENTS

The application shall include a list of all documents, materials or information that are attached to and a part of the application form. Submit eight (8) full-sized and one (1) set reduced to 11 " $\times 17$ " of all plans and other attachments shall be included as part of this application, except if a component has been waived or deferred in writing by the Village Zoning Administrator. For specific details related to each of the required information and plans see the attachment entitled "Plan Components and Related Standards" in Section 420-57 of the Village Zoning Ordinance.

| Application-Applicant, Site, Use, Project and Plan Information |  |
| :--- | :--- |
| $\square$ | Application fee |
| Operational plan |  |
| $\square$ | Title sheet |
| $\square$ | Survey |
| $\square$ | Site plan |
| $\square$ | Grading and drainage plan |
| Building and fire protection plans |  |
| $\square$ | Lighting plan |
| Landscape and open space plan |  |
| $\square$ | Signage plan |
| Industrial/commercial waste survey |  |
| $\square$ | Performance standards compliance |
| Additional requirements, as determined by the Village Zoning Administrator, other |  |
|  | appropriate Village staff members, or the Village Plan Commission, as appropriate. |

Two or more plans may be combined, provided that all of the information submitted on the combined plan is clearly legible, but in no case shall the combined plans fail to show any of the information required for each individual plan as described below, unless such information is waived or deferred pursuant to the Zoning Ordinance.

## SECTION 8: SIGNATURES

I,(We), hereby certify that all the above statements and all attachments submitted herewith are true and correct to the best of my knowledge. In addition I, (we) understand the requirements and procedures for Site and Operational Plan/Conditional Use Permit approval.

PROPERTY OWNER:
Name: Center Point his Park land Co Lie name: Paul Schmitter
Signature: $\qquad$
Address: 1808 SWIFT DRIVE
OAK BROOK IL 60523
(City) (State) (Zip)
Phone: $630-586-8000$
Fax: $\quad 630-5 B 6-8010$
E-mail: PSCHMITTER Q CENTERPOINT.com
Date $\qquad$

## APPLICANT:

Signature:


Address: 6750 W. WASHINGTON ST.

| LDESTALus | $\mathrm{Kll}_{1}$ | 53214 |
| :--- | :--- | :--- |
| (City) | (State) | (Zip) |

Phone: 414. $256 \cdot 3408$
Fax: $414 \cdot 256 \cdot 3438$
E-mail: PSCHMITTER \& CENTERPOINT.com
Date: $\qquad$

Is the applicant the owner of the property? YES NO
If no, then either proof of the applicant's legal interest in the subject real property (e.g. accepted offer to purchase, lease, etc., which may be appropriately redacted to preserve confidential information) or written authorization signed by the owner for the applicant to act as the owner's agent in connection with the application shall be included with the application.

## DEVELOPER (if Applicable)

Name: PALL SCHMITTER (Please Print) Dion
Pal

Address: 6750 W. Washington st.

| West Allis | WI | 53214 |
| :--- | :--- | ---: |
| (City) | (State) | (Zip) |

Phone: $414 \cdot 256 \cdot 3408$
Fax: $\qquad$

$$
414 \cdot 256 \cdot 3438
$$

E-mail: PSCHMITTER © CENTERPOINT.COME-mail: FRED-NUMMELAE TACHEN.com
Date $\qquad$

## USER OR OCCUPANT OF SITE:

Name: Ta Chen International, Inc. (Please Print)
Signature: FRED Nummela

| Address: 5650 |
| :--- |
| GURNEE CENTERPOINT CT. |
| (City) |

Phone: 847.816 .6775
Fax: 847.599 .1020

Date: $\quad 1-15-13$

# CenterPoint Properties ${ }^{\circ}$ 

## LOGISTICS * INDUSTRIAL

INVESTMENT । DEVELOPMENT । MANAGEMENT

January 15, 2013

Village of Pleasant Prairie
Attn: Ms. Jean Werbie-Harris
9915 39 ${ }^{\text {th }}$ Avenue
Pleasant Prairie, WI 53158

Re: Operational Plan for the proposed Ta Chen facility in the LakeView Corporate Park.

Dear Ms. Werbie-Harris:
The following items are responses required for your operational plan as part of our plan commission submittal. We would like to be placed on the Plan Commission for February, at which time we will be requesting final approval. I have incorporated all of the staff review comments into the revised drawings that are part of the re-submittal. I am not submitting any of the mechanical drawings at this time. I will follow up with those drawings as soon as they become available.
(a) Detailed narrative;

The operation can be described as a distribution center for stainless steel and aluminum materials. The facility will handle the following:
-Receiving of materials
-Storing and inventory of materials
-Consolidation of materials for shipping
-Shipping outbound materials to wholesale suppliers
The facility will also contain offices for support and sales staff.
There are no retail sales from this facility.
(b) Detailed description of the project;

The facility will be the Midwest distribution facility for TaChen International. The site provides excellent circulation for the trucks. The intent of the site layout is for the incoming material to be delivered via 107th street. The outbound material is loaded on flatbed trucks inside the building. The trucks exit the building and depart the facility via 109th street. The building will be painted precast concrete with an office area adjacent to $109^{\text {th }}$ street. Building treatment and landscaping will be similar to other developments in the LakeView Park.
(c) Gross floor area

The facility is proposed at 471,403 square feet. 10,489 sq. feet is office.
(d) Anticipated hours of operation, hours open to public and hours of deliveries/shipments 6 A.M. - 1 A.M.
(e) Anticipated startup and total number of full \& part time employees 61 full time
(f) Anticipated number of shifts \& employees per shift 2 shifts. $1^{\text {st }}$ shift 48 employees, $2^{\text {nd }}$ shift 13 employees
(g) Maximum number of employees per on site at any time Approximately 85.
(h) Number of students, participants or persons to be gathered in assembly Not applicable
(i) Number of parking spaces required and method of calculation 1 space per 250 square feet of office and 1 space per 2 employees in a 12 hour period for the warehouse. 10,489 sq. ft. $/ 250=42$ spaces. Approximately 30 warehouse $=15$ spaces or 57 required.
(j) Number of parking spaces provided

116 car parking stalls are provided
(k) Anticipated number of automobile trips

Employees coming and going to work and occasionally to and from lunch. $61 \times 4=244$.
A number of people carpool and not everyone goes to lunch offsite. Most warehouse workers stay in.
(I) Anticipated daily average and maximum number of trucks to and from the site 50 trucks
( m )Types of materials to be stored on site
Stainless steel products in bars, tubing, pipe, flatroll \& fitting, aluminum flatroll product.
( $n$ ) Type of equipment or machinery to be used on site
A band saw for cutting large diameter bars, material handling equipment (cranes, forklifts, order pickers and sideloaders)
(o) Type of solid or liquid waste which will require removal from the site Routine waste from operational/employee trash.
(p) Method of handling waste

Dumpster removal
(q) Method of providing site and building security

We will have Sonitrol or like service set up alarm systems and cameras to monitor the facility.
(r) Method used to maintain building and site All outside maintenance will be handled by the facility owner (CenterPoint). All interior maintenance will be provided by the TaChen.
(s) Description of adverse impacts to neighboring properties and measures to mitigate impact
At this time, no impact is anticipated.
(t) List of all local, county, state and federal permits for the project

Site and operational plan review. CSM approval. All required State and local plan review and building permits.

Please feel free to contact me at (414) 256-3408 with any questions.

Thank you,


Paul Schmitter
Senior Project Manager
CenterPoint Properties

## Center Point Properties ${ }^{\circ}$

LOGISTICS * INDUSTRIAL
INVESTMEMT I DEVELOPMENT I MANAGEMEKT


January 15, 2013

Village of Pleasant Prairie
Attn: Ms. Jean Werbie-Harris
9915 39 ${ }^{\text {th }}$ Avenue
Pleasant Prairie, WI 53158

Re : Company overview for the proposed Ta Chen facility in the LakeView Corporate Park.

Dear Ms. Werbie-Harris,
The following is an overview and brief history of TaChen International. I have also included a specific product listing, most of which will be warehoused in the LakeView Facility. The facility will serve the entire Chicago and Milwaukee areas.

## OVERVIEW

Ta Chen International, Inc. ("TCI" or "the Company") is a leading master distributor of stainless, aluminum and nickel alloy coils, sheets, plates, long products, tubes and PVFs. TCI is an industry leader in inventory depth, breadth and availability and efficiently serves over 3,000 customers nationwide through 8 strategically located warehouses.
Founded by Mr. Robert Shieh in 1989, TCI entered the US market as a newcomer to the stainless steel distribution business. Within 10 years, the Company has grown from a small operation in Los Angeles to
 become the largest and most recognized name in Stainless Master Distribution in the United States

## HISTORY

In the early 1990's, the Company focused primarily on the distribution of stainless steel pipes, valves and fittings manufactured by TCI's parent company, Ta Chen Stainless Pipe, Ltd (publicly traded on the Taiwan Stock Exchange under ticker: 2027). Based in Taiwan, Ta Chen Stainless Pipe is an advanced mill that produces some of the world's highest quality stainless steel welded pipes, tubing, fittings and valves. Today, Ta Chen's PVF products have achieved recognition in the United States and Europe for its superior quality and value. In the mid 1990's, TCI expanded its product line to include stainless steel flat rolled and also added stainless steel long products by the late 1990's. The ability to successfully combine the three product lines - PVF, flat rolled \& long products -under one sales platform 1808 Swift Drive | Oak Brook, IL 60523-1501 | 630.586 .8000 phone | 630.586 .8010 fax
was an industry first in stainless master distribution. Nevertheless, TCI continued to expand its product offerings which now include aluminum and nickel alloy flat rolled products. In 2001, the Company again opted to take the road less traveled and launched what has become the metals industry's most popular and powerful Internet web order platform. Most importantly, TCI customers have capitalized on the TCI system to increase their own capital and operating efficiencies. Today, over 75\% of TCI's daily transactions are completed efficiently over the web and this technology platform provides the Company with unprecedented operating leverage. With the ability to harness this level of operating efficiency, TCI stands alone in its ability to guarantee the industry's best value proposition to our customers.

| ALUMINUM FLAT ROLLED | STAINLESS PIPES | STAINLESS LONG <br> PRODUCTS | STAINLESS TUBING |
| :--- | :--- | :--- | :--- |
| Aluminum Coil | Duplex Seamless Pipe |  |  |
| Aluminum Sheet | Duplex Welded Pipe | Stainless Angle | Stainless Welded Tubing |
| Aluminum Plate | Stainless Seamless Pipe | Stainless Unequal Angle | A554 |
| Aluminum Tread Bright | Stainless Welded |  |  |
| Stains Welded Pipe | Stainless Beam | (mechanical) Tubing |  |
| NICKEL ALLOY PRODUCTS VALVES, FITTINGS, | Stainless Channel | A249/A269 |  |
|  | FLANGES | Stainless Tee Bar Class | Stainless Sanitary Tubing |
| Nickel Alloy Coil |  | Stainless True Flat Bar | Stainless Seamless |
| Nickel Alloy Sheet | Valves \& Y-Strainers | Stainless Gauer (sheared \& | (instrumentation) Tubing |
| Nickel Alloy Plate | Stainless Butt Weld Fittings |  |  |
| Nickel Alloy Bar | Stainless Seamless Butt | Stainless Bar Bar | A213/A269 |
| STAINLESS FLAT ROLLED | Weld Fittings | Stainless Seamless |  |
|  | Stainless 150\# Castings | Stainless Half Round Bar | Mechanical Tubing A511 |
| Suplex Plate | Stainless Flanges | Stainless Round Bar |  |
| Stainless CR Coil | Stainless Nipples Square Bar |  |  |
| Stainless HR Coil | Stainless Seamless Nipples |  |  |
| Stainless Sheet | Stainless Forged Fittings |  |  |

Stainless Plate
Stainless Diamond Plate

## Peggy Herrick

| From: | Schmitter, Paul [pschmitter@centerpoint.com](mailto:pschmitter@centerpoint.com) |
| :--- | :--- |
| Sent: | Monday, January 21, 2013 12:45 PM |
| To: | Jean Werbie-Harris |
| Cc: | Peggy Herrick |
| Subject: | TaChen |
|  |  |
| Follow Up Flag: | Follow up |
| Flag Status: | Flagged |

Jean,

The following is additional information provided by TaChen regarding their truck deliveries. Let me know if you need anything else.

|  | 6:00AM - noon | noon-3:00 PM | 3:00-6:00 PM |  |
| :---: | :---: | :---: | :---: | :---: |
| Receiving Containers | 5 | 4 | - |  |
| Receiving Flatbeds | 8 | 2 | - |  |
| Outgoing LTL vans | - | - | 12 |  |
| Outgoing flatbeds | 10 | 15 | 7 |  |
| Total | 23 | 21 | 19 | 63 all together |

Also- Does the CSM go to Village Board for approval? If so, when is the date of that meeting?

Thanks,
Paul

Paul Schmitter LEED AP
Senior Project Manager

## CenterPoint Propertié

6750 West Washington Street, West Allis, WI 53214
414-256-3408 Direct
414-312-3239 Mobile
414-256-3438 Fax
pschmitter@centerpoint.com








 TREFGCGT



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(I)
(E1) PARTIAL ENLARGED SOUTH ELEVATION



[^0]

Cornerstone

$\qquad$ GENERAL NOTES:


| CRANE SCHEDULE |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
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Cornersto



CenterPoint Properties

[^1]ote $1-1-1-20$
LAKEVIEW XIV
109TH STREET
Lakeview corporate park

LINE OF SIGHT
C. Consider the request of David Klimisch for approval of a Lot Line Adjustment between the property lines of 10010 Wilmot Road (91-4-122-083-0131) and 8491 East Ridge Drive (91-4-122-083-0133).

## Recommendation:

Village staff recommends that the Village Plan Commission send a favorable recommendation to the Village Board to approve the Lot Line Adjustment subject to the comments and conditions of the February 11, 2013 Village Staff Report.

## VILLAGE STAFF REPORT OF FEBRUARY 11, 2013

Consider the request of David Klimisch for approval of a Lot Line Adjustment between the property lines of 10010 Wilmot Road (91-4-122-083-0131) and 8491 East Ridge Drive (91-4-122-083-0133).

The properties located at 10010 Wilmot Road (91-4-122-083-0131) and 8491 East Ridge Drive (91-4-122-083-0133) are owned by David and Kristin Klimisch and they are requesting to adjust the rear lot lines by transferring 1,040 square feet from the property at 10010 Wilmot Road to the property at 8491 East Ridge Drive.

Both properties are zoned R-5, Urban Single Family Residential District which requires lots to be a minimum of 10,000 square feet. After the adjustment of 1,040 square feet both lots will continue to meet the minimum lot area of the R-5 District.

The existing buildings on the properties will remain conforming with the proposed Lot Line Adjustment and comply with the requirements set forth in the Village Zoning Ordinance and Land Division and Development Control Ordinance.
The Village staff recommends approval of the Lot Line Adjustment subject to the petitioner recording the proper transfer documents with the Plat of Survey for the Lot Line Adjustment as an Exhibit with the Kenosha County Register of Deeds Office within 30 days of final Village approval.

## David J. Klimisch

8491 E. Ridge Dr. $\uparrow$ Pleasant Prairie, WI 53158 (262) 697-3658 DKlimisch@yahoo.com

Friday, February 1, 2013

Village of Pleasant Prairie
Office of Zoning and Planning $9915-39^{\text {th }} \mathrm{St}$.
Pleasant Prairie, WI 53158

Dear Village of Pleasant Prairie,
I am the owner of two adjacent lots in Pleasant Prairie, and am seeking permission to transfer about 1040 square feet from the back yard of Parcel One (10010 Wilmot Road) to the back yard of Parcel Two (8491 East Ridge Dr).

The parcel has been surveyed, meeting all setback and minimum lot size requirements.
Of course, please feel free to contact me with any questions regarding this transfer.

Respectfully,
lav/ Illlor
David J. Klimisch
8491 E. Ridge Dr.
Pleasant Prairie, WI 53158
262-697-3658
DKlimisch@yahoo.com


Village of Pleasant Prairie

Refer to a current title report for complete legal descriptions and for any easements and/ or restrictions which may affect these sites

$$
\begin{aligned}
& \text { Scale } \\
& 1^{\prime \prime}=30^{\prime}
\end{aligned}
$$



## Drive

address: 10010 Wilmot Road

This plat of survey for lot line adjustment is hereby approved by the Village of Pleasant Board of the Village of Pleasant Prairie on this $\ldots \ldots . . . . . .$. day of $\ldots . . . . . . . . . . . . . . . . . . .$. , 20__.
PLAN COMMISSION .......................................
CHAIRPERSON
VILLAGE CLERK................................................
JANE M. ROMANOWSI
APPROVED...................................................
VILLAGE PRESIDENT
JOHN P. STEINBRINK

D. Consider Plan Commission Resolution \#13-03 to initiate zoning text amendments related to specific hours of operation and security requirements for convenient cash businesses.

## Recommendation:

Village staff recommends that the Village Plan Commission approve Plan Commission Resolution \#13-03 as presented.

## VILLAGE OF PLEASANT PRAIRIE <br> PLAN COMMISSION <br> RESOLUTION \#13-03 <br> TO INITIATE A ZONING TEXT AMENDMENT

WHEREAS, the Plan Commission may initiate a petition for an amendment of the Zoning Ordinance, which may include rezoning of property, change in Zoning District boundaries, or changes in the text of said Ordinance.

WHEREAS, the Village staff is proposing to re-evaluate the hours that convenient cash businesses are allowed to be open and to require compliance with the Village's Security Ordinance.

NOW THEREFORE, BE IT RESOLVED, by the Village Plan Commission, as follows:

1. That the Village Plan Commission hereby initiates and petitions to re-evaluate and amend the convenient cash businesses requirements; and
2. That the proposed changes in the Zoning Text are hereby referred to the Village staff for further study and recommendation; and
3. That the Village Plan Commission is not, by this Resolution, making any determination regarding the merits of the proposed changes in the Zoning Text, but rather, is only initiating the process by which the proposed changes in the Zoning Ordinance Text can be promptly evaluated.

## Adopted this $\mathbf{1 1}^{\text {th }}$ day of February 2013.

## ATTEST:

VILLAGE OF PLEASANT PRAIRIE

Donald Hackbarth
Secretary

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