

**PLEASANT PRAIRIE PLAN COMMISSION MEETING
VILLAGE HALL AUDITORIUM
9915 39TH AVENUE
PLEASANT PRAIRIE, WISCONSIN
6:00 P.M.
September 9, 2013**

A regular meeting for the Pleasant Prairie Plan Commission convened at 6:00 p.m. on September 9, 2013. Those in attendance were Thomas Terwall; Donald Hackbarth; Wayne Koessler; Andrea Rode (Alternate #2); Jim Bandura; John Braig; and Judy Juliana (Alternate #1). Michael Serpe was excused. Also in attendance were Mike Pollocoff, Village Administrator; Jean Werbie-Harris, Community Development Director; Tom Shircel, Assistant Village Administrator; and Peggy Herrick, Assistant Zoning Administrator.

- 1. CALL TO ORDER.**
- 2. ROLL CALL.**
- 3. CONSIDER THE MINUTES OF THE AUGUST 12, 2013 PLAN COMMISSION MEETING.**

Jim Bandura:

Move for approval.

Wayne Koessler:

Second, Chairman.

Tom Terwall:

IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY WAYNE KOESSL TO APPROVE THE MINUTES OF THE AUGUST 12, 2013 MEETING AS PRESENTED IN WRITTEN FORM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

- 4. CORRESPONDENCE.**

Jean Werbie-Harris:

I have none this evening.

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 we can incorporate your comments as a part of the official record. However, if you're here for an item that is not for public hearing or is not on the agenda now would be your opportunity to speak. We would ask you to step to the microphone and begin by giving us your name and address. Anybody wishing to speak under citizens' comments?

6. NEW BUSINESS.

A. PUBLIC HEARING AND CONSIDERATION OF A CONDITIONAL USE PERMIT INCLUDING SITE AND OPERATIONAL PLAN for the request of William Tucknott agent for Rust-Oleum Corporation for to install new aerosol spray-paint filling equipment that includes the installation of a 320 square foot pre-fabricated structure that will be located outside on a concrete pad in the rear of the facility located at 8105 95th Street. The structure will house the required equipment that adds propellant to the cans.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this is a request for a conditional use permit for the request of William Tucknott agent for Rust-Oleum Corporation to install new aerosol spray-paint filling equipment that includes the installation of a 320 square foot pre-fabricated structure that will be located outside on a concrete pad in the rear of the facility located at 8105 95th Street in the LakeView Corporate Park. The structure will house the required equipment that adds propellant to the cans.

As a part of the public hearing comments and the public hearing record, the Village staff compiled a listing of findings, exhibits and conclusions, and they're presented in your staff comments, and I'll be presenting them below.

Findings of Fact

1. The petitioner is requesting a Conditional Use Permit including Site and Operational Plans to install new aerosol spray-paint filling equipment that includes the installation of a 320 square foot pre-fabricated structure that will be located outside on a concrete pad in the rear of the facility located at 8105 95th Street in the corporate park. The structure will house the required equipment that adds propellant to the aerosol spray cans as found in Exhibits 1 and 2.
2. The property is identified as CSM 1203 located in a part of U.S. Public Land Survey Section 21, Township 1 North, Range 22 East in the Village of Pleasant Prairie. The property is identified as Tax Parcel Number 92-4-122-212-0355.
3. Pursuant to the application as referenced in Exhibit 1:

- a. Rust-Oleum Corporation operates a paint manufacturing facility that produces a variety of both water-based and solvent-based coatings. The plant is made up of a few main areas. The bulk raw material storage tank farm is where liquid solvents and resins are stored. Powder raw materials such as color pigments are stored in the receiving warehouse portion of the plant. These raw materials are then mixed together in tanks of varying sizes to make the finished paint products. The finished paint products are then filled and packaged on the plant's filling lines. The product can be filled into half pint cans, quart cans, 1 gallon cans, 5 gallon pails or aerosol spray cans.
- b. A new high speed aerosol can filling line is proposed to be installed in the southwest corner of the facility. The majority of the equipment will be located inside the facility; however, a propellant charging room which would be 320 square feet will be located outside the building on a new concrete pad that contains the equipment responsible for adding propellant to aerosol cans.
- c. Standard hours of operation will be 24 hours a day, 7 days a week.
- d. Start-up of the filling line will be as soon as possible. There are currently 290 full time employees for the entire facility. Initially the staff from other existing filling lines will be transferred to the new filling line. As sales continue to grow additional employees will be hired to run all of the plant's equipment
- e. The maximum number of employees in the entire plant at any given time including all of the 1st shift R&D employees and all of the production staff at shift change is about 170 employees.
- f. No additional parking spaces will be required. As there will be no significant change in their operations, the type of vehicular traffic to and from the facility will be unchanged.
- g. This new equipment will fill aerosol spray paint cans identical to the cans currently filled. The new equipment to be installed includes a depalletizer, filler, crimper, gasser, checkweigher, waterbath, tipper, labeler, capper, sticker applicator, case packer, and palletizer. There will be no new waste streams from this new packaging equipment.
- h. Security for the gas house will be incorporated into our existing automated fire alarm system that protects the existing building. The maintenance of the new equipment will also be fully incorporated into the systems they use to maintain the existing building and landscaping. As such, Rust-Oleum is confident that there will be no adverse impacts to neighboring properties and public facilities. They have sound safety and environmental procedures in place to mitigate the impact of an unforeseen issue. Rust-Oleum is in full compliance with all federal, State, and local operating permits and approvals. The facility currently has a registration air permit with the Wisconsin Department of Natural Resources.

- i. This equipment will not be operated as to be a public nuisance and will not violate Section 420-38 of the Village Zoning Ordinance related to performance standards.
4. The current zoning of the property is M-2, General Manufacturing District, and high-hazard group H uses within the district pursuant to Chapter 3 of the 2006 International Commercial Code are allowed within the district on this property with the approval of a Conditional Use Permit from the Plan Commission.
5. There have been several previous Conditional Use Permits approved for this property. I'm just going to list them briefly. The details are all set forth in the staff memorandum.
 - a. Kenosha County Resolution #94 was approved on July 27, 1988 for a Conditional Use Permit to operate the manufacturing, research and development facility for Rust-Oleum Corporation, Exhibit 3.
 - b. Conditional Use Grant Document #92-009 on November 11, 1992 which is Exhibit 4 for product storage on the site.
 - c. Conditional Use Grant Document #95-017 approved on November 6, 1995 to construct a 480 square foot building in the recovery of paint and propellant from returned or rejected aerosol containers referred to as Exhibit 5.
 - d. Conditional Use Grant Document #96-01 was approved by the Village on April 1, 1996 to construct housing for the equipment used to inject propellant into aerosol cans, Exhibit 6.
 - e. Conditional Use Grant Document #03-03 approved on February 10, 2003 for the installation of thermal oxidizer and relocation of maintenance office, Exhibit 7.
 - f. Conditional Use Grant Document #07-01 approved on April 9, 2007 to construct a 3,320 square foot addition for testing new products. That's Exhibit 8.
 - g. Conditional Use Grant Document #12-07 approved on October 8, 2012 for a new aerosol spray-paint filling equipment including the installation of a pre-fabricated structure located on the property, and that's referred to as Exhibit 9.
6. Notices were sent to adjacent property owners via regular mail on August 12, 2012 and notices were published in the *Kenosha News* on August 26th and September 2, 2013.
7. The petitioner was e-mailed a copy of this memo on September 6, 2013.
8. According to the Zoning Ordinance the Plan Commission shall not approve a Conditional Use Permit or Site and Operational Plans unless they find after viewing the findings of fact the application and related materials that the project as planned will not violate the intent and purpose of all Ordinance and, and further that it is in compliance with all federal, State or local requirements relating to land use, buildings, development control, environmental protection, sewer, water, storm service, streets and highways and fire protection.

With that I'd like to continue the public hearing on this item.

Tom Terwall:

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

Wayne Koessl:

Mr. Chairman, if there are no comments from the Commissioners I would move approval of the request for the Conditional Use Permit including Site and Operational Plan.

Jim Bandura:

I will second that.

Wayne Koessl:

All subject to the conditions outlined by staff.

Tom Terwall:

Jean you had a comment?

Jean Werbie-Harris:

I just wanted to make sure the petitioner did not have any questions or concerns. They indicate no.

Tom Terwall:

IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY JIM BANDURA TO APPROVE 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.

B. PUBLIC HEARING AND CONSIDERATION OF A CONDITIONAL USE PERMIT INCLUDING SITE AND OPERATIONAL PLAN for the request of William Whitting, on behalf of Rust-Oleum Corporation for the proposed acetone bulk tank expansion that includes the installation of two storage tanks, a tanker

unloading pad, a utility room and a pump room that will be located outside on a concrete pad in the rear of the facility located at 8105 95th Street.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this is a request of public hearing in consideration of a Conditional Use Permit including Site and Operational Plan approval, and this request is also from Rust-Oleum Corporation from William Whitting. And it is for a proposed acetone bulk tank expansion that includes the installation of two storage tanks, a tanker unloading pad, a utility room and a pump room that will be located outside on a concrete pad in the rear of the facility located at 8105 95th Street.

Again, this is also a public hearing. As part of a Conditional Use Permit it's required that as part of the public hearing record that we read the findings of facts, exhibits and conclusions into the record, and I intent to do that now.

Findings of Fact

1. The petitioner is requesting a Conditional Use Permit including Site and Operational Plans for the proposed acetone bulk tank expansion that includes the installation of two storage tanks, a tanker unloading pad, a utility room and a pump room that will be located outside on a concrete pad in the rear of their facility located at 8105 95th Street. This information is provided as Exhibits 1 and 2.
2. The property is identified as CSM 1203 in a part of U.S. Public Land Survey Section 21, Township 1 North, Range 22 East in the Village of Pleasant Prairie. The property is identified as Tax Parcel Number 92-4-122-212-0355.
3. Pursuant to their application as listed in Exhibit 1:
 - a. Rust-Oleum Corporation operates a paint manufacturing facility that produces a variety of both water-based and solvent-based coatings. The plant consists of several main production lines and the bulk raw material storage tank farm is used for liquid solvent and resin storage. The powder-based raw materials such as color pigments are stored in the receiving warehouse portion of the plant. The raw materials are mixed together in process tanks of varying sizes to produce finished paint product. The finished product is then filled and packaged on the plant's filling production lines and is filled in various size cans, drums and spray cans.
 - b. As a result of increased aerosol spray-paint production, Rust-Oleum has determined the need for additional acetone storage capacity in order to reduce the risk associated with the just-in-time deliveries to the existing 12,000-gallon acetone storage tank T-116. A usage of 50,000 to 60,000 gallons per day of acetone is anticipated within the next five years. Rust-Oleum has determined the most efficient and least costly storage arrangement is to include the installation of two new 30,000-gallon capacity aboveground storage tanks outside the existing plant. The tanks will be vertical, single-walled carbon steel tanks with a flat bottom and slight coned top. They will be 13 feet 1 inch in diameter, 30 feet in straight side height and will be fabricated in accordance with UL 142. Railings

will be approximately 3 feet which is 6 inches higher than the top of the tank. The existing building height is 32 feet above grade so the tank height will be very close to matching existing building height.

- c. The storage tanks will sit on top of concrete pedestals within a poured concrete secondary containment system that is designed to hold 125 percent of the capacity of the largest tank. All joints will have chemical resistant water-stops and will be sealed with chemical resistant caulk. There will be a drain at one end with a post indicator valve that will allow drainage of rainwater from the containment after it is tested by Rust-Oleum in accordance with their existing operating procedures. There will be a new tanker unloading area consisting of a concrete pad with the same chemical resistant water-stops and chemical caulking sealant. The tanker unloading pad will be separated from the tank farm containment with a dike wall and drain valve, and it will be sized to hold 100 percent of the delivery vehicle capacity per the State code requirements. Drainage from the tanker unloading pad will be routed through the tank farm drainage system for storm water removal only. The tank farm will be located 84 feet from the existing plant and approximately 215 feet from the nearest property line. Standard hours of operation will be 24 hours a day, 7 days per week.
- d. Adjacent to the secondary containment structure there will be a small pump room and a small utility room. The pump room will be used to house up to five unloading and transfer pumps. It will be unheated, ventilated with 1 CFM supply and exhaust per code, and will also be equipped with fire protection. The utility room will be heated and unventilated, equipped with fire protection, and will be used for the incoming fire protection piping and for the electrical power supply and control panel. The height of the pump room and utility room will be 14 feet 10 inches above grade. There will be seven pipe support stanchions between the pump room and the existing plant with two 3 inch carbon steel pipes for acetone, room for two future pipelines and conduits for controls and power supply, and a two and a half to three inch pipe for the dry pipe sprinkler system. Piping and conduits will be painted white along with the pipe stanchions so that they blend in and closely match the existing building.
- e. The size of the existing facility including the new charging room is 253,192 square feet. The new tank farm secondary containment structure is 2,448 square feet. The pump room is 322 square feet and the utility room is 140 square feet.

I wanted to give you a lot of those details and specifics because Rust-Oleum has worked very closely with the fire department to make sure that all safety measures and appropriations are being taken care of for the siting of these tanks for their new operations.

- f. The facility standard hours of operation are 24 hours per day, broken into four shifts, seven days per week. Deliveries can occur during any of these hours and will increase from two deliveries per day for acetone, up to four to five deliveries per day when full production is achieved.

- g. Start-up of the acetone bulk tank expansion is anticipated at the end of November, 2013. There are currently approximately 230 full-time employees for the entire facility. Additional staff is not anticipated for this project.
 - h. The maximum number of employees in the plant at any given time including the shift change is about 170 employees. And, again, the reason why we look at that is to make sure that there's enough parking spaces especially when there's overlap of shifts and guests and others coming to the facility.
 - i. Acetone deliveries will increase from an average of two deliveries per day to a maximum of four to five deliveries per day.
 - j. No additional parking spaces are required. And there will be no significant change in their operations with respect to vehicular traffic to and from the site.
 - k. Security for the new buildings and tank farm will be incorporated into their existing automated fire alarm system that protects the existing building, and the entire property is surrounded by a six foot high chain-linked fence, and security cameras monitor the entrances and critical interior operations.
 - l. As such, Rust-Oleum is confident that there will be no adverse impacts to neighboring properties and/or public facilities with this project. Rust-Oleum has sound safety and environmental procedures in place to mitigate the impact of any unforeseen issue. All setbacks from property lines and other important buildings are within State or NFPA code requirements, and therefore there is no anticipated increase in risk of fire, impairment of light or air to adjacent properties, creation of obnoxious odors or any dangers to public health.
 - m. Pursuant to the application, Rust-Oleum is in full compliance with all federal, State and local operating permits and approvals, and the facility currently has a Registration Operation Permit for air emissions with the Wisconsin DNR. As long as they continue to meet the requirements of the permit, there will be no other notifications to the DNR other than just their ongoing operations.
 - n. This equipment will not be operated to reflect any type of public nuisance, and it will not violate the Village zoning ordinance related to performance standards.
4. The current zoning of the property is M-2, General Manufacturing District and High-Hazard Group H Uses within the District pursuant to Chapter 3 of the 2006 International Commercial Code 2006 are allowed within the District on this property with the approval of a Conditional Use Permit by the Plan Commission.
5. As I mentioned previously, Rust-Oleum has received a number of conditional use permits. Again, I'm not going to read through every single one of them. Just to say they include Exhibits 3, 4, 5, 6, 7, 8 and 9 as I mentioned in a previous public hearing this evening and will be included as part of this public hearing.
- h. As previously discussed, Rust-Oleum proposes to install new aerosol spray-paint can filling equipment that includes the installation of a pre-fabricated structure that will be located outside on a concrete pad.

6. Notices were sent to adjacent property owners via regular mail on August 13, 2013 and notices were published in the *Kenosha News* on August 26, and September 2, 2013.
7. The petitioner was e-mailed a copy of this memo on September 6, 2013.
8. According to the Village zoning ordinance, the Plan Commission shall not approve a Conditional Use Permit or Site and Operational Plans unless they view these findings of fact this evening, the application and all the related materials that had been presented that the project as planned will not violate the intent or purpose of the ordinance and meets all the minimum standards for granting of a Conditional Use Permit. And, further, that they will comply with all federal, State, County and local requirements relating to land use, buildings and the development of this property.

With that I'd like to continue the public hearing. Possibly someone from Rust-Oleum will come up this time and introduce themselves and explain a little bit about this process.

Jeff Lambert:

Good evening, my name is Jeff Lambert. My address is 906 Roosevelt Avenue, Racine, Wisconsin. And acting as agent for Rust-Oleum at the Pleasant Prairie facility. So we are asking that this project be approved for the continue expansion of our manufacturing capabilities within our facility.

Jean Werbie-Harris:

I'm not sure if the Plan Commission or the audience have any questions or not.

Tom Terwall:

I'll open it up and if there's any questions you can respond, alright?

Jeff Lambert:

Yes.

Tom Terwall:

This is a matter for public hearing. Is there anybody in the audience who wishes to speak? Mr. Franke? Need your name and address, sir.

Jerry Franke:

Good evening. Jerry Franke, WisPark, 301 West Wisconsin Avenue, Milwaukee, Wisconsin. Here to support Rust-Oleum's request for this expansion. But I do want the record to note that we have asked for some landscaping to be installed to meet the protective covenants and development standards. And that letter has been transmitted to Rust-Oleum.

Tom Terwall:

Thank you. Anybody else wishing to speak? Anybody else? Seeing none, I'm going to open it up to comments and questions from Commissioners and staff.

Jeff Lambert:

May I respond?

Tom Terwall:

Please do.

Jeff Lambert:

We did receive the letter and the conditional approval from the facility with the two caveats of additional landscaping that we're working on and we'll have WisPark approve. And I believe that we can successfully meet their expectations for that. And those expectations in that letter was forwarded to the Planning Commission this morning for review.

Tom Terwall:

Thank you. Don?

Don Hackbarth:

I think this is page 3, let me take a look, yup page 3. 3d it talks about a 1 CFM supply and exhaust per code. That's kind of low to me.

Jean Werbie-Harris:

Jeff, do you want to respond to that?

Jeff Lambert:

The [inaudible] requirement for ventilation is I believe a State requirement for normal occupancy.

Don Hackbarth:

I'm just saying that 1 CFM seems kind of low to me. One cubic foot per minute that's not a lot of exhaust. And that's the code?

Jeff Lambert:

Yeah, I believe -- I have Jeff Knoll from Spectrum Engineering as the design firm for this and he can answer that.

Tom Terwall:

Give us your name and address, sir.

Jeff Knoll:

Jeff Knoll, Spectrum Engineering. My home address South 83 West 24495 Artesian Avenue, Mukwonago, Wisconsin. I believe the code requirement is 1 CFM per square foot. So it's based on the square footage. It's based on the square footage of the room.

Tom Terwall:

Thank you. Anybody else?

Don Hackbarth:

Maybe that could be added.

Jean Werbie-Harris:

I will add it. Anybody else? What's your pleasure?

Wayne Koessl:

Through the Chair to Jean, should Mr. Franke's comments be added to your comments?

Jean Werbie-Harris:

It's actually already in the staff comments, but it's subject to the approval of the LakeView Commercial Owners Association and any comments that they have.

Wayne Koessl:

Thank you. I move approval, Chairman.

Don Hackbarth:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY DON HACKBARTH TO APPROVE THIS MATTER SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? Thank you.

C. PUBLIC HEARING AND CONSIDERATION OF A CONDITIONAL USE PERMIT for the request of Wolf Korndoerfer, agent for Korndoerfer Homes, Inc., owner, to use the single family house located at 9966 Cooper Road in the Village Green Heights Addition #1 Subdivision as a model home.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and audience, this is also a Conditional Use Permit request. This is a request for Wolf Korndoerfer, agent for Korndoerfer Homes, Inc., owner, to use the single family house located at 9966 Cooper Road in the Village Green Heights Addition #1 Subdivision as a model home.

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

Findings of Fact

1. The petitioner is requesting a Conditional Use Permit for Korndoerfer Homes, Inc., to use the house located at 9966 Cooper Road as a model home provided as Exhibit A. The subject property is known as Lot 159 in the Village Green Heights Addition #1 Subdivision located in a part of the Southwest One Quarter of U.S. Public Land Survey Section 23, Township 1 North, Range 22 East in the Village of Pleasant Prairie. The property is further identified as Tax Parcel Number 92-4-122-233-0659.
2. The single-family lots within the Village Green Heights Subdivision are zoned R-4, Urban Single Family Residential District. Pursuant to Section 420-108 C (1) (b) of the ordinance, model single-family homes and related temporary real estate offices or marketing centers are allowed in that R-4 District but only with a Conditional Use Permit as issued by the Plan Commission.
3. On April 23, 2013, the Village issued the required zoning, building and erosion control permits, Permit 13-04-002, for the construction of a 3,581 square foot single-family dwelling. A verbal to occupy the house as a model home was issued by the Village building inspectors on August 21, 2013. In addition, the property shall be completely landscaped and the driveway shall be paved by prior use of the home as a model home or sales center.
4. Pursuant to Section 420-148 (67) of the ordinance, the model home and sales center may be located in a new development for a period not to exceed two years from the date of occupancy, and the Plan Commission may set specific time frames for which the model home and marketing center can be open.

5. The petitioner is proposing to have the model home open during the following hours: Monday through Friday from noon to 5:00 p.m., Saturday and Sunday from 11:00 a.m. to 3:00 p.m. and by appointment.
6. Parking shall be provided on the driveway and is allowed on Cooper Road adjacent to the lot. However, no vehicular parking -- the parking shall not block any driveways or fire hydrants and will not be allowed on the street during snow emergencies, and the parking should not hinder any traffic visibility in that area.
7. The conditions for approval of a model home, including the zoning ordinance Conditional Use Permit standard conditions pursuant to 420-148 (67), are set forth in the staff recommended conditions of approval as identified in the staff memo.
8. Notices were sent to adjacent property owners via regular mail on August 22, 2013 and the required notice was published in the *Kenosha News* on August 26 and September 2, 2013.
9. The petitioner was emailed a copy of this Plan Commission memo on September 6, 2013.
10. According to the Village zoning ordinance, the Plan Commission shall not approve a Conditional Use Permit until they view the findings of fact, the application and the related materials and the information presented at this public hearing that the project as planned will not violate the intent or purpose of the Village ordinance and meets the minimum standards for the granting of a conditional use permit.

With that I'd like to continue the public hearing. Is the petitioner here?

--:

Yes.

Jean Werbie-Harris:

If both of you would like to just come up.

Wolf Korndoerfer:

Good evening, I'm Wolf Korndoerfer. I don't have anything to add unless there's questions.

Tom Terwall:

Just give us an address, sir, for the record.

Wolf Korndoerfer:

Oh, I'm sorry, 7900 Durand Avenue, Sturtevant.

Tom Terwall:

Thank you. You say nothing to add?

Wolf Korndoerfer:

I have nothing to add.

Tom Terwall:

But you're available for questions?

Wolf Korndoerfer:

Yes, I am.

Tom Terwall:

Okay, thank you. Is there anybody else wishing to speak on this matter? Anybody wishing to speak? Seeing none I'm going to open it up. Yes, Jean.

Jean Werbie-Harris:

Would you like to just comment briefly on what you're seeing with respect to the housing market for this year as opposed to in previous years?

Wolf Korndoerfer:

Yeah, actually starting about 18 months ago the market really started picking up, and we've seen a dramatic increase especially in the Village of Pleasant Prairie. Unfortunately we're running short on lots in Pleasant Prairie, but there's still lots in Kenosha and plenty of them in Racine. But, no, the market has been very strong. We're seeing kind of a more upscale buyer. I guess Meadowdale Estates we still have quite a few lots there, but that's the covenants drive that to a much higher price point. So a significant improvement.

Tom Terwall:

Thank you.

Don Hackbarth:

Move approval.

Wayne Koessl:

I'll second.

Tom Terwall:

IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL TO APPROVE THE CONDITIONAL USE PERMIT 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.

Wayne Koessl:

Can we take D and E together and have separate votes, Jean?

Jean Werbie-Harris:

Yes.

Wayne Koessl:

So moved.

Don Hackbarth:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY DON HACKBARTH TO COMBINE ITEMS D AND E FOR DISCUSSION PURPOSES WITH SEPARATE VOTES. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

D. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #13-08 FOR THE FOLLOWING AMENDMENTS TO THE VILLAGE COMPREHENSIVE PLAN for the request of Jonah Hetland of Bear Development, representing the owner of the vacant property generally located at northwest corner of STH 50 and 91st Avenue: 1) to amend a portion of the Village of Pleasant Prairie 2035 Comprehensive Land Use Plan Map 9.9 to remove the Urban Reserve Designation from a 5,312 square foot portion of Lot 19 of the Westfield Subdivision that is being added to Lot 20 of the Westfield Heights

Subdivision located at the northwest corner of STH 50 and 91st Avenue (the underlying community commercial land use designation will remain) for the proposed development of Goddard School and 2) to update Appendix 10-3 of the Village of Pleasant Prairie Wisconsin, 2035 Comprehensive Plan to include said amendment.

- E. PUBLIC HEARING AND CONSIDERATION OF A ZONING MAP AND TEXT AMENDMENT** for the request of Jonah Hetland of Bear Development, representing the owner of the vacant property generally located at northwest corner of STH 50 and 91st Avenue to rezone the 5,312 square foot portion of Lot 19 of the Westfield Subdivision that is being added to Lot 20 of the Westfield Heights property from B-2 (UHO) Community Business District with an Urban Landholding Overlay District to B-2 (PUD), Community Business District with a Planned Unit Development Overlay District and to amend the legal description of the Westfield Heights Commercial Area Planned Unit Development to include a 5,312 square foot portion of Lot 19 of the Westfield Subdivision that is being added to Lot 20 of the Westfield Heights. These amendments are being requested so that all the improvements associated with the proposed Goddard School development on Lot 20 will be located entirely within the lot area being acquired for the developed for Goddard School.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, these are both public hearings before you. First, Item D, public hearing and consideration of Plan Commission Resolution 13-08 for the following amendments to the Village Comprehensive Plan. This is the request of Jonah Hetland of Bear Development, representing the owner of the vacant property located at northwest corner of Highway 50 and 91st Avenue. First to amend a portion of the Village Comprehensive Land Use Plan Map 9.9 to remove the Urban Reserve Designation from an area 5,312 square foot portion of Lot 19 of the Westfield Subdivision that is being added to Lot 20 of the Westfield Heights Subdivision. And then secondly to update Appendix 10-3 of the Village Comprehensive Plan to include said amendment.

The second item, Item E, is also a public hearing, and this is a consideration of the Zoning Map and Text Amendment also at the request of Jonah Hetland of Bear Development, representing the owner of the vacant property generally located at northwest corner of Highway 50 and 91st Avenue to rezone the 5,312 square foot portion of Lot 19 of the Westfield Subdivision that is being added to Lot 20 of the Westfield Heights property from the B-2 (UHO), Community Business District with an Urban Landholding Overlay District, to B-2 (PUD), Community Business District with a Planned Unit Development Overlay District in order to reflect this modification.

Specifically, the Village considered this particular request for the Goddard School back on August 5, 2013. Specifically the Board approved the petitioner request to amend the lot lines between Lots 19 and 20 of the Westfield Heights Subdivision. 5,312 square feet of land is being adjusted and added to Lot 20 from Lot 19. After the adjustment Lot 19 will be 2.507 acres and Lot 20 will be 1.304 acres. The lot line adjustment was requested so that all the improvements associated with the Goddard School plan on Lot 20 will all be on that same property as opposed to being split between the two properties or on land that they didn't own.

As a result of amending the property boundaries, however, we needed to go back and amend the Comprehensive Plan, and then we also had to do a rezoning to bring the PUD into this particular area. Because, again, the PUD is only placed on that particular property that's being developed, and the Comprehensive Plan is only being amended for that area that is being amended as part of this development. So because of that they requested initially a lot line adjustment, and that went through the process. But then we realized that this 5,312 square feet still did not have the proper PUD zoning and it did not have the property land use per the Comprehensive Plan.

So this is kind of cleaning things up and correcting it based on an adjustment that they were making, and we needed to get this all taken care of before they close on the land and before building permits are obtained. So these are two items that because one is a Comprehensive Plan amendment and another one is a Zoning Text Amendment and Map Amendment they are both public hearings. And the staff would like to continue the public hearing at this time.

Tom Terwall:

Is there anybody wishing to speak on either of these issues? Anybody wishing to speak? Anybody? Seeing none I'm going to open to comments and questions.

Wayne Koessl:

Through the Chair to the staff, the State is still planning to make Highway 50 a six lane highway?

Jean Werbie-Harris:

That's correct.

Wayne Koessl:

Is that going to close any of the access they're going to have off of the north side of Highway 50 out there? Or is it too soon to know?

Jean Werbie-Harris:

It won't impact 91st Avenue. And, again, Goddard School has no direct access to Highway 50. Their access is off of 91st Avenue. With respect to the vacant land to the west owned by Dr. Durani, I can't tell you because right now the Highway 50 plat actually shows that as a residential access. It doesn't not even show it as a commercial access. So for that reason you can see where the star is located and there's like a proposed looped access on the north side of that property. That is where there will be a cross-access easement, and then this land that's actually off the map to the west that's in Pleasant Prairie that's where they will get their access. So, again, they shouldn't be impacted. And all the needed right of way has been previously identified and reflected pursuant to previous certified survey maps.

Wayne Koessl:

I was just curious because the State likes to limit access to their highways.

Jean Werbie-Harris:

They do.

Wayne Koessl:

Okay, thank you.

Jean Werbie-Harris:

And the petitioner, Mr. Hetland, is here if the Plan Commission does have any questions or if Jonah has anything to add.

Tom Terwall:

Any other comments or questions?

Andrea Rode:

Move approval.

Judy Juliana:

Second.

Tom Terwall:

IT'S BEEN MOVED BY ANDREA RODE AND SECONDED BY JUDY JULIANA TO APPROVE THE RESOLUTION 13-08 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. Now we need a motion to send a favorable recommendation to the Village Board.

Judy Juliana:

So moved.

Andrea Rode:

Second.

Tom Terwall:

MOVED BY JUDY JULIANA AND SECONDED BY ANDREA RODE TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD 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.

Jean Werbie-Harris:

I would ask if Items F and G could be taken up at the same time. They're related projects, the same project.

John Braig:

So moved.

Wayne Koessl:

Second.

Tom Terwall:

MOVED BY JOHN BRAIG AND SECONDED BY WAYNE KOESSL. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Go ahead, Jean.

F. PUBLIC HEARING AND CONSIDERATION OF A ZONING TEXT AMENDMENT for the request of Darcy Kennelly Rutzen, agent on behalf of Prime Outlets of Pleasant Prairie, LLC d/b/a Pleasant Prairie Premium Outlets located at 11211 120th Avenue and 11601 108th Street to create Section d. 14. related to

specific modifications to the Village of Pleasant Prairie Zoning Ordinance for Pleasant Prairie Premium Outlets as specified in Chapter 420 Attachment 3 Appendix C Specific Development Plan 13 for Pleasant Prairie Premium Outlets Planned Unit Development No. 2. The amendment will allow for a super charging station for electric vehicles to operate 24 hours a day with approval of Site and Operational Plans by the Plan Commission.

- G. Consideration of the request of Darcy Kennelly Rutzen, agent on behalf of Prime Outlets of Pleasant Prairie, LLC d/b/a Pleasant Prairie Premium Outlets located at 11211 120th Avenue and 11601 108th Street for approval of Site and Operational Plans for a super charging station for electric vehicles to operate 24 hours a day in the parking lot of the Outlet Center.**

Jean Werbie-Harris:

The first item, Item F, is a public hearing and consideration of a zoning text amendment for the request of Darcy Kennelly Rutzen, agent on behalf of Prime Outlets of Pleasant Prairie, LLC doing business as Pleasant Prairie Premium Outlets located at 11211 120th Avenue and 11601 108th Street to create Section d. 14. related to specific modifications to the Village of Pleasant Prairie Zoning Ordinance for Pleasant Prairie Premium Outlets as specified in Chapter 420 Attachment 3 Appendix C, Specific Development Plan 13 for Pleasant Prairie Premium Outlets Planned Unit Development No. 2. The amendment will allow for a super charging station for electric vehicles to operate 24 hours a day with approval of Site and Operational Plans by the Plan Commission.

The second item, Item G, is regarding the same request. Consideration of the request of Darcy Kennelly Rutzen, agent on behalf of Prime Outlets of Pleasant Prairie located at 11211 120th Avenue and 11601 108th Street for approval of Site and Operational Plans for a super charging station for electric vehicles to operate 24 hours a day in the parking lot of the Outlet Center. And, again these items are related, are being discussed at the same time, but separate action will be needed.

Tesla Motors, Tesla, is proposing to install a Supercharging Station for electric vehicles in the parking lot of the Pleasant Prairie Premium Outlets located at 11211 120th Avenue and 11601 108th Street in the Village. Tesla is a U.S. based company that designs and manufactures the world's leading electric vehicles. Tesla has delivered more than 10,000 electric vehicles to customers in 31 countries. Pursuant to the application, as part of its mission to further the adoption of electric vehicles, Tesla has initiated the deployment of a fast-charging solution called a Supercharger. These supercharger stations are proposed to be located along popular and well-traveled routes to provide a fast and convenient network for Tesla customers to charge their vehicles and complete long road trips. These stations are able to recharge 50 percent battery capacity in as little as 20 minutes and a full charge in less than an hour.

Due to the fact that the proposed charging station is proposed wholly within the existing Premium Outlets Mall parking lot, and actually only 8 parking spaces at this time are being utilized, and because the equipment will be fully screened from view by an attractive fenced enclosure, there will be little to no adverse impacts on neighboring properties. A proposed retaining wall and landscaping further minimizes any visual impact of the charging station. The site design takes

advantage of the existing landscaping, and provides a new retaining wall and additional landscaping for added screening.

Tesla's equipment for the proposed charging station will be contained within a 1,525 square foot of the site. It's located in the west parking lot west of the Nike store near the southeast corner of 108th Street and 120th Avenue which is East Frontage Road and will consist of the following:

- Eight parking spaces, each equipped with a charging post
- Four supercharger cabinets
- One transformer
- One Auxiliary distribution panel
- One switchgear assembly within a fenced-in enclosure near the charging station
- One utility transformer on an concrete pad

The proposed charging station will be available to motorists 24 hours a day and seven days a week. There are no employees that will monitor the site as it is a self-service station. The proposed charging station is WI-FI enabled and reports any maintenance issues. Their landlord partner, Premium Outlets, will also monitor the station's well-being. The fencing around the equipment protects against vandalism, and the charging cabinets are tamper-proof. Additional security cameras monitored by the Premium Outlets will also be installed and maintained by the Village. The cost associated with the installation, inspection, maintenance and monitoring of these additional cameras will not be at a charge to the Village but will be to Premium Outlets.

Tesla, along with Premium Outlets, will maintain the charging station and site improvements in a safe, structurally sound, neat, well-cared for, and attractive condition. As noted above, both the WI-FI and the landlord partner will monitor the site.

Pursuant to the application, Tesla believes that the proposed charging station will have a positive effect within the Village, encouraging cleaner energy consumption. As stated above, Tesla has delivered more than 10,000 electric vehicles to customers in 31 countries. These supercharger stations will be located along popular and well-traveled routes to provide a fast and convenient network for Tesla customers to charge their vehicles and complete these long road trips. The station will bring more visitors to the Village, who will likely shop and dine in the area. Tesla will contact the Wisconsin DOT to discuss obtaining information regarding the obtaining or leasing EV charging station signage on I-94.

With respect to the zoning text amendment, in order for to be allowed to do this operation at this location, they will need to amend the PUD for Prairie Premium Outlets. And so they're looking to have it operate 24 hours a day. And so a modification is being made as part of the PUD to accommodate this. Specifically the amendment will read: Hours of operation when the public is allowed to enter or remain on site for business purposes for a supercharging station for electric vehicles which is allowed to operate within the parking lot area of the development 24 hours a day with the approval of the Site and Operational Plans by the Plan Commission.

With that, I would like to introduce representatives from Tesla. And then I would also ask them to comment on two things that I had heard. One that they were talked about on 60 Minutes last night, and number two on the national news this morning the president of the corporation indicated that it's his goal within the year to drive from New York to Los Angeles and to be able to stop at supercharging stations along the way so that they will not need to worry about gas but

they can charge as they go because they can go about 350 miles. And the other thing I would like to mention is that this is the first supercharging station in Wisconsin.

Darcy Kennelly Rutzen:

I'm Darcy Kennelly Rutzen. I'm agent for Pleasant Prairie Premium Outlets at 11211 120th Avenue.

Drew Bennett:

I'm Drew Bennett. I represent Tesla. I guess our best address is 3500 Deer Creek Road, Palo Alto, California. Thanks. I think this is really exciting for us. As Ms. Werbie-Harris pointed out we're building out this big network of charging stations that allow people to travel freely and cleanly just on electricity. And so it's a great fit for us here at Pleasant Prairie and with Darcy and their whole property, people stopping for about 45 minutes to an hour it's a great place to be. It's a great Village to be in. And it's on a well traveled path. Probably the biggest use case would be between Milwaukee and Chicago, and we're really excited about that. I actually didn't catch the 60 Minutes.

Jean Werbie-Harris:

It was on 60 Minutes last night.

Drew Bennett:

It's an exciting time for us. This supercharger rollout is just happening this year. And so the cross-country route that we're talking about is a big promise that we've made. LA to New York and you should be able to do it only at stations like this. And so it's real exciting. We have owners all over the country who are very excited to see stations like this. A lot of our local owners are very excited to see this station in particular open up. So thanks. I'm available for any questions.

Tom Terwall:

Are you the only manufacturer of these vehicles, or do you have competition? I guess what I'm getting at is will this station handle vehicles of your manufacture only or will there be competitive?

Drew Bennett:

That's currently true that only Tesla vehicles can use this charging protocol. For charging as fast as the supercharger goes, 300 miles of range in about an hour, that's just -- there's no standard for that yet. And so this is our company kind of pushing the boundaries and expanding that network. I would not be surprised in the future discussions about which charging protocol were used for stations this fast. But there are no universal standards at this point. So currently you're right, it's just Tesla.

Tom Terwall:

Will the user use a credit card to do this?

Drew Bennett:

No, it's free. It's a transactionless process. So they'll go in, they'll plug in their charge port, and there's also a communication line when they plug in. The station recognizes the car. It's WI-FI enabled, and it knows that that car is allowed to charge there. And so there are no transactions on site. The customer doesn't pay. It's free. Well, it's free for them.

Jim Bandura:

Just a quick question. Wouldn't it be good PR if you had the ability to say, I hate to mention it, but like Toyota to, a vehicle to pull up there, too, and also be able to charge maybe via using a credit card or something like that?

Darcy Kennelly Rutzen:

These are very specific to Tesla. But as Premium Outlets and at [inaudible] we're actually rolling out electrical vehicle charging stations all throughout the portfolio. Our Chicago Premium Outlets in Aurora has gotten them. And so we are on that list. It's just that this Tesla deal is happening first. So we foresee that in the near future.

Don Hackbarth:

Time for charge you said, time for charge 45 minutes or an hour?

Drew Bennett:

Yeah, that's right. In about 20 minutes you can get 150 miles. The range of the car is 300 miles. And as you approach that filling up of the battery the charging slows down a bit. So you might see someone parked there for about an hour.

Don Hackbarth:

Why don't you just use a longer extension cord?

Jean Werbie-Harris:

There were a bunch of questions that the staff wanted to make sure that the Plan Commission understood about the Tesla system here. And so just for the record because you got that very short notice I circled a couple of them that I'm just going to have him go through. And he'll read the question and then just give you some of the answers just so that you have a little bit more familiarity as to this system. And if there's any others that you think might be appropriate.

Drew Bennett:

One of the questions is about a canopy. Can a canopy be provided at the station. For a number of reasons, cost being one of them, we aren't including a canopy in the initial design. I think it's something we're willing to monitor and look at. If it becomes necessary for protecting the equipment or the customers it's something we're willing to come back at. But we initially are not looking to install that.

There's other question about the fence itself and the aesthetics. And the goal, I think all of our goals, is to have the fence that will be enclosing the electrical equipment match the outlet center. And so I think we're still going through a number of options there. But we're really open to whatever we come to an agreement on and maybe we can talk about that.

Jean Werbie-Harris:

And the staff can work with Tesla on that because we've looked at a couple of different options but we just haven't been able to face-to-face be able to do that.

Drew Bennett:

Another question is whether customers wait in their car or leave the car unattended while charging. They will leave the car. And probably most of them will go shopping at Darcy's outlets and that's the idea. There is no danger of someone coming in and pulling the cord out because the cord stays attached to the car until the person with their key fob is within sensor range of the charge port. So it's pretty safe and tamper proof. And so we do hope people are going out and having a good time, getting some food or going shopping while they're charging.

Maintenance during snow storms I think the agreement with Simon is basically that Simon treats the parking spaces just as they would treat any other parking spots in the parking lot. And as far as maintenance of the equipment that always falls to Tesla. So if any of the equipment becomes damaged or anything I think we're all aligned in getting that fixed immediately so we'll have someone come out and fix that.

Are there benches provided for customers to wait outside. There are no plans for benches in that area at this time. It's not something we're opposed to, but it's not something that we had initially put forward. We would actually probably want to encourage our customers to go to the shops and everything else.

There was another question about blending in with the Outlet Center for similar colors and materials. I think that's something that we just need to work together with and we'll address that. I don't foresee any issues at all with that.

Will this be identified a the Pleasant Prairie charging station? I think the answer is yes. I'd need Darcy's approval on that but we can definitely talk about that. But I'm hoping Pleasant Prairie is in the name certainly.

Is there any type of emergency button or power off switch? There's no emergency button. The equipment itself like any equipment has a shutoff valve. That's not a Tesla thing, that's just kind of a standard electric fixture. I'm probably not the most qualified person to answer that but that's my understanding.

Jean Werbie-Harris:

I don't know if there's some on that second sheet.

Drew Bennett:

More fencing options. Oh, is there concern of illegal entry into the facility by someone jumping over the wall. I guess that's true, although the enclosure itself is locked. And the vegetation and landscaping that we'll be putting around it should keep it fairly difficult to get into. So I think it's not really a concern for us.

Darcy Kennelly Rutzen:

We also operate 24 hour security at Pleasant Prairie Premium Outlets so I don't foresee that being an issue. We have the camera system operated by Pleasant Prairie PD, and we have a robot security department. So I don't foresee that being an issue.

Drew Bennett:

The final question was providing any training for emergency response for the charging station emergencies. Very open to that. I can assure everyone that we've done a lot of testing with this in making sure that it's very safe. There's a lot of cutoff mechanisms and failure proof mechanisms. There's no power running to the cord itself or to the station itself until that person plugs into the charge cord and the car recognizes it. So sitting alone in the ground there is not even power running through those cables. So very open to whatever the community would be interested in having for training and acknowledging -- I would love to reassure you it's very safe. I think that's it.

Tom Terwall:

Where's the nearest place you can purchase a Tesla vehicle?

Drew Bennett:

We have a store down in Skokie, Illinois and in Oak Park as well. So two stores in the Chicago area. Those are actually the closest stores. We don't have any in Milwaukee yet. I guess that's all I can say about that.

Tom Terwall:

Can you give us a price point on what those vehicles sell for?

Drew Bennett:

Yeah. There are two versions of the Model S which is the car that we manufacture right now. The version with the smaller battery pack which has a range of about 210 miles starts at \$70,000. And the version with the 300 mile battery pack starts at \$80,000.

Tom Terwall:

Thank you.

Drew Bennett:

And, oh, I should add we'll have a crossover coming out at the end of the year. We have not announced pricing on that. But it's similar in construction to the Model S. And then in 2017 we've announced that we're hoping to have a \$30,000 model. And so that's the one I'm waiting for. And it should really change things. I think that will be a really good year for us.

Tom Terwall:

Where are these vehicles built?

Drew Bennett:

In our factory in Fremont, California.

Don Hackbarth:

So if a kid puts his tongue in the plug he's not going to get jolted.

Drew Bennett:

I've been encouraged to demonstrate that and to show that it's very safe. I actually have never done it, but that's because I work on sites before they're finished. So, yeah, it's very safe. Someone could do that and it would be fine.

John Braig:

What effect does heating or air conditioning have on mileage?

Drew Bennett:

They all come from the same battery. So if you are using air conditioning or heating your range will go down a little bit, not a lot. So you'll see in the winter your range might go down because you're using the heater a lot versus in the spring or fall.

Jim Bandura:

Is there any signage that's going on the site to indicate where it's going to be, directional signage?

Drew Bennett:

Oh, along the roads.

Jim Bandura:

You are going to --

Drew Bennett:

That's a separate permit that we need to file. It's actually not something that we need to have or that our customers need to have because they have a very good navigation function inside the card that's on a 17 inch LCD display. And it can take them directly to the latitude and longitude of the supercharger. But we have been talking I think we'd like to have signs, and so we'll be applying for the sign permit along the road.

Jean Werbie-Harris:

And, in fact, if I can comment on that on I-94 they're going to have to go to the Wisconsin DOT. And I don't know that I've seen any EV charging station signage yet. So it might be kind of breaking new ground here. But I think that they can certainly apply. It's no different than a regular gasoline station. And with respect to 108th and Corporate Drive and 120th Avenue, Corporate Drive is a Village road, but the other two are State jurisdiction roadways because they're part of the frontage road. So they'll, again, have to go to the State to see if they can get approval for a sign. And we will work with them, too.

Tom Terwall:

Nothing further we need a motion then.

Jerry Franke:

Isn't there a public hearing on this or are you going to close this?

Tom Terwall:

Go ahead, it's still open.

Jerry Franke:

I have not been privy to your report. Do you have the same reference in there about the protective covenants for LakeView Corporate Park? Because just like in LakeView East plans of this -- we're supportive of this, don't get me wrong, but we want to see the --

Tom Terwall:

I'm sure they're going to be buying the power from you guys, right?

Jerry Franke:

That's not my side.

Jean Werbie-Harris:

It's not in the staff comments, but they are required to, and Darcy knows that, and so I assume they're going to go through. But we will make sure that it's in there. And maybe do you want to work directly with Jerry?

Wayne Koessl:

Through the Chair, Jean, can you add that to the --

Jean Werbie-Harris:

Yes, we will.

Wayne Koessl:

Thank you.

Don Hackbarth:

Move approval.

Wayne Koessl:

Second.

Tom Terwall:

THE MOTION MOVED BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL IS TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Then we need a motion to approve the site and operational plan.

Andrea Rode:

So moved.

Jim Bandura:

Second.

Tom Terwall:

MOTION BY ANDREA RODE AND SECONDED BY JIM BANDURA. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Jean?

Jean Werbie-Harris:

And those were subject to all the comments and conditions in addition to all the responses that they just gave us.

Tom Terwall:

Yes. Thank you.

H. PUBLIC HEARING AND CONSIDERATION OF A CONCEPTUAL PLAN for the request of Mark Goode, of Venture One Real Estate, agent for James G. Hart and Delaine Farm Partners owners of the properties generally located east of IH-94 south of 110th Street and north of 122nd Street for the approval of a Conceptual Plan for the proposed Riverview Corporate Park. The petitioner is requesting to develop approximately 250 acres for five (5) office and manufacturing production buildings ranging in size from about 87,000 square feet to 428,000 square feet.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission, this is a consideration of a Conceptual Plan at the request of Mark Goode of Venture One Real Estate. He is actually the agent and the developer of the property. The current owner of the property is James G. Hart and Delaine Farm Partners, owners of the property. The land is located east of I-94 south of 110th Street and north of 122nd Street. They are requesting the approval of a Conceptual Plan for the Riverview Corporate Park. The petitioner is requesting to develop approximately 250 acres for five office and manufacturing production buildings ranging in size from about 87,000 square feet to 428,000 square feet.

The petitioner is requesting approval of a Master Conceptual Plan for the proposed development of 254 acre corporate business park generally located east of I-94 and south of 110th Street and north of 122nd Street. The properties are identified as Tax Parcel Numbers 92-4-122-303-0101, 92-4-122-304-0200, 92-4-122-311-0200, 92-4-122-312-0305 and 92-4-122-312-0310 for a property to be known as Riverview Corporate Park. This is a Master Conceptual Plan being presented to the Plan Commission this evening for the development of these properties, not the detailed Conceptual Plan that you see before a commercial project is ready to submit their site and operational. The petitioner has requested approval of this Master Conceptual Plan to obtain early input from the Village and the abutting neighbors as they continue to prepare more detailed plans and work through the Village's development review process.

The Master Conceptual Plan indicates that five office and manufacturing production buildings ranging in size from about 87,000 square feet to 428,000 square feet could be developed. According to the application, the development referred to as Riverview Corporate Park is strategically designed to accommodate five to seven corporate facilities for office, research and development, manufacturing, production and assembly operations. Riverview Corporate Park will be an unified business development park utilizing pre-cast construction with brick accents and significant window lines throughout the office section of the buildings. Riverview will have open space design features utilizing the prairie and wetlands to transition into the adjoining areas.

The Corporate Park is intended to accommodate the business expansion of corporations from both the Chicago and Milwaukee markets. It has immediate access to the four-way interchange at Highway 165 and I-94. It is 30 minutes from General Mitchell International Airport and 45 minutes from Chicago O'Hare International Airport. From I-94, the park has good access to the interstate highway system for servicing the entire Midwest region. The development of the Corporate Park will likely begin in 2014 with the ultimate estimated employment of 1,100 people at full build-out.

Of the total 254 acres within the Master Conceptual Plan area, there are about 165 acres which contain environmental features. The remaining 86 acres of developable land includes the following conceptual buildings as shown on the screen:

- Building A is located on a 12.22 acre site and is proposed to be 205,440 square feet with 192 parking spaces and 24 docks.
- Building B is located on a 22.76 acre site and is proposed to be 428,187 square feet with 419 parking spaces and 8 docks.
- Building C is located on a 17.28 acre site and is proposed to be 319,492 square feet with 555 parking spaces and 10 docks.
- Building D is located on a 19.64 acre site and is proposed to be 397,870 square feet with 448 parking spaces and 10 docks.
- Building E on the south end is located on a 6.43 acre site and is proposed to be 87,330 square feet with 212 parking spaces and 6 docks.

The plan indicates that 116th Avenue would be extended south to connect to 120th Avenue which is the East Frontage Road and it would terminate in a temporary cul-de-sac. It also shows that 116th Avenue would be extended to the north from 122nd Street and it also would temporarily terminate in a cul-de-sac. The ultimate plan would be to connect the two temporarily dead-ended cul-de-sacs.

The Corporate Park will be required to be serviced by municipal water, municipal sanitary sewer and municipal storm sewers. The Village is evaluating the proposed development and will be preparing as part of the neighborhood plan how lands within the neighborhood can be serviced. The Village is also working with the Wisconsin Department of Transportation, the Wisconsin DOT, in reviewing the existing and future transportation requirements and roadway the network to service the petitioners land and the land within the neighborhood plan area.

The developable land within the proposed Riverview Corporate Park is zoned M-5, Production Manufacturing Zoning District. This zoning would allow for specific manufacturing, production and office uses located on properties located adjacent to the LakeView Corporation Park. The M-5 Zoning District was adopted by the Village Board as a comprehensive rezoning impacting multiple areas on June 17, 2013 within the Village. The M-5 Zoning District reflects an enhancement of the Village's public policy of sound and diversified economic development planning. While there has been and still are sufficient economic opportunities for the construction of warehouses and distribution facilities in the existing corporate parks, it is important to conserve land resources and economic infrastructure support in order to assist in providing more employment in the Village. As such, the M-5 District was created in order to promote and encourage production, manufacturing, and office related employment as the primary uses in that district, with warehousing and distribution to be ancillary or secondary uses in this district. This area along with an area on the west side of I-94 as well as another large area near Highway 31 and 116th Street all were designated on the Land Use Plan and the Zoning Map for that M-5 district in order to encourage and promote more intensive land uses which in turn would promote greater employment opportunities in proximity to both I-94 and Highway 31.

The development of the Riverview Corporate Park and the specific sites to be developed shall comply with the requirements as set forth in the M-5 District regulations. The M-5 District is intended to provide for manufacturing, assembly, office, and research and development uses with limited warehouse and distribution uses within an enclosed structure wherein no high hazard uses are allowed and the method of manufacturing is not injurious to the point of constituting a nuisance to the occupants by reasons of the emission or creation of noise, vibration, smoke, dust or particulate matters, toxic or noxious materials, odors, fire or explosive hazards, glare or heat or located in the area where the relationship to surrounding land uses would create -- and what we're saying is it would not create problems, and it should be compatible with the adjacent land uses.

This district also allows for office parks or individual office buildings and ancillary uses, which may or may not include space for manufacturing, assemblies, or research and development. It is anticipated that these areas would be developed in an attractive corporate park-like setting with landscaping, consistent signage, and similar or compatible building materials and designed to present an integrated image to customers and to the community. The district is in compliance with Village's Comprehensive Plan.

The Corporate Park development must comply with all Village Ordinances and requirements and specifically with the requirements of the M-5 District. The proposed park is located within a portion of the LakeView West Neighborhood and the River Woods Neighborhood. So it kind of crosses through two different neighborhoods of the Village. The next step for the development of the Corporate Park is to work with the Village to complete a detailed neighborhood plan for the entire Lakeview West neighborhood and a portion of the River Woods neighborhood impacted by their development.

The LakeView West neighborhood is generally located east of I-94 and west of the Des Plaines River between approximately the 9300 and 11600 blocks. A portion of the property within the Corporate Park is located in the River Woods neighborhood that extends from the 11600 block south the state line. The neighborhood plan will include all of the area in the LakeView West neighborhood and those portions of the River Woods neighborhood plan up to ML. The land

uses in this area have already be established in the Land Use Plan but the detailed transportation and utility planning will be incorporated as part of our neighborhood planning efforts.

The 2035 Land Use Plan identifies the areas north of 165 within the LakeView West Neighborhood as Freeway Office Center with the preservation of the environmental features including primary environmental corridors, shorelands, wetland and floodplains. The land south of 165 within the neighborhood has a combination of Freeway Office Center, Freeway Oriented Regional Retail Center, Freeway Oriented Service Center and a Production Manufacturing, which is the main land use designation for the lands within the Master Conceptual Plan.

The developable lands north of Highway 165 within the neighborhood plan area are owned by WisPark LLC, and there's one parcel that is owned by the Village's Community Development Authority. Input from both of these property owners will be incorporated into the neighborhood plan. It is expected that the neighborhood plan will be completed and presented to the Plan Commission and the Village Board this fall. A majority of the developable land south of 165 within the neighborhood plan is either already developed, included as a part of LakeView Corporate Park, or included as the 254 acres that are being acquired by the petitioner. There's a large area also that's in the River Woods neighborhood that's currently farmland.

Prior to completing the neighborhood plan, the detailed environmental stakings will be reviewed that have already been completed on the 254 acre parcel. Further discussion is warranted with the Wisconsin DNR and the Army Corps of Engineers related to these environmental impacts. These discussions may warrant a reconfiguration of some of the park, but they are working with the State and federal agencies. We have received some letters from the Wisconsin DNR dated August 22, 2013 and the Army Corps of Engineers dated September 4, 2013 regarding some of these environmental impacts.

On May 20, 2013 the Village Board approved a Professional Services Agreement for Traffic Analysis & Design, Inc. to complete a Traffic Impact Analysis or a TIA for several locations within the LakeView Corporate Park including this adjacent area or Riverview. There are a number of developments that are being constructed or planned within and near the Corporate Park. So putting together this TIA was very critical in order to examine the traffic impacts. In order to adequately plan for the potential traffic and roadway infrastructure impacts from these developments, the TIA is intended to be completed. Intersections near Riverview included in the TIA are: Highway 165 and Corporate Drive; Highway 165 and 116th Avenue; 116th Avenue and Corporate Drive 118th Street which is just underneath the water tower. So a number of these areas really need to be looked at.

In addition we are also looking at the impact of the Wisconsin Tourist Information or Travel Center impacts on this area as well. The later of these intersections is being studied which is the big intersection right underneath the water tower. That area is being studied as a possible conversation to a roundabout. Roundabouts have been proven to improve traffic flow and reduce the number and severity of accidents. As you know if you've traveled out by Premium Outlets that can be a very, very busy at certain times with the traffic going in and around that area.

With respect to the next steps, Comprehensive Plan Amendments, neighborhood plans are components of the Comprehensive Plan and are required prior to subdividing property. So the neighborhood plan is being prepared for the LakeView West neighborhood and a portion of the River Woods neighborhood. Again, land uses are somewhat established, but we will take a look

at things for this particular neighborhood plan. Any amendments to the Comprehensive Plan are required to be approved by the Village Board. The Plan Commission will hold public hearings, 30 day notices are required prior to the Plan Commission hearings.

Additional amendments to the Comprehensive Plan may be required to reflect the modified land uses shown on the neighborhood plan and to reflect and detailed environmental delineations on the specific development sites. Upon review of the revised neighborhood plan based on the comments in this memo, some further evaluation of additional amendments may be required for the Comprehensive Plan. In addition, the Zoning Map is required to be consistent with the Comprehensive Plan, so we may need to do some modifications to the Zoning Map to reflect those environmental delineations and modifications.

So following the neighborhood plan the next step would be a much more detailed Conceptual Plan for the specific site areas to be developed. Specifically it has been an option in certain instances where developers could go directly to the Site and Operational Plan step, but in this case because this is kind of a brand new area for us we need to make sure that the Conceptual Plans do need to get presented, reviewed by staff for utilities, for grading and any type of related infrastructure. So we will be doing some of those detailed conceptual plans from the infrastructure standpoint. And it will be up to the individual developer if they want to take the Conceptual Plan for the building or if after those projects are done if they want to go straight to the Site and Operational Plans.

The Conceptual Plans if they choose to go through that option after we get the site set, there's a detailed listing right from the ordinance of all the requirements as set forth in the staff comments of what's needed for site conceptual plans.

The next steps are certified survey maps, public improvements. A certified survey map will be required to dedicate right-of-way, to combine or subdivide property, to identify dedication and easement provisions, restrictive covenants and any other developer notes to define the developer maintenance obligations and site restrictions. Any public improvements that will be installed as part of the development of the Riverview Corporate Park shall be designed, constructed and installed prior to the development of the specific site.

A Development Agreement and Memorandum of Development Agreement will be prepared by the Village to define the Village's obligations and construction requirements for all required public improvements. The Development Agreement defines the required public improvements. On a number of exhibits that we typically have will need to be included including grading plans, engineering plans, roadway plans, landscaping and lighting and signage plans, specifications, contracts, performance and payment bonds, letters of credit and financial security if required. The Development Agreement is reviewed by the Plan Commission and reviewed and approved by the Village Board.

A closing will typically be scheduled along with a preconstruction to make sure that we're moving forward in a proper manner for the developer. Further discussion is warranted with the petitioner regarding all of those matters. If it's determined that the Riverview Corporate Park improvements will make TID 2 more desirable in that it will attract businesses with better paying jobs and produce significantly higher valued land uses, then the Village will consider an amendment to TID 2 to include the Riverview Corporate Park property into the TID. The Village

will not amend TID 2 until, however, the documentation has been presented that the properties are under the ownership of a qualified developer.

Under corporate park documents, the petitioner is requesting that the 254 acre site shown on the Master Conceptual Plan be developed as a unified development and that specific declarations, restrictions and standards be developed. Attached which you have are a copy of the draft of the Declaration of Development Standards and Protective Covenant for the Park. The Village staff has provided initial comments to the developer regarding this document. However, we can't finalize it until we get a little bit further along with respect to the finalizing of the conceptual details of the development.

With respect to Site and Operational Plans, again, as you know prior to commencing any type of construction detailed Site and Operational Plans will need to include written narratives that explain the proposed developments. No different than other petitioners and users in the Village. Again, they can proceed on an incremental or a site-by-site basis insofar as the infrastructure is designed for that to accommodate the sites on a site-to-site basis.

With that I would like to continue the public hearing. We do have a lot of staff comments. And, again, this is a public hearing in consideration of this Master Conceptual Plan for the Riverview Corporate Park. Also, I'd like to introduce Mark Goode with Venture One Real Estate. And he is going to tell us a little bit about his company and what brings him to Pleasant Prairie.

Mark Goode:

Thank you very much. My name is Mark Goode. I'm a principal with Venture One Real Estate. I've been in the industrial real estate since the mid '70s. We are an acquirer and developer of industrial real estate throughout the Midwest. Currently we have a focus of developing corporate parks that are servicing the entire Midwest region. We greatly appreciate the opportunity to be developing here in Pleasant Prairie. Our office is located at 250 Parkway Drive in Lincolnshire, Illinois.

Our design builder partner in this business park is a company called Clayco. They're a national design builder of corporate facilities around the country. Just in the last few years they've done nine manufacturing facilities for Caterpillar. They've done several facilities for Amazon, and they're known quite well in the corporate world. So we're happy to have them as our design builder on the park. And they also bring architectural staff which you've met at our meetings because they own a company called Forum which has 80 in-house architects. So we're able to produce architectural drawings and site plans fairly quickly.

In the past few years we have bought buildings for our fund in Kenosha, we've looked at buildings in Pleasant Prairie, and we're making a commitment to invest in southeast Wisconsin. Our business parks currently are located in Dekalb, Illinois where we have Park 88. It's 350 acres. Currently in that park we have Target Corporation at a million and a half square feet and 3M in about a million square feet. We have Rock 39 just outside Rockford which is also 300 acres. And we are just now starting that development, and we have Conway Freight is in that business park right now. And so that's in the beginning stages of its development. And we have Los Park Corporate Center in Los Park, Illinois which is just south of the Wisconsin border. And we have Pepsi and a company called Danfoss which also has major operations in Wisconsin.

We've always wanted to buy land in Wisconsin. We've been looking for the right site for many, many years. We started working on this site over a year ago. It's a complicated site. It has a lot of environmental issues surrounding it. We've hired what we consider to be one of the best environmental consultants [inaudible] consultants in the area to help us with those. And we truly believe the plan that we've come up with is a great plan for this business park.

We have worked with the Village on their M-5 zoning. We're very comfortable with that. One of the things that we believe in is that you need diversity in a community in terms of corporate facilities to attract the best corporations in an area. And in the M-5 zoning which is going to focus on office, manufacturing, assembly, production with some ancillary warehousing and distribution of raw products and finished goods we think that there's a need for that in the region. And we think that given the number of corporations in northern Illinois and in Milwaukee and in southeast Wisconsin there's a need for a very, very high quality manufacturing and production park and office park which we think this will be. We think it complements what's here in the region, and we're looking forward to being involved. I can answer any questions about my company, our developments or this business park.

Tom Terwall:

Thank you. We're going to open it up to comments and questions and you'll be available to answer any questions I assume, correct?

Mark Goode:

I'll answer any questions asked, yes.

Tom Terwall:

This is a matter for public hearing. Jerry Franke, do you wish to speak, sir?

Jerry Franke:

Jerry Franke, 301 West Wisconsin Avenue, WisPark, LLC. A couple things. First and foremost I want to make it clear I'm here representing WisPark, LLC as the owner of the land immediately north of this property. I am not here representing LakeView Corporate Park East which is the industrial sector. That is owned by CenterPointe WisPark Land Company. I am not authorized to speak on that entities behalf as we're a minority partner. So I want to make that totally clear.

Second, I've known Mark and perhaps his brother Steve who is no longer Venture One a long time. He's a very high quality developer in the Village of Pleasant Prairie. It's going to do fine with him. Third, I want to thank Jean for the very thorough discussion about what is going to transpire going forward. I wasn't sure where this was all going based upon the information I saw on the Plan Commission agenda. So we do look forward to working with the Village staff because the land we own to the north which is the land I'm here representing tonight is impact by this.

My major concern is, and if you could put up the site plan, is that cul-de-sac. Cul-de-sac lengths are limited including by your ordinance to 800 feet. With all of the traffic that is now generated

by Premium Outlets and traffic that will be generated by this size building and employers, the area that Jean referred to as the water tower intersection and some of the other streets that go through our development are going to be severely impacted.

Furthermore, knowing how the fire department in the Village of Pleasant Prairie is very proactive in making sure that safety and guidelines are adhered to, I don't know how you're going to convince fire and safety people that that length of a cul-de-sac is good or prospective users. And quite honestly we want Mark to be successful here because success in this part of the park will mean greater opportunity for us to be successful on some land that quite honestly has languished for quite a while. So we are not here opposing his development. But I am very concerned by that cul-de-sac. Do you know how long that cul-de-sac is, Jean?

Jean Werbie-Harris:

Not off the top of my head.

Jerry Franke:

Well, if you take a look at this map here, assuming that one inch -- maybe you know, Mark.

Mark Goode:

Give me a minute.

Jerry Franke:

The Village ordinance is 800 feet. And there is a get out of jail free card that says a temporary cul-de-sac can be created. Nowhere does the word temporary get defined. And I've seen temporary cul-de-sac.

Mark Goode:

You asked the question so let me answer it. The cul-de-sac from the time that it hits our property to the end of the cul-de-sac is 1,100 feet. We recognize that for right now temporarily it is a cul-de-sac. The entire project is designed for that road to go through. And the second phase -- can you put on the other --

Jerry Franke:

That's a convenient answer, Mark.

Mark Goode:

No, no, I'm going to answer your question --

Jerry Franke:

I'm not worried about your length. It's the entire length. It's another 1,200 feet almost.

Mark Goode:

Right, and I can understand. It's a reality -- from a practical perspective this is a three phase plan for the road. First phase is the north phase that comes into those two buildings. The second phase would use the frontage road and come in here and go down to ML and leave, and we're redesigning that with a T intersection there so that would work well. And the third phase would be to connect it. Our goal is to connect that as soon as possible. We're not looking to wait five years. As soon as we can get the permits to get that connected and the development going there it would benefit everyone.

Once those roads are connected that becomes a thoroughfare east of the mall area. And as you all know that frontage road is in not the greatest of shape. So I think Jerry's property and our property would benefit when that road is fully completed. And it would be our job to try to complete that road as soon as possible working with the Village, the DNR and the Corps to get that accomplished. We're talking about well over 1,000 jobs here. I think that the Department of Natural Resources would be happy to have the jobs in the State. I think the State would and the Governor would like to have those jobs as well. And we look to cooperate with WisPark to make this happen.

And we also would look to try to put a secondary access point off the road if we can by coming up the back side so that it could hit the road further north. We would be willing to look at having an emergency exit off that cul-de-sac going west into the Premium Outlet Malls to the frontage road if that was a possibility. And we would look to try to work with the WisPark people and also the Premium Mall people to see temporarily if that could be worked out as an alternative access point for fire and safety. Thank you.

Jerry Franke:

Sure, Mark, I'll be happy to yield the floor to you. The point being is that the length of cul-de-sac that Mark referred to is only that point on his property. There's another 1,100 feet according to the map that was included in the public notice to the north of us. That's an extremely long cul-de-sac. Again, as I said I'm not here to pick a fight. That is just a major concern because of the existing traffic generated by the mall and the new traffic that will be generated by 1,000 jobs and the associated activities. So I look forward to working with the developer and the Village on this but that is a concern. And I would hope that if a temporary cul-de-sac is granted that temporary be defined given the importance of this property. And, furthermore, having just gone through some protracted discussions with the Department of Natural Resources and the Corps of Army Engineers I do wish Mark good luck in trying to get this approved. So thank you.

Tom Terwall:

Mike, any comments on the cul-de-sac issue?

Mike Pollocoff:

Well, one of the items that Jean had talked about and we've been working on, we've got a contract and we're reviewing it now is a TIA for a lot of areas that are in LakeView Corporate Park East and West. And when a business comes in it's always a point of consternation when we

take a look at what the level of intensity of a business. And all of a sudden what we thought might be adequate for a road isn't. From my perspective I look at this whole area from trying to take as long a view as we can.

We've talked to Jerry about and we've also had discussions with the State about realigning the frontage road so that the frontage road going north doesn't bisect the LakeView Corporate Park parcel to the north of 165. Because right now that kind of limits development opportunities for that parcel. So we're looking to have that frontage road kind of hug the wetlands there. Have it kind of follow right along there rather than where it is now. And in our discussions with the State and what our TIA is going to evaluate is if this ends up being the frontage road and coming down what is it going to take to do that? It opens up a parcel on the north side. There is a need to do something with this. I mean anybody that's been out there knows that that's going to have to be a predicate before we start anything is to either install a roundabout there or straighten out the intersection. The original plan for that was to be a direct 90 degree intersection, and it ended up being curved because of the frontage road.

So I think the TIA is going to give us some answers as to, one, what it's going to take for improvements to do this, what's going to be the threshold for the types of use that are going to go in there. But it would be my goal, and I think the best thing for the Village and both developers is to find a way to get that new frontage road located so it serves the most businesses possible. Because we really don't have any options with the existing frontage road, the old one. Without the major expenses and still dragging frontage road traffic through a commercial area I don't believe that's the long-term answer that's going to be to anybody's benefit. I think if it serves as a municipal road once a new State frontage road is put in, then we've got two roads, one set up to handle a little bit lighter level of traffic and one would be set up for a heavier load of traffic.

DOT is looking at changing access off the tourism site. Right now that's almost like once you're in you never get out. They never see you again until somebody shakes the place and you come out. So there's a lot of issues in the air here that are transportation related. And that's why it's critical we get that TIA done. And it's something we're going to have to get everybody on board on. And the State benefits from this, and we're going to be looking for them to help with the construction of these roads.

But I do think that facilitating a way to have more economic development take place as identified in what the Plan Commission considered as far as zoning changes for the M-5 District, I think that's a good public policy goal that I think is important for the Village to follow up on. But it's just going to take I think some good engineering work and some good planning work just like we've done with the Corporate Park to make sure that the infrastructure that the Village puts forth and in cooperation with all the people who are going to be using it and selling it works so that we have a sustainable infrastructure that's going to allow that area to grow and achieve its maximum growth.

I'm really not looking to treat this like we'll have developers come in with residential subdivisions and wanting to just incrementally add on and add on and then pretty soon you're trying to figure out why you have the mess you do. I think it's incumbent on the Village and the developers to take a long view at this and figure out what's going to work for everybody.

Tom Terwall:

Thanks. Is there anybody else wishing to speak on this matter? Anybody else? Hearing none, I'm going to open it up to comments and questions. Yes, Wayne?

Wayne Koessl:

As you know I'm for pro development in the Village, but I'm concerned about the egress and ingress into that site because of the development to the north of it and the traffic that's there right now. So I'm kind of waiting for the TIA to make the study of that. Have they looked at doing ML cloverleaf over 94?

Mike Pollocoff:

That's an ultimate plan that's going to occur. But I really think before that would happen someone -- Mr. Springer is going to have to decide his land is for sale. And someone is going to have to acquire with a mind for development. Plus there's some possibilities for development along 122nd. But I think until that happens I don't see that as part of the case. If you think back we're trying to get 120th Avenue included as an access point back in the days when Lakeside Marketplace was being developed and we weren't able to succeed then. But a lot of things have happened. And I think as the area develops more it's going to be warranted to study that and have that happen. But I don't think the traffic counts warrant that to be honest with you right now.

Tom Terwall:

What's the time frame for the TIA?

Mike Pollocoff:

This fall. Mike has been working on it in pieces reviewing it. And right now we're asking the engineers more questions to make sure that they've properly identified what's going to be needed, the traffic flows, the traffic counts are representative of what's happening at this point in time. As well as making sure that they're taking a proper accounting of what Jean has in the Comprehensive Land Use Plan. So we have as good a vision as we can as to what's going to take place. I mean all these things somebody could come in with a development and plan where all of a sudden you have 1,000 jobs where you might have anticipated there was only a couple hundred jobs. So there's got to be a certain level of flexibility in it. So that will be our first change really I think this fall is sit down with it, take a look at it and make sure it's right. Then we'll sit down with the involved parties and have them take a look at it.

Wayne Koessl:

I'm not against the conceptual plan because as we all know conceptual plans change a lot before they get their final approvals. But to me the egress and ingress out there is going to be very important as we get through this. And that's why I'm going to be waiting for the TIA report so we can see how that's going to be handled. Because I go by that intersection a lot on Sundays and Saturdays, and they're backed up all the way to the I now trying to get through that traffic signal to go south to Prime Outlets. And more traffic there is not going to be good. So I'm waiting for that TIA report.

Jean Werbie-Harris:

Again, what we're presenting this evening is the master conceptual plan. The next step is the neighborhood plan. So we need to keep the process moving in order to keep going because they're going to need our neighborhood information to do the TIA as well to get the additional facts and information as to what other land uses in that particular area and what would be projected in that area for this. So the staff is recommending that we continue moving this process forward, and we are keenly aware of the need for good transportation and infrastructure in order to move the traffic. With those kinds of potential jobs that could be generated at this site we need to make sure that the people can get in and out of the particular site.

So we will work directly with the State along with the petitioner as well as our design team and Mike and Mike and everyone. We need to work very aggressively in order to continue to move forward in order to make sure that as our initial discussions with the DOT back in 1995, I don't know if Wayne remembers that; 1995 is when we talked about a full interchange at Highway ML.

Wayne Koessler:

Right.

Jean Werbie-Harris:

And they said not until there is at capacity, not until we're at capacity at Highway 165 will we even consider anything at Highway ML. So they just kept going and going. Well, now here we are so many years later and we're starting to look at the types of impacts of the new development. Especially with the new development we have on the west side of the interstate at 165, we need to start working with the State and having them understand what's actually going on here and how we're planning for the future and what might be needed in the future with respect to an interchange at that location.

Wayne Koessler:

Mr. Chairman, as I say I'm for pro development, and I'm not against the conceptual plan. I just wanted to make sure that that traffic pattern is right for everybody in the area. And if the Commission doesn't have any more questions I'll make the motion to approve the conceptual plan and move it on.

Andrea Rode:

I'll second that.

Tom Terwall:

IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY ANDREA RODE TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE CONCEPTUAL PLAN SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM AND INCORPORATE THE COMMENTS FROM TONIGHT.

John Braig:

I think we should reflect on the true meaning of the word conceptual. It's a concept. It's not final in any way. So I think staff will work out, and when we get to fruition we probably will have access resolved.

Don Hackbarth:

I think we need to define that lose term that Mr. Franke was talking about, too.

Judy Juliana:

What's temporary.

Don Hackbarth:

We need to pin that down.

Mike Pollocoff:

I think the TIA is going to do that, and it will do two things. One, it will evaluate what the traffic's going to be. That helps identify temporary. But the other thing that will help identify it is exactly what improvements are going to be made and required. So that also determines temporary because what improvements you have to make is usually tied to a dollar amount. When it's tied to a dollar amount that will tell you how fast you can raise those dollars or anticipate creating that capital that will make that happen. So that's why I think it's essential, just like it was when LakeView Corporate Park was developed, just to get this work done so we know we've got all our i's dotted and the t's crossed.

But I don't think anybody -- I mean everybody should be a little leery about temporary, but I can tell you that I don't think anybody wants a long cul-de-sac to last any longer than feasibly or financially possible. But I need to be able to tell you, and I need to be able to tell the developer, okay, here's what our best engineering is saying is what we've got to do to build this. And once we know that and we know how much it's going to cost then we can say, okay, here's when we can get it done. And that will guide the Plan Commission's land use decisions as you make improvements or improve the improvements then you're going to be able to know what the timing of that is. Right now I think this is the point where I wouldn't want anybody to be limiting developments because we're guessing what might go wrong. I think what's more important is we come up with the exact engineering to figure out what it is we have to do and then make judgments on that. And then that will help us determine what's temporary.

Tom Terwall:

The good news is Potawatomi doesn't have anything to say about this project. We don't have to worry about this. We have a motion and a second to send a favorable recommendation to the Village Board. All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Thank you, gentlemen.

Don Hackbarth:

I've got a comment. Mike, did you call Jerry and Mark as to what shirt you were going to wear today?

[Inaudible]

John Braig:

Move Items I, J, K and L all to be considered at the same time.

Judy Juliana:

Second.

Tom Terwall:

MOTION BY JOHN BRAIG AND A SECOND BY JUDY JULIANA TO COMBINE ITEMS I, J, K AND L FOR PURPOSES OF DISCUSSION. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

I. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #13-09 FOR THE FOLLOWING AMENDMENTS TO THE VILLAGE COMPREHENSIVE PLAN to consider the request of Mark Eberle, P.E. of Nielsen Madsen and Barber, agent for SB1 Pleasant Prairie WI, LLC owners of vacant 9.9 acre property generally located between 88th and 91st Avenues and 76th Street and Prairie Ridge Blvd to correct and amend the Village of Pleasant Prairie 2035 Comprehensive Land Use Plan Map 9.9 and update Appendix 10-3 of the Village of Pleasant Prairie Wisconsin, 2035 Comprehensive Plan to include said amendment. Specifically, Map 9.9 is proposed to be amended to correctly identify

the field delineated wetlands in the Park, Recreational and Other Open Space Lands with a field verified wetland land use designation on the vacant property located between 88th and 91st Avenues and 76th Street and Prairie Ridge Blvd.

- J. PUBLIC HEARING AND CONSIDERATION OF A ZONING MAP to consider the request of Mark Eberle, P.E. of Nielsen Madsen and Barber, agent for SB1 Pleasant Prairie WI, LLC owners of vacant 9.9 acre property generally located between 88th and 91st Avenues and 76th Street and Prairie Ridge Blvd to rezone the field delineated wetlands on the property into the C-1, Lowland Resource Conservancy District.**
- K. PUBLIC HEARING AND CONSIDERATION OF A CONCEPTUAL PLAN to consider the request of Mark Eberle, P.E. of Nielsen Madsen and Barber, agent for SB1 Pleasant Prairie WI, LLC owners of vacant 9.9 acre property generally located between 88th and 91st Avenues and 76th Street and Prairie Ridge Blvd for the proposed office development on four (4) lots ranging in size from 2.122 acres and 2.912 acres.**
- L. Consider the request of Mark Eberle, P.E. of Nielsen Madsen and Barber, agent for SB1 Pleasant Prairie WI, LLC owners of vacant 9.9 acre property generally located between 88th and 91st Avenues and 76th Street and Prairie Ridge Blvd for approval of a Certified Survey Map to subdivide the property and create a 2.912 acres property for a proposed office building.**

Jean Werbie-Harris:

Mr. Chairman, I'm not sure if you had taken up all four Items I, J, K and L?

Tom Terwall:

Yes, we have.

Jean Werbie-Harris:

Okay, thank you, I didn't hear you. All four items are related, separate action are required. The first is Item I, public hearing and consideration of Plan Commission Resolution 13-09 for amendments to the Village Comprehensive Plan at the request of Mark Eberle, P.E. of Nielsen Madsen and Barber, agent for SB1 Pleasant Prairie WI, LLC owners of vacant 9.9 acre property generally located between 88th and 91st Avenues and 76th Street and Prairie Ridge Blvd to correct and amend the Village's Comprehensive Plan and specifically Map 9.9 to correctly identify the delineated wetlands on the properties.

The second item, Item J, public hearing and consideration of a zoning map to consider the request of Mark Eberle. Again, this is to rezone the field delineated wetlands on the property and correctly place those into the C-1, Lowland Resources Conservancy District.

Item K, another public hearing to consider the request of Mark Eberle, also, agent for SB1 Pleasant Prairie for a conceptual plan for the proposed office development on four potential lots ranging in size from 2.122 acres to 2.912 acres.

And, finally, item L, the request of Mark Eberle, again, agent for SB1 Pleasant Prairie, and this is to consider a certified survey map to subdivide the property and actually to create that first property 2.912 acres.

The petitioner is requesting several approvals for the development of a 9.9 acre property within the Prairie Ridge development generally located between 88th and 91st Avenues and 76th Street and Prairie Ridge Boulevard. First, the conceptual plan. The 9.9 acre site is proposed to be subdivided into four lots for the potential development of four commercial office buildings. Lot 1 is 2.912 acres with frontage on 76th Street and cross-access to Lot 2A. Lot 1 shows a 20,000 square foot building with 83 parking spaces. Lot 2A is 1.80 acres with frontage on 91st Street and cross-access to Lots 2B and 2C and the property to the north BMO Harris Bank. Lot 2A shows a 21,500 square foot office building with 91 parking spaces.

Lot 2B is 2.739 acres with frontage on Prairie Ridge Boulevard and 91st Avenue and cross-access to Lots 2A and 2C. Lot 2B shows a 19,300 square foot office building with 81 parking spaces. And, finally, Lot 2C is 2.122 acres with frontage on Prairie Ridge Boulevard and cross-access to Lots 1, 2A and 2B. Lot 2C shows an 11,500 square foot office building with 45 parking spaces.

Since there are no defined users at this time, when specific users and tenants are identified detailed site and operational plans will be required to be submitted for each development lot. At that time the very detailed final building sizes and parking ratios will be further evaluated by the staff to make sure that they meet with the Village regulations. The property is zoned B2, Community Commercial District. And field delineated wetlands on the property are proposed to be rezoned into the C-1, Lowland Resource Conservancy District.

The following office and clinic uses are allowed in that B-2 District including accounting, architectural, dental, engineering, financial services, information services, insurance, legal and medical and real estate. In addition, we've listed all the B-2 District requirements. Basically they meet these requirements, minimum of two acres, 150 feet of frontage minimum, open space of 30 percent, gross floor areas of 4,000 square feet for minimums, height of 35 feet maximum. The setbacks are also identified with 40 feet minimum on non-arterial roads or private roads. Side and rear setbacks 30 feet minimum, and a wetland setback of 25 feet minimum.

Detached accessory building/trash enclosure standards, detached accessory buildings or trash enclosures are prohibited. They need to be attached. Driveway access locations for the lots are proposed to align with existing driveway access points on the opposite side of the streets or are adequately spaced on each of the boundary street. In addition, all proposed uses will be required to be serviced by municipal sewer and water already located within the Prairie Ridge Development.

The wetlands on the site were re-delineated by Wetland and Waterway Consultants on September 2, 2011. Written concurrence from the U.S. Army Corps of Engineers or Wisconsin DNR is required. The wetlands are proposed to be located within wetland preservation and protection, access and maintenance easements as dedicated on the CSM.

The next item, the CSM, a certified survey map is proposed to subdivide the property into Lots 1 and Lot 2. Lot 2 is 7.040 acres and could be further subdivided into Lots 2A, 2, B and 2C. Lot 1 is 2.912 acres. The CSM shows existing easements and restrictions that will remain on the properties that were previously designated as part of the Prairie Ridge Plat and CSM 2175. In

addition, the CSM dedicates new wetland easements over the re-delineated areas. Upon further development of Lot 1 and further subdivision of Lot 2 cross-access easements will be required to be dedicated at no cost to the abutting lots.

Zoning map amendment, as noted above, the wetlands are being rezoned based on the redelineation. The wetlands will be placed into the C-1 District. The existing area is also covered by a Planned Unit Development Overlay, and that's specific sign package that was identified on that property.

And then finally with respect to the comprehensive plan amendment, pursuant to the comprehensive plan, changes to the land use plan map, specifically Map 9.9, need to be amended to correctly identify the field delineated wetlands and putting them into the Park and Recreation and Open Space classification.

This is a matter for public hearing, some of the items, so the staff is recommending approval of 1309 regarding the amendments to the comprehensive plan, but we also have the zoning map amendment and the conceptual plan. And there's also a certified survey map. But this a matter for public hearing.

Tom Terwall:

Items I, J and K are items that require a public hearing. Is there anybody wishing to speak on any of these items?

Jean Werbie-Harris:

Mark Eberle is here, the engineer that represents the petitioner.

Mark Eberle:

Mark Eberle, 1458 Horizon Boulevard, Racine. I guess the only thing I can really add to this is I understand this lot is being purchased by a dentist or a dental group in the Gurnee area for future development. No plans for construction anytime soon, just for future development. I can answer any questions you may have.

Tom Terwall:

Thank you. Anybody else wishing to speak? Anybody else? Seeing none, I'm going to take comments from Commissioners and staff.

Don Hackbarth:

I move approval of Resolution 1309.

John Braig:

Second.

Tom Terwall:

IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY JOHN BRAIG TO APPROVE RESOLUTION 1309 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. Now we need a motion to send a favorable recommendation to the Village Board.

Judy Juliana:

So moved.

Jim Bandura:

Second.

Tom Terwall:

MOVED BY JUDY JULIANA AND SECONDED BY JIM BANDURA TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE ZONING MAP AMENDMENTS 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. A motion to send a favorable recommendation to the Village Board to approve the conceptual plan.

Jim Bandura:

So moved.

Judy Juliana:

Second.

Tom Terwall:

MOVED BY JIM BANDURA AND SECONDED BY JUDY JULIANA TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE CONCEPTUAL 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. And Item L we need to send a favorable recommendation to the Village Board to approve the CSM.

Don Hackbarth:

So moved.

Tom Terwall:

Is there a second?

John Braig:

Second.

Tom Terwall:

MOVED BY DON HACKBARTH 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.

M. Consider the request of Kenneth Sniegowski, of Hanna Cylinders, agent for approval of Site and Operational Plans to occupy the entire 105,637 square foot building located at 8901 102nd Street for the manufacturing and producing of hydraulic and pneumatic cylinders.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission, this is a request of Kenneth Sniegowski of Hanna Cylinders, agent for approval of Site and Operational Plans to occupy the entire 105,637 square foot building located at 8901 102nd Street for the manufacturing and producing of hydraulic and pneumatic cylinders.

The petitioner, Hanna Cylinders, is requesting to occupy the entire 105,637 square foot building located at 8901 102nd Street to manufacture and produce hydraulic and pneumatic cylinders. Hanna Cylinders is relocating from Libertyville, Illinois to the vacant building at the northwest corner of Highway H and Highway 165 within the LakeView Corporate Park. The building includes a 6,305 square foot office space with the remaining area being warehouse space. The existing office space will continue to function as office space with an additional 2,610 square feet of office space that's going to be included from the warehouse area or a 90 x 29 area to be remodeled. The remaining warehouse will serve as the manufacturing area.

Background Information on Hanna Cylinders pursuant to the application: Hanna was started on the basis of one man's idea to improve a process. In 1893, their founder Elmer E. Hanna arrived in Chicago from Montana to head up the engineering and manufacturing functions of the Gates Iron Works Company. While at Gates, Mr. Hanna developed a Screen Shaker utilizing a pneumatic cylinder attached to a screen to separate coarse sand from fine sand. Since Gates Iron Works was doing very well in the mining machinery business, the management did not want to set up a facility for a completely new and different product line. As a result, Elmer Hanna requested and received permission to set up his own facility to manufacture the Screen Shaker. As a result, Mr. Hanna opened E.E. Hanna Company in 1900. Various products were added and deleted over the years and by the end of the WWII the company focus was mainly on hydraulic and pneumatic cylinders.

Since WWII, the Hanna Company has gone through numerous ownership changes and product acquisitions, adding cylinder manufacturing expertise in the mobile, nuclear and offshore cylinder markets. Since 2004, all of Hanna's manufacturing capabilities now reside under one roof in a leased 150,000 square foot facility in Libertyville, Illinois that includes over 25,000 square feet of available expansion space. In April of 2011, Hanna was formed via a Subscription Agreement between Hanna and its former parent, whereby all of the net assets and net liabilities of the parent's Hanna Cylinders division were contributed by the parent in exchange for all of the capital of Hanna.

Hanna is engaged in the business of manufacturing hydraulic and pneumatic cylinders. Hydraulic cylinders get their power from pressurized hydraulic fluid which is typically oil. Pneumatic cylinders are mechanical devices which produce force in combination with movement and are powered by compressed gas, typically air. Cylinders are the actuator or motor side of a system. The generator side of the system is the hydraulic pump or air compressor. Pneumatic cylinders are utilized on lighter duty faster stroke applications. The end user avoids the cost of a pump and hydraulic system. Larger pneumatic cylinders may be used in heavy duty applications where any degree of oil leaks or contamination is unacceptable. Hydraulic cylinders are utilized in heavier duty and slower stroke applications. They are a component of a larger hydraulic equipment or system.

Hanna manufactures a broad line of hydraulic and pneumatic cylinders. The Company produces everything from a \$40 steering cylinders for tractors to a \$500,000 dam gate actuator cylinder.

The company manufactures both custom tie rod cylinders and welded mobile cylinders. The majority of their competitors do one or the other. The company can manufacture quantities of 1 or 10,000. The company is unique in business model and attitude. They are one of the few smaller cylinder companies with significant excess capacity for small and large bore tie rod and welded cylinders. Hanna is an extremely flexible company in terms of engineering and manufacturing capabilities, and designs and manufactures the highest quality cylinders available in the market.

Hanna markets and produces cylinders for a variety of industries in the mobile and industrial equipment markets. Approximately 30 percent of the company's forecasted annual sales will be in the mobile equipment market, with John Deere being the primary customer. In the industrial equipment markets, Hanna manufactures and sells a broad line of standard and custom tie rod cylinders with bores ranging from 1 to 40 inches and with a stroke up to 450 inches.

Standard catalog cylinders are sold through a national network of fluid power distributors. These products are typically small bore and short stroke cylinders utilized in light duty applications. The company maintains a model inventory of stock components that enables us to ship in 1 1/2 inch to 8 inch bore cylinders in less than one week and in some instances 24 hours. However, the company excels in certain smaller industrial market, niches where engineered designs are utilized. Specifically, press cylinders are designed for use in markets from injection molding, blow molding and tire curing to aircraft component forming. In addition, the company has developed an expertise in valve and gate or hatch actuation. These cylinders are used to manage flow control in gas pipe lines or open dam and lock gates or hatches. The company's industrial cylinders are also utilized in nuclear power plants, wind turbines and as panel position movers in solar arrays. When it comes to large custom industrial cylinders, Hanna's quality and technical expertise is the best in the industry.

Hanna's main target segment for the foreseeable future is the nuclear industry. The company is one of three domestic cylinder manufacturers that are 10CFR 50 certified. The 10CFR 50 is a nuclear quality program that allows the company to manufacture cylinders for use in nuclear power plants. Their nuclear products contribute from 55 to 80 percent gross margin. Nuclear represents the single greatest opportunity for the company. Other target market segments include military, offshore, solar, wind, mining, steel mills, parts and repair.

The building at 8901 102nd Street is zoned M-2, General Manufacturing District, and the proposed use is allowed as a permitted use in the District. A total of 105 full-time employees and part-time employees over two shifts are proposed to be employed on site. It is anticipated that there will be approximately ten trucks arriving and departing per day. It is anticipated that start-up at this facility will begin in the fall of 2013.

And there's a representative here from Hanna Cylinder if you'd like to come up, introduce himself, and if you'd like to add anything more or answer any questions.

Josh Weir:

My name is Josh Weir from 253 Albert Terrace, Wheeling, Illinois. I don't really have much to add. We have 105 employees we plan on bringing with us. We plan on adding between 20 and 30 employees in less than a year. And within five years we plan on expanding to over 200 employees across three shifts.

Tom Terwall:

Is this going to eliminate the Libertyville facility?

Josh Weir:

Yes.

Tom Terwall:

It will. Is this building the building that was formerly Label Makers?

Jean Werbie-Harris:

No, this is former Route Washer and at one point FS Depot was there as well. Right on the corner.

Tom Terwall:

Oh, okay.

John Braig:

Move approval.

Wayne Koessl:

Second subject to the conditions outlined by staff.

Tom Terwall:

MOVED BY JOHN BRAIG AND SECONDED BY WAYNE KOESSL THAT WE APPROVE THE SITE AND OPERATIONAL PLANS 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. Looking forward to it.

- N. Consider the request of Pastor Joyce Rinehart for a two (2) year time extension of the Site and Operational Plans for the second phase of the improvements at the Pleasant Prairie United Methodist Church located at 8405 104th Avenue as conditionally approved by the Plan Commission on April 12, 2010.**

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission, this is a request of Pastor Joyce Rinehart for a two year time extension for Site and Operational Plans for the second phase of the improvements at the Pleasant Prairie United Methodist Church located at 8405 104th Avenue as conditionally approved by the Plan Commission on April 12, 2010.

On April 12, 2010, the Village Plan Commission approved a Conditional Use Permit #10-03 including Site and Operational Plans for an addition and interior remodeling at the United Methodist Church located at 8405 104th Avenue. Specifically the first floor addition of 720 square feet and remodeling of 310 square feet will provide a parent/child nursery, ADA restroom, administration room, pastor office and media room. The basement addition of 720 square feet and remodeling of 342 square feet will provide a classroom, ADA compliant restrooms and ADA access from the first floor to the basement. The approval letter was sent to Pastor Rinehart on April 29, 2010.

Pursuant to the ordinance and the April 29, 2010 approval letter, the Site and Operational Plan approval would be null and void unless the conditions of the approval were satisfied within 120 days of approval which would have been October 29, 2010. Unfortunately due to their available financing, the church has determined that the project will have to be built in phases. On October 11th the Plan Commission has approved a three year time extension for the Site and Operational Plans for the church. Phase 1 was completed in 2011 which included the accessible entry and a lift.

The church is continuing to raise funds to complete the remainder of the project. Therefore, they're requesting another two year time extension for approval of the site and operational plans. The staff recommends approval of their request for a two year time extension to expire on October 29, 2015 subject to the comments and conditions as set forth in the previous approval letter as well as any modifications that may occur with respect to the Village ordinances that may be in effect at the time that their building permit is pulled for their remodeling work. And they are here patiently in the audience looking for the Plan Commission's approval.

Don Hackbarth:

Somehow I know a little bit about churches operate and I move approval.

Andrea Rode:

Second.

Tom Terwall:

IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY ANDREA RODE TO APPROVE 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. Appreciate your patience.

7. ADJOURN.

John Braig:

Move adjournment.

Andrea Rode:

Second.

Tom Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed? None.

Meeting Adjourned: 8:05 p.m.