

**PLEASANT PRAIRIE PLAN COMMISSION MEETING
VILLAGE HALL AUDITORIUM
9915 39TH AVENUE
PLEASANT PRAIRIE, WISCONSIN
6:00 P.M.
May 12, 2014**

A regular meeting for the Pleasant Prairie Plan Commission convened at 6:00 p.m. on May 12, 2014. Those in attendance were Thomas Terwall; Michael Serpe; Wayne Koessler; Andrea Rode (Alternate #2); Jim Bandura; John Braig; and Bill Stoebig (Alternate # 1). Donald Hackbarth and Judy Juliana were excused. Also in attendance were Mike Pollocoff, Village Administrator; Tom Shircel, Assistant Village Administrator and Peggy Herrick, Assistant Zoning Administrator.

- 1. CALL TO ORDER.**
- 2. ROLL CALL.**
- 3. CONSIDER THE MINUTES OF THE APRIL 7 AND 14, 2014 PLAN COMMISSION MEETINGS.**

Wayne Koessler:

Move approval, Chairman.

John Braig:

Second.

Tom Terwall:

IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY JOHN BRAIG TO APPROVE THE MINUTES OF THE APRIL 7TH AND APRIL 14TH MEETINGS AS PRESENTED IN WRITTEN FORM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? Motion carried.

- 4. CORRESPONDENCE.**
- 5. CITIZEN COMMENTS.**

Tom Terwall:

If you're here for an item on the agenda that is listed for a public hearing we would ask that you hold your comments until the public hearing is held so we can incorporate your comments as a part of the record. However, if you're here for an item that's not a public hearing or an item not on the agenda now would be your opportunity to speak. We'd ask you to come to the microphone and begin by giving us your name and address. Is there anybody wishing to speak under citizens' comments? Seeing none, we'll move onto Item 6, New Business.

6. NEW BUSINESS

Wayne Koessl:

Mr. Chairman?

Tom Terwall:

Yes.

Wayne Koessl:

Through the Chair to the staff, can we take Items A, B, C, D and E at one time and they're all related and have separate motions?

Peggy Herrick:

Sure.

Michael Serpe:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY MIKE SERPE TO COMBINE ITEMS A THROUGH E FOR PRESENTATION, BUT WE WILL STILL HAVE SEPARATE BALLOTS. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

A. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #14-09 FOR AMENDMENTS TO THE VILLAGE COMPREHENSIVE PLAN for the request of John Lass, Vice President-

Development for the property owner, Centerpoint WisPark Land Company II LLC, for the following amendments to the Village's 2035 Comprehensive Plan for the proposed development of the vacant properties generally located at the southeast corner of CTH H (88th Avenue) and 116th Street: 1) to amend a portion of the Green Hill Farms Neighborhood Plan 8 of Appendix 9-3 for the properties at the southeast corner of CTH H (88th Avenue) and 116th Street to show the proposed Outlot for the existing stormwater basin as open space and to show the location of the wetlands south of the transmission lines; 2) to amend the Village 2035 Land Use Plan Map 9.9 by changing the proposed Outlot at the southeast corner of CTH H (88th Avenue) and 116th Street from the General Industrial land use designation to the Park, Recreational and Other Open Space Lands designation and changing the proposed Outlot south of the high tension lines from the Low-Medium Density Residential with an Urban Reserve land use designation to the Park, Recreational and Other Open Space Lands designation; and 3) to update Appendix 10-3 of the Village of Pleasant Prairie Wisconsin, 2035 Comprehensive Plan to reflect the above noted changes to the 2035 Land Use Plan Map 9.9.

- B. Consider the request of John Lass, Vice President-Development for the property owner, Centerpoint WisPark Land Company II LLC for approval of a Certified Survey Map to re-divide the properties generally located at the southeast corner of 116th Street and 88th Avenue in LakeView South.
- C. **PUBLIC HEARING AND CONSIDERATION OF A ZONING MAP AMENDMENT** for the request of John Lass, Vice President-Development for the property owner, Centerpoint WisPark Land Company II LLC, for the industrial development of the vacant properties generally located in the southeast corner of CTH H (88th Avenue) and 116th Street for a Zoning Map Amendment. Specifically, to rezone Outlot 1 from the M-2, General Manufacturing District to PR-1, Neighborhood Park and Recreational District and to rezone Outlot 2 from the A-2, General Agricultural District to PR-1 and any portion of Lot 1 that is currently zoned A-2 to the M-2, General Manufacturing District. Outlots 1 and 2 are for shared storm water facilities for the development proposed on Lots 1 and 2. Portions of the property that are zoned C-1, Lowland Resource Conservancy District will remain unchanged.
- D. Consider the request of John Lass, Vice President-Development for the property owner, Centerpoint WisPark Land Company II LLC for approval of Site and Operational Plans for the development of a 521,000 square foot speculative industrial building to be located on Lot 2 of the proposed CSM generally located on the south side of 116th Street east of 88th Avenue known as LakeView South Lot 117 and the mass grading of Lot 1 and Outlots 1 and 2 of the proposed CSM located at the southeast corner of 88th Avenue and 116th Street.
- E. Consider the request of John Lass, Vice President-Development for the property owner, Centerpoint WisPark Land Company II LLC for approval of Site and Operational Plans for the development of a 412,000 square foot speculative industrial building to be located on Lot 1 of the proposed CSM generally located on the south side of 116th Street directly east of 88th Avenue known as LakeView

South Lot 118 and the mass grading of Lot 2 and Outlots 1 and 2 of the proposed CSM located at the south and east of 88th Avenue and 116th Street.

Peggy Herrick:

Item A is a public hearing and consideration of Plan Commission Resolution 14-09 for amendments to the Village Comprehensive Plan. This is for the request of John Lass, Vice President of Development for the property owner, Centerpoint WisPark Land Company II LLC, for the following amendments to the Village's 2035 Comprehensive Plan for the proposed development of the vacant properties generally located at the southeast corner of CTH H which is 88th Avenue and 116th Street: 1) to amend a portion of the Green Hill Farms Neighborhood Plan 8 of Appendix 9-3 for the same properties at the southeast corner of 88th Avenue and 116th Street to specifically show the proposed outlot for the existing stormwater basin as open space and to show the location of the wetlands south of the transmission lines; 2) to amend the Village 2035 Land Use Plan Map 9.9 by changing the proposed outlot at the southeast corner of 88th Avenue and 116th Street from the General Industrial land use designation to the Park, Recreational and Other Open Space Lands designation and changing the proposed outlot south of the high tension lines from the Low-Medium Density Residential with an Urban Reserve land use designation to the Park, Recreational and Other Open Space Lands designation; and 3) to update Appendix 10-3 of the Village of Pleasant Prairie Wisconsin, 2035 Comprehensive Plan to reflect the above noted changes to the 2035 Land Use Plan Map 9.9.

Item B is consideration of a certified survey map to subdivide that same property at the southeast corner of 88th Avenue and 116th Street. Item C is consideration of a zoning map amendment. Again, this is for the request of Centerpoint WisPark Land Company II LLC for the industrial development of the same property. Specifically they are requesting to rezone Outlot 1 from the M-2, General Manufacturing District to the PR-1, Neighborhood Park and Recreational District, and to rezone Outlot 2 from the A-2, General Agricultural District to PR-1, Park and Recreational District. Any portions of Lot 1 that are currently zoned A-2 would be rezoned to the M-2, General Manufacturing District. Outlots 1 and 2 are for shared stormwater facilities for the development proposed on Lots 1 and 2, therefore they're being put into that Park and Rec District. Portions of the property that are zoned C-1, Lowland Resource Conservancy District, will remain unchanged.

Item D is consideration of site and operational plans for Centerpoint WisPark Land Company II LLC for approval of site and operational plans for the development of a 521,000 square foot speculative industrial building to be located on Lot 2 of the proposed CSM and mass grading of Lot 1 and Outlots 1 and 2 of the proposed CSM.

Item E is approval of a site and operational plan for the request of Centerpoint WisPark Land Company II LLC for the developed of a 412,000 square foot speculative industrial building located on Lot 1 of the proposed CSM, and with that development they would be proposing to mass grade Lot 2 of the CSM and Outlots 1 and 2 of the proposed CSM. So those are the five separate items that will be discussed at this one public hearing, but separate actions will be required.

Tom Terwall:

This is a matter for public hearing. Is there anybody wishing to speak on these issues.

Peggy Herrick:

I would like to give the presentation. That was just the action items. Again, the petitioner is requesting to develop the southeast corner of 116th Street and 88th Avenue. The properties are proposed to be re-divided to create two parcels for industrial development and two outlots for shared stormwater management facilities. Again, the Comprehensive Plan amendment, the first one is to amend a portion of the Green Hill Farms Neighborhood Plan 8 of Appendix 9-3. This will further clarify this neighborhood plan to show the proposed stormwater facilities at Outlot 1 right at the corner of 88th Avenue and 116th Street and the wetland boundaries that were redelineated down in the south of the transmission lines are being shown. They're also showing the proposed buildings on Lot 1 and 2 on the neighborhood plan. So this is just a refinement of the current neighborhood plan.

The second amendment is to amend the Land use Plan Map 9.9. Again, we're changing the outlot at the southeast corner from General Industrial land use designation to the Park and Recreation and Other Open Space Lands, and we're changing the proposed south of the high tension lines from the Low-Medium Density Residential with an Urban Reserve land use designation to the park and Recreation and Other Open Space Land designation. Back in 2009 when we adopted the land use plan all stormwater management facilities are placed into that Park and Open Space land use designation. So we're just correcting the map to reflect what they're proposing to do.

The third amendment to the Comprehensive Plan is to, again, update Appendix 10-3 to reflect the above noted changes to the land use plan map.

The next item, the certified survey map, the CSM proposes to re-divide the two properties by creating two lots and two outlots for industrial development. Lot 1 is proposed to be 25.36 acres with over 1,100 feet of frontage on 88th Avenue. Lot 2 is proposed to be 28.56 acres with over 400 feet of frontage on 116th Street. Outlot 1 is proposed to be located on the corner of 116th Street and 88th Avenue and will be 2.23 acres. Outlot 2 is proposed to be located south of Lots 1 and 2 with over 50 feet of frontage on 88th Avenue and will be 14.78 acres. Again, Outlots 1 and 2 will be used for the required stormwater management facilities for both Lots 1 and 2 of this CSM.

The next item is the zoning map amendment. Lot 1 and 2 will remain in the M-2, General Manufacturing District, and any portions of Lot 1 that is currently zoned A-2 is proposed to be rezoned into the M-2, General Manufacturing District. Outlot 1 is proposed to be rezoned from the current M-2 District to the PR-1, Neighborhood Park and Recreational District. Outlot 2 is proposed to be rezoned from the current A-2, General Agricultural District, to the PR-1 District. Outlots 1 and 2 are, again, for shared stormwater facilities for the development of Lots 1 and 2 of that CSM. Any portions of the lots or outlots that are currently zoned C-1, Lowland Resource Conservancy District, will remain unchanged.

So with the Comprehensive Plan amendments and the zoning map amendments if these amendments are approved both the zoning map and the land use plans will be consistent, and that is the goal for the zoning map and the comprehensive plan.

Item D on the agenda, the petitioners are proposing to develop the vacant properties, again, located at the southeast corner of 116th Street and 88th Avenue. As previously discussed, the

properties are proposed to be redivided and create two parcels for industrial development and two outlots for shared stormwater management facilities. At this time the owners are requesting approval of site and operational plans to develop Lot 1 known as LakeView South Lot 118 and mass grade Lots 2 and Outlots 1 and 2. That's the next item on the agenda, Item E. This item is to approve site and operational plans to develop Lot 2 known as LakeView South Lot 117 and mass grade of Lot 1 and Outlots 1 and 2. Prior to the issuance of any permits the petitioner will determine which building will be built first and proceed accordingly.

LakeView South Lot 117 is proposed to be located on Lot 2 of the proposed CSM which is 28.56 acres with over 400 feet of frontage of 116th Street. The building is 521,000 square feet with two shared access points to 116th Street. The eastern most entrance on the east is being shared with the existing building located at 8123 116th Street, and the western most entrance is proposed to be shared with LakeView South Lot 118. A third access that aligns with the existing access driveway to 8500 116th Street located north on the north side of 116th Street. Pursuant to Section 420-47 K shared driveway access may be allowed by the Plan Commission as long as the underlying district minimum lot widths are maintained. The shared driveway entrance may cross property lines at the right of way except for driveway access onto a County or State highway right of way and a driveway shall not cross property lines. If the shared driveway access is approved an easement and maintenance agreement shall be prepared by the owner, approved by the Village and recorded at the owner's expense at the Kenosha County Register of Deeds office.

The Village staff recommends approval of the shared driveway access and the required easement and maintenance language be added to the CSM. All parking areas and maneuvering lines, fire lanes including the truck court shall be improved with concrete vertical curb and gutter. The plan includes 233 parking spaces plus 11 handicapped accessible space both north and south of the building. A truck court faces east and west and provides for 81 semi truck spaces plus an additional 62 additional off trailer parking spaces which is on the west side. You can see their access road comes down the west side of the building. They have loading docks and trailer space adjacent to the building, and then they have an additional 62 off trailer parking spaces.

Pursuant to the Village zoning ordinance a minimum of onsite parking spaces for the manufacturing use would require five spaces plus one space per employee on the largest shift, and the required number of handicapped parking spaces pursuant to the State code. The minimum onsite parking spaces for a warehouse distribution center is one space for every two employees during any 12 hour period and the required number of handicapped accessible parking spaces pursuant to the State code. At the proposed time that a use is known adequate onsite parking should be reverified to show that they're meeting the number of parking spaces based on the number of employees.

Again, at this time there is no identified user for this speculative building. As information any tenant space that proposes to use or occupy 50 percent or more of this building will require site and operational approval from the Plan Commission. Also depending on the use proposed the tenants may require a conditional use along with site and operational plan approval by the Plan Commission as well.

As indicated previously the property is zoned M-2, General Manufacturing District, and there are wetlands along the south property line of this lot. The wetlands on Lot 1 and Outlots 1 and 2 were field delineated on July 16 and 17, 2009 and will need to be re-evaluated prior to construction. And if any wetlands are proposed to be filled as shown on the site and operational

plans then written approval and permits from both the DNR and the Army Corps of Engineers is required to be submitted. Upon the re-evaluation of the wetlands a copy of the wetland staking report, a plat of survey showing the location of the wetlands including a legal description of the wetlands and the name and the date they were delineated shall be submitted to the Village with written concurrence from either the DNR or the Army Corps of Engineers. An application to correct the zoning map and the Comprehensive Land Use Plan may be required after the new delineation and wetland filled permits are obtained.

The M-2 District requires buildings meet the following minimum setback requirements: Street setback minimum of 65 feet from arterial highways and streets; side setback 45 feet minimum for all buildings; and the wetland setback of 25 feet. The buildings currently meet all these setback requirements as shown. The location and parking lots, maneuvering lanes and the fire access lanes shall be set back a minimum of 20 feet to property lines and 25 feet from the wetlands. And the M-2 District requires a minimum of 25 percent of the site being open space. The site currently provides 27 percent open space. So the site plans as submitted meets the minimum requirements of the M-2 zoning district.

Item E relates to the development of Lot 1 which is LakeView South Lot 118 and the mass grading of Lot 2 and Outlots 1 and 2. Again, prior to issuance of permits the petitioner will determine which building is proposed to be built first, this one on this lot or the previous one. LakeView South Lot 118 is proposed to be located on Lot 1 of the proposed CSM which is 25.36 acres with over 1,100 feet of frontage on 88th Avenue. The building on this lot is 412,000 square feet with a shared access on 116th Street which is being shared with the LakeView South Lot 117 proposed to the east. There are two other driveway access points which are located on 88th Avenue. Again, shared driveway access may be approved by the Plan Commission, and the Village staff is recommending that that same access be shared and approved by the Plan Commission.

The plan includes 231 parking spaces plus 10 handicapped accessible spaces both on the north and the south side of the building. The truck court faces east and west and provides for 48 semi truck spaces and docks and 62 additional off building trailer parking spaces to the east. So both the off site trailer parking spaces are between the two buildings for both buildings. So that will be in the center so you won't see that from any of the adjacent road right of ways. Again, there is no identified user for this speculative building. As information, any tenant that proposes to use or occupy 50 percent or more of this building will require site and operational plan approval by the Plan Commission. And tenants depending on their use may also require a conditional use permit. At the time the proposed use is known adequate offsite parking will need to be evaluated to make sure they meet the minimum requirements based on the number of employees.

Again, this property is M-2. The buildings as presented meet the minimum setbacks from the street of 65 feet, from the side property lines of 45 feet, and a wetland setback of 25 feet. The location of the parking lots, the maneuvering lanes and fire access lanes shall be set back a minimum of 20 feet from property lines and 25 feet from the wetlands. Again, this site plan does meet those requirements as well. This site provides 31 percent open space where a minimum of 25 percent of the site is required to be open space.

So that discusses Items A through E on the agenda. There are representatives here in the audience if they'd like to add something else. Or if you have any comments or questions for them I'm sure they'd be happy to answer them. But two of these items are public hearings.

Tom Terwall:

Are representatives of the presenter wishing to make any comments?

Adam Artz:

Yes, sir. Hi, Adam Artz, Pinnacle Engineering Group, 15850 West Bluemound Road, Brookfield, Wisconsin. We're here on behalf of the owner [inaudible] Centerpoint WisPark joint venture. The only clarification I wanted to make is we have received a wetland fill permit for the pond that was referenced there. We can provide that documentation. And the reason we have a wetland fill is we performed conceptual engineering on this when Lakeview 12 was built which is immediately east of this. And we prepared an overall site plan and a development plan. And as a result of our wetland delineation reaching its statute of limitations we went back out in the field to renew that, and a low quality wetland in a farm field was there and it was extremely small. It was only a couple thousand square feet, had projected out from the trees. So we submitted for a wetland fill and were subsequently granted such fill. So if you have any questions we'll be glad to answer them.

Tom Terwall:

Thank you. This is a matter for public hearing. Is there anybody else wishing to speak? Anybody wishing to speak? Anybody wishing to speak? Hearing none, I'll open it up to comments.

Jim Bandura:

This is a question to the staff. There's a page 48 of the package, certified survey map number 2730. I didn't see any reference to 2730 in the package. And it also mentions Meijer's distribution as an owner.

Peggy Herrick:

And where are you reading that?

Jim Bandura:

It's on page 48 of the 451 pages.

Peggy Herrick:

Is it in the dedications and easement language of the CSM? I don't have the packet in front of me.

Jim Bandura:

That's a good question. The computer is going slow here.

Peggy Herrick:

Yes, so is ours.

Adam Artz:

I believe the reference that you are referencing is the sample language for a pond easement that is provided for our --

Peggy Herrick:

Correct, you provided a sample.

Jim Bandura:

Good, good.

Tom Terwall:

Anybody else? I was going to say if you reads all 451 pages you're one up on me.

Wayne Koessl:

Mr. Chairman, if there are no more questions, I'd move that the Plan Commission approve Commission Resolution #14-09 as presented.

Jim Bandura:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY JIM BANDURA FOR THE COMMISSION TO ADOPT RESOLUTION 14-09 AS PRESENTED. 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 for the certified survey map.

Jim Bandura:

So moved.

Michael Serpe:

Second.

Tom Terwall:

IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY MIKE SERPE TO SEND A RECOMMENDATION TO APPROVE THE CERTIFIED SURVEY MAP. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Number 3 we need a motion to send a favorable recommendation to the Village Board for the zoning map amendment for this project.

Jim Bandura:

So moved.

Wayne Koessl:

Second.

Tom Terwall:

IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY WAYNE KOESSL TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE ZONING MAP. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

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

Michael Serpe:

So moved.

Jim Bandura:

Second.

Tom Terwall:

MOVED BY MIKE SERPE AND SECONDED BY JIM BANDURA TO APPROVE THE SITE AND OPERATIONAL PLAN AS PRESENTED. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

Peggy Herrick:

Excuse me, Tom, is that subject to all the conditions?

Tom Terwall:

Yes. Item E then is to approve the site and operational plan subject to the terms and conditions outlined in the staff memorandum.

Wayne Koessl:

So moved, Chairman.

Andrea Rode:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY ANDREA RODE TO APPROVE THE SITE AND OPERATIONAL PLAN SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

F. Consider the request of Clay Chiappini, of Butler Design Group, agent for approval of a Certified Survey Map to subdivide the vacant property located at the 11000 block of 88th Avenue in LakeView Corporate Park into two parcels.

Tom Terwall:

You want to take F and G together?

Peggy Herrick:

Yes, please.

John Braig:

So moved.

Wayne Koessl:

Second.

Tom Terwall:

MOVED BY JOHN BRAIG AND SECONDED BY WAYNE KOESSL TO COMBINE ITEMS F AND G FOR DISCUSSION PURPOSES WITH TWO SEPARATE VOTES. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

G. Consider the request of Clay Chiappini, of Butler Design Group, agent for approval of Site and Operational Plans for the construction of a 377,472 square foot bottling facility proposed to be located at 11031 88th Avenue in LakeView Corporate Park.

Peggy Herrick:

Item F is consideration of a certified survey map to subdivide the vacant property located at 11000 block of 88th Avenue in LakeView Corporate Park into two parcels. And Item G is to consider approval of site and operational plans for the construction of a 377,472 square foot bottling facilities proposed to be located at 11031 88th Avenue in Lakeview Corporate Park.

The petitioner is proposing to subdivide the 28.5 acre property generally located at the 11000 block of 88th Avenue within LakeView Corporate Park into two parcels and to develop the 22.8 acre parcel with the construction of a 377,472 square foot bottling facility to be known as Niagara Bottling. Niagara is a family owned and operated company since 1963. Niagara is the largest private label bottled water supplier in the U.S.

The certified survey map: The CSM proposes to subdivide the approximate 28.5 acre property into two properties. Lot 1 is proposed to be 22.8 acres with 150 feet of frontage on 88th Avenue, and Lot 2 is proposed to be 5.65 acres with over 600 feet of frontage on 88th Avenue. The properties are currently zoned M-2, General Manufacturing District, which requires lots to be a minimum of 2 acres with 150 frontage on a public street. Both lots being created by the CSM meet the minimum lot area and frontage requirements of the M-2 District. Lot 1 of the CSM is proposed to be developed with a 377,472 square foot bottling facility to be known as Niagara Bottling.

The site and operational plans: Niagara Bottling, LLC herein referred to as Niagara, is proposing to construct a new 377,472 square foot water bottling facility. This facility will be used to manufacture plastic bottles and caps and produce bottled water products. This building is proposed to be constructed on Lot 1 of the CSM.

Niagara is a bottled water manufacturing company that runs vertically integrated, high speed water bottling lines. The process starts by receiving raw PET and HDPE resin recycled or virgin which is then melted down to make PET preforms and HDPE caps. The preforms are then blow molded into bottles and then immediately filled with either purified or spring water.

The purified water will be sourced from local municipal water which will be filtered, processed by reverse osmosis and disinfected with ozone prior to bottling. The spring water will be purchased from approved spring sources, hauled to the processing facility where it will be filtered and disinfected with ozone prior to bottling.

Bottles are volumetrically filled in an enclosed filler, then they are capped, date coded and labeled. Upon leaving the filler the bottles pass through a vision inspection system which rejects packaging defects, over and under- filled bottles. The bottles then travel down a conveyor to the packer where they are placed on pallets and wrapped. The pallets are then put into storage and are ready for shipping. The facility will manufacture various sizes and types of bottled water products. Actual production may vary but it's anticipated to produce 88,000 24-pack cases per day. The anticipated first bottle date is November 14, 2014.

Based upon the application materials filed with the Village, the proposed use is not classified as a High Hazard Occupancy Type pursuant to the Use and Occupancy Classification as specified in Chapter 3 of the 2006 International Building Code, therefore the use is a permitted use and is not a conditional use. Pursuant to the application 88,400 square feet is classified as Factory Group F-1, which is moderate hazard, 279,693 square feet is classified as Storage Group S-1, which is a moderate hazard, and 6,286 square feet is classified as Business Group B.

The total number of full-time employees at start-up will be approximately 70 and 105 are expected at full production capacity. There will be no part time or seasonal employees. The anticipated maximum number of employees on site at any given time of the day is 58. This is only expected during shift changes. The facility is proposed to operate 24 hours a day, seven days a week. Niagara will operate four shifts to achieve full production capacity. The anticipated number of employees per shift is as follows: first shift 37; second shift 21; third shift 26; and fourth shift 21.

Pursuant to the Village Zoning Ordinance the minimum onsite parking spaces for a manufacturing use is 5 spaces plus 1 space per employee on the largest shift, plus the required

number of handicapped accessible parking spaces pursuant to the State code. Therefore a minimum of 42 parking spaces plus the required number of handicapped accessible parking pursuant to the State code is required. Although this is the minimum number required, Village recommends that adequate onsite parking be provided during shift changes as well. A total of 78 parking spaces including 4 handicapped accessible parking spaces are proposed to accommodate the onsite parking for both shift workers and shift changes.

Niagara anticipates a maximum of 150 and a daily average of 120 automobile trips to and from the facility daily. Niagara anticipates a maximum of 370 and daily average of 300 trucks in and out of the site. A total of 79 truck parking spaces are provided on the site. The site, upon completion of its development, will have 25.2 percent of open space which meets the 25 percent minimum of the M-2 District.

The Village is in the process of designing the offsite public sanitary sewer to service the development. The existing public sanitary sewer that flows south is not adequate for this development. The public sanitary sewer will be designed for a peak flow of 1800 gpm. The Village will obtain all necessary permits from the Wisconsin Department of Natural Resources, Southeastern Wisconsin Regional Planning Commission and the Kenosha Water Utility prior to the installation of the public sanitary sewer. The Village will provide the water service stub from the existing 16-inch main to the County Trunk Highway H right-of-way line.

In addition, as part of this project the Village will design and construct the relocated County Trunk Highway H driveway for the Liberty Illinois LP property to the immediate north. This driveway relocation will result in separate driveways for the Liberty and Niagara properties. Currently the property to the north has a driveway that enters into I believe their truck area which straddles the property line. That's going to be relocated totally to the north on their property so they'll have separate entrances and access points for both developments.

An agreement between the Village and Niagara shall be executed which addresses the commitments for obtaining an emergency cross-access easement driveway requirement with the Liberty Illinois LP land to the north, the relocation of the Liberty LP driveway to the north, the bypass lane on County Trunk Highway H to be constructed by Kenosha County, the reimbursement of impact fees, the extension of public sanitary sewer in 88th Avenue and water and sewer rate modification requests.

This is not a matter for public hearing, but there are representatives in the audience if they have anything further to add or you have any questions for them.

Tom Terwall:

Is the petitioner present?

Justin Bickle:

Hi, I'm Justine Bickle with Niagara Bottling. I just want to give a brief introduction.

Tom Terwall:

Give us your address for the record please.

Justin Bickle:

It's 2560 East Philadelphia Street, Ontario, California. That's headquarters. If you could go back to the previous slide with the information. Something that we're going to have to fix is those shift numbers are not accurate. We're going to be installing one line at the inception of this facility, and one line is 41 employees. So we build the facility large enough to grow four lines into it. So max employment will be at 120. So it would actually be more than all those. But at the inception of the plant we'll have 41 employees and one line with obvious expectation that we would eventually grow into it. So I just wanted to make that clear first.

But you gave a brief introduction so I'll just elaborate a little more. So the company was founded in 1963 by Andrew Peykoff, Sr. Again, we are headquartered in Ontario, California. And Mr. P as he's referred to began the company by selling five gallon glass container of water for office and home delivery like the milkman. And over time dedicated himself to being innovative and creative and turned Niagara into the early '90s in California. In southern California where they had the Riverside earthquake cut off his raw material supply and his bottle supply. So he did something that had never been done before and decided I'm going to take a shot and we're going to become a vertically integrated manufacturer.

Well, that catapulted Niagara into being extremely innovative and obviously vertically integrated and allowed them to bring engineer in-house and design the bottle and make it ecologically friendly as well as increase capacity and sales in a broader reach of customers. So in the early '90s we transitioned into grocery, club store, convenience store type customer base. And that expanded greatly for us. In 2002 Mr. P's son, Andy, took over as President and CEO of the company, and things really took off from there.

So we went from a small home delivery company in the '60s when Mr. P founded the company, being extremely innovative, committed and invested to technology and being ecologically friendly. So over time we've changed obviously. We now have -- well, I should say at the end of 2013 we had 13 existing manufacturing facilities across the country. We made our first acquisition of a competitor in January so now we own and operate 18 facilities across the country. So we recently announced -- so this project and another project we recently announced, the other one is going outside of Atlanta in Coweta County, Georgia, so these will be respectively our 19th and 20th plants. And we still have a couple more we're working on for this year as well including our first international plant. So things have changed greatly.

I mentioned a little bit about our technology, our commitment to investing in technology. We have the most automated and technologically advanced lines in the world. We have many patents exclusively on our manufacturing lines. And as you alluded to the production rates, the new lines produce 18,000 bottles per minute. So they're obviously highly automated. Another innovative testament is our nested pack. If you've ever been in Lowe's or Home Depot you've probably seen our water. They're two of our customers. And what we did is we developed a technology where the plastic packaging around the cases of water nest. So we've nested the bottles and positioned them, and the plastic is shrunked to form to them so that you can carry them. What that did is that eliminated the corrugate bottle. So we not only save millions upon millions of dollars a year on cardboard for each case, but it's saving that many more trees in the process, too.

One thing that we really hang our hat on is being recognized as the most innovative PET manufacturer. We have been recognized as that. We have a patent and trademark on our eco

bottle which is the lightest bottle in the world. So if you've seen our single bottle, 16.9 ounce that comes in a case, that is our eco air bottle. Again, we manufacture that bottle and the cap in-house. And then the water that's brought in we have purified water and spring water. So that water is run through purification and filtration and disinfection processes. And then it's packaged and shipped out. We do not do our own shipping. We use 3PL or the company direct. But that's just a little bit of history that I wanted to give about the company. So more than happy to answer any questions if anybody has any. But want to thank you for the time.

Tom Terwall:

Thank you.

Michael Serpe:

I have one. Any of your facilities require the use of well water?

Justin Bickle:

Yes. We do have some facilities that we have dug for a well so some of them do have well access, yes.

Tom Terwall:

The raw material for the making of the bottles how is that delivered to the plant?

Justin Bickle:

It's delivered and then stored into our silos on site and brought in. We have deliveries every day.

Tom Terwall:

By rail or by truck?

Justin Bickle:

By truck, yes, by truck. Rail is something we might think about and consider in the future but right now its truck.

Bill Stoebig:

So the estimates for the 88,000 bottles a day that's just on one line?

Justin Bickle:

Yes, correct.

Bill Stoebig:

So with four lines you'd be almost at 400,000?

Justin Bickle:

Correct.

Bill Stoebig:

How would that relate with trucking and shipping? Would that be then 300 to 1,200 trucks a day?

Justin Bickle:

I don't know what that translates into. Our logistics team has all of those statistics. Do you have any numbers on that?

Clay Chiappini:

My name is Clay Chiappini. I'm with Butler Design Group, 5017 East Washington Street, Phoenix, Arizona, the project director and design architect for Niagara. The numbers that they had given the staff for compiling this report were full ultimately build out numbers. So when you look at the vehicular traffic and the truck traffic that is ultimate build out. Just a point of clarification. The resins, when we talk about resin, the PET, it's a dry pellet. So it's actually delivered in a tanker truck and blown by hand into the three silos, the three shorter silos. Recently Niagara has taken on another good environment stewardship, and they're actually using recycled plastics, too. They have to co-mingle it so they don't get a discoloration of the bottles. But the third silo is for actually recycled plastics. And, by the way, they won't be brown. They will be painted to match the building.

Tom Terwall:

Thank you. This is not a matter for public hearing, but is there anybody in the audience that wishes to raise a question now would be your opportunity. Yes, sir? Come --

--:

What's vertical manufacturing?

Justin Bickle:

Vertically integrated? So we bring in the raw material, that resin, so we do everything in-house. So in the '90s when we had the earthquake in southern California we used to get our bottles somewhere else. We just used to filtrate and purify and disinfect the water and the ship it back out. But since we had a cutoff in our supply in those bottles Mr. P decided that he was going to deal directly with other companies and bring the raw material and that plastic resin to manufacture our own bottles and our own caps in house so we never had to run that risk again losing our supply chain to get product out.

[Inaudible]

Justin Bickle:

Correct. So we're a 100 percent manufacturer right now.

[Inaudible]

Michael Serpe:

We have to get this on tape, sir. If you're going to ask any questions you have to approach the microphone.

Kenneth Jeep:

Kenneth Jeep, 9923 38th Avenue, Pleasant Prairie. And the question is has there been studies done on landfill, the additional burden on landfill with the additional plastic use?

Tom Terwall:

Thank you.

Justin Bickle:

I know for a fact that corporate has done so. I don't have that information with me on hand. But I would be more than happy to put anybody in contact with our corporate legal counsel and our corporate engineer to discuss that. I don't want to speak about something that I don't know for a fact.

Tom Terwall:

Do you manufacture bottles for anybody else?

Justin Bickle:

Ninety percent of our business is private labeling. So if you've ever been in a Costco, Sam's Club [inaudible].

Tom Terwall:

But I mean you don't make empty bottles for someone?

Justin Bickle:

No, we do not.

Jim Bandura:

That's a good lead in. Because my question is would you be bottling for different brands?

Justin Bickle:

Only the club and convenience stores, the private labelers. No other brand. So that bottle right there that you have, that Nestle Pure Life Bottle we'll have to switch that one out. Actually I'm speaking on a panel in a few weeks and Nestle was on the panel, and I said I can't participate. So they took Nestle off and they kept us. One last thing that I wanted to say is this will be our third Midwest facility. I live in Columbus, Ohio. So I live in a suburb called Gahanna and that's actually ironic [inaudible] our Gahanna facility is as our newest Midwest facility. It's been up and running just over a year now. It's been 15 or 16 months. Then we have another one that's in Plainfield, Indiana right outside of Indianapolis. But I'm extra excited to see this one grow up because I actually have an aunt and uncle and six cousins that live in Kenosha. So when I'm here more often I'll get to see them every once in a while.

Tom Terwall:

Thank you. If there's no further questions I'll entertain a motion to send a favorable recommendation to the Village Board to approve the CSM.

Wayne Koessl:

So moved, Chairman.

John Braig:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY JOHN BRAIG TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE CERTIFIED SURVEY MAP SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? Motion carried. And next we need a motion to approve the site and operational plan.

John Braig:

So moved.

Michael Serpe:

Second.

Tom Terwall:

MOVED BY JOHN BRAIG AND SECONDED BY MIKE SERPE TO APPROVE THE SITE AND OPERATIONAL PLAN SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

So ordered. Motion carried. Welcome. We look forward to having you with us.

H. Consider the request of Randy Copenharve, agent for Uline for approval of Preliminary Site and Operational Plan for mass grading and installation of storm water management facilities for the future construction of a proposed warehouse/distribution building on the property located at 12575 Uline Drive.

Peggy Herrick:

Item H is the consideration of the request of Uline for approval of Preliminary Site and Operational Plan for mass grading and installation of stormwater management facilities for the future construction of a proposed warehouse/distribution building on the property located at 12575 Uline Drive.

The petitioners are requesting approval of Preliminary Site and Operational Plans for the mass grading and the installation of stormwater management facilities required for the future construction of a warehouse/distribution building. Again, this is on the property located as 12575 Uline Drive in the Village. The proposed mass grading of the site is for the land area located west of the existing corporate office building and warehouse, which is south of 104th Street and east of County Trunk Highway U. The property is zoned M-1, Limited Manufacturing District. There are wetlands, shoreland areas and 100-year floodplain located on the property; however these environmental areas are not located within the proposed grading area and will not be disturbed.

Earthmoving equipment and trucks are proposed to enter the site through the existing westernmost entrance on 104th Street in Pleasant Prairie for the mass grading and the installation of the stormwater drainage and retention basin facilities. The western 200 feet of the Uline property is located in the Village of Bristol. Any work within Bristol will require their review and approval for any work activities located in that community. The work being approved by Pleasant Prairie is only for the work within the Village of Pleasant Prairie.

Site and Operational Plans will be required to be submitted by Uline to Pleasant Prairie for any future building development that may be proposed on this property. Again, they are looking just to do mass grading and installation of stormwater management facilities. The proposed mass grading and stormwater facility improvements requested by Uline are consistent with the

Conceptual Plan as conditionally approved by the Village Board of Trustees on October 18, 2010 for the Uline Corporate Campus. This is not a matter for public hearing, but there is a representative in the audience if you have further questions.

Tom Terwall:

Does the petitioner wish to add anything?

Adam Artz:

Again, Adam Artz, Pinnacle Engineering Group, 15850 West Bluemound Road, Brookfield, Wisconsin. I'm here tonight on behalf of Uline Corporation. We were retained for the development of site civil engineering plans for the further development of their campus. As Peggy mentioned, in 2010 Uline acquired additional lands to the west from their original property and subsequently went through an annexation process to bring it into the Village. At that time they proposed a 1.3 million square foot building.

In their long range planning they always intended to construct this second building. It's been shown in different shapes and sizes throughout the years. But the one thing that remains consistent is the significant amount of earth work that needs to be undertaken to accommodate such a facility. Given the fact we went through one of the worst winters in recent years for construction, Uline has decided to invest in their property and start mass grading operations out there. So once they decide they need their facility they can start building it without the two to three month period before any building construction could happen purely as a cost savings and time investment this year service. At this time they are not proposing a building. We are purely asking for mass grading facilities. This would be similar to what you'd see in a new business park where the ponds would be constructed, some drainage provisions and generally speaking moving a lot of dirt to prepare for it.

Tom Terwall:

Thank you. Peggy, that whole facility would be in Pleasant Prairie will it not?

Peggy Herrick:

Yes. You can see the red L-shaped dashed line, that was the property that was annexed from Bristol into the Village, and then the outer green space area that is still in Bristol. So their building and their parking facilities will be in the Village of Pleasant Prairie. It's my understanding there will be some berms constructed in the green space by County Trunk Highway U in the Village of Bristol, and those plans will need to be reviewed and approved by them prior to any [inaudible].

Tom Terwall:

But Bristol will not be approving any building plans, is that correct?

Peggy Herrick:

Correct, that will all be approved by the Village because that's all in the Village.

Tom Terwall:

Thank you. Any comments or questions?

John Braig:

Move approval.

Wayne Koessl:

Second, Chairman.

Tom Terwall:

THERE'S BEEN A MOTION BY JOHN BRAIG AND A SECOND BY WAYNE KOESSL TO APPROVE THE PRELIMINARY SITE AND OPERATIONAL PLAN SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

- I. Consider the request of John Burroughs of Majestic Realty Company for a one (1) year extension of the conditional approval of the Site and Operational Plans for the construction of a 1,180,480 square foot warehouse/distribution center on the 91 acre site generally located approximately ¼ mile south of Bain Station Road on the east side of 88th Avenue (Tax Parcel Number 92-4-122-162-0301) to be known as the Majestic Badger Logistic Center.**

Peggy Herrick:

This is to consider the request of John Burroughs of Majestic Realty Company for a one year extension of the conditional approval of the Site and Operational Plans for the construction of a 1.1 million square foot warehouse/distribution center on the 91 acres of land which is generally located approximately one quarter mile south of Bain Station Road on the east side of 88th Avenue, Tax Parcel Number 92-4-122-162-0301. It was to be known as the Majestic Badger Logistic Center.

On May 13, 2013, the Plan Commission conditionally approved Site and Operational Plans for the petitioner to develop this vacant property with the construction of a 1,1 million square foot warehouse/distribution building known as Majestic Badger Logistic Center. The Plan Commission conditionally approved the Site and Operational Plans for one year until May 13, 2014 subject to the conditions specified in the attached approval letter which was dated June 4,

2013. Prior to the expiration of the approval all conditions of this approval shall be satisfied and permits shall be issued unless the Plan Commission grants this extension. Again, they're looking for a one year extension until May 13, 2015 which would be subject to compliance with the June 4, 2013 approval letter and compliance with any Village ordinance amendments made since the May 13, 2013 original approval. Adam Artz is in the audience for this project as well. So if you have questions for him I'm sure he could answer those.

Tom Terwall:

Is there anything you wish to add?

John Braig:

Move approval.

Michael Serpe:

Second with a question. Is there site work being done at all on this property for anything?

John Braig:

They're harvesting top soil.

Adam Artz:

In case you guys don't remember me, Adam Artz, Pinnacle Engineering, 15850 West Bluemound Road, Brookfield, Wisconsin. Yes, there is site work being done. Last year kind of similar to the Uline case there was some significant amount of earth work that needs to be done. And last year Majestic Realty decided to work on some of the lowlands around the creek to make sure that when construction started high moisture content wouldn't prohibit an accelerated time line or require the use of liming. So we'll call it a soil remediation package was submitted to the Village and subsequently approved.

And then we are also planned and permitted to allow -- we'll have to pull another erosion control permit for a floodplain remediation project basically changing the boundaries of the floodplain. At this moment we're not asking for that. It's purely the exception. But I should follow up, are we doing anything right now? Not really moving dirt, it's purely the excess topsoil that was stockpiled has been arranged to get removed from the property so it's not in a stockpile fashion.

Wayne Koessl:

Adam, maybe you do not know the answer to this, but are they not looking up in Somers also for a site?

Adam Artz:

Majestic Realty is a nationwide company. Somers is one of the parcels that they took options on, they're looking at, but they're active in a lot of different places.

Tom Terwall:

There's a sign that's got 88 acres for sale. Is that the same parcel?

Adam Artz:

Yes, sir.

Peggy Herrick:

Yes.

Tom Terwall:

So the land is also for sale?

Adam Artz:

Everything is always for sale in a business park.

Peggy Herrick:

I think it's a build to suit. It says build to suit on there, so they're still looking for people to occupy a building.

Tom Terwall:

Oh, okay. Anything further? I think we had a motion already?

Wayne Koessl:

John made the motion. There was a second by Mike.

Tom Terwall:

MOTION BY JOHN BRAIG AND A SECOND BY MIKE SERPE TO APPROVE THE ONE YEAR EXTENSION SUBJECT TO THE TERMS AND CONDITIONS OUTLINES BY THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Okay.

J. Consider approval of an Affidavit of Correction to CSM 2747 for the properties located at the northeast corner of 104th Avenue and 77th Street within the Prairie Ridge development related to an incorrect legal description on the CSM.

Peggy Herrick:

Item J is consider approval of an affidavit of correction to CSM 2747 for the properties located at the northeast corner of 104th Avenue and 77th Street within the Prairie Ridge development related to an incorrect legal description on that CSM. As you may recall this CSM was approved by Plan Commission last October-ish I believe, 2013. Once it was recorded Kenosha County Land Information office found errors in the legal description, and those need to be corrected. So this affidavit of correction prepared by the surveyor that prepared this CSM corrects that legal description. So Village staff recommends approval of the affidavit of correction to CSM 2747 subject to the owner recording the correction document and providing a recorded copy to the Village within 30 days of the Village Board approval.

Tom Terwall:

Comments or questions? Hearing none, a motion to send a favorable recommendation to the Village Board is in order.

Jim Bandura:

So moved.

John Braig:

Second.

Tom Terwall:

It's been moved by Jim Bandura and seconded by John Braig to send a favorable recommendation to the Village Board to approve the affidavit of correction. All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

K. Consider the request of Dustin Harpe of Harpe Development to amend the Access Restriction for Lot 163 in Village Green Heights Addition #1.

Peggy Herrick:

This is the request of Dustin Harpe of Harpe Development to amend the access restriction for Lot 163 of the Village Green Heights Addition #1 Subdivision. The petitioner is requesting to amend the access restriction for Lot 163 in Village Green Heights Addition #1 Subdivision to allow for a home to be located on the property with direct access to Cooper Road. Pursuant to the access restriction on the final plat, the driveway for this lot shall not be located on Cooper Road. However, the grading plan for this lot slopes the property so placing the house the other direction with access off of 98th Street does not work for the construction of a home. So they are asking to place the driveway on Cooper Road as far south as possible without being in the 12 foot drainage and utility easement off of Cooper Road.

Village staff recommends that the Plan Commission send a favorable recommendation to the Village Board to approve the modified access restriction provided said restriction is recorded at the Kenosha County Register of Deeds office prior to the issuance of building and zoning permits for the new home and a recorded copy is provided to the Village within 30 days of approval.

Tom Terwall:

What's your pleasure?

John Braig:

Question. What are your requirements regarding placement of a driveway a distance from the corner?

Peggy Herrick:

The requirement is 100 feet from centerline of the driveway to centerline of the intersection. However, if not enough access is allowed for that then as far away from the intersection as possible. The Village engineering department has reviewed this request, and they are supportive of this as well.

John Braig:

Thank you.

Wayne Koessl:

If there's no more questions, Chairman, I'll move approval.

Andrea Rode:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY ANDREA RODE TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

Wayne Koessl:

Mr. Chairman, are we going to take Items L, M and N at the same time and separate votes?

Peggy Herrick:

Yes, please.

John Braig:

So moved.

Michael Serpe:

Second.

Tom Terwall:

MOVED BY JOHN BRAIG AND SECONDED BY MIKE SERPE TO COMBINE ITEMS L, M AND N FOR DISCUSSION PURPOSES BUT SEPARATE VOTES. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

L. PUBLIC HEARING AND CONSIDERATION OF A MASTER CONCEPTUAL PLAN for the redevelopment of the Village Hall property located at 9915 39th Avenue, including the relocation of Fire Station #1 to the adjacent property located at the southeast corner of CTH EZ (39th Avenue) and Springbrook Road.

- M. PUBLIC HEARING AND CONSIDERATION OF A ZONING TEXT AND ZONING MAP AMENDMENT: 1) to rezone the property at the southeast corner of CTH EZ (39th Avenue) and Springbrook Road (Tax Parcel Number 92-4-122-243-0020) from the B-2, (UHO), Community Business District with an Urban Landholding Overlay District to the I-1 (PUD), Institutional District with a Planned Unit Development Overlay District and to add a PUD to the property at 9915 39th Avenue (Tax Parcel Number 92-4-122-243-0025; and 2) a Zoning Text Amendment to create the specific PUD requirements for the re-development of the Village Campus.**
- N. Consider approval of the Site and Operational Plans for the re-location of the Fire Station #1 and modifications to Village Hall for the property located at 9915 39th Avenue and the vacant property to the north.**

Peggy Herrick:

Item L is consideration of a master conceptual plan for the redevelopment of the Village Hall property which is located at 9915 39th Avenue, which includes the relocation of Fire Station #1 to the adjacent property located at the southeast corner of County Trunk Highway EZ which is 39th Avenue and Springbrook Road which is the property directly north here of the Village Hall.

Item M is consideration of a zoning text and zoning map amendment to rezone the property at the southeast corner of County Trunk Highway EZ and Springbrook Road from the B-2, (UHO), Community Business District with an Urban Landholding Overlay District into the I-1 (PUD), Institutional District with a Planned Unit Development Overlay District and to add a PUD to the property at 9915 39th Avenue and a zoning text amendment to create the specific PUD requirements for the re-development of the Village Campus. So when everything is completed the Village Hall property and the property to the north will be zoned I-1 (PUD).

Item N is consideration of approval of the site and operational plans for the re-location of the Fire Station #1 and modifications to Village Hall for the property located at 9915 39th Avenue and the vacant property to the north.

The Master Conceptual Plan for the development of the Village Campus includes the property, like I said, here at 9915 39th Avenue which is the Village Hall property and the vacant triangular-shaped property to the north for site improvements including expanded parking areas, reconstruction of 100th Street and 38th Avenue, landscaping, sidewalks, stormwater management facilities and the relocation of Fire Station #1 from the basement of this building to a brand new stand alone building to the north portion of the site. For your reference, the Village Board did approve the Certified Survey Map at its April 21, 2014 meeting that combined these two properties and dedicated additional right-of-way for future roadway improvements in 39th Avenue.

The development of a new Fire Station #1 and the associated Village Campus improvements will create a unified governmental campus-like amenity that will integrate with the planned Village Green Center development to the north, south and west. The new Fire Station #1 will provide accommodations for future increases in Fire & Rescue personnel and will also provide for much needed apparatus bay emergency vehicle storage. The construction of pedestrian plazas and sidewalks along public streets and interior to the site will provide increased walking/bicycling

opportunities and will integrate well with the planned walkable Village Green Center retail area to the immediate west, across 39th Avenue.

Upon completion of the relocation of Fire Station #1 to the new Fire Station #1, the interior areas of the former fire station area will be renovated into a new Village Hall auditorium and meeting spaces. In addition, the parking lot will be reconstructed south of the Village Hall and a small entrance vestibule to the south side of the new auditorium space will be added.

Additionally, from early summer /early winter 2015, 39th Avenue will be reconstructed from north of 104th Street extending north to 97th Street. This section of 39th Avenue will be an urban profile with curb and gutter, with two travel lanes, a 2.5 foot bicycle lane and a 10 foot sidewalk, parallel parking and a roundabout at the Springbrook Road intersection. As previously noted, the two existing 39th Avenue driveways to the Village Campus will be permanently closed. New access to the Village Hall and new Fire Station #1 will be via Springbrook Road, 100th Street and 38th Avenue.

Site and Operational Plan approval is being requested for the construction of a new Fire and Rescue Station #1, and for renovations of the existing Fire & Rescue Station #1. The Village has contracted with Plunkett Raysich Architects in Milwaukee for the design of the new fire station. Riley Construction Company has been selected to act as the construction manager for this project. The CM shall provide construction coordination and oversight of the project to the Village during the construction phase of the project. The project team will be responsible for shop drawing review and approval and is expected to assure that the selected contractors complete the project within the specifications outlined in the bid documents and in compliance with all applicable Village, State and Federal regulations. Additionally, the CM will be required to attend weekly construction project meetings on-site, or more frequently if necessary, as requested by the Village.

Currently, the Village Fire and Rescue Department operates out of two fire and rescue stations, station #1, located at 9915 39th Avenue and Station #2, located at 8044 88th Avenue. Constructed in 1967, Station #1, situated on the lower level of the south side of the Village Hall building, is a part of the Village Hall complex. Station #1 consists of an apparatus bay that houses two pumper-tanker fire engines, a grass fire truck and two ambulances; a dayroom; dormitory/sleeping area; and a small office/work space. Assigned to Station #1 are a minimum of three personnel typically staffed with four.

In June 2011, the Village purchased the property that will accommodate the new Fire Station #1 located north of the Village Hall. With the growth of the Department in both personnel and assets, it has become apparent that the increase in personnel and the number of and type of fire apparatus housed in the existing Station #1 is no longer conducive to the original design and intent of the existing Station #1. Specifically, the existing Station #1 is no longer functional because the apparatus bays have become too small and inadequate to house the new, larger and lengthier ladder and pumper/tanker trucks.

The approximate 17,600 square foot 1-story, with a mezzanine which is approximately 30 feet high at the highest point of the roof, new fire station will be built on a vacant, Village-owned, triangular-shaped parcel located immediately north of the Village Hall at the southeast corner of the Springbrook Road-39th Avenue intersection. The main building components include:

- 6,800 sq. ft., 8-door, drive-thru apparatus bay and this is on the east side of the building
- Decontamination
- SCBA/air fill
- Gear and laundry
- Hose storage
- Hose drying tower
- Storage
- Watch room and other offices
- Conference and training rooms
- And eight bed dormitory area
- Kitchen
- Dining
- Dayroom
- Turnout gear room
- Mezzanine with training and practice areas

Phase 1: Beginning in the spring of 2014, construction will commence on the majority of the Village Campus which includes the Fire Station #1 site and Fire Station #1 building construction. Site improvements will include expanded parking areas, reconstruction of 100th Street and 38th Avenue, the permanent closing of the 39th Avenue driveways to the site, landscaping, sidewalks and stormwater management facilities. The Village has contracted with R.A. Smith National and GAI Consultants for the design of the Village Campus site and infrastructure improvements.

Phase 2: Upon completion of the new Fire Station #1, the current Fire Station #1 apparatus bay, dormitory, dayroom and other department-used areas in this building will become unused and available space. Phase 2 will begin in 2015, which includes the physical moving and relocation of the current Fire Station #1 to their new facility. Upon completion of the relocation, the interior renovations of the former Fire Station #1 unused space into new Village Hall auditorium and meeting space will begin. Phase 2 will also consist of exterior parking lot reconstruction, south of the Village Hall and in addition of a small entrance vestibule to the south side of the new auditorium space.

The new fire station will be located closer to single-family residences than it is currently is. The normal, general noise emanating from the fire station building itself will be minimal. The new Fire Station #1 building has been strategically designed and situated on the site to help alleviate any noise impacts on the abutting residences. The following design implementations will be enacted to act as screening/buffering between the new Fire Station #1 and the abutting residences and will facilitate the reduction of noise:

1. A 16 foot wide tier of low impact rooms consisting mainly of various storage-related rooms is located along the east side of the apparatus bay.
2. These rooms along the east side of the Fire and Rescue Station are lower in height, which provides a reduction in building mass.
3. Several of the existing large trees located between the new fire station and the residential properties to the east are being protected and saved.

4. The side setback of the new fire and rescue station building is 65 feet to the east property line, which is 40 feet greater than the minimum required in the I-1 district which is setback of side setback of 25 feet is currently what's allowed.
5. The rear or south setback of the new fire station building is approximately 170 feet to the nearest residential property line which is 145 feet greater than the minimum required I-1 zoning district rear setback of 25 feet.

The Fire Station #1 fire-medics are very cognizant of the residential neighbors and will make every attempt to be respectful to the citizenry. The fire and rescue vehicle drivers will be mindful of the residential neighbors and make every attempt to be prudent when they are activating vehicle sirens. Typical sirens are not triggered until the vehicles reach the major arterial roadways which would be 39th Avenue or Springbrook Road depending on the traffic at the time.

The new fire station and the surrounding site work is designed whereby any new stormwater drainage from the building and paved, impervious surfaces will run-off at a lesser rate and amount than the previous stormwater run-off conditions. Stormwater will be collected in stormwater pipes and directed to a new basin at the northwest concern of 100th Street and 38th Avenue. Mike is pointing that out.

Parking and site access: Pursuant to Section 420-50 of the Village Zoning Ordinance, the minimum off street parking spaces required for a government building is one space for each 200 square feet of gross floor area used by the public and one space for each 600 square feet of gross floor area not used by the public, plus the required handicapped accessible parking spaces pursuant to state requirements. As calculated below in the staff memo the Village Hall requires 59 parking spaces and the fire station requires a minimum of 35 parking spaces, plus the handicapped accessible parking. Therefore, the number of off street parking spaces required 94 parking spaces is as follows: The plans provides for a 167 parking spaces including nine (9) handicapped accessible parking spaces.

Zoning map and text amendments: The Village Hall property, again, is currently zoned I-I, Institutional District, and the property to the north where Fire Station #1 is proposed to be reconstructed is proposed to be rezoned from the current B-2, (UHO), Community Business District with an Urban Landholding Overlay District, into the I-1 District. In addition both the Village Hall site and the new Fire Station #1 site will be rezoned into the PUD, Planned Unit Development. In addition to the Zoning Map Amendment, the attached Zoning Text Amendment to create the specific PUD requirements for the Village Campus is proposed

The Village Campus, consisting of the existing Village Hall and the new FS #1, will be developed and enhanced as a unified government campus, consisting of integrated and shared parking areas, sidewalks, driveways, maneuvering lanes and stormwater management facilities, with cohesive landscaping throughout the development. Additionally, the new fire station will be architecturally similar to the existing Village Hall using the same exterior building materials, roofing material and architectural style.

In order to accomplish the Village Campus as a unified development, a few requirements of the Village Zoning Ordinance will need to be slightly modified through the implementation of a Planned Unit Development Overlay. The community benefits of the PUD include:

- A more unified, aesthetically attractive government campus.
- A more walkable, community-friendly development that will readily provide increased pedestrian interconnections with the adjacent Village Green Center development.
- An increased functionality of Village facilities through the provision of a much-needed new Fire Station #1 and the conversion of the outdated Fire Station #1 to Village staff and community meeting space and auditorium space.
- The union of stormwater management facilities into one retention pond that will collect stormwater from the entire Village Campus site as well as from the reconstructed 39th Avenue; therefore lessening the need for multiple stormwater basins.

Specifically the following dimensional modifications are included in the PUD:

1. Section 429-126 I (5) (a) requires a minimum street setback of 65 feet from arterial streets and a minimum street setback of 30 feet from non-arterial streets. The widening of the 39th Avenue right-of-way will result in the existing Village Hall building being setback 39.7 feet from the new 39th Avenue right-of-way, an arterial street, whereby a 65 foot street setback is required. In addition, the Village Green Center mixed use development has been planned for zero setbacks to property lines to the street to provide more walkable commercial mixed use development; therefore, a zero building setback will be allowed adjacent to 39th Avenue to be similar to the Village Green Center. A minimum building setback of 65 adjacent to Springbrook Road and a minimum as currently in the ordinance. And the minimum setback of 30 feet to non-arterial streets, 100th Street and 38th Avenue will be maintained and not be amended.
2. Section 420-47 A (1) requires a minimum spacing between driveways, as measured from centerline to centerline, based upon the road designed speed limit. The Village Campus will have two driveways to Springbrook Road which is an arterial road. The two driveways are necessary to safely separate the visitor/employee vehicles from the Fire Station #1 emergency response vehicles. These two Springbrook Road driveways will be spaced at approximately 200 feet apart. Based on the 35 mph speed limit, the ordinance requires a spacing distance of 300 feet.
3. Section 420-47 D requires a maximum driveway width of 35 feet as measured at the right-of-way line. The PUD will allow the Fire Station #1 driveway to Springbrook Road to be 60 feet wide at the right-of-way line. This will allow for the larger pumper and ladder trucks and those vehicles need to exit the facility in a timely manner and require a wider driveway to facilitate emergency responses. So that's the easternmost driveway leading out of the fire station which will be that large.
4. Section 420-48 L requires that parking areas which includes parking spaces, maneuvering lanes, and fire lanes be setback a minimum of 20 feet to property lines and rights-of-way. The maneuvering lane along Springbrook Road is proposed to be setback 9.3 feet from the adjacent right-of-way line. This is the driveway that kind of loops around the west side of the fire station. So that way if there's someone that needs to get from one side to the other they don't have to exit out on Springbrook Road to come back in to go around.

So that maneuvering lane where it's adjacent to Springbrook Road will be about 9.3 feet from the Springbrook Road property line.

5. The fifth dimensional modification included in the PUD is from Section 420-57 H(2) (i) which specifies certain allowed roofing material of which a standing seam metal roof is only allowed in the Park and Recreational Zoning District. To help create a unified development theme, the new Fire Station #1 will have a hip-style standing seam metal roof similar to the roofing material on the Village Hall.

On June 9, 2014, a public hearing will be held to consider amendments to the Comprehensive Land Use Plan to ensure that the zoning map and the land use plan are consistent. Currently the property for Fire Station #1 is shown in the mixed land use Village Green Center with an urban reserve land use designation. Although a fire station would be allowed in that land use designation, since we are proposing to rezone that property to I-1 to make the maps consistent the comprehensive land amendment would then also put it in the Government and Institutional land use designation so the two maps are consistent. That public hearing is being scheduled for June 9th.

With that there are two public hearings with these different requests. There are representatives in the audience if you have further questions both from Crispell-Snyder I see people and from the architect's firm is here. Also Mike and Tom if you have further questions for them. But there is a public hearing on two of these items tonight.

Tom Terwall:

Before I open it to the public do the petitioners wish to add anything? Mr. Riley, is that why you're here?

Devin Keck:

Hi, my name is Devin Keck. I'm with Plunkett Raysich Architects. I'm the project designer for both the fire station and the Village Hall renovation. I just wanted to thank you for seeing us today along with Dave Riley. And with what Peggy said we're really trying to marry the two buildings together, create a campus feel. We're using very high quality durable materials with the stone to match, metal panel and then the standard seam metal roof that will give the same style aesthetic as the Village Hall. I'm available for any questions.

Tom Terwall:

Thank you. Dave, anything further? You've been sitting here patiently all night. I knew there had to be some reason.

Dave Riley:

Dave Riley, 5301 99th Avenue, Kenosha, Wisconsin. We're the construction manager on the project. Obviously when it comes to constructing a building like this inside a neighborhood like this there are challenges. I think we've shown through the years that we're up for those challenges. Keeping streets clean, making sure debris are picked up, etc., etc., would be one of our goals of the project. If there's any other questions on logistics I'd be happy to answer them.

Tom Terwall:

After the job you guys did on the RecPlex you have my full confidence, I can tell you that. This is a matter for public hearing. Excuse me, Mike?

Mike Pollocoff:

Just a comment I want to make to keep the perspective of this. For quite a few years now we've been evaluating the Village Green plans and how this whole neighborhood is going to develop. The Village received with Kenosha County's assistance a grant of approximately \$1.8 million to improve 39th Avenue from where the existing improvements end at 104th down to 97th Avenue. And making that base infrastructure improvement does a number of things. One is it provides that main access point to the Village Green commercial development that enables that to happen. But it also provides access to the Village Green site or for the Village Hall site.

100th and 39th Avenues, and it's a little bit hard to see on this map, but for the people who have been around here for a while you know when we have a big election or a major meeting cars end up parking on those streets which are rural profile streets. They're 22 to 24 feet wide. And we want to widen those streets out to like a residential urban profile, but we're going to be using our new Village spec which calls for those streets to have a concrete base with asphalt over them. There's two reasons we're doing that. One is that we've learned over the years that that's the way to make a street last a long time. And secondly the nature of the equipment that's coming out of the fire department it's not like it was 50 years ago when this building was built where you have basically a farm truck with a tank on it. We're carrying 1,500 gallons of water. The truck itself is big. And if you look at the parking lot behind the fire station that thing is beat to hell. And it doesn't look much different now than two years after it was paved. We really need a concrete road and a top surface to maintain that.

Well, in moving the station up to where we are one of the access points is going to be, of course, coming out to Springbrook Road, but another access point could be 38th Avenue down to 100th. If that truck over a period of years is running down that road and we keep the road the way it is or we rebuild it in the same format that road will be trashed in no time either from the heavy weight of the fire trucks going in there.

We know, and you can see the proposed roundabout that's laid out there as part of the 39th Avenue project, and that's going to happen next year. We want to get this work done this year for a couple reasons. One is the fire station is in dire need of being able to get all of our equipment that we have into that fire station. Right now we have some equipment we're storing in a warehouse not in the fire station. So when we need to bring equipment in for a big reserve we're going to another facility and taking it out of a warehouse. So we need to get that equipment into a place where we can respond with it.

Secondly, we want to make sure that the access for the fire department to maneuver on the east side of the Village whenever they have to go wherever in the Village while that construction is taking place on 39th Avenue. This project here will ensure that 100th and 38th Avenue are completed so that when that major construction occurs on 39th we can still do business out of the fire station. As you can see the driveway access to the main Village Hall lot is being closed. That access would come right out into when the curves are starting on the roundabout. And we

feel that for that to be a safe access we need to move that over to Springbrook. Otherwise somebody would keep turning around to Springbrook, and they might not be able to get over to the roundabout itself.

And that project there is really part of 39th Avenue and 100th and getting 38th Avenue working in these driveway access points are part of the tax increment district for the Village Green improvement project. That's happening separately from the improvements that we're looking to make for the Village Hall. So we have a lot of balls in the air on this, and we are starting to deal with more people that are questioning about what are the possible things that they can do in the Village Green commercial development to make that happen. And having 39th Avenue completed that's going to be a concrete road as well and built up to specs so we know that as the Village Green commercial area builds we're not going to beat that road up and then we'll be stuck with a bad road when that development is done. That will also be a more modern spec for our development.

We're taking every step we can to make sure we're improving the storm sewer in the area. Right now on 100th everything drains down to the south, of course. And we'll have a basin there, and then we're reconstructing a storm line or relocating it where it will actually be in the roadway and we'll be abandoning -- there's an old metal culvert that's currently in that ditch line. It works most of the time but when it doesn't work you really wish it was working. We're going to get that fixed and replace that. So hopefully we can take care of some of the drainage problems that exist in the area and get the traffic problems when we're at our peak use so that we could handle it with the existing parking on site and with better roads. With that, Mr. Chairman, if you have any questions.

Tom Terwall:

When the whole project is done will this still be the auditorium for the Village Board?

Mike Pollocoff:

This will be the Municipal Court. And part of that back room will be a small office for the court and a small office for the prosecuting attorney. And court will be held in here. Court's held right now three days and it could go more. Again, in 1967 the Municipal Court was held in one of the ten by ten office buildings in there. And now we can have 40 people here in court. And we only have one, we're down to one auditorium for the entire Village. We used to have one at Prange. We do have some meeting space at RecPlex but that space is occupied. So you can see on the map there what's shown on the bottom is where the garage doors are now for the fire department. So basically we're putting a wall up where the garage doors are and we're creating a meeting room where the bay is.

And then where the day room is we're putting in another meeting room that's more of a larger conference room. One of the things we are required to get the building up to code that exists today versus back in 1967 we have to construct an elevator from the first floor to the second floor. So Tom is showing where the auditorium is that can be split into two rooms so the Plan Commission and the Village Board as well as the rest of the commissions will meet in here. But there's also going to be an ability we have a curtain in there. We have numerous people where it's mostly neighborhood associations, because we have close to 30 neighborhood associations in

the Village, can come here and meet, and they're not stuck paying a charge someplace to go meet. And that south lot will handle any of the meetings that they have for that area over there as well.

Tom Terwall:

And voting will be in this room yet?

Mike Pollocoff:

On voting days we'll probably be using this meeting room and then the one down below. Right now we're voting on this end of town we're at Good Shepherd Lutheran Church, and that's a pretty tight space. And we'll be moving and redistricting where people are voting so we'll be able to have two voting places with parking to accommodate it. So we'll use both ends of the building for the November -- there won't be an election in November. So we'd have for the presidential election in '16 would be our next big election where we'd have that in place. Architecturally, and it's a little bit hard to tell here, but the fire station and the addition downstairs will basically look like the existing Village Hall. It's a mix of block and some lannon stone and a standing seam metal roof. We're not changing the style of it that much.

Tom Terwall:

Chief moving over here?

Mike Pollocoff:

No, he says he doesn't want to be any closer to me than he is right now. The administrative offices for the department will be at Station 2.

Tom Terwall:

I don't blame you, Chief. That's smart. This is a matter for public hearing. Yes, sir?

Dan Snyder:

My name is Dan Snyder with GAI Consultants, 700 Geneva Parkway, Lake Geneva. We've been working with the Village staff for the last four months in the civil design work for this project. Just wanted to mention that the Village staff has been extremely sensitive to providing a unified campus. So we're planning for uniform lighting throughout the campus, unique stormwater management concepts and relandscaping throughout the campus again to tie it in together. So if you have any questions for us.

Tom Terwall:

Who are you with now Dan?

Dan Snyder:

GAI Consultants.

Tom Terwall:

Does Crispell-Snyder still exist?

Dan Snyder:

As a company of GAI yes we do.

Tom Terwall:

Same company just a new name.

Dan Snyder:

Same people.

Wayne Koessl:

Mr. Chairman, may I ask Dan a question. Dan, what kind of lighting are you going to put on that property?

Dan Snyder:

It's LED lighting.

Wayne Koessl:

It's not going to be invasive to the property owners?

Dan Snyder:

Absolutely. The Village is very sensitive.

Wayne Koessl:

Okay, so to the south and the east that light will not be shining that way?

Dan Snyder:

Absolutely.

Wayne Koessl:

Thank you.

Tom Terwall:

This is a matter for public hearing. Is there anybody else wishing to speak? Yes, ma'am. You've been sitting here patiently all night.

Jan Goldberg:

My name is Jan Goldberg, and we own the property directly across the street at 3801 100th Street. So we are now going to have a pond in our front yard. We bought this property probably in 1990 and built on it in '92 because it was a Village. So this is going to affect the entire Rolling Meadows. But most of all it's going to affect my house, Mr. Tinker's house on the corner, the house right there and the farmhouse over there. How do you expect that this is going to affect our property values?

Tom Terwall:

Mike, anything to add?

Mike Pollocoff:

I wouldn't anticipate -- it shouldn't lower it.

Jan Goldberg:

It should lower our property values. I'm really concerned about it.

Mike Pollocoff:

No, I think the pond is going to improve it because what we're going to be doing is dealing with a lot of stormwater issues that right now are left to just run at will. Right now there's no centralized way to collect the stormwater that's running. So when we come into a peak event it's coming out of the ditches, and it's eroding the ditches there. The pond is not going to be a slew, it's going to be a pond, it's going to have a fountain in it to make sure you don't have mosquitos there and it doesn't get musty. Everything is going to be landscaped really well. For us we see nothing but a positive impact on stormwater drainage for the whole area, and we're going to make it aesthetically look nice. It would be similar to the pond that you see up on 93rd Avenue going into Meadowdale.

Jan Goldberg:

I don't think that's as close to the houses but I could be mistaken. I also wanted to ask we have approximately 125 feet of frontage. We have a triangular shaped lot. Only a small portion of it which we could build on which we did. And we have all sorts of flags and things going on the entire lot line about wetlands. We had holes drilled in the street in front of our house which I never seem to be able to get an answer. A company with an auger this big came and drilled holes in the street in front of our house. And there are flags all up and down. Are you putting in a new road, or are you going to put in curb and gutter there on 100th Street.

Mike Pollocoff:

In front of your house what we're going to be doing as I indicated there's a storm -- it's not even a storm sewer, there's a culvert that's across the street that collects a good share of the water. And we're replacing that with a regular sized storm sewer that's sized to accommodate the flow

coming out of the basin. So what they're doing with the flags that are out there before we put that in we want to locate where the cable TV is, the phone, the gas, the electric, everything is so when we go to construct this we don't hit something and interrupt someone's service.

It's going to be a curb and gutter profile from 39th Avenue to 38th Avenue, and then after that it's going to taper back to the current profile that we have. So on your property we're not going to acquire any additional property from you. Your lot is going to stay the way it is. The one thing we're going to do is improve the drainage that comes by your property because right now there isn't any control on it. Whatever happens it runs and runs. Now that stormwater is going to be directed into the basin, and it's going to be released at a controlled rate rather than just letting it go.

Jan Goldberg:

Well, our property extends a little bit beyond 38th Avenue.

Mike Pollocoff:

Right. If you have time our engineer is here, Mike Spence our engineer, and someone from GAI could actually roll out the plan and show you what we have so you could see exactly where it will be on your specific parcel.

Jan Goldberg:

But what are the wetland flags that are all along our property.

Mike Pollocoff:

Whenever we do any construction we have to identify where wetlands are. So we either have to work around them where possible or we have to mitigate any damage that would happen to those wetlands. And we have to stake them out to find them where they are so we can deal with it.

Jan Goldberg:

And what were the auger holes in the middle of the street?

Mike Pollocoff:

Because we're doing soil borings. Because when we construct that new road and we construct the storm sewer we want to know the ability of the soil to handle that weight and what steps we have to take during construction to make sure that road doesn't collapse or fail when we do the work.

Jan Goldberg:

Well, I'm all for progress, but we bought a piece of property in the Village, and now we are almost going to be a part of the Village Hall because you can look out the window and see our house across the street. I'm sorry I'm not very happy with that. Thank you.

Tom Terwall:

Thank you. Anybody else? Yes, sir?

Ken Jeep:

Ken Jeep, 9923 38th Avenue, Pleasant Prairie. At the risk of I don't mean to alienate any of my neighbors, and I'll take a little risk at that, but I applaud the Board's effort on what they've done with this but I do have a couple of questions and some concerns. Number one being on 38th Avenue why are we having a cul-de-sac as well as a through street there? I don't understand why.

Mike Pollocoff:

The cul-de-sac is just that parcel where the Village Hall is now is an older plat. That's the right of way line. So we don't use that --

Ken Jeep:

That's just the property line?

Mike Pollocoff:

Yeah.

Ken Jeep:

Okay, so you're not planning on --

Mike Pollocoff:

If you look at the map that's up there now you can just see really what we need for the road is where you see for the road the rest of the cul-de-sac head is just going to remain green.

Ken Jeep:

Alright, I couldn't tell that from the --

Mike Pollocoff:

Now, if you were vacate that and add it to your property it would give you a larger lot, and that would show up in your assessment.

Ken Jeep:

Right. The other thing is the drainage issues I think. Our north side of our lot has been under water most of the time. We're doing our part to invest the area with mosquitos. So I really do hope that as you mentioned and talked about drainage issues I hope that that's addressed not only

for me. My property is certainly a big part of it, but I hope that for my neighbors as well that that's been addressed and talked to and planned for.

Mike Pollocoff:

If you look at the map up there you can see where the parking lot is behind the fire station. And right now what happens is that water comes off that hill, and it just heads onto your property and wherever it can find. So when we regrade the site and construct it there will be inlets along that curb line to pick up that water. And before it gets to your property it will run it down 38th Avenue, and it will put it into the detention basin and release it. So you will still have water, so whatever lands on the ground between the curb and your property line will still come on your property. But that's a far less smaller area than what's going to happen. We're going to remove more water that's coming to your property than what you have right now.

Ken Jeep:

One of my other issues is I'm not a fan of roundabouts. I think a lot of people in the area are not. So I'll just put my complaint in for that. I think that intersection is far too busy, too much traffic to accommodate a roundabout safely. So that's my comment on that. And you guys will do what you want I'm sure.

Tom Terwall:

No, the State will dictate what we do there.

Ken Jeep:

I understand that it's mostly a State effort on that. And then my other concern is that as an immediately affected property owner frankly I think we should have been brought into this a little sooner. I propose that as we progress with the project that the immediate property owners be involved in terms of determining the plantings and that sort of thing and the landscaping. I know an awful lot can be done with plantings and landscaping to segregate my property from the parking lot and so on. But I really don't want peoples' headlights shining into my bedroom window at shift changes and so on. So I would recommend that the Board -- I propose that the Board form an affected property owner's committee to participate in that.

I had something else and I'm not exactly sure what it was. I'm sorry. Oh, again, going back to my first statement I applaud the Board and the Village for doing this. One of my biggest fears as an affected property owner is that we might have had a 7-Eleven or a gas station or something on that property because it's been sitting there vacant for many years. I mean if you talk about property values I think that would certainly affect our property values in a negative fashion. So I look at this as an improvement. It may start a civil war in my home, I don't think my wife does. But I think it is an improvement. Again, I moved in here to the Village many years and I appreciate the Village life. But, hey, it's changing and we're modernizing so I'm willing to go along with that, too.

Tom Terwall:

Thank you. Anybody else wishing to speak? Anybody else? Comments or questions from Commissioners and staff?

Wayne Koessler:

Through the Chair to Mike. To his comment about the headlights is there any thought of putting a berm on the west side of 38th Avenue there for those two houses or no? Or you have other grading plans that will solve that?

Mike Pollocoff:

Well, that's what this process is as far as getting people to come to this meeting. And we'll have some more meetings to talk about what they want. We can show the landscaping plan. For Mr. Jeep's property we've intentionally left, you can kind of see it on the --

Wayne Koessler:

I think as she brings up that colored concept plan for 4914 it would show it better.

Mike Pollocoff:

This is existing trees and brush and what have you that we're leaving all along this site here. And then we're putting some additional trees in there for a visual buffer. And then to the south on 38th Avenue to put in additional trees to the south that would have to be on Mr. Jeep's property. We didn't want to take additional right of way from his property to do any landscaping such as that. Right now there's still cars coming in from 39th down to the parking lot. But we could take a look at what could be done for some landscaping. But I think a berm would really go too far into his property.

Wayne Koessler:

That's what it looks like here, too, Mike on my print.

Ken Jeep:

Again, Ken Jeep, 9923 38th Avenue, Pleasant Prairie. The plantings there now are not plantings. They're invasive buckthorns, that's 99 percent. And that's the other battle I've been fighting. Every spring I'm out there cutting down buckthorns and they come back as quickly as they come down. So most of that is on the Village's property. I've been cutting it back up to my property line, but that's not a desirable situation.

Mike Pollocoff:

They're not the greatest. We're aware of that. But it was our thought if it's to screen the properties for the people who live on 37th leave that up and do additional plantings where necessary.

Tom Terwall:

If there's nothing further then we're ready for some motions. We need a motion to send a favorable recommendation to the Village Board to approve the conceptual plan.

Wayne Koessl:

I would so move, Chairman.

John Braig:

Second.

Tom Terwall:

MOTION BY WAYNE KOESSL AND A SECOND BY JOHN BRAIG TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE MASTER 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. Then a motion to send a favorable recommendation to the Village Board to approve the zoning text and a zoning map amendment.

Michael Serpe:

So moved.

Jim Bandura:

Second.

Tom Terwall:

MOVED BY MIKE SERPE AND SECONDED BY JIM BANDURA TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE ZONING TEXT AND ZONING MAP AMENDMENT SUBJECT TO THE TERMS AND THE CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

And finally a motion to approve the site and operational plans for the relocation of the fire department.

Wayne Koessl:

So moved, Chairman.

Jim Bandura:

Second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY JIM BANDURA TO APPROVE THE SITE AND OPERATIONAL PLAN SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed?

Michael Serpe:

Tom, could I make a comment on this?

Tom Terwall:

Yes.

Michael Serpe:

I have to give the staff and Mike and the engineers a lot of credit. They've identified the need for a new fire station that we've been in need for a long time. They've taken into consideration of the needs in the voting in the area by creating another precinct downstairs when this is complete. They've taken into consideration about the hazardous intersection we have up on here. I agree with you on roundabouts until I started using them. Now I kind of like them, but that's a matter of preference. Anyway, the severe accidents we had in this corner will no longer exist. We might have some scraping fenders. They take into consideration the neighbors to a great deal with the amount of setbacks they've included to be less invasive on the neighbors when the trucks take off. So this is really well thought. And I know there's always concern with change, but I

don't think your value of your property is going to change much when you see this project completed. I think it will improve significantly. So I'm glad to see this is happening. It's timely.

John Braig:

I was going to make a comment in the same vain. I'm really pleased and proud of the Village to bite the bullet, put together a comprehensive plan. And I think the finished project is going to be something we're going to be proud of. And I think the neighborhood will recognize it as such. With that I move adjournment.

Wayne Koessl:

Before we adjourn, Mr. Chairman, this is a response to the Goldbergs. Maybe they should take the time to sit down with the Village engineer and staff and look at how that's going to affect their property past 38th Avenue. And it would be a good plan. On my drawing here I think it's going to enhance it.

Mike Pollocoff:

Mike will be meeting with them after the meeting if they have time.

Wayne Koessl:

And then one other question, Mike, and if you rule me out of order you can. But I know we're doing studies on the north two lanes of 165. Is that progressing any or can you not say at this time?

Mike Pollocoff:

Yeah. Right now the Village requested that -- the traffic is picking up on 165 as it is today. And Wayne and a lot of you guys that were here when Q was built as it was then there was a provision for another two lanes to be put on it. And right now the DOT is looking at I believe 2016 for adding the two lanes and putting the next bridge in. So that would make it a divided four lane all the way between Highway 31 and --

Wayne Koessl:

The reason [inaudible] with the increase of the Meijer traffic and the other plans we had tonight I think 165 needs the four lanes. That was a mistake we made.

Tom Terwall:

We were lucky to get that. Is Les Aspin hadn't been named Secretary of Defense that road still wouldn't be there because the Army Corps of Engineers was the biggest thorn in our side until it came under his control. We certainly get any help from our senators at the time.

7. ADJOURN.

Tom Terwall:

A motion to adjourn is in order.

John Braig:

So moved.

Michael Serpe:

Second.

Tom Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed?

Meeting Adjourned: 7:47 p.m.