

**PLEASANT PRAIRIE PLAN COMMISSION MEETING  
VILLAGE HALL AUDITORIUM  
9915 39TH AVENUE  
PLEASANT PRAIRIE, WISCONSIN  
6:00 P.M.  
July 28, 2014**

A regular meeting for the Pleasant Prairie Plan Commission convened at 6:00 p.m. on July 28, 2014. Those in attendance were Thomas Terwall; Michael Serpe; Donald Hackbarth; Wayne Koessl; Jim Bandura; John Braig; Judy Juliana; and Bill Stoebig (Alternate #1). Andrea Rode (Alternate #2) was excused. Also in attendance were Michael Pollocoff, Village Administrator; Tom Shircel, Assistant Village Administrator; Jean Werbie-Harris, Community Development Director; and Peggy Herrick, Assistant Zoning Administrator.

- 1. CALL TO ORDER.**
- 2. ROLL CALL.**
- 3. CONSIDER THE MINUTES OF THE JULY 14, 2014 PLAN COMMISSION MEETING.**

Don Hackbarth:

Move to approve.

Judy Juliana:

Second.

Tom Terwall:

**IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY JUDY JULIANA TO APPROVE THE MINUTES OF THE JULY 14, 2014 PLAN COMMISSION MEETING AS PRESENTED IN WRITTEN FORM. ALL IN FAVOR SIGNIFY BY SAYING AYE.**

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

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

Tom Terwall:

If you're here for an item that appears on the agenda as a matter for public hearing we would ask that you hold your comments until the public hearing is held. However, if you'd like to care to raise an issue that's not on the agenda now would be your opportunity to do so. We'd ask that you step to the microphone and begin by giving us your name and address. Anybody wishing to speak under citizens' comments. Anybody wishing to speak? Seeing none we'll move on then to New Business.

**6. NEW BUSINESS**

Wayne Koessl:

Mr. Chairman, under New Business I'd like to move that we take Items A, B and C at the same time and take separate motions on A, B and C.

John Braig:

Second.

Tom Terwall:

**IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY JOHN BRAIG TO COMBINE ITEMS A, B AND C FOR PURPOSES OF PRESENTATION BY THE STAFF AND THEN TAKE SEPARATE VOTES. ALL IN FAVOR SIGNIFY BY SAYING AYE.**

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

- A. PUBLIC HEARING AND CONSIDERATION OF A CONDITIONAL USE PERMIT INCLUDING PRELIMINARY SITE AND OPERATIONAL PLANS for the request of Theodore Johnson of TJ Design Strategies, Ltd., on behalf of Costco Wholesale Corporation to develop a proposed Costco and associated gasoline facility on the property generally located between 76th Street and Prairie Ridge Blvd., and 91st and 94th Avenues in the Prairie Ridge Development.**
  
- B. Consider approval of a Certified Survey Map for the request of Theodore Johnson of TJ Design Strategies, Ltd., on behalf of Costco Wholesale Corporation to develop a Costco and associated gasoline facility on the property generally located between 76th Street and Prairie Ridge Blvd., and 91st and 94th Avenues in the Prairie Ridge Development.**

**C. PUBLIC HEARING AND CONSIDERATION OF A ZONING TEXT AMENDMENT for the request of Theodore Johnson of TJ Design Strategies, Ltd., on behalf of Costco Wholesale Corporation to create the specific Planned Unit Development (PUD) requirements for the development of a Costco and associated gasoline facility on the property generally located between 76th Street and Prairie Ridge Blvd., and 91st and 94th Avenues in the Prairie Ridge Development.**

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, we have three items that we're going to be taking up at one time. One presentation will be made. The three items relate to a request by Costco Wholesale Corporation. The first item is Item A, public hearing and consideration of a conditional use permit including preliminary site and operational plans for the request of Ted Johnson of TJ Design Strategies on behalf of Costco Wholesale Corporation to develop a proposed Costco and associated gasoline facility on the property generally located between 77th Street and Prairie Ridge Blvd., and between 91st and 94th Avenues in the Prairie Ridge Development.

The second item is a certified survey map for that same property, again, to develop the Costco as well as the gasoline facility on that site. And then the third item is the consideration of a zoning text amendment, and this is at also the request of Ted Johnson on behalf of Costco Wholesale Corporation to create the specific planned unit development or PUD specially for the development of the Costco and the associated gasoline facility on the property generally located between 77th Street and Prairie Ridge Blvd., between 91st and 94th Avenues in the Prairie Ridge Development.

As a part of the public hearing record, the Village staff has compiled a listing of findings, exhibits and conclusions regarding the petitioner's requests, and they're described as part of the staff comments and will be presented this evening.

Findings:

1. The petitioner is requesting approval to develop an approximately 17.5 acre site for the construction of the Costco Wholesale Warehouse and gasoline facility on within the Prairie Ridge Development between 91st and 94th Avenues and between 76th Street and Prairie Ridge Blvd. Specifically, the project will consist of the construction of a 149,505 square foot warehouse retail building that includes a 8,631 square foot attached accessory tire center, an enclosed 4,090 square foot entrance canopy food service center, employee break room, locker area and fire pump room, totaling 153,962 square feet. In addition, a freestanding four island gasoline fueling facility containing 16 pumping positions. The gasoline pumping is located in the northwest corner by 91st Avenue and Prairie Ridge Boulevard and the fueling -- I'm sorry. I should have different glasses. The warehouse is located in the northwest corner of 91st Street and Prairie Ridge Boulevard. And the fueling facility would be located at the southwest corner of 94th Avenue and 76th Street. See Exhibit 1 as well as the slide.

2. Pursuant to the application, Costco Wholesale Corporation operates an international chain of membership warehouses, mainly under the Costco Wholesale name, that carry quality, brand name merchandise at substantially lower prices than are typically found at conventional wholesale or retail sources. The warehouses are designed to help small to medium sized businesses reduce costs in purchasing for resale and for everyday business use. Individuals may also purchase for their personal needs.

Costco's warehouses present one of the largest and most exclusive product category selections to be found under a single roof. Categories include groceries, candy, appliances, television and media, automotive supplies, tires, toys, hardware, sporting goods, jewelry, watches, cameras, books, housewares, apparel, health and beauty aids, tobacco, furniture, office supplies and office equipment. Costco is known for carrying top quality national and regional brands, with 100 percent satisfaction guaranteed, at prices consistently below traditional wholesale or retail outlets. Costco also offers tire installation, pharmacy, one-hour photo, hearing aid, optometry and travel services.

Members can also shop for private label Kirkland Signature products, designed to be of equal or better quality than national brands, including juice, cookies, coffee, housewares, luggage, clothing and detergent. The Company also operates self-service gasoline stations at a number of its U.S. and Canadian locations.

Additionally, Costco Wholesale Industries, a division of the company, operates manufacturing businesses, including special food packaging, optical laboratories, meat processing and jewelry distribution. These businesses have a common goal of providing members with high quality products at substantially lower prices.

3. The property is zoned B-2 (PUD), Community Business District with a Planned Unit Development Overlay District. The B-2 District allows, for the retail sale of merchandise sold at Costco including fresh produce, gourmet deli and rotisserie chicken, fresh meat, fresh bakery, groceries, candy, appliances, television and media, automotive supplies, tires, toys, hardware, sporting goods, jewelry, watches, cameras, books, housewares, apparel, health and beauty aids, tobacco, furniture, office supplies and office equipment and as a permitted use; however, the gasoline facility requires approval of a conditional use permit from the Plan Commission.

The existing signage PUD is associated with the commercial land within Prairie Ridge. On May 15, 2000 the Village Board adopted Ord. #00-43 to create the Prairie Ridge PUD as amended on July 16, 2007 by Ord. #07-28 and July 7, 2014 by Ord. #14-20 and Ord. #14-22. This PUD allows for specific sign requirements for Prairie Ridge Market Place located at 9000, 9020 and 9080 76th Street and allowed for the nonresidential development identification signs to be located within dedicated entry monument easements and to include the names of commercial businesses within Prairie Ridge commercial development areas north of Prairie Ridge Blvd. As discussed below, a zoning text amendment is being proposed to create another PUD specifically for the Costco development.

4. Pursuant to the application, the hours of operation, when the public is allowed to enter or remain on site for business purposes include: The main warehouse Monday - Friday

10:00 a.m. to 8:30 p.m.; Saturday 9:30 a.m. to 6:00 p.m.; and Sunday 10:00 a.m. to 6:00 p.m.. The gas facility hours would be 6:30 a.m. - 10:00 p.m.

5. Pursuant to the B-2 District requirements, deliveries and shipments or any other activities outside the principal building that might cause a disturbance to neighboring areas such as outside loading or unloading, the arrival of deliveries, idling of delivery trucks, beeping of backing vehicles, and garbage pickup, except for snow removal, is allowed only from 6:00 a.m. to 10:00 p.m.

Costco's hours of deliveries typically range from 4:30 a.m. to 10:00 a.m. Monday - Saturday. At this location Costco will not accept deliveries before 5:00 a.m. or after 10:00 p.m. Due to concerns from adjacent land owners, truck deliveries and garbage compactor usage/pickup shall not begin before 6:00 a.m. due to the proximity to the residential apartments and hotel neighbors. The hours for deliveries would then be 6:00 a.m. to 10:00 p.m. No gasoline, garbage or delivery trucks running or back up beeping noises or trash compactor running noises shall be made before 6:00 a.m. The exception to the Village noise ordinance is snow-plowing which can occur at any time. The Village quiet hours per the ordinance are 10:00 p.m. to 7:00 a.m.

6. Pursuant to the B-2 District and liquor license requirements, the business is allowed to be open until midnight; however, Class A Beer is only allowed to be sold from 8:00 a.m. to midnight, and Class A Intoxicated Liquor is only allowed to be sold from 8:00 a.m. to 9:00 p.m. A liquor license shall be requested and obtained from the Village Board. But as I noted previously their hours are shorter than that. So the liquor license would run to their hours of operation.
7. The owner shall obtain and maintain all permits and licenses required to operate its business. Those permits and licenses allow for the sale of petroleum, alcohol, tobacco, food, and related items sold in its business, and they would be issued from the various government agencies. With respect to the Village licenses, the Village Clerk Jane Romanowski would need to be contacted for liquor or tobacco license applications, and anything related to the Health Department or food related licenses would be through Kenosha County.
8. Pursuant to the application, 150 employees, 50 percent full time and 50 percent part time will be employed at this facility. Employees come in at random times throughout operational hours; therefore, there are no specifically defined shifts. The peak number of employees at one time in the warehouse is approximately 75.
9. The Village Zoning Ordinance requires the minimum on-site parking for retail stores: one space for each 200 feet of primary floor area plus one space for every 2 employees plus the required number of handicapped accessible parking spaces required by the code.

575 spaces would be required, 115,016 square feet of main sales space and tire sales area, primary floor area divided by 200 square feet plus 75 spaces so a total of 650 parking spaces are required plus the required handicapped accessible parking spaces.

And their application does identify that there will be 692 total parking stalls including 17 handicapped accessible spaces, so their parking meets the minimum as required by the Village ordinance.

Pursuant to the application, the facility is expected to generate 720 new automobile trips during the weekday evening peak, 360 entering vehicles and 360 exiting vehicles. In addition, eight to ten trucks per day, Monday thru Saturday for deliveries are expected.

10. The development also shall provide pedestrian sidewalk connectivity to the existing public sidewalks located on the perimeter of the site adjacent to 76th Street and 91st and 94th Avenues. The on-site walkway/sidewalk connections to the public sidewalk adjacent to 76th Street is acceptable, but some depressed curb in the parking lot and striped markings on the pavement are going to be needed. A similar sidewalk connection to the public sidewalk in 94th Avenue shall be provided. The curb stops along the walkways and adjacent to the west side of the building are acceptable to allow for pedestrian and cart movements. The remainder of the parking lot islands are required to have curb and gutter.
11. Certified survey map, and this was provided as Exhibit 2, the CSM proposes to show all existing and additional easements dedications and easement provisions. Additional right-of-way shall be dedicated for 94th Avenue on the CSM per the Wisconsin DOT plat for future widening of Highway 50, and there's a plat that's been provided to them. Also the traffic patterns will need to be re-examined up at this intersection especially at 91st and 94th Avenues at 76th Street. These locations will need to either a three way or four way stop signs or some other controls. We'll need to look at that. They will be required to provide some additional traffic study information for us to evaluate that.
12. Zoning text amendment provided as Exhibit 3, a Planned Unit Development (PUD) is proposed for this development since more than one building is proposed and the Costco building exceeds 25,000 square feet. Below are a list of dimensional variations and other matters being requested as part of the PUD. The following is included in the PUD as requested by the developer:
  - a. Modify 20 foot driveway setback adjacent to Holiday Inn to 8.8 feet on the north side.
  - b. Modify 35 feet wide driveway widths to 40 feet width to accommodate deliveries and emergency vehicle apparatus.
  - c. Modify building square footage from 25,000 per the B-2 to the 153,962 square feet and to allow two buildings on the property.
  - d. Modify the canopy setback from 65 feet from Prairie Ridge Boulevard to 30 feet.
  - e. Modify gas signage square footage from 75 square feet to 80 feet.
  - f. Modify signage square footage from 300 to 500 square feet for the entire building.

- g. Modify the provision that no outside sales or storage to allow one two-week outdoor Christmas tree tent/truck sale in December each year adjacent to the building.
- h. Modify lighting standards heights requested at 30 feet from grade including concrete bases with a maximum height at 36 inches. This is acceptable provided that all lighting bases shall be in landscaped islands.
- i. Modify building materials to allow stucco appearing metal panel materials on the building. Gas controller enclosure shall have a variety of materials and colors. The stucco appearing orange peel may be used but not smooth or ribbed metal panels.

Two of the PUD requests would be modified as follows:

- a. Modify monument sign requirement required with address. After further discussion a small primary monument address sign shall be installed. The sign shall be constructed of stone/brick or other approved materials to identify the full address of the Costco facility at 7775 94th Avenue at the main entrance on 94th Avenue. The sign can be located in the island or off to one side. It shall be a minimum of four feet tall with the address no closer than 18 inches from grade. The sign shall be set back a minimum of 15 feet from the property line. In addition, landscaping shall be provided at the base of the sign.
  - b. Modify delivery hours to accept deliveries from 5:00 a.m. until 6:00 a.m. is what was requested. The staff met with and received objections from the adjacent land owners. The delivery hours cannot begin before 6:00 a.m. The hours do conform with the Village ordinance requirements, and both Holiday Inn as well as Cobblestone were concerned with having earlier delivery times.
13. As required as part of the PUD, the site shall be equipped with fully functioning and operational security cameras outside of the building covering each entrance and exit, all public areas including the dispenser area, the parking lots and the driveway entrances to the site with a Digital Security Imaging System or DSIS in accordance with the requirements of Chapter 420 of the Village code. Attached that we provided to the applicant were the draft DSIS agreement and the draft DSIS easement which will need to be finalized. This would be a system that would be owned and operated by Costco. The Village would not have any operational responsibilities for the camera system.
14. Pursuant to the application which is provided as Exhibit 3, the design of Costco Pleasant Prairie represents a unique contextual response to the Village and Prairie Ridge development. The materials of the building reflects various rich textures in earth tones including textured panels, intermixed with split-faced CMU, structural brick, variegated lannon stone veneer and accent steel. Compositionally, each façade has been designed with a base, body and cap which together with material, textural and color variations successfully break up the continuous surface. The masonry elements provide a strong base with anchored corners, while the customer entry is a well defined lighter space

featuring glass slider and sectional doors providing comfort from the elements. Subtle details at the entry focus design for the shopper's experience upon entry, creating deep and wide openings with treatments in stone and CMU signifying the concept of threshold. Costco also intends to provide extensive landscaping, particularly along our southern and western properties boundary between the warehouse and homeowners and hotel clients.

In addition, Costco maintains a sustainable practice design approach. Green building design is integral to the design, construction, and performance of the prototypical Costco warehouse site and building.

So some of the innovation in site development and building design include:

- Utilize local and regional labor and materials.
- Reducing heat island effect with light reflective roof coating
- Centralized energy management system maximizes efficiency of lighting, HVAC, and refrigeration systems.
- Over 200 Energy Star rated skylights within the building provide day lighting throughout 100 percent of the warehouse sales floor.
- Non-VOC floor sealant covers 100 percent of concrete warehouse sales floor.
- Heat-reclaim system within the refrigeration systems is used to heat warehouse water.
- Refrigeration is based upon atmosphere-friendly cooling system.
- High efficiency restroom fixtures provide 40 percent water savings over fixtures currently required by code.
- Use of native species landscaping and drip irrigation reduce potable water consumption.

With respect to their pre-engineered architectural metal panel building system, a key green building design component is the reliance upon the pre-engineered architectural metal panel building system which contributes to achieving significant sustainable building practice benefits.

- Architectural metal wall panel and insulation system provides twice the insulation value over concrete masonry.
- Pre-engineered metal warehouse structure, walls, and roof use 80 percent recycled steel material.

Architectural Metal Panel versus Traditional Concrete Masonry: Significant advantages of Costco Wholesale's pre-engineered architectural metal panel building system compared to a traditional masonry wall system: It qualifies for



2009 LEED credits; complies with 2004 Energy Code; lowers energy costs. Total energy consumption for heating and cooling over lifetime of warehouse is less.

15. Pursuant to the application, it is the intent that the Costco Development will provide for structures, improvements and uses in conformity with the adopted Village Comprehensive Plan and in compliance with the basic underlying B-2, Community Business Zoning District, with the goal of facilitating development in a fashion that will not be contrary to the general health, safety, economic prosperity, and welfare of the Village, with the additional goal of encouraging proper maintenance of the structures, landscaping, sitting areas, parking areas, lighting, signage and general site development so as to promote an attractive and harmonious commercial development area and seek to achieve a commercial/business environment of sustained desirability and economic stability, which will operate as a uniform commercial development with the surrounding commercial properties as well as avoids unreasonable adverse effects to the property values of the surrounding properties and surrounding neighborhood.

Costco's business concept is premised by offering a limited assortment of nationally-branded, first-quality products in a wide variety of categories, at prices significantly below traditional wholesalers, discount retailers and supermarkets. A significant portion of Costco's customer base is small and medium size businesses which purchase for commercial use and also individuals who are members of qualifying groups. The product line consists of typical department store merchandise. Costco also offers tire installation, pharmacy, one-hour photo and the other items that I had mentioned previously. Costco's mission is to continually provide their members with quality goods and services at the lowest possible prices. In order for Costco to achieve this mission, they conduct their business with code of ethics in mind.

Costco pays among the highest wages in the industry. Its US average hourly wage is \$20.90. U.S. hourly wages examples include Service Assistant \$11.50 to \$20.30 per hour; Service Clerk \$12.00 - \$22.00 per hour; Meat Cutters \$12.00 to 23.50 per hour. Long term employees are also eligible for extra checks of \$5,000 to \$8,000. A full time cashier's annual salary after 5 years is \$50,760. Costco also provides a tremendous benefit package including medical, dental, vision, pharmacy, mental health, life insurance, disability, long term care, employee assistance program, flexible spending accounts, employee stock purchase program, 11 holidays per year, college student retention program, free Costco membership with 2 percent reward and 401(k). Part-time employees working more than 23 hours per week receive core medical, dental and vacation benefits after six months. Part-time employees are guaranteed 24 hours per week. Costco promotes from within, thus great opportunities for career advancement.

Finally, Costco also benefits the community via multiple levels to include jobs, curbing retail leakage, property tax generation, local services, community involvement. Some of those community involvement examples include one percent of pre-tax profit is designated annually for charitable organizations. Adopt-A-School Reading program. Costco employees volunteer to help students in first through fourth grades improve their reading skills. Currently there are 135 programs across the United States and Canada.

Children's Hospital Campaigns. Fresh Start Backpack program and communities in schools.

16. Build out typically takes approximately five to six months, which would include stocking merchandise and hiring personnel. Pursuant to the application, Costco anticipates that the facility will be open for business by August 2015.
17. The property owner and all of the abutting and adjacent property owners within 300 feet were notified via U.S. Mail on July 10, 2014, and notices were published in the *Kenosha News* on July 14 and 21, 2014 related the public hearings. In addition, the petitioner received a copy of this staff report via e-mail on July 25, 2014.
18. According to the Village Zoning Ordinance, the Plan Commission shall not approve a conditional use permit unless they find after viewing the findings of fact, the application and related materials and information presented at the public hearing that the project as planned, will not violate the intent and purpose of all Ordinances and meets the minimum standards for granting of a conditional use permit. In addition, the Plan Commission shall not approve any site and operational plan application without finding in the decision that the application, coupled with satisfaction of any conditions of approval, will comply with all applicable Village ordinance requirements and will comply with all other requirements of applicable federal, state or local statutes, regulations, ordinances that cover buildings, use, development control, land division, environmental protection, sewer, water and storm service, streets, highways and fire protection.

With that I would like to continue the public hearing. And there are representatives from Costco. I'll introduce Ted first, Ted Johnson. I'm not sure if he has any specific things that he would like to discuss. Otherwise they'll be making some additional presentation and video that we will see from Costco to learn a little bit more about the company and their background.

Ted Johnson:

Thank you, Jean. My name is Ted Johnson. I am president of TC Design Strategies located at 2311 West 22nd Street in Oakbrook. I for the past 21 years have been Costco's development manager for Midwest projects. With me tonight is Brian Whelan. He works with the real estate arm of Costco. Brian is the initial one on the ground finding the site. Once he finds a site then I get involved for the development end. Brian's got a few words to say, and then I'm also here for answering any technical questions. And I'd like to thank Jean for a very thorough presentation. I don't think we have much more to add. Brian?

Brian Whelan:

Thank you. My name is Brian Whelan. My address is also 2311 West 22nd Street in Oakbrook. And I manage Costco's real estate expansion program throughout the Midwest. Ted and I have worked together on most of our Wisconsin projects, and we're quite excited to have the opportunity to be before you today. And hopefully we'll be able to open in your community soon.

Staff did a wonderful job of conveying many of the attributes of Costco and about our business. I wanted to just give a brief overview. Some of the things are duplications, but more than anything offer you the opportunity to ask me questions. Because we are unique and different. Many people categorize us as retailers, and while we have a big retail component to our business we are clearly differentiated in many, many ways.

So if you could go to my first slide please. The name of the company is Costco Wholesale. The company was started in Seattle as a wholesaler to serve small and medium sized businesses who were just simply too small to get to the attention of any distributors. So it started out that way to be a niche provider to those kind of businesses. And it evolved into what it is today. And that is that we're a combination wholesaler retailer.

We are membership based in the sense that you have to have a membership to shop at Costco. And we have two types of memberships, businesses and individuals. I think the depth of our importance to the small business community can be measured to the percent of our sales that is made to our business members, and that's approximately 50 percent of our overall sales goes to our business members. Now, I can't tell you that they're using all of it at their small business. A small business member may buy things for their personal use with their business account as well. But I can tell you that serving the small business community is an integral and important part of what we do. And when we come to a community that's one of the things we look at. How many small businesses are in the community, where are they located, and we want to make sure that we're convenient such that they can get to us easily.

The other thing that's different about us as we've mentioned there is that we have a very limited selection of products. If you've ever been into a Costco this may not be obvious to you. But we only carry approximately 3,800 skus, it stands for stock keeping units, it's just items. To give you a comparison a typical supermarket will have 50,000, maybe 65,000 different products. Woodman's here we're shocked by it. It probably has 100,000, maybe 200,000, I'm not sure how many they have. They have a lot.

But what that means for our business is that we have lot of breadth of product. As staff mentioned we have tire centers, we sell food products, we sell fine diamonds, fine wine. But we have no depth in any one product category. An example that I like to give is mayonnaise. As simple as a product as that is if you go to Costco you will most likely find one kind of mayonnaise, one brand, one size, that's it. If you went to Pick 'N Save I bet they have 50 different sizes, different flavors, different types of containers. It's an example of what our business is all about. What we like to do is pick the product in any one category that we think delivers the best value to our members. It may not be the most expensive product in the category, it may not be the cheapest product in the category. But it's the product that we think delivers the most value, and then we just buy a bunch of it at the lowest price we possibly can and pass that savings onto our members.

It's a really unique difference in terms of how our business operates than what would be known as traditional retailers, and that carries out throughout all our different product categories. Because of that we think that we have a fantastic savings on the products that we do carry. And we have an internal discipline that we will not mark up any one product more than 15 percent. So there becomes very strong differentiations in product categories where margins are out of whack. We're the largest fine wine merchant in the world. As you know wines get significant markups,

and when we have that discipline of buying few items in that category and then passing on those savings we can really show great value to our members in that regard.

We've become big. We have 658 we call them warehouses. The very first Costco was in an old warehouse in Seattle so we've kept that moniker for our company. But we're in many countries. We just opened in Spain this year. We have 465 units in the United States and we have five in Wisconsin. While we have what appears to be many the company's been around a long time, and we only expand by about 25 to 30 units a year. Last year I believe we expanded with 29 locations, and only half of those were in North America. So we don't do a lot every year, but we do the same amount year in, year out, and they just continue to add up.

Don Hackbarth:

Is that North Korea?

Brian Whelan:

No, it's South Korea. Actually I spent the last three year living in Japan working on Costco projects, and some of those Korea ones are mine. So I have a personal relationship there. But we have five in Wisconsin, two in the Milwaukee area, two in the Madison area, and then last fall we opened in the Green Bay area. And our strategy there's not a lot of complication with it. We typically go to the bigger cities first and then work our way to the next size cities. We're very excited to have the opportunity to come here.

Again, we've become when you measure us by sales relatively large. We're the third largest in the U.S., fourth in the world, and a pretty big company when you measure it by Fortune 500. Company sales are \$107 million estimated this year. We have very high volume locations. The average Costco does approximately \$160 million per year. We have 194,000 employees worldwide, and we do over \$2.3 million transactions a day. So it's become a big location, but it's amazing how small the company continues to be in terms of we have had the CEO of Costco in Pleasant Prairie looking at this site. They look at every site. We've had the founder of Costco here looking at this site. They take a very personal approach to the expansion of the company and making sure that we make the right real estate decision. So even though we're big they look at every detail of our expansion efforts.

Tom Terwall:

Privately held?

Brian Whelan:

Pardon me?

Tom Terwall:

Is your company privately held?

Brian Whelan:

No, it's a public company. We have quite a few members. We're in about 41 million households, almost 75 million people have a Costco card. And what we're most proud of is that we have in North America, Canada and the U.S. a 90 percent renewal rate. So our members get a chance very year to vote to see how we're doing. They do not have to sign up for another year. And when you think about people that their personal circumstances does not allow them to be able to renew, they've moved or what have you, the fact that 90 percent of our members sign up again is a sign we think of the confidence that they have in our business.

Relative to this area you may find it of interest that in the trade area that we've designated we have approximately 5,000 households in this Kenosha/Pleasant Prairie that have a Costco card. And our closest Costco is I believe about 22 miles away. So there's a lot of local people that have chose to become members and are driving to visit us.

The last thing I want to mention, and we've had some great press about this, is relative to our employees. Staff did a good job of outlining our compensation program, and it truly is differentiated. Many times people put us into the retail box. And I spend a lot of time meeting with economic development people. And when I go in and I tell them that our very minimum wage is \$11.50 an hour and that after five years those people make over \$50,000 a year they tell me that's like many of the light industrial jobs that they're trying to entice to come to the community. So it's a big differentiation between us and other people or many people I should say that are in the retail environment.

A lot of companies say that they have benefits, particularly a lot of retailers when they have benefits, but not many people will sign up for them because they may not be good or they may be expensive. We're very proud of the that 98 percent of our employees that are eligible for benefits actually enroll in those benefits. And then, again, staff mentioned our wage rates and I did as well. The last thing, and this is kind of like our membership renewal, we take great pride in measuring how we're doing with our employees by how long they stay. As you may know in the retail world there's typically a lot of turnover. For us employees that are with us for more than one year which we think those are the people that actually want a longer term tenure, our turnover is about 5.6 percent after a year. Those numbers can be much, much higher in many other retail environments.

So that was really the extent of the slides that I prepared to kind of build upon what staff reported in their summary to you. And I certainly can answer any questions now or later as the conversation progresses about our business.

Tom Terwall:

Thank you. This is a matter for public hearing. is there anybody else wishing to speak? Jean?

Jean Werbie-Harris:

There was one thing that I didn't mention as part of the site, and Peggy is going to bring up the parking/landscaping slide. And that is one of the neighbors to the future Costco is just to the south/ southwest is the Holiday Inn Express. And then just across the street is the Cobblestone.

And we've got BMO Harris over here, and just to the west just off the slide is St. Catherine's Hospital just to make sure everybody has it in perspective. But at this time there is existing cross-access that brings you from Prairie Ridge Boulevard onto what would be the Costco property and then crosses almost 200 feet to the west and then enters into the Holiday Inn Express property.

After several conversations with Holiday Inn Express and conversations with Costco we felt that having this connection and bringing additional traffic, whether it be their clients or their trucks or anybody coming to the site, we felt that that connection is probably not a good one to keep. Costco has an access from 91st Avenue, they've got one on the north end, one on the south end which is their employees and their trucks. We've got an access from 76th Street which is just south of Highway 50, and this is 94th Avenue. They're going to have another main entrance at this location. So they have multiple access points.

Holiday Inn has their main entrance off of 94th Avenue. And so in discussion with J.P. who is the owner and manager at Holiday Inn Express we had suggested that their driveway come straight out from their parking lot and enter right onto Prairie Ridge Boulevard, and that this cross-access leg right there that that be eliminated, and that the cross-access easement essentially be vacated and go away. And I've had, again, a number of conversations with him, and they support that concept in redefining their access coming straight out as opposed to maybe sharing it with several hundred other people.

So that makes it a little bit easier for Holiday Inn Express with traffic coming in and out to their site as well as kind of more clearly defining where the access points for the Costco traffic is going to come in and out. That way we really try to separate the residential traffic south and to the west for the retail or the wholesale or the warehouse traffic to the north. So we're trying to really kind of separate that. Normally cross-access is a good thing. But in this case we really felt that it's probably not one of the best things to do for this particular location.

In addition, I don't know if you noticed and it's hard to tell on a slide like this, but this is really intensively landscaped. Even a little bit more so than what we see out at the shops out by the Target area. I mean they've got some significant berms right here. I've asked them to just dip this berm down here a little bit more, and the plantings here and the plantings all right here. There's a retaining wall actually right there and additional plantings. I'm not sure, maybe Ted could tell you how many thousands of plants. I really don't know at this point because we're going to take it to that next level.

But we did want to make sure that the site was intensively landscaped all the way around, and they did a really great job at doing that in addition to adding some additional architectural features on the east elevation and adding some additional landscaping at that location as well. So I just wanted to point out a couple of those things to you with respect to that's why there were a number of Xs right there because it's the intent that that would not be a cross-access.

Tom Terwall:

Is there anybody else wishing to speak on this matter? Anybody else? Hearing none I'm going to open it up to comments and questions from staff and I'll begin. You said some of your customers will be both wholesale and retail, correct?

Brian Whelan:

That's correct. We will have some small businesses that will be wholesale oriented, and then also individuals who will be retail oriented.

Tom Terwall:

And then the wholesale side of business they will not pay sales tax to you because it's a resale item, correct?

Brian Whelan:

It depends. I mean some business items do have sales tax, but on the resale items typically is not.

Tom Terwall:

Because what I was wondering is how can you differentiate between is this a wholesale sale, therefore I don't have to collect sales tax, or is this for the vendor's own person use in which case you would have to, is that correct?

Brian Whelan:

You know I have to apologize. I do not know the specific process in Wisconsin. In many states they have to provide information to us when they make a wholesale sale that we then report to make sure that everyone is doing thing properly.

Tom Terwall:

Thank you.

Michael Serpe:

With reference to the gas station is there any diesel fuel going to be offered for light trucks and automobiles?

Brian Whelan:

No, no.

Michael Serpe:

And there won't be an electric charging station as well?

Ted Johnson:

Last week there was a master plan change, and in areas where we can we would like to add diesel. It would be on two of the 8 pumps. And it would require an additional underground storage tank. And it's strictly for cars and light trucks. It's not to --

Michael Serpe:

It's becoming more and more popular.

Ted Johnson:

We're finding that out on the West Coast, and just last week I got the email, and it said wherever you can implement diesel in your approvals please do.

Jean Werbie-Harris:

That's fine. I think we might have talked about it, but at that point you weren't sure whether or not that was going to be an option.

Ted Johnson:

Exactly, and they just made their decision last week.

Michael Serpe:

And there's no plans for electric charging stations for electric vehicles which I think it probably not long for this world.

Ted Johnson:

We're looking at it. We do have it in Canada. Our development team out on the West Coast in Seattle is working with both the Department of Energy as well as the automakers to see when it makes sense to introduce it on a mass scale. It doesn't right now but we are looking at it.

John Braig:

Is the charging of electric vehicles done by a standard or universally accepted device?

Ted Johnson:

That's what the issue is. There really isn't a standard or universal, and we're not going to come out with the charging station that can only handle GMs. The automakers have to get their act together first. And once they do when a universal plug is on all of these you'll probably see them popping up.

Don Hackbarth:

I'd like to ask what curbing retail leakage means. That sounds kind of threatening to me.



Brian Whelan:

I mentioned there's 5,000 households that currently have Costco cards here, and they are spending their local tax dollars most of them in Illinois now. So if we put a Costco in this location they will no longer have to travel to Illinois, and those sales tax dollars will come back in this case to the State of Wisconsin.

Don Hackbarth:

You talked about limiting your variety of product like one size mayonnaise and that. What about tires because some people are going to like Michelin and some are going to like Goodyear. Do you have more than one brand of tire?

Brian Whelan:

We have a similar philosophy in that regard, and we typically have the higher end tires, the higher quality tires in terms of our assortment. But, yes, it's the same philosophy. We do not have a complete full breadth. But for most automobiles we have tires that meet those specifications.

Don Hackbarth:

So you're saying you have one brand of tire?

Brian Whelan:

No, we don't have one brand. There's multiple brands of tires, but we wouldn't have as many options as a tire center for example.

John Braig:

I guess I don't have as much of a question as a reminder to the staff. I'm thinking of the Town and Country Shopping Center and the south elevation of that complex. It's slightly improved now, but I think if the loading docks had been better planned we might have been able to get better landscaping and more of a screening between that and the residential area. So now projecting to this facility the east elevation is one of concern, and I hope that the staff remembers the problems at Town and Country.

Jean Werbie-Harris:

Yes. First of all the garbage compactor as well as their loading dock are on the south elevation. And they are putting in screening walls to begin with. Then there's going to be some employee parking. Then there's going to be berms, then there's going to be landscaping. The distance I think, what do you think it is, about maybe 300 feet, 400 feet depending on where you are.

Ted Johnson:

Depending on where you are. Probably about 200 on the east side and going up to 315.

Jean Werbie-Harris:

So as a result, yes John, we did think about that, we did talk about that, and Ted is keenly aware of the need for us to have the berms. And, in fact, I think the pine trees and such are started at six or eight feet, eight feet minimum planting. So, yes, that is a careful consideration that we have evaluated for this site.

Michael Serpe:

With reference to landscaping do you contract that out to be done on a regular basis, weekly, monthly, whatever it's going to be for maintenance?

Ted Johnson:

For maintenance yes.

Michael Serpe:

It will be done locally?

Ted Johnson:

It will be done locally. The warehouse manager it's his responsibility to retain someone, and they'll typically retain a local vendor.

Michael Serpe:

That's good to hear. Thank you.

Jim Bandura:

In that respect what about the parking lot cleanup and everything as far as that goes, the maintenance of the parking lot?

Ted Johnson:

The parking lots are swept generally either weekly or every two weeks. And then seal coated, repaired, restriped as needed. A good percentage of the warehouse manager's bonus is determined by the appearance of the warehouse. And the gentleman Brian was referring to, the founders, they will make unannounced visits to open warehouses just to see how they look. So Costco really prides itself on its landscaping and the maintenance of its facilities.

Don Hackbarth:

One last comment for me. I like the times for trucking coming in and out because that's fairly close to St. Catherine's. And when you have people in the hospital that's the last thing they want to hear is this kind of noise.

Jean Werbie-Harris:

I just wanted to mention one other thing. And this had to do with the traffic study. For this entire Prairie Ridge Development there was a TIA, a traffic impact analysis that was done in the last 1990s when the first of the whole concept of Prairie Ridge was being put together. That traffic study was then updated again with St. Catherine's hospital. It was updated with the Target development as well. So it had been updated a couple of times, and each time we re-evaluated and looked at the traffic and the traffic impact. And it's for that reason that you see 94th Avenue as a collector, a local arterial for us, and it has the turning movements and such that it does. And all the other adjacent streets have been designed as commercial streets.

And so, again, just to reiterate we are just going to be looking again one more time at that intersection of 91st and 76th Street with respect to what needs to be done there with respect to traffic control. And the DOT has looked at this as well with us just to make sure that this still falls within this planned retail commercial center that has been identified since 1996.

Don Hackbarth:

Mr. Chairman, I would approve a recommendation to the Board for the permit including the preliminary site and operational plan.

Tom Terwall:

We're taking them separate. The first doesn't go to the Village Board. We have the final say. So motion to approve is in order.

Michael Serpe:

I'll second that. But Bill had a comment.

Bill Stoebig:

I was just going to ask I have a hard time comprehending 150,000 square feet. How is this in relation to your other warehouses?

Ted Johnson:

This is the prototype we've been building for five or six years.

Bill Stoebig:

So it's a pretty standard size.

Ted Johnson:

Yeah, so if you're familiar with either Mettawa in Illinois or I guess Pewaukee.

Bill Stoebig:

I've been to the one in Illinois, yeah.

Ted Johnson:

They look different from the outside but it's the same floor plate, and they would look exactly similar inside.

John Braig:

As a point of reference, Bill, I think what was the SuperValu store in town was 50,000 square feet.

Tom Terwall:

**WE HAVE A MOTION BY DON HACKBARTH AND A SECOND BY MIKE SERPE THEN 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.

Wayne Koessl:

Mr. Chairman, I move we approve the certified survey map.

Jim Bandura:

Second.

Tom Terwall:

**WE HAVE A MOTION BY WAYNE KOESSL AND A SECOND BY JIM BANDURA THEN 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? So ordered. We need a motion and a second to send a favorable recommendation to the Village Board to approve the zoning text amendment.

John Braig:

So moved.

Judy Juliana:

Second.

Tom Terwall:

**IT'S BEEN MOVED BY JOHN BRAIG AND SECONDED BY JUDY JULIANA TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE ZONING TEXT AMENDMENT SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.**

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

Wayne Koessl:

Mr. Chairman, can I make a comment?

Tom Terwall:

Please do.

Wayne Koessl:

To the staff on moving that driveway for the Holiday Inn I think it's a great move. Thank you, and welcome to Pleasant Prairie.

Michael Serpe:

I would say that this Costco is going to be quite successful. Considering the difference in sales tax with Wisconsin and Illinois you're going to see a whole bunch come across the border so thank you. And the Governor thanks you as well.

**D. Consider the request of Clay Chiappini, of Butler Design Group, agent for approval of Site and Operational Plans for the interior build-out for Niagara Bottling to occupy the 377,152 square foot building currently under construction at 11031 88th Avenue in LakeView Corporate Park.**

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this is to consider the request of Clay Chiappini of Butler Design Group, agent, for approval of site and operational plans for the interior build-out for the Niagara Bottling to occupy the 377,152 square foot building currently under construction at 11031 88th Avenue in LakeView Corporate Park.

On May 12, 2014, the petitioner received conditional approval for the grading and associated site improvements for an approximate 377,000 square foot building shell for the Niagara Bottling Company. At the time detailed interior building plans were not provided. At this time the petitioner is requesting the site and operational plan approval for the interior build-out of the building located at 11031 88th Avenue for company. Niagara is a family owned and operated company since 1963. Niagara is the largest private label bottled water supplier in the U.S.

As discussed and presented at the May 12, 2014 Plan Commission meeting, this facility will be used to manufacture plastic bottles and caps and produce bottled water products. 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 sometime before the end of this year.

Based upon the application materials filed with the Village, the proposed use is not classified as a high hazard type use, therefore it's not a conditional use and it's permitted in the M-2 General Manufacturing District. Pursuant to the application 88,400 square feet is classified as Factory Group F-1, and 279,693 square feet is classified as Storage Group S-1 and, finally, 6,286 square feet is classified as Business Group.

The total number of full time employees at start-up will be approximately 70 with 105 employees 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 change overs.

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 are as follows: 1st shift 37, 2nd shift 21, 3rd shift 26 and 4th shift 21. With that they are requesting approval of the interior set of plans for Niagara known as the fit up set. The site is under construction, and the staff and the petitioner request approval subject to the comments and conditions as outlined in the staff memorandum.

Don Hackbarth:

Mr. Chairman, so moved.

Judy Juliana:

Second.

Tom Terwall:

**BEFORE I TAKE A VOTE ARE THERE ANY QUESTIONS SOMEBODY HAS FROM THE COMMISSION? SEEING NONE WE HAVE A MOTION BY DON HACKBARTH AND A SECOND BY JUDY JULIANA TO APPROVE THE SITE AND OPERATIONAL PLAN FOR THE INTERIOR BUILD OUT 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.

**E. Consider the request of Jack Williams, VP Operations of Central Storage & Warehouse Company for approval of Site and Operational Plans for a 64,000 square foot addition to their existing facility located at 7800 95th Street in LakeView Corporate Park.**

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this is a request of Jack Williams, VP Operations of Central Storage & Warehouse Company for approval of site and operational plans for a 64,000 square foot addition to their existing facility located at 7800 95th Street in LakeView Corporate Park.

Specifically the petitioner is requesting approval of site and operational plan approval then to construct a 64,000 square foot addition for their CSW facility located at 7800 95th Street in the Corporate Park.

Central Storage & Warehouse Company is a public refrigerated warehousing company based in Madison, Wisconsin. The existing facility at 7800 95th Street is a food storage and distribution freezer warehouse of 111,712 square feet with 90,850 square feet of freezer space. This includes the 2012 addition that was approved. The building varies in height from 20 feet at the loading dock to 40 feet at the high point of the freezer. Currently CSW has 17 full time employees at this location.

CSW is proposing to add 64,000 square feet to the west side of the building consisting of 55,000 square feet of freezer space and the remainder being dock space, with 11 loading dock doors facing the south. Shipping and receiving hours for CSW will not change from their current schedule, mainly from 7:00 a.m. to 10:00 p.m. Monday through Friday with occasional weekends depending on customer demand. CSW operates on an appointment basis for pickups and deliveries. This additional space will allow us to better serve their customers and provide the opportunity to offer their services to new customers as well.

CSW anticipates hiring two to three additional full time warehouse workers and one or two full time clerical staff as a result of this expansion. CSW will operate two shifts a day overlapping midday. The maximum number of employees on site at any given time will be 22. After the expansion they will have 18 lined spaces with two handicapped spaces closest to the office entrance. Pursuant to the ordinance the minimum spaces that are required requires one space for every two employees during any 12 hour period plus the required handicapped accessible parking spaces. Therefore, a total of 11 parking spaces shall be provided on site plus the required handicapped accessible spaces. If for some reason this becomes an issue additional spaces would need to be added to the site since no on-street parking is allowed on 95th Street adjacent to their facility.

It is anticipated that approximately 95 semi-trucks per day will be serviced from the 22 available after the expansion loading dock doors. The only automobile traffic generated by the business is the arrival and departure of employees and the occasional salesperson or visitor. All of the loading and unloading equipment, forklifts and transporters, etc., utilize the enclosed loading dock area and are not visible from outside the building.

The property is zoned M-2, General Manufacturing District and the use pursuant to the Use and Occupancy Classification specified in Chapter 3 of the 2006 International Building Code classifies it as a Storage Group S-2 Low Hazard. Therefore the use is a permitted use in the M-2 District. The M-2 District requires that the building addition be setback a minimum of 65 feet from the property line adjacent to 95th Street, which is an arterial, and a minimum of 45 feet from side and rear property lines provided the addition is not located within any easements.

The location of the parking lots, maneuvering lanes and the fire access lanes, including the curb and gutter shall not be located within any easements on the property and shall be setback a minimum 20 feet from property lines. On the north side of their site they have requested and we are permitting a zero lot line setback due to the fact that just north of their north property line is a



railroad track. And we have a modification or exception that we built into the zoning ordinance some time ago that reflects that if you are butting up to the railroad tracks that you can reduce your setback to zero. And what they intend to do along their north property line is actually create an area where trailer parking can be located adjacent to that north property line.

With that, Jack Williams is here from Central Storage & Warehouse. I'm not sure if you have anything else to add or if you'd like to make a presentation, Jack.

Jack Williams:

Thank you. Just wanted to thank you for your time. And just to clarify we're not going to be storing trailers. We're not going to put drop trailers behind the building. It's just staging areas for the trucks. When they come drivers will check in, pull around the back, back into the spot until there's a dock door available for them.

Tom Terwall:

Just for the record would you give us your name and address please?

Jack Williams:

Sure. Jack Williams. I live at 480 North Baldwin Street, Madison, Wisconsin.

Tom Terwall:

Thank you. Jean, anything you wanted to add?

Jean Werbie-Harris:

No, I don't think so. I think that staff has reviewed the plans, and there are a couple of changes, comments that need to be addressed. And Jack and his team are aware of those comments and conditions. And I think you don't have any objection to any of those?

Jack Williams:

No.

Jean Werbie-Harris:

So we're looking to get some final revised plans. They'd like to be moving dirt sooner than later.

Don Hackbarth:

If my calculation is right there would be about six trucks per hour.

Jack Williams:

Correct.

Don Hackbarth:

Something like that, six per hour. How does that stack up with all the other truck traffic out there?

Jean Werbie-Harris:

That's very minimal.

Don Hackbarth:

Is it? Okay.

Tom Terwall:

Anybody else?

John Braig:

Happy to see them expand.

Wayne Koessl:

If there's nothing else, Mr. Chairman, I'd move approval of the site and operational plan.

John Braig:

Second.

Tom Terwall:

**MOVED BY WAYNE KOESSL AND SECONDED BY JOHN BRAIG 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.

Jack Williams:

Thank you.

Michael Serpe:

We like to see the expansions. Thank you.

**F. Consider the request of MPF Builders LLC to amend the Access Restriction for Lot 162 in Village Green Heights Addition #1.**

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and audience, this is a request of MPF Builders LLC to amend the access restriction for Lot 162 in Village Green Heights Addition #1. Specifically, the petitioner is requesting to amend the access restriction for Lot 162 in the 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.

But after review by the Village Engineers and comparing the engineering plans with the final plat, due to the slope of the property and the way it's actually set up for the public improvements the access restriction is proposed to be amended to allow for the driveway to be located within the southern 45.67 feet of the lot line as shown on the attached release of access restrictions. Therefore, the driveway will meet the 100 foot setback to the adjacent intersection. The staff recommends that the Plan Commission send a favorable recommendation to the Village Board to approve the modified access restriction provided that the restriction is recorded at the Register of Deeds office prior to the issuance of the building and zoning permits for the construction of the home on this lot.

Tom Terwall:

Question, comments?

Mike Serpe:

Move approval.

John Braig:

Second.

Tom Terwall:

**MOVED BY MIKE SERPE AND SECONDED BY JOHN BRAIG TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE MODIFICATION 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.

**G. PUBLIC HEARING AND CONSIDERATION OF A FLOODPLAIN BOUNDARY ADJUSTMENT for the proposed Park and Ride facility in Prairie Springs Park. The Floodplain Boundary Adjustment proposes to remove 130,900 cubic feet of floodplain and to create 134,630 cubic feet of floodplain to compensate for the floodplain being filled.**

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this is a request for a floodplain boundary adjustment for the proposed park and ride facility in Prairie Springs Park. The floodplain boundary adjustment proposes to remove 130,900 cubic feet of floodplain and to create 134,630 cubic feet of floodplain to compensate for the floodplain being filled.

The Village is constructing two new crossings over an unnamed tributary 5 to the Des Plaines River and a park and ride lot south of Terwall Terrace in the Prairie Springs Park. The affected reach of stream is bounded at the downstream or the south end by Highway 165 and at the upstream north end by the Canadian Pacific Railway. The existing and proposed conditions are shown on Maps 1 and 2.

Just to step back a minute, again, to up this in perspective the red star identifies the precise location of where the park and ride lot would be located. And this is just south of Terwall Terrace and just south of the RecPlex facility. The intent is that this parking lot would be dual purpose. It would serve as a park and ride lot for Kenosha County and for the State of Wisconsin as well as an overflow and additional lot for the RecPlex during their larger events out at the Prairie Springs Park.

The regulatory floodplain elevation of 676.1 pursuant to the FEMA FIRM maps with an effective date of June 19, 2012 within the project reach is created by backwater from the Des Plaines River which is downstream of 104th Street or Highway 165. The proposed project will add 4,848 cubic yards or 130,900 cubic feet of fill in the floodplain for the proposed bridge approaches and parking lot. As required by the Village of Pleasant Prairie Floodplain Ordinance, 4,986 cubic yards or 134,630 cubic feet of compensatory storage will be created, as shown on Map 2. This is a net increase of 138 cubic yards in floodplain storage volume over the existing condition floodplain storage.

The floodplain storage that is being recommended by the Village is in accordance with the Village's Floodplain Ordinance, and it meets all of the floodplain boundary requirements. It is not inconsistent with any portion of the Village Ordinance 420-131. It's not in conflict with any applicable rules of the Wisconsin DNR or the Federal Emergency Management Agency. 420-131

of the Village Zoning Ordinance indicates that amendments to the 100-year floodplain shall comply with all Village ordinance requirements, and this project does that.

Also, on July 11, 2014, the Village received an email from Nathan Zoch with the WI DNR that stated: Under the DOT/WI DNR cooperative agreement it is not required to receive Department approval for floodplain impacts caused by this project. In the agreement procedures for addressing concerns associated with NR 116 are identified. DOT is required to notify the effected property owners that the bridge project will be increasing the floodplain elevations. Due to a change in the base flood elevation, the Village must submit a LOMR application to FEMA, that's a letter of map revision, within six months of project completion. The analysis conducted should be provided to the Village for use in the Letter of Map Revision (LOMR). Following FEMA's approval, the Village will need to adopt the new analysis into their Floodplain Zoning Ordinance. A certified copy of the approved amendment must be submitted to the Department for final administrative review and approval.

Nathan Zoch reviewed the hydraulic analysis of unnamed tributary number 5 to the Des Plaines River for the Village of Pleasant Prairie park and ride lot project submitted on April 24, 2014. The analysis submitted meets the requirements of NR 116 under the DOT/WI DNR cooperative agreement. The Village staff is recommending that the requirement to obtain a conditional letter of map revision based on fill be waived for this project; however, a letter of map revision based on fill or a LOMRF after construction is completed will be required. Permits and credits related to the wetland filling have been obtained for the work that is being done associated with that project.

This is a matter for public hearing, and our Village Engineer Mike Spence and Mike Pollocoff are here to answer any additional questions you may have regarding this request.

Tom Terwall:

This is a matter for public hearing. Is there anybody wishing to speak? Anybody wishing to speak? Hearing none I'm going to open it up. Go ahead, Mike.

Michael Serpe:

Have we ever had any flooding in that area?

Mike Pollocoff:

Little bit.

Michael Serpe:

Is this parking lot at all in danger of any flooding?

Mike Pollocoff:

No, not after we fill it. It will be just fine.

Tom Terwall:

Mike, is there timing -- I guess I'm a little surprised that this wasn't done before the bridge went in.

Mike Pollocoff:

Well, the bridge went in a little faster than I think everybody anticipated. We got that done pretty quick. And this part of the project tracked a little bit later.

Tom Terwall:

And you don't expect any difficulty from the State, huh?

Mike Pollocoff:

No more than they've already given us.

Don Hackbarth:

How many parking spots are in there?

Mike Pollocoff:

388.

Don Hackbarth:

Is that enough -- can one bridge hold it at like the morning time when people come into that lot and in the evening?

Mike Pollocoff:

You mean as far as the weight or the traffic?

Don Hackbarth:

No, traffic.

Mike Pollocoff:

We had recommended two bridges.

Don Hackbarth:

That's what I'm saying, too.

Mike Pollocoff:

And the State felt that one was adequate. We really felt to be able to circulate traffic in both ways plus having a ped bridge to separate the people from having to walk over a car bridge.

Don Hackbarth:

So why did the State reject that?

Mike Pollocoff:

Well, because they were worried that it was going to impact more wetlands and floodplain.

Tom Terwall:

Mike, what was going on Saturday?

Mike Pollocoff:

Saturday the Illinois State Swimming Championships were held in Wisconsin at the RecPlex. And they also had a major high school girls' basketball tournament that's a three day tournament that's still going on as a matter of fact.

Tom Terwall:

I've never seen so many cars out there as there were last Saturday.

Mike Pollocoff:

This weekend will be the Wisconsin State Swimming Championships. They probably had in different phases close to 3,000 people as far as swimmers. And then the basketball was about 1,500 people and then just whoever from RecPlex.

Don Hackbarth:

How have the energy savings [inaudible] been going? [Inaudible].

Mike Pollocoff:

Well, it didn't fall apart. It's there. The Village has started litigation because we don't feel it's designed to what it was represented. So we're working through that.

Michael Serpe:

I'd move approval of the floodplain boundary.

Wayne Koessl:

I'll second.

Tom Terwall:

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

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

**7. ADJOURN.**

Michael Serpe:

Also move to adjourn.

John Braig:

Second.

Tom Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed? We stand adjourned.

**Meeting Adjourned: 7:17 p.m.**