

**PLEASANT PRAIRIE PLAN COMMISSION MEETING
VILLAGE HALL AUDITORIUM
9915 39TH AVENUE
PLEASANT PRAIRIE, WISCONSIN
6:00 P.M.
April 9, 2018**

A regular meeting for the Pleasant Prairie Plan Commission convened at 6:00 p.m. on April 9, 2018. Those in attendance were Thomas Terwall; Deb Skarda; Jim Bandura; Judy Juliana; Bill Stoebig; and John Skalbeck (Alternate #1). Michael Serpe, Wayne Koessl and Brock Williamson (Alternate #2) were excused. Also in attendance were Tom Shircel, Interim Village Administrator; Jean Werbie-Harris, Community Development Director; Peggy Herrick, Assistant Village Planner and Zoning Administrator; and Kristina Tranel, Community Development Department.

- 1. CALL TO ORDER.**
- 2. ROLL CALL.**
- 3. CONSIDER APPROVAL OF THE MARCH 12, 2018 PLAN COMMISSION MEETING MINUTES.**

Jim Bandura:

So moved.

Bill Stoebig:

Second.

Tom Terwall:

MOVED BY JIM BANDURA AND SECONDED BY BILL STOEBIG TO APPROVE THE MINUTES FROM MARCH 12TH. 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 Item 6A which is a public hearing we'd ask you to hold your comments until the hearing is held. However, if you want to raise any other issue now would be your time to speak. We'd ask you to step to the microphone and begin with giving us your name and address. Anybody wishing to speak under citizens' comments?

6. NEW BUSINESS:

A. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #18-10 FOR THE CREATION OF THE VILLAGE'S TAX INCREMENTAL DISTRICT NO. 7 (TID 7), THE PROJECT PLAN AND BOUNDARIES OF TID 7 to provide for industrial development on certain land located generally between 110th Street and 122nd Street and east of East Frontage Road and referred to as Stateline 94 Corporate Park.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, Item A is a public hearing and consideration of Plan Commission Resolution 18-10 for the creation of the Village's Tax Increment District Number 7 or TID 7, the project plan and the boundaries of TID 7 to provide for industrial development on certain land located generally between 110th Street and 122nd Street and east of East Frontage Road. It's referred to as Stateline 94 Corporate Park.

The proposed Tax Increment District Number 7 or TID 7 is being developed by the Riverview Group, LLC. It's an industrial project within the boundaries of the Village that's going to be known as Stateline 94 Corporate Park. The boundaries are south of 110th Street pretty much down to 122nd Street in the vicinity of the East Frontage Road all the way over to the Interstate. And, again, the boundary map, the general TID location map is on the screen in front of you.

As part of the tax increment finance process, the law requires that we hold a public hearing which is scheduled for this evening in which the TID information is going to be discussed, and everyone can discuss any questions or ask any questions that they may have regarding this project. As part of a tax increment district there's a three phased approval process. It requires the project plan to go and the TID to go before the Plan Commission as well as the Village Board and the Joint Review Board.

As you know, there was an initial Plan Commission meeting on March 12, 2018 that initially identified some of the boundaries, and a draft of the project plan had been put together. The first JRB meeting which is the Joint Review Board meeting was set for March 28th and held at that date. And this evening is the public hearing. The Village Board will consider this project plan and this TID on May 7, 2018. The second Joint Review Board meeting is scheduled for May 15th. And subsequent to that the documents would be submitted to the Department of Revenue.

The project plan has been prepared in accordance with the State Statutes. The project plan established the need for the TID. It lists the expected improvements within the TID, provides an estimated time schedule for completion of the projects and an estimated budget. The project plan, again, is being considered by each of the bodies. The implementation of the project plan and

construction and private improvements will still require individual consideration and authorization by the Village Board. And these project plan improvements are based on the ability of the Village and the developer to finance the project, market conditions and the status of the development.

Any changes to the boundaries or types of eligible projects would require an amendment if not included in the project plan. The project plan Tax Increment District #7 is being declared as an industrial district. Not less than 50 percent of the district by area is suitable for industrial development. And in this case 100 percent of the property within the TID is anticipated to be used for industrial or industrial/commercial-related uses. All of the diagrams with respect to the proposed boundaries, the tax parcels existing uses and conditions as well as the wetlands and some of the other things on the project I'll be going through each of those maps. But before I do that I wanted to just talk about some of the things specifically to the general description of the project area.

The project area, again, is between 110th and 122nd Street. And it is approximately 308.087 acres. This is a project that is going to be considered an overlapping TID District with a portion of Tax Increment District #2. All of the parcels that are located within the Tax Increment District #7 are owned by the Riverview Group, LLC. The project plan outlines each of these parcels as well as the specific area, the right of way area, the developable area for the project plan.

Again, the primary reasons as discussed previous to this meeting tonight for the creation of the TID 7 project plan are to identify the provision of funds to enable public improvements, the provision of funds to complete infrastructure improvements on the site area including roads, intersections, traffic signals, municipal water, sanitary sewer, site work, grading, stormwater, site access as well as if there's any land acquisition that might be needed. The improvements associated with the TID are going to be also included within a separate development agreement that the Village Attorney and the staff will be preparing for this project plan. And the creation of TID 7 is necessary to accommodate the proposed development within the district.

With that what I'd like to do is I'd like to introduce our Finance Director, Kathy Goessl, and she will go through the different phases of the project as identified with three different phases as well as the project costs associated with each of those particular projects.

Tom Terwall:

The floor is yours, Kathy.

Kathy Goessl:

On the overhead there is the summary of the three phases in terms of total cost per phase. We're looking at a total when we're done with all the phases plus our legal and administration cost of \$20,298,896. Each of the phases, Phase 1 is the south section. And in your project plan on page 4 it details out the different road and utility improvements and grading that will happen in the south section. Phase 2 is the center section of the development as we go north. It has some road improvements and, again, some stormwater and grading in that section also.

And the third phase is the north section. And it includes similar infrastructure as the first two phases, and it's the further north section of the project. This could switch around depending on what kind of businesses they attract and what kind of size buildings. But the initial plan is to start the south section and move north on this site. And those improvements are also listed on the overhead. You can see the different road sections and improvements in each of the different sections.

This is total cost by the different types of improvements. For road improvements we have a total cost of a little over \$4.6 million. You can see the listing of the road projects by phases. And then we have sanitary sewer at \$4.5 million. And some offsite improvements we're looking at a proposed roundabout right by the outlet store and also a lift station that's looking at a special assessment currently as \$1.7 million. And then water totaling \$1.8 million. And the last phase is the grading and stormwater management at \$7.5 million.

These costs would be all funded by the developer up front. And then on October 1st they would submit in each year what their costs are, and we would verify their costs against the plan and against making sure they're all public improvements included in the plan. And then we would issue a developer revenue bond to them with interest of seven percent.

These are the assumed new developments that will occur within the Riverview development here, I-94. We have five buildings, and you can see the approximate square footage of them and how much acreage they will take up, when the construction is looking at starting and finishing, and the full year of full assessment for that building. We're looking at a note total once everything is built out of a little less than \$94 million.

This is the cash flow for the development. You can see on the far left hand side is the actual increment value that would be created. That's the five buildings on the previous screen and how they're phased into the project. Once the building is built and they get evaluated January 1st of that year that they had construction, and then it's another year later until we actually collect the revenue. And so the center column is a tax increment of collections totaling at the bottom \$30.8 million.

The Village will have some eligible costs that we will take and that shows those costs in the first red column of \$75,000. And then we make payments of whatever is left over once our costs are covered. And we'll give them to the developer to pay back the developer revenue bond paying off interest first and then their principal payments for a total of \$30.7 million. So each year as we go whatever we collect we'll pay out either covering our own cost or giving that to the developer.

The developer has ten years to spend or make the improvements and get a revenue bond for them. And after that time they can ask for an extension depending on economic reasons of delay on the projects. But the 15 years is the max they can expend money. And they have 20 years TID at the normal rate or the normal life, and they will not ask for extension based on the term sheet we negotiated with them.

Jean Werbie-Harris:

There are several maps that are included in the TID project plan. The first one is the TID boundary map. Again, this clearly delineates the exterior boundaries of the TID and incorporates

all of the land that is owned by the Riverview Group as well as some segments of 120th Avenue or the East Frontage Road as well as 122nd Street down at the south end which is County Trunk ML.

The next map, series of maps, maps 2 and 3, map 2 are the existing uses and conditions for the development area. And as you can see the bulk of the property currently is agricultural. And then there's large segments that are not intended to be developed. And those areas are within the primary environmental corridor so they include wetlands, woodlands, floodplain and other shorelands and other environmental areas. So this describes the existing uses and conditions on the property.

The next map which is map 3 specifically identifies the boundaries of the floodplain as well as the wetlands. They have had the wetlands field delineated and mapped out on their project. And the topographic lines have been delineated as well that clearly show where the 100 year floodplain is on the property. So they're again, not intending to disturb for the most part the floodplain areas. And they did get a few wetland fills in order to fill in some of these small pocket areas of wetland on the property.

The next map as shown in your packets as well are the roadway improvements. And, again, Kathy went through Phase 1, 2 and 3, the different roadway improvements for this particular project. And they intend to start at the south end and work their way north with respect to development. So there's a lot of improvements that need to be completed up front for their development to occur.

The next map is the sanitary sewer extension map. Again, this identifies precisely where sanitary sewer is going to be extended, the sanitary sewer force main, the gravity main as well as where the new lift station is going to be needed for this development. The next map is map 6, and this identifies the water main extension areas on the map. And, again, this also does the same thing with respect to identifying the extension of water service areas including additional fire hydrants as well as the improvements that the Village is going to assist for this particular development which is the extension of municipal water a portion of the way down the East Frontage Road adjacent to the Premium Outlets Shopping Center.

The next map is map 7 which is our existing zoning map. As you know we've had this project as a conceptual master plan to us previously. And so most of this area if not all of this area is already zoned M-5 which is Production Manufacturing District. And then the areas that are in green are those areas that are really in the conservation district areas, the C-1 which is Lowland Resource Conservancy District, and the C-2 which is Upland Resource Conservancy District. So that work and in this case the existing zoning map is the same as the proposed zoning map for this particular project. Again, we've been through a master conceptual plan, we've been through a neighborhood plan, and we have been through rezoning on this property.

And then map 9 is the existing land use plan map. Again, our land use plan does show this area to be gray or P for Production Manufacturing, and the proposed land use plan also shows that same thing. Again, we've addressed this previously as part of their master conceptual plan that was considered by the Village Plan Commission and the Village Board at previous meetings.

And then the final map is map 11, and this is that master conceptual plan that we had talked about previously. It does show that there are five different buildings labeled buildings basically A through E. All five building conceptually would conform to the M-5, Production Manufacturing Zoning District. And in the TID project plan they are assuming new development to occur, and they are projecting what years that they would anticipate that each of these would start. So, again, now as part of this project plan they are looking to start from the south and work their way north. But there's flexibility built into the project plan in case they decide to go from north to south.

But building E which is the southernmost building 716,400 square feet, building D, the next one north, 62,000 square feet, next one north building C, 600,600 square feet, building B just north of that at 391,950 square feet, and building A which is the northernmost building at approximately 105,000 square feet.

At this point the developer based on market and a number of conditions would anticipate possibly starting sometime later this summer. It really kind of depends on their first project that they would like to advance in this area. And then if they would start later this summer then sometime late in 2019 that would be when the first building would come online.

So with that I'd like to continue the public hearing. Jeff Raduechel from Venture One is here to make any further presentation or to discuss anything further that we have not covered as part of the project plan for TID 7. And he'd also be happy to answer any questions that the Plan Commission or the audience may have.

Tom Terwall:

Jeff, the floor is yours.

Jeff Raduechel:

Hi, I'm Jeff Raduechel representing Venture One, Senior Vice President of Development Services. I handle kind of the process side of the organization. Jean did a great job explaining the project and kind of our concept plan.

Tom Terwall:

Give us your address would you please?

Jeff Raduechel:

I reside at 1316 40th Court in Kenosha. And then my office is 9500 Bryn Mawr in Rosemont.

Tom Terwall:

Thank you.

Jeff Raduechel:

Sorry about that. I should know that by now. We've done a lot of work here preliminarily both regulatory approval-wise and concept engineering-wise. And we've worked well with your staff and appreciate all the help and support and cooperation we've gotten and are looking forward to moving forward with the project. As Jean said there's interest in the market, active conversations underway with users. So we're hopeful depending on moving those conversations across the goal line that we can get started this year once we're through the process that we're talking about tonight. I'm happy to answer any questions that might come up. But, as I said, I think Jean really outlined well the project and our plans and kind of where we are to date.

Tom Terwall:

Okay, thank you. And you're available then for questions?

Jeff Raduechel:

Yes.

Tom Terwall:

Thank you. This is a matter for public hearing. Anybody else wishing to speak? Anybody wishing to speak? Yes, sir? Give us your name and address, sir.

Garrett Wood:

My name is Garrett Wood. I'm the property owner at 11501 122nd Street. May I show you where I'm at on the map?

Tom Terwall:

Sure.

Garrett Wood:

It would be right here which appears to be pretty much directly across from this entranceway where the docks will be. I have an interest in this building and development.

Tom Terwall:

I can understand.

Garrett Wood:

So so far I've seen the financial outlay for this. I haven't seen anything as far as environmental, anything that's being considered as far as what our water table would look like or maybe sound, noise quality, those kind of things. Is there anything that can be addressed on that regard.

Jean Werbie-Harris:

So the developer has done a series of wetland delineations, floodplain delineations, shoreland delineations. So all that work has been done on the property. And that's all reflected on all the mapping and all the previous maps that have been approved for this project. With respect to the groundwater or water table this entire development is served by municipal sewer and water. So there will be no private wells that will be dug. There will be no private water services for this particular development. No sanitary sewer that's going to require holding tanks or anything like this. So it's all a municipal system so it really should not affect groundwater or the levels of groundwater in this area.

They are looking to grade. We don't have any detailed plans for the individuals buildings. One of the concerns that we had, the reason why that green area is so wide adjacent to the docks that's north of 122nd is that we anticipate and will be expecting that area to be bermed and heavily landscaped to those properties to the south.

Garrett Wood:

Except for the entranceway which will be pretty much directly across from our residence with semis loading and unloading in that area, correct?

Jean Werbie-Harris:

So I have a question to Jeff. How flexible are they with that entrance, those two entrances? I know they can't slide any closer to the intersection. But could that intersection of that adjacent to the docks could that shift further to the east?

Jeff Raduechel:

There is flexibility, and we can look at the alignment and how it aligns with your access point. Another thing I wanted to add, though, to Jean's comments from the standpoint of stormwater is that we're going to be detaining a significant amount, and we by law can't discharge any more than what is currently being discharged in terms of the rate. And so you can see a significant amount of detention ponds that we've developed inside --

[Inaudible]

Jeff Raduechel:

Well, that we'd have to handle in the system that would be built into the truck court. But there are regulations and codes that we have to follow for that, too. Just to echo something that Jean said about the berming we have been planning for significant berming along ML with the anticipation of berming from folks like you as well as the folks that are east of you as well.

Garrett Wood:

Yeah, I mean I haven't received any correspondence as far as what's going to be done to protecting our way of life or home values, this kind of thing.

Jean Werbie-Harris:

We haven't got that far yet.

Jeff Raduechel:

And like Jean said we are not at that point where we've got specific engineering plans yet. It's conceptual. I mean there's the start of the specifics, but that's going to be the next stage.

Garrett Wood:

That's why we're here, right?

Jeff Raduechel:

Right.

Garrett Wood:

What about the lighting? What type of lighting is going to be there? So I can still see stars at night kind of thing?

Jeff Raduechel:

Well, that, too, is regulated. There are regulations which address the foot candles, the lighting levels that we can have on the outside. And I think you've got regulations that require us to have shielding and keep the lighting migration offsite to a minimum as well.

Garrett Wood:

So I don't want to go on and on about the loss of what we are going to experience as a homeowner in that location. So I think what I'm just asking for is a little bit more detail for those of us that are impacted directly. I'm seeing all the plans, they look great, and I understand the Village of Pleasant Prairie has a lot to gain from this from a tax revenue perspective, but as far as the homeowners we'd just maybe like a little reassurance of what's being done for those of us that are directly impacted by this development? What do we have to gain from it versus just simply a loss.

Tom Terwall:

I understand.

Garrett Wood:

Okay?

Tom Terwall:

Yup.

Garrett Wood:

Thank you.

Tom Terwall:

Thank you.

Jean Werbie-Harris:

So if I could also add that the next step of the process would be for them if they had a user for the first building would be they would need to submit detailed site and operational plans that detail to a great extent everything from the building architecture to environmental impact to access, lighting, signage, landscaping. It addresses very, very detailed plans that address any issue that someone would have with respect to how this building could be mitigated against the adjacent property owners.

Tom Terwall:

And that will be another public hearing, correct?

Jean Werbie-Harris:

It depends on what type of use, but it depends if the developer would agree to want us to send direct notification to the neighbors, we could set something up. It would not typically be a public hearing, but it would be a public meeting. And if the developer is agreeable we could send notification to all the residents with respect to that.

Tom Terwall:

Good, thank you. Anybody else wishing to speak?

Kim Hall:

Hi, I'm Kim Hall. I live at 10530 122nd Street. I'm farther down the road. But my concern is as Garrett said about the traffic on 122nd, that the semis are going to be coming farther down. Currently they're not supposed to come beyond the frontage road crossing there, and the semis are not supposed to continue on down 122nd. But it appears now that there's going to be driveways down there, that the semis will be coming down our road further.

Tom Terwall:

Jean?

Jean Werbie-Harris:

I'd have to maybe defer to our Village Engineer. But I don't know --

Kim Hall:

It's clearly posted that there's not supposed to be semis beyond that section right at that intersection. They can come to the weight station, but they're not supposed to go beyond that. But there's clearly at least two more driveways now that the semis will be going. I came up to this area four years ago because I wanted to get a country feel. I've lived in Illinois since 1984, but I was born and raised in central Wisconsin on a 1,000 acre farm so I enjoy this country, I enjoy the openness, the fields, but I do understand that development it needs to happen, it has to happen. But I guess I'm disappointed that we're going to get so much of it in such a beautiful rural area. But the semis are a concern.

When I moved here four years ago I was lucky if I saw one semi continue down our road. Now we have semis about one per hour during the day. They're going over to Highway H to Uline and all those other buildings. I've called the police. They don't care. They said, well, they can't help us. The GPS and mapping tells the semis they can go down ML or 122nd. But this is definitely going to impact the rest of our community down in this area. So I hope you take that into consideration. Thank you.

Tom Terwall:

Thank you. Can you comment?

Matt Fineour:

For semis there I don't know what's posted. But the new development to my understanding is all the truck traffic is going to be coming from or going to I-94 area, so I don't think anything is going further east along the road other than the access points that are at the building. So beyond that I don't know of any other traffic or allowances for trucks to go where they're not supposed to go today. ML is a county road, and I know if you have semis going down that road it is an enforcement issues versus anything else. So I don't know if the developer and the user that's going to go to that building, the question to be asked is where their trucks are coming from or going to. But my understanding is it's mostly from the I-94 area either south or north.

Tom Terwall:

Thank you. Anybody else? Yes, sir.

David Anderson:

My name is David Anderson. I live directly east of the property on 122nd Street, 10716 122nd Street directly to the east. My concern is it going to change the environmental area impact on our area next door to my property? What uses are going to be of that property? Can we expect anything further to be done with that property that's in the wetlands at a later date? Or it going to

remain the same as it is now for the wetlands? And I'm kind of concerned with how that environmental [inaudible].

Tom Terwall:

Jean, can you answer that please?

Jean Werbie-Harris:

So as shown on the map right now it shows the existing proposed zoning which are the same. The only area that's identified in gray is the area that would be considered for production manufacturing or office related uses. So everything that's on their property that's in the green, and everything that is off the site that's not part of this development. So in looking at the aerial there's a large, dense wooded area just to the east of their property. Peggy is going to circle it. That's not on their property. Right now that's in an area that is not production manufacturing. So we hope that that area is not going to be disturbed or cut or anything is going to happen with that particular area. That's not under the control of the developer. And that's not an area that is included as part of this TID project plan.

David Anderson:

My concern is at a later date will that land be able to be sold off for -- we have a lot of hunting in our area, we have a hunt club behind us, and there's a lot of shooting going on. And on the property we just don't need another area that's using guns and things next to our property in that area. I don't know if that's going to be sold off to the hunt club or to be used in any other way than in staying in this domain of the property owners that have it now.

Jean Werbie-Harris:

So it's currently zoned C-2 which is Upland Resource Conservancy District. I'm not sure, do you own that property? So why don't you come on up. The wooded area that's kind of the dark wooded area right where Deb is circling it right there. So it's identified as primary environmental corridor. And at this point our zoning ordinances prohibit lands to be developed in the primary environmental corridor. So it's not the developer's intent to develop that land or to cut it.

David Anderson:

The other question that was brought up before is ML is a county road. Will that be changed to a city road because now we're getting into an environmental thing where that road is now considered in and out coming out of Pleasant Prairie instead of being a county road? Because that becomes a very big issue with us. We're not getting any help with any way on that road other than the county maintaining that road. Right now they're chopping trees down like crazy out there for no reason at all that we know of.

Jean Werbie-Harris:

I'd have to defer to our public works director or our acting administrator. I'm not aware of any jurisdictional transfers of County Trunk Highway ML to the state or to the Village. My

understanding is that's a county trunk highway, it will remain as a county trunk highway. I don't know unless our Village engineer knows anything with respect to that. So we don't have any authority with respect to that highway or any trees that are being cut. I don't know if it's a situation that they're ash trees that are being cut down. I'm not aware of anything.

David Anderson:

That's why I think it pertains to this development. This is an access road to this development area. And I think if it's a Pleasant Prairie issue that road should be a Pleasant Prairie issue also.

Jean Werbie-Harris:

Can you come up to the microphone, Jeff?

Jeff Raduechel:

I don't want to speak for We Energies, but my understanding is that they're trimming trees in preparation -- they've got a big regional upgrade program going on to try to handle power for all the projected development in the area. My understand is because they contacted us as a landowner that they're trimming the trees in preparation for a pole line extension upgrade that's going to be happening coming up Highway ML. So I believe that's what it is. They're doing contract work [inaudible].

David Anderson:

I believe that's true, but at the same time there should be somebody with the city or Village looking into those things because we are considered Pleasant Prairie, and we are considered in this neighborhood.

Tom Terwall:

I understand.

David Anderson:

Thank you.

Tom Terwall:

Any comment?

Tom Shircel:

Mr. Chairman and Plan Commission we concur with Jean. I'm not aware of any jurisdictional transfer of County Trunk Highway ML to the Village at this point. There's been no discussion of that whatsoever.

Tom Terwall:

Okay. Yes, sir?

Brent Bohleen:

My name is Brent Bohleen, 10520 122nd Street. I got 27 acres just east of Dave Anderson here. And what are they going to do with all the water runoff that's going through that field right now? It's ten foot ditches. Jay Sorenson runs it. Can't run it because there's so much water coming. Where is that water going? It's not coming down to us, is it?

Tom Terwall:

They're not allowed to do that.

Brent Bohleen:

Where will it go. We got pictures but I want to know where it's going to go. I'm not worried about the building. We just want to know where that water because right now it's ten foot ditches through that field.

Tom Terwall:

It's going to be a sewer line, right, Jean?

Jean Werbie-Harris:

You know what, I'd like to have either our Village Engineer or the developer come up and address it. I don't know that we have detailed storm sewer plans in this particular area. But it's not intended to create additional problems for the abutting property owners.

Jeff Raduechel:

As I mentioned the detention ponds [inaudible] if you could put the [inaudible] up again. We've got detention ponds built into the plan that have to take that runoff, hold it, and then it needs to be discharged basically in the same direction that it goes right now and at the same rate.

Brent Bohleen:

How big of pipes are coming out of there, two, three feet?

Jeff Raduechel:

We don't have it designed yet but it will be. And it will be reviewed not only by the Village's staff by also by SEWRPC which is an agency governing drainage issues in the area. So we can't by law discharge at any higher rate than it is right now, and we have to detain it on site to make sure that that --

Brent Bohleen:

I've seen the retention pond. Seriously they go in and have a big [inaudible] the back of my house gets to be a nuisance. I walk to that field. I mean I've been there all my life, 53 years, and you got trenches through that field that are ten feet deep. Jay Sorenson has had it for years.

Jeff Raduechel:

You mean on the southern site diagonally [inaudible].

Brent Bohleen:

Yeah, right through the middle of that highway, right through that E building right through the middle of that building.

Jeff Raduechel:

Part of that problem is that there's a broken field tile out there.

Brent Bohleen:

Well, it's coming across, it's actually coming across from Kings going all the way down through there, and then it goes down by Dave Anderson around Dave. And I mean we're talking water. We're not talking --

Jeff Raduechel:

And I think it was kind of exacerbated by some of the frontage road work [inaudible].

Brent Bohleen:

Now, are they going to lower that building? I mean I like how WisPark does the [inaudible]. I liked how they lower the buildings. They look nice that way. Are they going to lower this building, or are we going to see this thing sitting up on a mountain?

Jeff Raduechel:

It definitely won't be sitting up on a mountain because we don't have the material to create a mountain.

Brent Bohleen:

Definitely. That's all I was -- and is that house every going to go or are just going to --

Jeff Raduechel:

Yes, it's going to go.

Brent Bohleen:

We've been looking at that for years and it looks like an eyesore.

Jeff Raduechel:

I understand.

Brent Bohleen:

And what about the Kings [inaudible] are you guys going to do anything with the Kings [inaudible].

Jeff Raduechel:

That's theirs.

[Inaudible]

Jean Werbie-Harris:

You guys get a little closer to the microphone, okay, because we're recording this.

Jeff Raduechel:

Just to speak to the house one interesting thing is that there was a tenant at the house up until about a year ago. The tenant moved out. One day I was driving by and looked at the house and somebody was literally dismantling the house unbeknownst to us. So we got the police department involved. And now the police department is watching it until we get it down. But it needs to come down.

Brent Bohleen:

Yeah, Kathy, I knew her real good. She moved out about two years ago.

Tom Terwall:

Thank you. Anybody else? Yes, ma'am?

Sue Leki:

Hi, I'm Sue Leki, it's 10417 122nd Street. I was wondering if somebody could just kind of explain what the M class zoning is and it's going to be industry or warehouse or both. And is there any limitations to industry? Somebody help me get up to speed with that information.

Tom Terwall:

Jean, please?

Jean Werbie-Harris:

So the M-5 is designated as a production manufacturing district. And it will also allow for office related uses. What it will not allow for is stand alone direct warehousing. That's one of the provisions that we wanted to make sure that the M-5 district did not allow is just a straight distribution facility so that it would just have nonstop trucks coming to and from the facility. Again, we're anticipating the uses here to have manufacturing. And if there's any warehousing of their product on the site that's fine but no distribution facilities. If someone wants to put an office building in this district that's permitted as well. But the key with that M-5 district is that it is not a high hazard district either. So high hazard uses whether they're storing high hazards, producing high hazards or any type of transferring high hazards that is not intended in this particular district. Those M-2 uses if you will are identified in the main part of the Village's Corporate Park, the LakeView Corporate Park. So it was intended that this would be a little bit more flexible at least from the Village's perspective but more restrictive on the developer with respect to the uses.

Sue Leki:

And are there any plans to date of like what companies are coming in and what type of businesses yet or not?

Jean Werbie-Harris:

We have not heard anything from the developer yet. Our M-5 district is also on our Village's website. If you have any questions I can show you how to get to that site. But there hasn't been anything that has been provided to us yet with respect to any users. My understanding is that they are working with or starting to talk to different users. There's a lot of competition for users in the I-94 corridor, but nothing has been presented to us at this point.

Sue Leki:

So it would something more like a [inaudible] versus a chemical factory, right?

Jean Werbie-Harris:

It won't be a chemical factory.

Sue Leki:

Thank you.

Tom Terwall:

Anybody else? Yes?

Michael Ries:

Hi, Michael Ries, 12718 116th Street. Just a clarifying question. Any access to the frontage road for the property?

Jean Werbie-Harris:

Yes, the frontage road is the East Frontage Road. As you can see there's at least -- there's two points of connection that they are proposing to get from the State DOT. The frontage road is a state jurisdictional local roadway or highway. So they have two points of connection that are shown. I meant to the southern building there's two, and then there's a shared access point just before you get to the curve, and then one more additional access point that's been identified. So they have four in this proximity. And she's highlighted them.

Michael Ries:

So it's the Western Frontage Road, not the one along the I?

Jean Werbie-Harris:

No, no, no, just along that segment of the East Frontage Road.

Michael Ries:

So the curved frontage road?

Jean Werbie-Harris:

Correct, south of the curve, south of that intersection. So if you could circle them a little bit. Could you circle them, Peggy? So she's circling them. There's one, two, three, four.

Michael Ries:

So my only question was in terms of the traffic plan with the Outlet Mall being just north of there, what's the projected traffic, the amount of traffic anticipated on that road with the weekends, etc., with the Outlot Mall being busy? There are cars being parked along that road.

Jean Werbie-Harris:

So we've actually done at least two if not three traffic studies for this development and this whole LakeView West area. And I'm not sure if our engineer has any of that information at his fingertips or the developer does. But we actually do have all that information all the way down to how much traffic is anticipated to go north/south, how much is anticipated to go west towards the interstate and which direction each of that traffic intended to be moved based on the number of

employees projected. I don't know if any of the staff has the traffic TIA at their fingertips. If they don't we can provide that. But we will have that before the Village Board meeting, or they can come in to visit with the staff. But maybe Matt, our Village Engineer, can address that.

Matt Fineour:

I don't have the exact numbers per se as far as the traffic. But there was a traffic analysis done that was done by the Village for this whole area south of 165. There was also a traffic analysis done by the developer specifically for these buildings. Based on those traffic evaluations there are a number of road improvements that are going to need to be done through this area. Up by the Outlet Mall we're looking at a roundabout and improvements along the East Frontage Road and Corporate Drive around that area. The developer is looking at some road improvements along the East Frontage Road in front of this building. So those traffic numbers have been generated as far as general use numbers for industrial type or manufacturing type development. And we're anticipating those improvements needed. So we can get more information as far as what the assumptions were, traffic going north versus to the west and that type of thing. But those numbers have been looked at, and those are what we used to generate what kind of improvements would need to be done out there for the costs in this TID.

Jean Werbie-Harris:

And those are based on traffic counts or actual traffic counts that were done as well as projections based on the type of development.

Michael Ries:

So I apologize for all the questions. So with the traffic flow with cars per hour, however you monitor that, projected you said for manufacturing. Now, if there's an office building there there's obviously going to be more cars, more traffic. So what's the present traffic flow and what's the maximum traffic flow based on the present conditions of the road? That would be one question. Number two is when you say improvements have to be made is that guaranteed before this development occurs, and how do you get the guarantee if that's a state issue as opposed to a municipality issue? And if the state doesn't approve it what happens? Like I said three questions, I apologize.

Matt Fineour:

For traffic analysis right now in this area the five buildings in there don't have specific users so we don't have specific counts for what's actually going to be out there until the users come forward and we know what is actually going to happen out there. For planning purposes for these type of road improvements it is off of traffic tables that are generated by the Federal Highway Administration for the lowest type of land uses. Those are usually pretty conservative meaning they're usually on the higher end of things. You usually see lower counts in reality than what are on those tables.

But to answer the question as far as those exact counts, again, as the developer comes in with specific users that's when we'll know the specific counts. But we certainly have, like I said, planned or counts that are generally done for planning type purposes. For the road improvements

up by the Outlet Mall this TID is putting in there their fair share if you will for doing those improvements. The overall improvements it's going to be a Village initiated project. So that in itself is kind of separate from the TID. But at the same time they're putting their fair share cost from the TID into that project. The road improvements along the East Frontage Road by their buildings is totally funded by the developer, and that's in their TID plan so that has to be done before one of the buildings gets opened or something like that for their phasing plan. That's about specific as I can get?

[Inaudible]

Matt Fineour:

What's that? So the roundabout if you know where the water tower is about there there is the East Frontage Road, Corporate Drive and 116th Street come together at the kind of weird intersection. A roundabout is going to go there. And then all the access drives for the hotel and the Outlet Mall those will get looked at and revised as needed to make the traffic flow as good as possible out there for overall development of the area.

Bill Stoebig:

Matt, just to clarify, so any trucks leaving or any traffic leaving and going north onto 94 would have to go on the frontage road past Prime Outlets?

Matt Fineour:

They're either going to go along the frontage road past Prime Outlets, or they're going to go across to the West Frontage Road and go north on that side.

Jean Werbie-Harris:

So the West Frontage Road.

[Inaudible]

--:

So just an observation, at least for the semi traffic wouldn't it make sense to route everything west of 94 on the West Frontage Road through Uline because I would assume that they're already set up for semi traffic in that area because of the business need for Uline, correct?

--:

I think there's a truck stop out there, too, right?

Matt Fineour:

As far as trucks coming in and out these are all public roads. So a truck coming in can utilize the East Frontage Road, they can utilize the West Frontage Road. Just like myself driving out there

or anybody driving out there we can't necessarily restrict a truck from going on the East Frontage Road versus the West Frontage Road. What we can do, though, is on those TIAs we can make the best assumptions a truck is going to do as far as utilizing the East or West Frontage Road. So the trip distributions are pretty much distributed out and approved by the Department of Transportation, the DOT, as far as what those standard assumptions are going to be. So we can't control where their trucks are going to go, but we can kind of plan for what is actually going to happen the best we can.

Tom Terwall:

Thanks, Matt. Anybody else?

Kim Hall:

Kim Hall again, 10530 122nd Street. I heard in the *Kenosha News*, I didn't see it myself, but there is something about 212 or a number of units of apartments or condos or something that's supposed to be in this area, is that correct? Can anyone address that?

Jean Werbie-Harris:

So there is a project that is going to be coming before the Village Plan Commission on April 23rd, and Peggy will identify where that is. It's an apartment development that is being proposed, and that is just to the east of Premium Outlets Phase 5. So that's that particular circle. This would be just to the east of 116th Avenue. And you can see 116th Avenue only goes a short distance south, and then it terminates in a cul-de-sac. So that does not continue south. So the likelihood of anyone who lives there coming out they will go north on either Corporate Drive or East Frontage Road, get up to the interstate and go east or west or go up to 165 and go east or west.

Kim Hall:

That's going to impact traffic up to, though. I mean those cars are not just going to go in one direction. And also, too, what is the land space that that's going to be taking up? And like some of the other neighbors where's the water going, all that type of stuff? And that's going to be the 23rd?

Jean Werbie-Harris:

It is on the 23rd. Again, just like any other development they have to have a detailed plan, they have to have a stormwater management plan.

Kim Hall:

And what stage is that at?

Jean Werbie-Harris:

They're at the initial, initial stage of concept plan.

Kim Hall:

Okay. And, again, is this part of their development or someone else?

Jean Werbie-Harris:

No, it's totally separate. And that's not in the Tax Increment Finance District.

Kim Hall:

And what is that currently zoned and is it switching over? Is that agricultural, too, and that's going to be --

Jean Werbie-Harris:

No, no. It's currently zoned professional office, and they are requesting to go into a multifamily district, an R-11 district.

Kim Hall:

Thank you.

Tom Terwall:

Anybody else? Anybody else? If not I'll close the public hearing and open it up to comments and questions from the staff. Any input? Comments or questions? Go ahead.

Jim Bandura:

ML it's almost impossible for the Village to control a county road, am I correct?

Jean Werbie-Harris:

Well, to the extent that if any improvements are needed to County Trunk Highway ML as a result of this development they've been identified as part of the TIA and would be included as part of this TID project plan. And that would be a developer's obligation to improve ML in proximity to this development as well as the frontage road and any area up to the interstate.

Jim Bandura:

And that's the first phase, am I correct? I may have missed it. The first phase is going to start at the --

Jean Werbie-Harris:

At this time they're proposing Phase 1 to be at the south end and then work their way north. I mean they are waiting to find the right mix of potential clients or tenants or projects. And they

are marketing the entire project. So at this point they're believing that they're going to start at the south, but if they start at the north because that's the client that they negotiate with first then they would start at the north.

Jim Bandura:

Okay. And just for public knowledge, this is going to come before us numerous times, am I correct?

Jean Werbie-Harris:

The TID project plan this is the second time it's come before the Plan Commission. But the next steps for this development would be the site and operational plan process step, as well as we've got public improvements that have to be approved and so on and so forth. The development agreement needs to come before the Village as well. So there are other steps of other parts of the projects that need to come back before the Village. But the project plan for this TID 7 this is the last time it would come before Plan Commission. It still has to go to the Village Board and the Joint Review Board as well.

Jim Bandura:

So we're really not going to see the end of it for a while.

Jean Werbie-Harris:

Well, I mean I think that they've identified ten years for their buildout. And it has been before the Plan Commission at least three other times prior to this last year. And actually even before that we started this project with them in 2012 or 2013.

Tom Shircel:

2014 it was.

Jean Werbie-Harris:

2014, so it has been before the Plan Commission since 2014.

Deb Skarda:

Jean, the project you were just talking about that we'll see on April 23rd that is potentially residential, what would their time line be? I'm just trying to think in my mind what the overlap of time lines as far as all the construction equipment going on at the same time.

Jean Werbie-Harris:

So that project's called Breeze Terrace. They just submitted those plans to us. They're in review by the Village staff at this time. If it would get approved by the Plan Commission and the Board they would like to start that development sometime this summer. They want to develop it in

phases. But I have some reviews that I need to specifically finish before that. They have not presented it previously to the Village Plan Commission or the Village Board yet, so that will be the first time that the Plan Commission sees it on April 23rd.

Jim Bandura:

So, Jean, how is that going to coincide with the supposed roundabout that's going in there?

Jean Werbie-Harris:

So the Village prepared last year a conceptual roundabout analysis or a consulting engineering firm did that that showed approximately where the roundabout would be located, which right of way would need to be acquired, which areas that eventually would not be needed any longer which would go back, where potential access points would need to be either closed or adjusted or kept in place. So that preliminary work was done last year. The Village anticipates working on that again this year with respect to starting the detailed design of the new roundabout in 2018/2019. We have not engaged another engineer to this point because we are still working through the funding for that. So any other more detailed questions I'd have to get our Village engineer back up.

And you've seen that in the past, and we will absolutely have that conceptual plan of the right of way areas and where the roundabout would be placed, we will definitely be showing that at our Breeze Terrace hearing. We actually did show it previously when Fairfield Inn and Suites was approved last fall. And we've held public informational meetings. And I want to say that was last summer as well to show that roundabout. And, again, that would continue moving forward. There would be a series of public hearings specifically pursuant to that. Again, because it's not just a Village roadway system but it's a state frontage road system that intersects with it.

Jim Bandura:

Thank you.

Tom Terwall:

Anything further? If not a motion would be in order. Now, to approve what we would have to accept the boundaries of the district as presented in Exhibits A and B, that's section 1. And section 2 would be to approve the project plan and submission of the project plan to the Village Board for their approval. That's if you want to proceed. What's your pleasure?

Jim Bandura:

So we need two motions?

Tom Terwall:

One motion.

Jim Bandura:

One motion?

Tom Terwall:

Yup.

Jim Bandura:

So moved.

Jean Werbie-Harris:

It's all part of Resolution 18-10.

Jim Bandura:

Correct.

Judy Juliana:

Second.

Tom Terwall:

IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY JUDY JULIANA TO APPROVE THE RESOLUTION AS PRESENTED 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.

7. ADJOURN.

Judy Juliana:

Move to adjourn.

Deb Skarda:

Second.

Tom Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed? We stand adjourned. Thank you ladies and gentlemen.

Meeting Adjourned: 7:02 p.m.