

AGENDA
VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
PLEASANT PRAIRIE SEWER UTILITY
Village Hall Auditorium
9915 – 39th Avenue
Pleasant Prairie, WI
October 1, 2018
6:00 p.m.

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Minutes of Meeting – September 10, 2018, September 17, 2018, and September 20, 2018
5. Public Hearing
 - A. Consider the request for a “Class B” Intoxicating Liquor License and a Class “B” Fermented Malt Beverage License for the proposed Fairfield Inn & Suites to be located at 10601 120th Avenue.
6. Citizen Comments (Please be advised per State Statute Section 19.84(2), information will be received from the public on items not on the agenda; however, no discussion is allowed and no action will be taken under citizen comments.)
7. Administrator’s Report
8. New Business
 - A. Receive Plan Commission Recommendation and consider approval of Memorandum of Understanding between the Village of Pleasant Prairie and the Wisconsin Department of Transportation for public and private improvements pursuant to the Main Street Market Traffic Impact Analysis.
 - B. Consider an award of contract for the RecPlex Dehumidification Unit Addendum project.
 - C. Consider the appointment of members to the Village of Pleasant Prairie’s Convention and Visitors Bureau and the Community Development Authority.
 - D. Consider approval of a new liquor license agent for Kwik Trip #230 located at 8800 75th Street.
 - E. Consider Resolution #18-32 to authorize the Village Administrator to act on behalf of the Village of Pleasant Prairie to sign and submit the Recycling Grant Application.
9. Village Board Comments
10. Adjournment

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
PLEASANT PRAIRIE SEWER UTILITY
9915 - 39th Avenue
Pleasant Prairie, WI
September 10, 2018
6:00 p.m.**

A special meeting of the Pleasant Prairie Village Board was held on Monday, September 10, 2018. Meeting called to order at 5:45 p.m. Present were Village Board members John Steinbrink, Dave Klimisch, Mike Pollocoff and Mike Serpe. Kris Keckler was excused. Also present were Nathan Thiel, Village Administrator; Tom Shircel, Assistant Village Administrator; Kathy Goessl, Finance Director; and Jane Snell, Village Clerk. One citizen attended the meeting.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

4. PUBLIC HEARING

- A. Consider Resolution #18-30 to approve, solely for the purposes of section 147(F) of the Internal Revenue Code, the issuance of revenue bonds (American Eagle Portfolio Project), series 2018 by the Capital Trust Agency for the purpose of financing the senior living facility known as Brookdale Pleasant Prairie located at 7377 88th Avenue, Pleasant Prairie, Wisconsin and providing an effective date.**

Jane Snell:

Mr. President, we did not have any signups this evening.

John Steinbrink:

Pardon?

Jane Snell:

No signups.

John Steinbrink:

Okay. Kathy, do you have some background on this for us?

Kathy Goessl:

Yes, I have some background information on this. This resolution today is solely for gaining the Village Board's approval per Section 147 (F) of the Internal Revenue Code to issue tax exempt

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revenue bonds for the purpose of financing the purchase of Brookdale, Pleasant Prairie. Brookdale is one of 17 independent living, assistant living and memory care facilities located throughout the United States being purchased by American Eagle. The special meeting was needed to coordinate the approval of 17 municipalities across the issue and issue the bonds in the next week or so.

It is expected that the acquisition of Brookdale by American Eagle will result in an exemption from property tax which was a concern to us at the Village. So last week we had a conference call meeting with a representative from American Eagle and their legal counsel, Glenn Pratt from Dinomore to understand their intent and to work on a pilot agreement. Mike Pollocoff was in attendance as well as myself, Rocco Vita and Nathan. So we worked through that. This conference call was on Friday, so their legal counsel was able to put together a draft pilot agreement. Because we told them if their intent is to come here and make the property exempt we were not going to approve this resolution. So they said they'd offer us a pilot.

The assessed value of Brookdale is around \$6.3 million which means approximately \$28,000 of Village taxes. And we do make a lot of calls there, our fire and rescue goes there for a lot of calls. So the pilot agreement was worked out and sent this morning to Nathan and myself. The pilot will provide that American Eagle will make annual payments to the Village equal to the amount that would have paid to the Village if the property tax exemption had not been granted. We will take into consideration reappraisals biannually, and changes to the Village mill rate and improvements to the property that may increase the value of the facility.

American Eagle will retain its right to appeal similar to a regular assessed value if the property becomes exempt. And the pilot will not be effective if the bonds are not issues for any reason. So if we don't approve the bond issue tonight the pilot won't be effective. And if they don't get their exemption also the agreement will be not valid. But it does have a component in there that if initially they don't get exemption but in the future they get exemption we can go back to the pilot agreement again and ask for them to make their annual payment. We're looking at an annual payment instead of two installments with the payment being due January 31st.

So we're looking for approval not on the pilot agreement because it's not done, we just have a draft, but there is one, but the resolution to approve the issuing of the tax exempt financing so that American Eagle can purchase Brookdale. And we have in the audience Romy McCarthy from Piper Jaffray. They're the underwriters for the financing. Scott from American Eagle One wanted to be here, but it's actually a Jewish holiday so he could not attend.

Michael Serpe:

Kathy, did I understand that if the payment to the Village that will be subject to increases with the mill rate increases and any renovations done to the building?

Kathy Goessl:

Yes.

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Michael Serpe:

So it would be just like collecting taxes then, wouldn't it?

Kathy Goessl:

It would be just like collecting taxes, but all they're paying is the municipal portion, not the total tax bill.

Michael Serpe:

Okay.

John Steinbrink:

This is a public hearing and we do really have to open it up. But we will open it up, and the representative from Piper Jaffray is here to comment, or do you have any comment?

Kathy Goessl:

You'll have to come to the microphone.

John Steinbrink:

That way it will be in the record.

Romy McCarthy:

Absolutely. Romy McCarthy. My work address is 500 West Silver Spring Drive, Suite K200 in Milwaukee. I'm also a resident of the City of Cedarburg. I am representing Piper Jaffray today in this transaction. Scott Kellman is very regretful that he was not able to attend. He said it was at risk of his marriage. He needed to be in Temple on High Holiday. So he sends his regrets. But we did have a nice call on Friday. And his intent is to make the Village whole on the Village portion of the taxation here.

John Steinbrink:

Any questions?

Mike Pollocoff:

What's the time frame on the pilot being executed? Have our attorneys reviewed it yet?

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Kathy Goessl:

Our attorneys have reviewed it. They made comments back on it. We probably can get it done not on this coming Board meeting, but the first in October's meeting.

Mike Pollocoff:

And there's no nexus in this document between this issue and the proposed pilot?

Kathy Goessl:

There's what?

Mike Pollocoff:

There's no ties between this document and the pilot, right?

Kathy Goessl:

No. But if we didn't approve this then the pilot wouldn't happen. If we didn't approve the resolution to issue the bonds, of course, the pilot would not happen.

Mike Pollocoff:

So I mean we'll approve the bonds, and then it's just a good faith representation from American Eagle that they'll execute and follow up on the pilot agreement.

Romy McCarthy:

There's written email correspondence as well with the Village noting the agreement and the means to go forward with putting that actually together.

Kathy Goessl:

It's almost done. And there's emails saying they're going to do it. So its written emails.

Nathan Thiel:

So, Mike, there is a little bit of a good faith measure, but I think that there's sufficient documentation to recognize that there will be a pilot put in place.

Michael Serpe:

What is the amount that we're going to be collecting on this? What was that again?

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Kathy Goessl:

Right now the taxes are about \$28,000, around there, \$28,000.

Dave Klimisch:

So you will be a tax exempt entity for IRS purposes, but for our real estate you'll be covering the taxes.

Kathy Goessl:

They need to file to get tax exempt on the real estate. They're currently a tax exempt entity, IRS regulations. But it doesn't mean they're property tax exempt. They still have to file, and they still have to get that exemption. So if they get that exemption or when they get that exemption then the pilot will kick in and they'll pay the Village taxes.

Dave Klimisch:

And the other components of the taxes we collect for Gateway and KUSD and such?

Kathy Goessl:

There will not be taxes collected on their behalf.

Michael Serpe:

If by chance the company goes -- the facility moves or just closes down, we're collecting nothing on an empty building, is that right?

Mike Pollocoff:

We've got the agreement.

Michael Serpe:

Well, we've got the agreement for \$28,000 and something a year. If they no longer are in business, the service they close down we get nothing. We can't even collect on the value of the property.

Kathy Goessl:

It depends on the value put on the property I guess. It determines if they are tax exempt in the first place from personal property tax.

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Michael Serpe:

Then we don't get anything anyway.

Kathy Goessl:

No, you get value from the building.

Mike Pollocoff:

Some residual value.

Nathan Thiel:

Right. So at some point in time -- if American Eagle went defunct, at some point in time that building would transfer ownership. And at that point in time whoever that owner would be they'd have to establish whether they were exempt or not. And, again, that might be something that we would need to look in in this pilot and make sure that pilot is transferrable or that assignment precedes on should it go to be sold to another tax exempt entity. So that is a valid point.

Just to address the concern with the other jurisdictions that will not be collecting taxes, typically when you look at a tax exempt entity they're not requiring services, significant services from county or from KUSD. But they typically will still require services from the municipality in which they're located. So, for instance, in this case they're still requiring services for fire and EMS. Some police services might be possible. And then also clearly there's a road in front of this facility.

So the point is that for tax exemption it's prudent to see there would still be some type of contribution to the local municipality. There is a valid argument for county services and other tech colleges. It's more questionable whether or not it would be prudent for them to pay those taxes. And that's the benefit to tax exempt. That's normally why they're willing to still work a pilot with local municipalities is because they're still seeing a significant decrease in their tax contribution.

Michael Serpe:

How many others have you done this with?

Romy McCarthy:

Around the country?

Michael Serpe:

Yeah.

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Romy McCarthy:

Our firm has done a number of these around the country including with American Eagle. We've done other portfolio transactions with the same nonprofit borrower.

Michael Serpe:

Okay, all right.

John Steinbrink:

So Trustee Serpe if you wanted to reserve a room --

Michael Serpe:

I might need one sooner than later.

John Steinbrink:

It's too bad because you'd have to go through the gentleman that wasn't here.

Romy McCarthy:

Mr. Kellman. I bet I could make that happen.

Michael Serpe:

We're going to double, John. I'd move approval of Resolution 18-30.

Mike Pollocoff:

Second.

John Steinbrink:

We have a motion and a second. Any further discussion or questions? Hearing none, those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries. Thank you for attending.

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Romy McCarthy:

Thank you so much.

SERPE MOVED TO APPROVE RESOLUTION #18-30 SOLELY FOR THE PURPOSES OF SECTION 147(F) OF THE INTERNAL REVENUE CODE, THE ISSUANCE OF REVENUE BONDS (AMERICAN EAGLE PORTFOLIO PROJECT), SERIES 2018 BY THE CAPITAL TRUST AGENCY FOR THE PURPOSE OF FINANCING THE SENIOR LIVING FACILITY KNOWN AS BROOKDALE PLEASANT PRAIRIE LOCATED AT 7377 88TH AVENUE, PLEASANT PRAIRIE, WISCONSIN AND PROVIDING AN EFFECTIVE DATE; SECONDED BY POLLOCOFF; MOTION CARRIED 4-0.

5. NEW BUSINESS

- A. Consider 2018 Halloween Trick or Treat date and time for Sunday, October 28, 2018 from 3:00 p.m. to 6:00 p.m.**

Mike Pollocoff:

I think we should give this item the due deference it's required. It's one of the last remaining things the legislature hasn't taken away from us to consider. So consider the gravity of the moment. This is home rule at its finest as we make these decisions that really affect the lives of people in our community.

Michael Serpe:

So does that mean you're approve 3 to 6?

Mike Pollocoff:

Right.

Michael Serpe:

I'll second that.

John Steinbrink:

We have a motion and a second. Do we have any discussion on this item? Those in favor?

Voices:

Aye.

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John Steinbrink:

Opposed? So carries.

Michael Serpe:

This is such a nice improvement over [inaudible]. You said more tonight than he's ever said in the last eight years. [Inaudible]

POLLOCOFF MOVED TO APPROVE THE 2018 HALLOWEEN TRICK OR TREAT DATE AND TIME FOR SUNDAY, OCTOBER 28, 2018 FROM 3:00 P.M. TO 6:00 P.M.; SECONDED BY SERPE; MOTION CARRIED 4-0.

6. ADJOURNMENT

Michael Serpe:

I move to adjourn.

Dave Klimisch:

Second.

John Steinbrink:

Motion and a second for adjournment. Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries.

SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY KLIMISCH; MOTION CARRIED 4-0 AND MEETING ADJOURNED.

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
PLEASANT PRAIRIE SEWER UTILITY
9915 - 39th Avenue
Pleasant Prairie, WI
September 17, 2018
6:00 p.m.**

A regular meeting of the Pleasant Prairie Village Board was held on Monday, September 17, 2018. Meeting called to order at 6:00 p.m. Present were Village Board members John Steinbrink, Kris Keckler, Dave Klimisch, Mike Pollocoff and Mike Serpe. Also present were Nathan Thiel, Village Administrator; Tom Shircel, Assistant Village Administrator; Jean Werbie-Harris, Community Development Director; David Smetana, Chief of Police; Craig Roepke, Chief of Fire & Rescue; Matt Fineour, Village Engineer; John Steinbrink, Jr., Public Works Director; Sandro Perez, Inspection Superintendent; Dan Honore', IT Director; Carol Willke, Human Resources Director; Craig Anderson, Recreation Director; and Jane Snell, Village Clerk. One citizen attended the meeting.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**

John Steinbrink:

Before we do Item 4, just a note that Item 5 is actually not a public hearing this evening. It will be the first thing under New Business under Item 8. So there is no public hearing, it would be 5A under New Business.

- 4. MINUTES OF MEETING - AUGUST 20, 2018**

Mike Pollocoff:

I move approval.

Kris Keckler:

Second.

John Steinbrink:

Motion and a second. Any additions, correct? Those in favor?

Voices:

Aye.

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John Steinbrink:

Opposed? So carries.

**POLLOCOFF MOVED TO APPROVE THE MINUTES OF THE VILLAGE BOARD
REGULAR AND/OR SPECIAL MEETINGS OF MONTH, DAY, YEAR AS PRESENTED IN
THEIR WRITTEN FORM; SECONDED BY KECKLER; MOTION CARRIED 5-0.**

6. CITIZEN COMMENTS

Jane Snell:

Mr. President, there were no signups this evening.

John Steinbrink:

Anyone wishing to speak under citizens' comments? Hearing none I'll close citizens' comments.

7. ADMINISTRATOR'S REPORT

Nathan Thiel:

Village Board, the only thing that I wanted to present or just inform you on is just an update on the Visitors and Conventions Bureau or the Convention and Visitors Bureau for Pleasant Prairie. We do have an Executive Director that has been hired. We are also in the process right now of producing a branding, and we've contracted with Dooley & Associates to assist us with that. And I just wanted to give you kind of an update on that that we're in that process.

Also, as kind of a supplementary project I'm having Dooley & Associates also review or evaluate our branding for the RecPlex. We have three different brands that are kind of being utilized, both the Village brand and the current RecPlex brand, and then there's also the new brand that the Village Board had approved last year. And so they're going to be doing a small project just to re-evaluate that. And I'll bring that to your attention. But things are going well.

And, Mike, I don't know if you want to add anything as far as the last meeting we had, kind of a white board session with Dooley & Associates to review the tourism aspect of the Village. And we're really excited with the Executive Director being on board. In fact, we are going to be transferring the funds that have been in under the Village purview into a bank account for the actual Pleasant Prairie Convention and Visitors Bureau.

Mike Pollocoff:

It was a good session we had. The new Executive Director, Michelle Williamson, is a very sharp person. I think she'll do a really good job for the Village. I think that the Tourism Commission is doing a good job with your leadership getting them focused on getting this thing up and running. So we'll be doing really well.

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Nathan Thiel:

And that's all I have to report.

John Steinbrink:

Just a suggestion, maybe we can go with the brand having that Village grass and a winding river road, because that seems to be a very popular road in the Village.

Nathan Thiel:

I'll take that into consideration.

8. NEW BUSINESS

5A. Consider Preliminary Resolution #18-29 to exercise special assessment powers for the Water Main Improvements along 22nd Avenue and 91st Street, extending south 475 feet along 22nd Avenue.

Matt Fineour:

Thank you, Mr. President, and members of the Board. This is a preliminary resolution just declaring the intent to exercise special assessment police powers associated with the water main extension along 22nd Avenue that's going to be installed as part of the Eva Manor development. The water main is required to be extended from 91st Avenue south through their full extent of their property. And then there was a request by the property owners to the south, Mr. and Mrs. Mullins, to extend the water main a little bit further so they could get water services as well.

The preliminary resolution basically sets for the Village Engineer to prepare a report to include the preliminary plans and specifications, an estimate of the entire cost of the proposed improvements and a schedule of the proposed assessments. If the Board approves this resolution tonight I have gone ahead and prepared that report, and we will be setting a public hearing for this assessment on October 15th, at the Board meeting on October 15th. With that if there's any questions I'd be happy to answer them.

But the preliminary assessment we're looking at four properties being affected by this project. The assessment is a combination of right of recovery from the developer or Eva Manor or the water main that they're extending along their property they get a right of recovery. And then there is a special assessment for a little bit on the Mullins' property and one other property that's going to be a Village special assessment. But we can go into detail on that on October 15th.

Michael Serpe:

Matt, before we take a vote on a related item is there anything going to be done with the intersection on 91st and 22nd on the south shoulder just east of 22nd Avenue?

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Matt Fineour:

There is a right turn lane. I don't think there's any intersection improvements. There was a TIA done for that intersection, and it came out that the intersection is not warranted for any improvements.

Michael Serpe:

Move approval of 18-29.

Dave Klimisch:

Second.

John Steinbrink:

We have a motion and a second for adoption of Resolution 18-29. Further discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries.

SERPE MOVED TO APPROVE PRELIMINARY RESOLUTION #18-29 TO EXERCISE SPECIAL ASSESSMENT POWERS FOR THE WATER MAIN IMPROVEMENTS ALONG 22ND AVENUE AND 91ST STREET, EXTENDING SOUTH 475 FEET ALONG 22ND AVENUE; SECONDED BY KLIMISCH; MOTION CARRIED 5-0.

- A. Receive Plan Commission Recommendation and consider Certified Survey Map to subdivide the property located at 9109 River Road to create a 5-acre parcel to construct a single family home.**

John Steinbrink:

And you want to take B with that?

Jean Werbie-Harris:

B and C.

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- B. Receive Plan Commission Recommendation and consider Ordinance #18-40 for a Comprehensive Plan Amendment to update Village of Pleasant Prairie, 2035 Comprehensive Land Use Plan Map 9.9 as it relates to property known as 9109 River Road.**
- C. Receive Plan Commission Recommendation and consider Ordinance #18-41 for a Zoning Map Amendment to rezone the field delineated wetlands area on a portion of the property known as 9109 River Road.**

Jean Werbie-Harris:

Mr. President and members of the Board, we have three requests this evening from Craig and Christine Miller on behalf of the Christiansen Trust Oliver and Patricia Christiansen. They're requesting to subdivide their property located at 9109 River Road. The purpose is to create a single five acre property for the construction of a single family home. The three requests they have before you are the Certified Survey Map, the Comprehensive Plan Amendment and the Zoning Map Amendment.

A variance was conditionally approved by the Village Board on January 15, 2018, and this was to allow for the subdivision of this five acre parcel on River Road for the construction of a single family home without the extension of connections to municipal sanitary sewer. Municipal sanitary sewer is nearby but a considerable distance away due to the cost to extend the improvement and the fact that it probably would never come down 114th Avenue. The Board had granted a variance to that requirement to allow the Certified Survey Map to move forward.

So the first item this evening is that Certified Survey Map to create a five acre parcel on the east side of River Road at 9109. The zoning of the property is a mixture. It has A-3 which is an Agricultural District, C-1 which is a Lowland Resource Conservancy District and a Floodplain Overlay District for a portion of the property as you can see on the slide. The lot size is five acres, and the lot frontage would be over 400 feet in area along the road.

There are some wetland areas that were delineated on the property back in May of 2018. And this was an assured wetland delineator that delineated these four wetlands. Obviously there will be no construction or earth movement within these wetland areas. As part of the processing of the request a Village Comprehensive Land Use Plan Map and a Zoning Map will need to be amended as part of their request this evening also to correctly show the wetlands within the appropriate land use designation as part of the Comprehensive Plan as well as in the correct zoning district. Again, the wetlands will be placed in the C-1 District, and the 100-year floodplain will remain untouched.

So the petitioner then has three requests this evening. One is the approval of the Certified Survey Map. And all of the language that we had talked about that needed to be added to the Certified Survey Map with respect to dedication and easement restrictions that language has been prepared by their surveyor. The second item is the Comprehensive Plan Amendment which is Ordinance 18-40. And then the third item is the Zoning Map Amendment, and that's Ordinance 18-41. The

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Plan Commission held a public hearing regarding these three items and recommended approval as presented.

Mike Pollocoff:

Mr. President, I recommend that the Certified Survey Map be approved as presented.

Michael Serpe:

Second.

John Steinbrink:

Motion and a second for adoption of the Certified Survey Map. Any discussion?

Jean Werbie-Harris:

Mr. President, I do have one question if I could address the petitioner. There is area between this Certified Survey Map Lot 1 and the parcel to the south. Is there a reason that that gap was left there? Is it to just gain access to all of the land adjacent closer to the river?

John Steinbrink:

You want to just come up and give us your name and address for the record?

Craig Miller:

My name is Craig Miller. That was put there with a request from the property owner to the south for unknown reasons that there be a separation. We originally had it mapped out for the parcels to touch. And they had put in a request to me to have a space in between there with an unknown reason. And we were still able to make that adjustment and meet the criteria.

Jean Werbie-Harris:

Is that a family member?

Craig Miller:

It is, yes. For future development, I apologize. He said for future development, that's correct. So he wanted, and I believe at the time, I'm trying to think back, it was quite a while ago, he wanted to be able to have access to the back side of his property if needed. He thought that if the property was touching, that's correct, that they would not allow for access behind his property.

Jean Werbie-Harris:

I mean he know he can't put a single family home back there?

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Craig Miller:

Correct. And I explained that all to him. And prior to me having the map redone I had the discussion with him that I had stopped in and talked to your facilities and let them know that there would be no further development allowed back there and that we couldn't have any access back there that would change anything where they could build anything or do anything. But he still requested that it be there. So to appease that request we just moved the lot over knowing that we would still have the room to meet the other criterias.

John Steinbrink:

Is that considered an easement?

Craig Miller:

It would still be a slice of property that would belong to 9109 River Road. It wouldn't change and become anyone else's property. It would still be a piece of their property.

John Steinbrink:

So it creates a property from being landlocked then?

Craig Miller:

Well, he had at one point come in and changed his property line to build a second garage on the property. And when he did that he had stated to me that he did not move the property over far enough to be able to put a driveway past the side of his garage which I stated that I didn't know anything about that. And when I came in and had requested information on the distance between that would be needed if he ever wanted to do that I came up with this number with conversations here and just went ahead and put that in to appease his request. But there was discussions and quite a few of them about there cannot be any other development. And the land use behind there doesn't equate to any future development. So it was done with his request. The initial plan had them touching.

Kris Keckler:

This is a concern that there's going to be a future conflict? This is allowable, it's just not common, right?

Jean Werbie-Harris:

It's not common, and so I'm just trying to -- the property owner to the south owns that land?

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Craig Miller:

Yeah, so right to our south there, right, exactly. There's a separate one acre parcel that's there that's owned by the property owner that requested this.

Jean Werbie-Harris:

Okay, so it will be retained --

Craig Miller:

I know his name if you want his [inaudible]. But Michael Christiansen owns the property to the south. He's the one who had requested that there be a spacing in there for access behind his garage to the property behind him that he doesn't currently own.

Jean Werbie-Harris:

So Michael Christiansen that will be his, that strip is --

Craig Miller:

No, it would not be his. It would still belong to Oliver Christiansen, Oliver and Patricia Christiansen which are the owners of 9109 River Road. They would still own that strip of property between there.

Mike Pollocoff:

If the property owners are fine with it --

Kris Keckler:

Make conditional approval just as long as you want to double check with them all?

Jean Werbie-Harris:

I was just kind of curious because I didn't recall seeing that the first time. And so that's why I was just kind of curious as to why it was being done that way. We don't typically create flagship lots. So as long as it's maybe an access to the back but they know that they can't build anything back there unless it wraps around and it attaches to the property to the south.

Craig Miller:

Yeah, I had the conversations here with your staff and made sure that all the regulations we were following were correct. And that if we were to move it over that we would still meet the requirements on our end which we did. And then I had conversations with Michael as well tell him what you had stated as far as where we could move it if he had wanted to. It was his request.

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He had stopped in here at one point and asked about it as well. But I wanted to make sure I was following your regulations. So when we stopped in and went over we came up with number to put the spacing in there, although the property will still belong to 9109 River Road. It will not change hands.

Nathan Thiel:

So to the Village Board I think the only real concern is that are we setting ourselves up for a question or a future inquiry or a desire to build something in the back.

Craig Miller:

What I do know is the property currently, the 9109 is owned by my grandparents, Oliver and Patricia Christiansen. The other property which is the owner who had asked for me to make the change is Michael Christiansen who is their grandson, and then I'm a grandson as well. So it's a family lot that we're separating, and he just wanted to have access without going through my property to the back side of his property for future use. What that future use is or what his plans are I don't know. But I make it clear to him that this parcel that we're separating has very specific requirements to meet the criteria. Therefore, it's very unlikely that anything could go behind him. But he wanted to be able to drive a vehicle back there behind his garage.

John Steinbrink:

And the surveyors had no problem doing this?

Craig Miller:

They were able to move the lot line and meet the requirements without any issues, correct.

John Steinbrink:

So we'll chalk it up to as a River Road thing and leave it?

Craig Miller:

It seems that way, yes.

Jean Werbie-Harris:

Okay.

John Steinbrink:

I think the terminology is you don't ask questions on River Road and then you just --

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Jean Werbie-Harris:

If it was a separate lot there wouldn't be enough width in order to build anything back there. And so if it's just a driveway to get around to the garage that's in the back then that shouldn't be an issue.

John Steinbrink:

It's giving him access to the back parcel.

Jean Werbie-Harris:

Correct.

Craig Miller:

He knew that currently the way that it was laid out with the lot lines touching that he would have to drive over my property to get to the back of his garage which I was fine with. But he wanted a space between there so he could drive over his grandfather's property.

Mike Pollocoff:

I'll leave my motion intact.

John Steinbrink:

We had a motion and a second. Any further discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries. Thank you.

Michael Serpe:

Move approval of 18-40.

Kris Keckler:

Second.

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John Steinbrink:

Motion and second for approval of Ordinance 18-40. Any discussion on this item? Roll call vote is requested.

Jane Snell:

Mike Serpe?

Michael Serpe:

Aye.

Dave Klimisch:

Aye.

Mike Pollocoff:

Aye.

Kris Keckler:

Aye.

John Steinbrink:

Aye.

Kris Keckler:

Move approval of Ordinance 18-41.

Dave Klimisch:

Second.

John Steinbrink:

Motion and second for adoption of Ordinance 18-41. Further discussion? Those in favor?

Voices:

Aye.

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John Steinbrink:

Opposed? So carries.

POLLOCOFF MOVED TO APPROVE AS PRESENTED THE CERTIFIED SURVEY MAP TO SUBDIVIDE THE PROPERTY LOCATED AT 9109 RIVER ROAD TO CREATE A 5-ACRE PARCEL TO CONSTRUCT A SINGLE FAMILY HOME; SECONDED BY SERPE; MOTION CARRIED 5-0.

SERPE MOVED TO APPROVE ORDINANCE #18-40 FOR A COMPREHENSIVE PLAN AMENDMENT TO UPDATE VILLAGE OF PLEASANT PRAIRIE, 2035 COMPREHENSIVE LAND USE PLAN MAP 9.9 AS IT RELATES TO PROPERTY KNOWN AS 9109 RIVER ROAD; SECONDED BY KECKLER; ROLL CALL VOTE – SERPE – YES; KLIMISCH – YES; POLLOCOFF – YES; KECKLER – YES; STEINBRINK – YES; MOTION CARRIED 5-0.

KECKLER MOVED TO APPROVE ORDINANCE #18-41 FOR A ZONING MAP AMENDMENT TO REZONE THE FIELD DELINEATED WETLANDS AREA ON A PORTION OF THE PROPERTY KNOWN AS 9109 RIVER ROAD; SECONDED BY KLIMISCH; MOTION CARRIED 5-0.

- D. Receive Plan Commission Recommendation and consider Ordinance #18-42 to create sections 348-8D of the Village Municipal Code related to the prohibition of parking recreational vehicles and utility trailers in any public street or other Village property.**

Jean Werbie-Harris:

Mr. President and members of the Board, this is a request for Ordinance 18-42 to the Municipal Code relating to parking prohibited in certain areas of the Village. This ordinance drafting came as a result of a request by the Village Board to the Village staff to put together an ordinance that addressed a problem that's starting to pop up in some of our subdivisions with respect to pop up trailers and regular trailers for hauling yard waste and so on and so forth. Many of the newer subdivisions do not allow for trailers to be parked in residential driveways. It's prohibited as part of their restrictive covenants.

And our Village ordinance wasn't entirely clear as to what could be parked in the Village's road right of way. And so what appeared was happening is that the residents were bringing trailers of different types as you can see in some of the photos, and then they were parking those in the Village road right of way to maybe get around some of the restrictive covenant language of their own subdivision.

So we took a look at the Village Municipal Code, and we modified Section 348-8D (13). And the way the restriction will now read is that no person shall park any recreational vehicle not attached to a motor vehicle or a utility trailer open or enclosed used to haul materials including but not limited household goods, snowmobiles, jet skis, all terrain vehicles, branches or any other items whether attached or unattached to a motor vehicle upon any public street or roadway in the

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Village except for transports related to limited and immediate delivery or collection of goods and materials at the address being served on any Village property including Village parks unless the area where the parking is to occur is posted with signs permitting such parking.

So the intent is that the Village's right of way is not intended to be used as a parking lot for trailers. So if folks have these types of trailers, the popup trailers, other types of trailers they need to accommodate them inside their enclosed garages, or they need to be housed someplace else off and outside of the subdivision and off the Village roadways.

John Steinbrink:

So this is for residential zoning then?

Jean Werbie-Harris:

That's correct. Well, actually Chief Smetana can come up, but it's really covering any type of recreational trailer or anything that complies with these regulations.

Michael Serpe:

Jean, if a family has a family member coming up for a three day visit with a trailer attached to a fifth wheel they can't park on the street for three days?

Jean Werbie-Harris:

Not the way this is written. They'd have to park in the subdivision. We have provisions in our ordinance that allow for family members to come up with RV's and popup trailers to park in the driveway for very, very small limited periods of time, loading, unloading, things like that, brief vacations, things like that. But the problem is that that wasn't what was happening. This was ongoing week after week after week after week. This was not a temporary situation where we had people visiting.

I know that the police department took some of these complaints, and the way that the ordinances were currently structured they we needed to put some teeth into them in order to make sure it was very clear as to what we were enforcing. I don't know if Chief Smetana wants to come up and address anything further. I know that he's reviewed the ordinance, the Administrator's reviewed it. We drafted it. I'm hoping that it addresses the concern.

Nathan Thiel:

For the Village Board, one thing to just remind you there was a -- I'm going to forget the resident's name, but they specifically approached the Village Board probably a month ago basically bringing up this issue. And so this is our intent to address it. Again, one thing that I would point out, and Jean did a very good job in stating we state this is the rule, this is the regulation, and it's really to address kind of more of the grievous abuses that are taking place and the HOA's wanting to be able to address these concerns. So I think we're primarily concerned

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about individuals who park there, trailers or so forth for a long, long period of time. And that's most likely how we would be enforcing this ordinance, too, as well.

Kris Keckler:

I have a question just envisioning types of scenarios. Landscapers that might have the utility trailer, different mowers and such, would they be applicable in this scenario that they go up and do their business but they're unloading and maybe they're parked there for an hour or two.

Jean Werbie-Harris:

No, because if they are there to service, they're transporting goods, and if they're there for a purpose, mowing the lawn, snow blowing, whatever it might be that's not what this is intended for.

Kris Keckler:

Okay, thank you.

Dave Klimisch:

So there were abuses by a number of people. And then the way this is written it sounds like it will stop those abuses. How do we make sure people that are just using an RV, someone is visiting, they have a jet ski, if they don't get unnecessarily burdened by this ordinance. Is there way to put an hour on it, 24 hours, 72 hours?

Jean Werbie-Harris:

I don't know that we wanted to put a specific hour on it. Again, it's going to be a police department enforcement. The two or three circumstances we have with the subdivisions that I'm thinking about right now based on the complaints we received this was week after week, it was weeks throughout the summer, then they just moved them this way, then they moved about ten feet this way, then they moved them on the other side.

John Steinbrink:

Chief, can you address this?

Chief Smetana:

The rewriting of the ordinance to address these specific issues, we attempted on these cases to go out and kind of navigate this between the HOA and the resident. Unfortunately the way the ordinance was written we didn't have any enforcement power. So it was basically the HOA said you can't park it in your driveway. And if you look it's the wooden trailer, you can't park it in your driveway for more than this period of time that's built into the rules. So we end up playing whack-a-mole with the individual pulling it on the street satisfying that time frame and then

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pulling it back in their driveway and then pulling it on the street. And that seemed to be an issue with this subdivision.

Never take into account that we are going to get there and automatically issue citations. Our first goal is to gain some compliance. So talking to the individuals, advising them of the ordinance and say, hey, you can't park this here based on a complaint or if we see it and then try to get compliance that way. So I'm not looking for anybody to be unduly burdened as you mentioned. I think we're going to try to gain some compliance by talking to individuals and making sure that they understand what the rule of the ordinance says. I don't know how often this is going to come up because we haven't been called on it, we haven't enforced it. So if there's other incidents where boat trailers, rec trailers, things like that are being parked on the street then we'll begin to address those as we see this coming up.

Mike Pollocoff:

Was there a problem in the parks where RV's were parking in the parks that we included that?

Chief Smetana:

I think we may have had a couple of calls down in the Carol Beach area. I know that as a matter of course I think the Lakeview area allows them for special events. But I think generally it was down in the Carol Beach area that we had a problem with a couple of trailers. It was few and far between.

John Steinbrink:

Jean, if neighborhood covenants allows you to have a paved area next to your garage to park your fifth wheel camper or whatever it is and that's allowable in that neighborhood, that's still allowable, right?

Jean Werbie-Harris:

Not per our ordinance. It has to be on the side --

John Steinbrink:

On the side of the garage.

Jean Werbie-Harris:

On the side lot line, and it has to be set back, and it has to be on a hard surface and it should be screened.

John Steinbrink:

We've always had that, right?

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Jean Werbie-Harris:

We've always had that so we have that. And there are some subdivisions that do allow them to be parked on the side screened.

John Steinbrink:

So that doesn't change?

Jean Werbie-Harris:

Correct.

Dave Klimisch:

And can an RV be parked in a driveway currently according to the ordinance?

Jean Werbie-Harris:

According to the Village ordinance?

Dave Klimisch:

Yes.

Jean Werbie-Harris:

Not for extended periods of time, no. If you're loading, unloading, leaving and going on vacation, things like that.

Dave Klimisch:

If somebody is visiting for the weekend --

Jean Werbie-Harris:

Yeah, we're not going to do anything.

Dave Klimisch:

But for long-term storage for the winter or summer --

Jean Werbie-Harris:

The long-term storage should not be in your driveway.

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John Steinbrink:

Any other questions for the Chief? Thank you, Chief.

Michael Serpe:

Move approval of 18-42.

Kris Keckler:

Second.

John Steinbrink:

Motion and a second for adoption of Ordinance 18-42. Any further discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Everybody is in favor of item D. Those opposed? So carries.

SERPE MOVED TO APPROVE ORDINANCE #18-42 TO CREATE SECTIONS 348-8D OF THE VILLAGE MUNICIPAL CODE RELATED TO THE PROHIBITION OF PARKING RECREATIONAL VEHICLES AND UTILITY TRAILERS IN ANY PUBLIC STREET OR OTHER VILLAGE PROPERTY; SECONDED BY KECKLER; MOTION CARRIED 5-0.

E. Receive Plan Commission Recommendation and consider Resolution #18-31 to initiate an address change for the property located at 9119 Cooper Road.

Jean Werbie-Harris:

Mr. President and members of the Board, this is a resolution to initiate the change of the official address of a second home on the property located in the Village. Specifically, the owners of the property located at 9119 Cooper Road, Tax Parcel Number 92-4-122-143-0044 are requesting that a second address be assigned to the 550 square foot home that's located on the north side of their property. The property has two homes currently on the property. The primary home is located on the south side of the property, and that was constructed in 1939. The second home on the north side of the property was constructed in 1954.

Again, both homes were legal at the time that they were constructed. We didn't have even county zoning until 1959. And so because of that they are legal nonconforming structures. Today, of course, our zoning ordinance would not allow two principal homes on one property, but this is

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legal nonconforming. The property is zoned R-4, Urban Single Family Residential District. The owners intend to maintain that secondary home on their property, and they're requesting a second address be assigned to the northern home to eliminate the problems that they've been having with respect to deliveries and other persons trying to locate the home. In addition, since both homes are located on the same parcel with the same address, problems could also be created for emergency response personnel and others trying to find that second home.

The purpose of this resolution, again, by the Village Board is to initiate the process by which this petition can be examined and a public hearing can be held before the Village Board. These proposed changes will be referred back to the Plan Commission, a public hearing will be held by the Village Board, and then an address assignment would be scheduled or taken care of on the property. So the Village staff is recommending approval of Resolution 18-31 to initiate the process to consider a secondary address on this property.

Dave Klimisch:

Move approval of Resolution 18-31.

Michael Serpe:

Second.

John Steinbrink:

Motion and a second for approval of Resolution 18-31. Any further discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries.

KLIMISCH MOVED TO APPROVE RESOLUTION #18-31 TO INITIATE AN ADDRESS CHANGE FOR THE PROPERTY LOCATED AT 9119 COOPER ROAD; SECONDED BY SERPE; MOTION CARRIED 5-0.

- F. Receive Plan Commission Recommendation and consider approval of time extension for the Memorandum of Understanding between the Village of Pleasant Prairie and the Wisconsin Department of Transportation regarding public and private improvements to the Main Street Market Traffic Impact Analysis along STH165, STH31 and Old Green Bay Road.**

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Jean Werbie-Harris:

Mr. President and members of the Board, at the last Village Board meeting we requested a time extension in order for us to review the Memorandum of Understanding Agreement for Main Street Market that had been prepared by the DOT. The developer also wanted some additional time in order to review what the DOT had drafted. We were hoping that we were going to get that MOU with the revised letter and the revised exhibit in time for this meeting. I actually received it today so it didn't make it onto the agenda. So we are looking for a time extension until the next Village Board meeting which is October 1st because that's when the next Board meeting is. The staff has reviewed, our Village Engineer and Administrator have reviewed it, and so we do need to put it on the next Village Board meeting because we just didn't get it to you soon enough.

Kris Keckler:

So moved.

Michael Serpe:

Second.

John Steinbrink:

Motion and a second for approval. Any discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries.

KECKLER MOVED TO APPROVE TIME EXTENSION FOR THE MEMORANDUM OF UNDERSTANDING BETWEEN THE VILLAGE OF PLEASANT PRAIRIE AND THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGARDING PUBLIC AND PRIVATE IMPROVEMENTS TO THE MAIN STREET MARKET TRAFFIC IMPACT ANALYSIS ALONG STH165, STH31 AND OLD GREEN BAY ROAD TO THE NEXT VILLAGE BOARD MEETING (OCTOBER 1, 2018); SECONDED BY SERPE; MOTION CARRIED 5-0.

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G. Receive Plan Commission Recommendation and consider the approval of the Gateway at LakeView Corporate Park Declaration of Development Standards and Protective Covenants.

Jean Werbie-Harris:

Mr. President and members of the Board, you have before you the Gateway at LakeView Corporate Park Declaration of Development Standards and Protective Covenants. The staff has reviewed these declarations at length with Erica-Nicole Harris from WisPark as well as our staff, our Administrator, myself and Tom along with our attorney, and has incorporated all the changes and comments that we have discussed with respect to the declarations. What was finally agreed to was that there would be a separate set of declarations for the Gateway project that these covenants are not rolled into the LakeView Corporate Park standards so they are separate and distinct.

This is more of a retail / commercial type development as opposed to an industrial park. So more specific language for a unified business development were incorporated into these standards. And then based on some of the comments from previous meetings some other language that was incorporated in here include the dark store -- to avoid the dark store loophole and so that language was put in here, and some additional site plan criteria was put in. I want to say all the other things that we had talked about as a staff that covers everything from performance standards, enforcement rights of the Village as well as the declarant and the association. Very detailed information on some of the items that make it a unified business development from building materials, site lighting, site signage, cross-access easement language, things like that were all incorporated into these declarations as well. WisPark recommend approval, and the staff recommends approval as presented.

Nathan Thiel:

I was just going to add that I was appreciative -- I know Erica is here tonight, I was appreciative of her efforts in working with us. I believe that we've come to a good set of declarations for this site. And, again, I think that it was a worthy process. The only thing that I would highlight is when we set up the declarations we did set up basically an intent to set up a POA or an owner's association. That association will be organized or orchestrated as developments come on board. One thing that we had requested specifically, and Erica has assured us, is that they will file for the POA or get the POA filed before the end of this year, November 1st. But all in all that was the only subtle difference from other declarations that we've set up with other organizations where we would have specific language saying that the POA was going to be implemented at the get go. So if there are questions Erica is here tonight. I'm grateful that she came. And in general I think that it was a good process.

John Steinbrink:

Any questions for Erica, or Erica anything to add? No? Any questions for Erica.

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Mike Pollocoff:

Move approval for the Declaration of Development Standards and Covenants for Gateway at LakeView Corporate Park.

Kris Keckler:

Second.

John Steinbrink:

We have a motion and a second. Any further discussion on this item? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries.

POLLOCOFF MOVED TO APPROVE THE GATEWAY AT LAKEVIEW CORPORATE PARK DECLARATION OF DEVELOPMENT STANDARDS AND PROTECTIVE COVENANTS; SECONDED BY KECKLER; MOTION CARRIED 5-0.

H. Consider approval of Ordinance #18-43 as it relates to Chapter 320-3 Hotel/Motel Room Tax of the Village of Pleasant Prairie's Municipal Code.

Nathan Thiel:

So before you is a few modifications to the room tax ordinance as currently existing. Primarily as the room tax and the CVB reviewed the ordinance and in discussions with an attorney, one thing that has been afforded to municipalities is to take into consideration B&B or Air B&B situations where people will rent out their homes for short periods time to also collect room tax or tourism tax on those types of facilities. And so primarily the ordinance is being adjusted to accommodate that ability within the Village. The rest of it is minor just cleaning up of the ordinance in general. Again, one thing to note that I didn't mention in my Administrator's report is that we are actually we are actually prepared to establish the CVB, and so that item, the Board of Directors for the Bureau will need to be appointed or I guess committed to serve their term. And so that business will be brought forward to the Village Board probably at the next meeting. So you can start to see that we're making progress to fully implement that CVB. Any questions I'd entertain them at this time.

Michael Serpe:

What percentage are we collecting on now?

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Mike Pollocoff:

It would be the same. Whatever we collect it's 8 percent of the room night cost. And then the Village retains 10 percent of that amount for administrative costs. And then the bureau would receive 90 percent for the purposes of promotion of the community.

Nathan Thiel:

And just to add to that point that with state statute that really cannot be changed or modified. The only way is if we were to like create a convention space, an actual convention space, then there's potential to make modifications to that formula.

Dave Klimisch:

Move approval of Ordinance 18-43.

Michael Serpe:

Second.

John Steinbrink:

Motion and a second for adoption of Ordinance 18-43. Further discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries.

KLIMISCH MOVED TO APPROVE ORDINANCE #18-43 AS IT RELATES TO CHAPTER 320-3 HOTEL/MOTEL ROOM TAX OF THE VILLAGE OF PLEASANT PRAIRIE'S MUNICIPAL CODE; SECONDED BY SERPE; MOTION CARRIED 5-0.

- I. Consider approval of the Offer to Purchase received from Route 165 LLC for the purchase of property known as Outlot 1 of CSM 2684, Tax Parcel No. 91-4-121-251-0154 for the sum of \$22,000.**

Tom Shircel:

Thank you, Mr. President and Village Trustees. Before you as Mr. President said is a vacant land offer to purchase between the Village of Pleasant Prairie, the current owner, and Route 165, LLC also known as Uline. Over the past few months the Village had been in discussion with Uline to

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purchase this parcel. This is a five and a half acre parcel located generally at the southwest quadrant of State Trunk Highway 165 and I-94. The parcel is improved. You can see the slide where that parcel is. It's just to the east of Uline's H1 headquarters. The parcel is improved currently with two stormwater retention basins that collect stormwater from the property to the north which Uline purchased a couple years ago and also from the abutting roadways.

There's also a campus connection pathway that Uline installed in 2017 that connects H1 headquarter building with H2 headquarters. Essentially Uline has been maintaining this parcel over the years. They landscaped it, they mow the lawn and so on and so forth. So it only makes sense that they were interested in purchasing this parcel. As you said the value we have it at \$22,000 which is also the proposed sale price.

There are a few easements that traverse this property, the private driveway and access maintenance easements which is intended to serve the access to potential Uline H1 to the immediate west. There's a 20 foot public sanitary sewer and access easement on the property. There's a stormwater drainage and retention basin easement like I said on the property. There's a 12 foot Wisconsin Electric Power easement and also a fiber optics easement on the property.

There's the general location again. It gets a little more overall view of where that property is just north of Jockey and just like I said east of H1. Again, this slide shows the easements that traverse the property located on the property. And this slide shows the campus connection pathway, the green line that goes through there that connects their H1 building to the east and the H2 building to the south. This is a picture looking westward from the West Frontage Road towards as you can see in the background the H1 building. You can see the campus connection pathway there. And to the right of the slide you can't see them but are the two retention basins. A similar picture, a slightly different angle, again, showing the property.

So with that the Village staff is recommending that the Village Board approve the vacant land offer to purchase between Route 165, LLC and the Village of Pleasant Prairie and authorize the Village President to execute the vacant offer to purchase contract. If you have any questions I'll be happy to answer them.

Kris Keckler:

Move approval of the vacant land offer as outlined.

Mike Pollocoff:

Second.

John Steinbrink:

Motion and a second for adoption of vacant land offer. Further discussion on this item? So we have all the easements we need, all the accesses we need. We don't have to do any maintenance any more on it. And they're actually doing the maintenance on it now.

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Tom Shircel:

Actually own the property, exactly.

John Steinbrink:

If there's no further discussion, those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries.

KECKLER MOVED TO APPROVE THE OFFER TO PURCHASE RECEIVED FROM ROUTE 165 LLC FOR THE PURCHASE OF PROPERTY KNOWN AS OUTLOT 1 OF CSM 2684, TAX PARCEL NO. 91-4-121-251-0154 FOR THE SUM OF \$22,000 AS OUTLINED; SECONDED BY POLLOCOFF; MOTION CARRIED 5-0.

J. Consider approval of the disallowance of claim of Tim Hemelink for the damage to his vehicle allegedly caused by a rock that was kicked up by a Village Truck traveling on 88th Avenue.

John Steinbrink, Jr.:

Mr. President and members of the Board, this evening I'm going to recommend a disallowance of a claim per the Village insurance company to Mr. Tim Hemelink. He was traveling on 88th Avenue behind a Village van. The Village van was completing locates of underground utilities. Staff had turned on its hazards, pulled over to the side of the road, completed its hazards. Later on I received a call that a rock had come out of the Village van's tire and supposedly caused some damage to his vehicle.

We went and we had him submit a claim to the Village insurance company. The insurance company did an investigation and recommended a disallowance of the claim. So I would recommend his disallowance of the claim from Mr. Hemelink.

Michael Serpe:

How much damage was done, John?

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John Steinbrink, Jr.:

I don't know exactly a dollar amount. I'm not sure if Mr. Hemelink is here this evening. I thought it was a small stone, maybe one inch. And the Village van at the time was moving about five miles an hour. So I'm not sure how much velocity that stone had to cause damage.

Dave Klimisch:

And the investigation showed no negligence on the Village part?

John Steinbrink, Jr.:

That's correct.

Dave Klimisch:

I recommend approval of the disallowance.

Mike Pollocoff:

Second.

John Steinbrink:

Motion and a second for approval of disallowance of the claim. Any further discussion? Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? So carries. Thank you, John.

KLIMISCH MOVED TO APPROVE THE DISALLOWANCE OF CLAIM OF TIM HEMELINK FOR THE DAMAGE TO HIS VEHICLE ALLEGEDLY CAUSED BY A ROCK THAT WAS KICKED UP BY A VILLAGE TRUCK TRAVELING ON 88TH AVENUE; SECONDED BY POLLCOFF; MOTION CARRIED 5-0.

9. VILLAGE BOARD COMMENTS

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10. ADJOURNMENT

Michael Serpe:

Move to adjourn.

Kris Keckler:

Second.

John Steinbrink:

Motion and a second for adjournment. Those in favor?

Voices:

Aye.

John Steinbrink:

Opposed? Motion carries.

**SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY KECKLER;
MOTION CARRIED 5-0 AND MEETING ADJOURNED AT 6:49 P.M.**

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
9915 - 39th Avenue
Pleasant Prairie, WI
Special Meeting/Working Session
September 20, 2018
5:30 p.m.**

A special meeting of the Pleasant Prairie Village Board was held on Thursday, September 20, 2018. Meeting called to order at 5:30 p.m. Present were Village Board members John Steinbrink, Kris Keckler, Mike Pollocoff, Dave Klimisch and Mike Serpe. Also present were Nathan Thiel, Village Administrator; Jean Werbie-Harris, Community Development Director; Kathy Goessl, Finance Director; Craig Roepke, Chief of Fire & Rescue; Matt Fineour, Village Engineer; John Steinbrink Jr., Public Works Director; Carol Willke, Human Resources Director; Dan Honore, IT Director; and Jane Snell, Village Clerk. No citizens attended the meeting.

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **DISCUSSION OF THE ADMINISTRATOR'S PROPOSED 2019 GENERAL FUND, CAPITAL AND DEBT BUDGET**
4. **ADJOURNMENT**

After the working session was completed, **SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY KECKLER; MOTION CARRIED 5-0 AND THE MEETING WAS ADJOURNED AT 7:30 P.M.**

MEMORANDUM

To: Village Board of Trustees
From: Jane C. Snell
Date: September 25, 2018
Re: Fairfield Inn & Suites – Liquor Licenses



Office of the Village Clerk

On September 5, 2018, Kenosha Hotel Partners II, LLC, submitted an application requesting a "Class B" Intoxicating Liquor License and a Class "B" Fermented Malt Beverage License for the proposed Fairfield Inn & Suites to be located at 10601 120th Avenue, Pleasant Prairie, Wisconsin 53158. The application requested Nadia Rodriguez to serve as the licensing agent for the corporation. The annual fees are \$500 and \$100, respectively.

The Police Department checks has been completed and the ownership, agent residency and publication requirements have been satisfied.

There are no delinquent taxes, utilities or forfeitures on record. There are two outstanding invoices in the total sum of \$838.75. Fairfield Inn & Suites is scheduled to open on or about October 15, 2018, which is well within the 90 days allowed from the time of Board approval to issuance in accordance with Chapter 194 of the Municipal Code.

If the Village Board approves this request, the following items must be received prior to the issuance of the licenses:

1. Payment of annual license fees prorated from the date of issuance to June 30, 2019.
2. Payment of publication costs of \$57.86.
3. Certificate of Occupancy issued by the Community Development, Inspections and Fire & Rescue Departments.
4. Payment of any outstanding municipal charges associates with this site.

Memorandum of Understanding
between
THE VILLAGE OF PLEASANT PRAIRIE,
and
THE WISCONSIN DEPARTMENT OF TRANSPORTATION

This memorandum summarizes the agreement between the Village of Pleasant Prairie (Village) and the Wisconsin Department of Transportation (WisDOT) for the construction of Main Street Market Traffic Impact Analysis (TIA) improvements along WIS 165 and WIS 31.

GENERAL

- Nothing in this memorandum of understanding (MOU) shall limit or otherwise affect the sovereign immunity of the State of Wisconsin or the Village of Pleasant Prairie.
- This MOU shall not be construed to create third-party beneficiaries, nor to create a partnership between the Village and WisDOT.
- This MOU contains the entire agreement between the parties; all prior negotiations and discussions have been merged into and are superseded by this MOU.
- This MOU may be signed in counterparts.
- The alteration of highway features is a police power and does not entitle any person, public or private, to any damages or compensation for such work. This MOU shall not be construed to create in any person a property interest in a median opening or any other feature within WisDOT's highway.
- Nothing in this MOU referencing costs that could be or will be incurred by the Village is intended to limit the Village's ability to pass those costs on to land owners or developers through development agreements, zoning approvals, special assessments, impact fees, and/or any other lawful method.

VILLAGE RESPONSIBILITIES:

- Complete the submittal of the access modification request to WisDOT that would eliminate the private driveway access from the Main Street Market development site to WIS 165 between WIS 31 and Old Green Bay and add a public street access to WIS 31 opposite of Jelly Belly Lane prior to pursuing a permit for the Main Street connection to WIS 31.
- Implement all improvements on all roadways under State jurisdiction listed as the responsibility of the Village/Developer in the State letter dated September 13, 2018 (see attached Exhibit) for the Main Street Market development as described below:
 - Implement the Phase One improvements prior to the opening of the Froedtert South Pleasant Prairie Medical Office Building.
 - Implement the Phase Two improvements prior to the opening of the buildings on the two sites south of the Froedtert Building (Buildings A and B on the attached Phasing Exhibit and the 3 sites north of the Froedtert Building (Buildings D, E & F on the attached Phasing Exhibit).
 - Implement the Phase Three improvements with the construction of the new Main Street connection to WIS 31 or prior to the opening of any building within the Phase Three area, whichever comes first.
- Provide all necessary right-of-way and all necessary temporary limited easements required to install all of the improvements defined for the Main Street Market development in the State letter dated September 13, 2018.
- Update the traffic impact analysis (TIA) in accordance with State Guidelines if the proposed uses within the development area change and would generate increased trips to WIS 31 or

WIS 165. The Village will not be responsible for the design and construction of any improvements from future updates to the TIA that are identified as background improvements.

WISDOT RESPONSIBILITIES:

1. Review and issue necessary permits to the Village for the required improvements within State right-of-way. All permit work shall conform to the standards of the State's Facilities Development Manual (FDM).
2. Review any required land divisions and approve those meeting requirements of State Statutes.
3. Review any future updated TIAs for this development and accept those that are technically correct.

Village of Pleasant Prairie

By: _____ Date: _____

John P. Steinbrink, Village President

Attest: _____ Date: _____

Jane C. Snell, Village Clerk

Wisconsin Department of Transportation

By: _____

Title: _____

Date: _____



Division of Transportation System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Scott Walker, Governor
Dave Ross, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (262) 548-5903
Facsimile (FAX): (262) 548-5662

E-Mail: waukesha.dtd@dot.wi.gov

September 13, 2018

JEAN WERBIE-HARRIS
VILLAGE OF PLEASANT PRAIRIE
9915 39TH AVENUE
PLEASANT PRAIRIE WI 53158-6501

Subject: Log #1338 – Development Submittal **Revised**
Main Street Market
WIS 165, WIS 31
Kenosha County

Dear Ms. Werbie-Harris:

The traffic impact analysis (TIA) performed by Traffic Analysis and Design, Inc. (TADI) covering the Main Street Market development area has allowed the Department to understand the impacts of the subject development area and identify the necessary improvements. The attached lists the improvements that are to be constructed as a result of developments in this area.

The project can now proceed to the Department's Permit Process. The permit plans will require design preparation (please see attached plan requirements). **All permits will be issued to the maintaining authority and the design consultant will need to forward permit plans for review and submittal.**

If you have any questions regarding traffic issues, please contact the undersigned at (262) 548-6707. Please direct any questions regarding the Trans 233 process to Patricia Reikowski, Land Division Coordinator, at (262) 548-6704. Kevin Koehnke at (262) 548-5891 will coordinate any permit issuance for this project. Please reference the log number (#1338) when forwarding all correspondence.

Sincerely,

A handwritten signature in black ink, appearing to read "Art Baumann".

Art Baumann, P.E.
Traffic Operations Engineer

Attachments

Cc: Tony Barth / Robert Elkin / Don Berghammer, DOT
Dave Brantner / Cindy Vande Leest, DOT
Tom Heydel / Chris Squires / Rebecca Klein, DOT
Kevin Koehnke / Patricia Reikowski / Susan Voight, DOT
Michael May, TADI

Project: Log #1338 Main Street Market
WIS 165, WIS 31, Kenosha County
Review Unit: Traffic Operations
Reviewer: Art Baumann/Laura Zavadii/Samantha Pawlak/Dan Malicki – SE Region
Date: September 13, 2018

Improvement Measures

General Notes

Design

- 1) Contact the WisDOT permit coordinator (Kevin Koehnke at 262-548-5891) prior to plan submittal to identify the plans that are required and obtain any supplemental design guidelines. Incomplete submittals will be returned without review.
- 2) The design for the improvements at all WisDOT intersections shall be prepared in accordance with the FDM requirements for design and plan preparation. The design shall accommodate the appropriate design and check vehicles per the FDM. All lanes are to be a minimum of 12 feet in width, unless otherwise specified (final width to be determined during design). All left-turn lanes *should* be opposing. All necessary drainage, utility, signage and pavement marking improvements shall be provided. The signing plan (separate plan sheets from other roadway improvement plan sheets) shall include sign details and signs that require moving. WIS 165 is an over-size, over-weight (OSOW) route west of WIS 31. WIS 31 is an OSOW route in the development area. This must be taken into account when designing the permit plans.
- 3) For questions regarding signing or pavement marking, please contact Tom Heydel at tom.heydel@dot.wi.gov or (262) 548-6763.
- 4) For questions regarding work zone traffic control plans please contact Rebecca Klein (rebecca.klein@dot.wi.gov) or the permit coordinator.
- 5) Pedestrian/Bicycle accommodations and ADA requirements shall be addressed where appropriate. Please contact Chris Squires, WisDOT Pedestrian/Bicycle Facilities Coordinator, at (262) 521-4417 or christopher.squires@dot.wi.gov with questions regarding pedestrian/bicycle accommodations.

Right of Way

- 1) A party other than the WisDOT shall acquire any required right-of-way for the improvements.

Utilities

- 1) Utility coordination may be the responsibility of the municipality/developer consultant representative) constructing the work.
- 2) Utility relocations that occur as a result of this work may not be covered under Wisconsin Administrative Rule TRANS 220. The municipality/developer (or their consultant representative) requesting the work shall be responsible for all costs associated with the needed relocation of any utility facility as a result of the work.

Access

- 1) Access may be granted in the form of a connection to WIS 31 adjacent to Jelly Belly Lane. **Access at this location is currently restricted by plat. Please contact Susan Voight at 262-548-8788 to coordinate the revision of the plat restriction. This process can take up to six months to complete, so early coordination is critical.** The location and number of accesses to the Main Street Market Development property on local roads shall be determined by the Village. This document does not constitute approval of granting access not analyzed to current or future state roadways for these developments.

- 2) **The municipality/developer (or their consultant representative) shall be responsible for notifying any offsite property or business owners whose access or operations will be impacted as a result of the proposed development. The municipality/developer shall provide the department with written documentation verifying that all impacted property or business owners have been contacted prior to permit submittal.**

Traffic Signals

- 1) The WisDOT Traffic Operations team reserves the right of first refusal to design the traffic signal plans for all intersections owned and maintained by WisDOT. Please contact Dave Brantner at (262) 548-8736 to discuss who will be responsible for designing the traffic signals. Traffic signal plans prepared by a consulting firm shall be submitted to Cindy Vande Leest for final approval by a WisDOT signal engineer. Upon receiving final approval, the consultant shall submit an original signed and sealed hard copy to Dave Brantner at (262) 548-8736. **Traffic signal plans submitted for permit without a WisDOT signal engineer signature approval will be returned.** Final electronic (AutoCAD) traffic signal plan files shall be submitted to Cindy Vande Leest prior to issuance of permit.
- 2) The design consultant retained by the developer/municipality shall contact Dave Brantner to schedule a scoping meeting prior to the signal design/update.
- 3) An engineering services agreement shall be required for the traffic signals work by WisDOT. This agreement will cover WisDOT signal design work and plan preparation (if any), the cost of any State furnished signal control equipment (above ground) and WisDOT staff time for site visits, coordination, review, and field inspection. **Requests for the engineering services agreement shall be made to Dave Brantner a minimum of 15 days prior to the scoping meeting. The engineering services agreement shall be signed and submitted to Dave Brantner prior to the submission of the electronic intersection geometric plans. A signed Engineering Services Agreement shall be in place prior to WisDOT performing any engineering services.**
- 4) Traffic signal plans shall be prepared in accordance with MUTCD, FDM and TSDM (Traffic Signal Design Manual) standards for all signalized intersections (current or proposed) whose design and/or operational improvements will conflict with the location of existing traffic signal system infrastructure (including, but not limited to: conduit, pull boxes, cabinets, signal poles, hardware, and loop detectors), require readjustments to the current timing or phasing plans, or require the installation of additional or new signal infrastructure or hardware. **Plans shall be submitted in the proper format per FDM standards requirements to WisDOT or the consultant firm preparing the traffic signal plans. Current template and block libraries can be found at <http://www.dot.wisconsin.gov/business/engrserv/roadway-design-civil3d.htm>. Plans submitted shall be in the county coordinate system.** If further verification of signal infrastructure or timing impacts based on recommended improvements is needed, questions or concerns should be directed to the WisDOT Signal Operations team (Dave Brantner) prior to permit issuance.
- 5) **If traffic signal loops are to be placed on private property as part of the signal installation, a maintenance easement to the benefit of WisDOT shall be obtained from the private property owner.** The easement shall allow the WisDOT to enter the property at its discretion to maintain the loops. The easement shall encompass an area equal to the width of the driveway and extend from the road right-of-way to 20 feet past the furthest loop detector.

Phase One On-Site Medical Office Only Improvements

Phase One covers the improvements required for the proposed Froedtert building only. Construction of any other building within the development will require the implementation of the Phase Two and/or the Phase Three improvements.

Phase One Improvements

The following improvements shall be designed, constructed and paid for by the Village of Pleasant Prairie/Developer prior to the Froedtert building of the on-site development opening. WisDOT recommends the implementation of the outlined improvements to Village roadways.

Old Green Bay Road & South Driveway

- 1) Install stop control on the west approach.
- 2) The north approach should have a single southbound shared through/right-turn lane.
- 3) Construct the west approach to have a single eastbound shared left/right-turn lane.
- 4) The south approach should have a single northbound through lane.

Old Green Bay Road & Center Driveway/102nd Street

- 1) Install stop control on the west approach, resulting in two-way stop control.
- 2) The north approach should have one southbound lane (one shared left-turn/through/right-turn lane).
- 3) The south approach should have one northbound lane (one shared left-turn/through/right-turn lane).
- 4) Construct the west approach to have two eastbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The eastbound left-turn lane should provide a minimum storage length of 100 feet with proper taper.

Phase Two & Three On-Site Development Improvements

The improvements listed assume the Main Street connection to WIS 31 adjacent to Jelly Belly Lane will occur during Phase Three. Phase Two consists of the construction of buildings A, B, D, E & F as seen in the attached site-plan.

Phase Two Improvements

The following improvements shall be designed, constructed and paid for by the Village of Pleasant Prairie/Developer prior to any building in Phase Two of the on-site development opening exclusive of the Froedtert Building. WisDOT recommends the implementation of the outlined improvements to Village roadways.

WIS 31 & 95th Street/Dabbs Farm Road

- 1) The east approach shall have three westbound lanes (one exclusive left-turn lane, one through lane, one exclusive right-turn lane). Both the westbound left-turn and right-turn lanes shall be continuous back to the Old Green Bay Road & 95th Street/Dabbs Farm Road intersection.

WIS 165 & WIS 31

- 1) The east approach shall have four westbound lanes (one exclusive left-turn lane, two through lanes, one exclusive right-turn lane). The westbound left-turn lane shall provide a minimum storage length of 225 feet with proper taper. The westbound right-turn lane shall provide a minimum storage length of 275 feet plus proper taper.
- 2) The south approach shall maintain four northbound lanes (one exclusive left-turn lane, two through lanes, one exclusive right-turn lane). The northbound left-turn lane shall

maintain 425 feet of storage. The northbound right-turn lane shall provide 275 feet of storage with proper taper.

WIS 165 & Old Green Bay Road

- 1) A traffic signal is expected to be warranted between 2018 and 2028 due to the development of the sites studied. The traffic signal shall be installed at the intersection upon meeting the warrants and WisDOT authorizing its installation. The traffic signal will not be installed until the warrants have been met and WisDOT authorizes its installation. The signal shall be fully actuated. The signal shall be coordinated with the signal at WIS 165 & WIS 31. The future traffic signal warrant study and the traffic signal installation shall be performed at a cost to the developer/Village of Pleasant Prairie.
- 2) Construct a raised median on the north, west and east approaches. The median on WIS 165 shall be a minimum width of 24 feet.
- 3) The north approach shall have two southbound lanes (one shared left-turn/through lane, one exclusive right-turn lane). The southbound right-turn lane shall provide a minimum storage length of 275 feet with proper taper.
- 4) No improvements are required on the south approach for Phase Two.
- 5) The east approach shall have two westbound lanes (one exclusive left-turn, one shared through/right-turn lane). The westbound left-turn lane shall provide a minimum storage of 225 feet with proper taper.
- 6) The west approach shall have two eastbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The eastbound left-turn lane shall provide a minimum storage length of 325 feet with a 100-foot taper.

Roundabout Alternative

If desired, a roundabout may be constructed in lieu of a traffic signal for Phase Two of the development. Please see Phase Three for improvement details.

Old Green Bay Road & South Driveway

- 1) Construct a raised median on the north and south approaches. The median should be configured to prohibit northbound left-turn movements.
- 2) The north approach should maintain a single southbound shared through/right-turn lane.
- 3) The west approach should maintain a single eastbound shared left/right-turn lane.
- 4) The south approach should maintain a single northbound through lane.

Old Green Bay Road & Center Driveway/102nd Street

- 1) Construct a raised median on the north and south approaches.
- 2) The north approach should have two southbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The southbound left-turn lane should provide a minimum storage length of 150 feet with proper taper.
- 3) The south approach should have two northbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The northbound left-turn lane should provide a minimum storage length of 150 feet with proper taper.
- 4) Construct the west approach to have two eastbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The eastbound left-turn lane should provide a minimum storage length of 100 feet with proper taper.

Old Green Bay Road & North Driveway

- 1) Install stop control on the west approach.
- 2) Construct a raised median on the north and south approaches.

- 3) The north approach should have two southbound lanes (one through lane, one exclusive right-turn lane). The southbound right-turn lane should provide a minimum storage length of 150 feet with proper taper.
- 4) The south approach should have two northbound lanes (one exclusive left-turn lane, one through lane). The northbound left-turn lane should provide a minimum storage length of 150 feet with proper taper.
- 5) The west approach should be constructed with two eastbound lanes (one exclusive left-turn lane, one exclusive right-turn lane). The eastbound left-turn lane should provide a minimum storage length of 125 feet with proper taper. The eastbound right-turn lane should provide a minimum storage length of 100 feet with proper taper.
- 6) No additional improvements are required at this intersection.

Phase 3 Improvements

The following improvements shall be designed, constructed and paid for by the Village of Pleasant Prairie/Developer prior to any building in Phase Three of the on-site development opening. WisDOT recommends the implementation of the outlined improvements to Village roadways.

WIS 31 & 95th Street/Dabbs Farm Road

- 1) The south approach shall have five northbound lanes (one exclusive left-turn lane, three through lanes, one exclusive right-turn lane). The northbound left-turn lane shall provide a minimum storage length of 160 feet with proper taper. The northbound right-turn lane shall maintain a storage length of 90 feet.
- 2) No additional improvements are required at this intersection.

WIS 31 & Jelly Belly Lane/Main Street

- 1) An actuated traffic signal shall be installed at the intersection. The signal shall be coordinated with the WIS 165 & WIS 31 signal.
- 2) The north approach shall have four southbound lanes (one exclusive left-turn lane, two through lanes, one shared through/right-turn lane). The southbound left-turn lane shall provide a minimum storage length of 225 feet with proper taper.
- 3) Construct an east approach with two westbound lanes (one shared left-turn/through lane, one exclusive right-turn lane). The westbound right-turn lane shall provide a minimum storage length of 125 feet with proper taper.
- 4) The south approach shall have five northbound lanes (one exclusive left-turn lane, three through lanes, one exclusive right-turn lane). The northbound left-turn lane shall maintain 180 feet of storage with the existing taper. The northbound right-turn lane shall provide a minimum storage length of 225 feet with proper taper.
- 5) The west approach shall have one shared left/through-right/turn lane.

WIS 165 & 72nd Avenue

- 1) The south approach shall maintain two northbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The northbound left-turn lane shall be repainted to provide a minimum storage length of 150 feet with proper taper.
- 2) No additional improvements are required at this intersection.

WIS 165 & Old Green Bay Road

Traffic Signal Alternative

- 1) A fully actuated traffic signal shall be installed at the intersection upon meeting the warrants and WisDOT authorizes its installation. **The traffic signal will not be installed until the warrants have been met and WisDOT authorizes its installation.** Prior to

installing the traffic signal, the side streets shall be stop sign controlled. The future traffic signal warrant study and the traffic signal installation shall be performed as a cost to the Village of Pleasant Prairie. The signal shall be coordinated with the WIS 165 & WIS 31 signal.

- 2) Install a raised median on the south approach that extends from the WIS 165 intersection to the southern limits of the left turn lane taper.
- 3) The north approach shall have three southbound lanes (one exclusive left-turn lane, one through lane, one exclusive right-turn lane). The southbound left-turn lane shall provide a minimum storage length of 225 feet with proper taper. The southbound right-turn lane shall provide a minimum storage length of 275 feet with proper taper.
- 4) The east approach shall have three westbound lanes (one exclusive left-turn lane, one through lane, one exclusive right-turn lane). The westbound left-turn lane shall maintain 225 feet of storage with proper taper. The westbound right-turn lane shall provide a minimum storage length of 250 feet with proper taper.
- 5) The south approach shall have two northbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The northbound left-turn lane shall provide a minimum storage length of 150 feet with proper taper.
- 6) The west approach shall have three eastbound lanes (one exclusive left-turn lane, one through lane, one exclusive right-turn lane). The eastbound left-turn lane shall maintain a storage length of 325 feet with a 100-foot taper. The eastbound right-turn lane shall provide a minimum storage length of 225 feet with proper taper.

Roundabout Alternative

- 1) Construct a roundabout with one circulating lane on all approaches.
- 2) The north approach shall have one southbound lane (shared left-turn/through/right-turn lane).
- 3) The east approach shall have one westbound lane (shared left-turn/through/right-turn lane).
- 4) The south approach shall have one northbound lane (shared left-turn/through/right-turn lane).
- 5) The west approach shall have one eastbound lane (shared left-turn/through/right-turn lane).

Old Green Bay Road & Center Driveway/102nd Street

- 1) Consider all-way stop control or traffic signal control when warrants are met.
- 2) No additional improvements are required at the intersection.

Old Green Bay Road & Main Street

- 1) Consider all-way stop control or traffic signal control when warrants are met. Until then, the west approach should be stop-controlled.
- 2) Construct a raised median on the north and south approaches.
- 3) The north approach should have two southbound lanes (one through lane, one exclusive right-turn lane). The southbound right-turn lane should provide a minimum storage length of 150 feet with proper taper.
- 4) The south approach should have two northbound lanes (one exclusive left-turn lane, one through lane). The northbound left-turn lane should provide a minimum storage length of 225 feet with proper taper.
- 5) The west approach should be constructed with two eastbound lanes (one exclusive left-turn lane, one exclusive right-turn lane). Each lane should be continuous back to the WIS 31 & Jelly Belly Lane intersection.
- 6) No additional improvements are required at this intersection.

Old Green Bay Road & Gas Driveway

- 1) Install stop control on the west approach.
- 2) The north approach should have a single shared southbound lane (shared through/right-turn lane).
- 3) The south approach should have two northbound lanes (one exclusive left-turn lane, one through lane). The northbound left-turn lane should provide a minimum storage length of 150 feet with proper taper.
- 4) The west approach should have a single shared eastbound lane (shared left-turn/right-turn lane).
- 5) No additional improvements are required at this intersection.

2028 Off-Site Development Improvements

The following improvements shall be designed, constructed and paid for by the Village of Pleasant Prairie/Developer prior to any of the off-site development opening. WisDOT recommends the implementation of the outlined improvements to Village roadways.

WIS 165 & WIS 31

- 1) The east approach shall maintain four westbound lanes (one exclusive left-turn lane, two through lanes, one exclusive right-turn lane). The westbound left-turn lane shall maintain a minimum storage length of 225 feet with proper taper. The westbound right-turn lane shall provide a minimum storage length of 325 feet with proper taper.
- 2) The south approach shall have five northbound lanes (one exclusive left-turn lane, three through lanes, one exclusive right-turn lane). The northbound left-turn lane shall maintain 425 feet of storage with existing taper. The northbound right-turn lane shall provide a minimum storage length of 325 feet with proper taper.
- 3) No additional improvements are required at this intersection.

WIS 165 & Old Green Bay Road

Traffic Signal Alternative

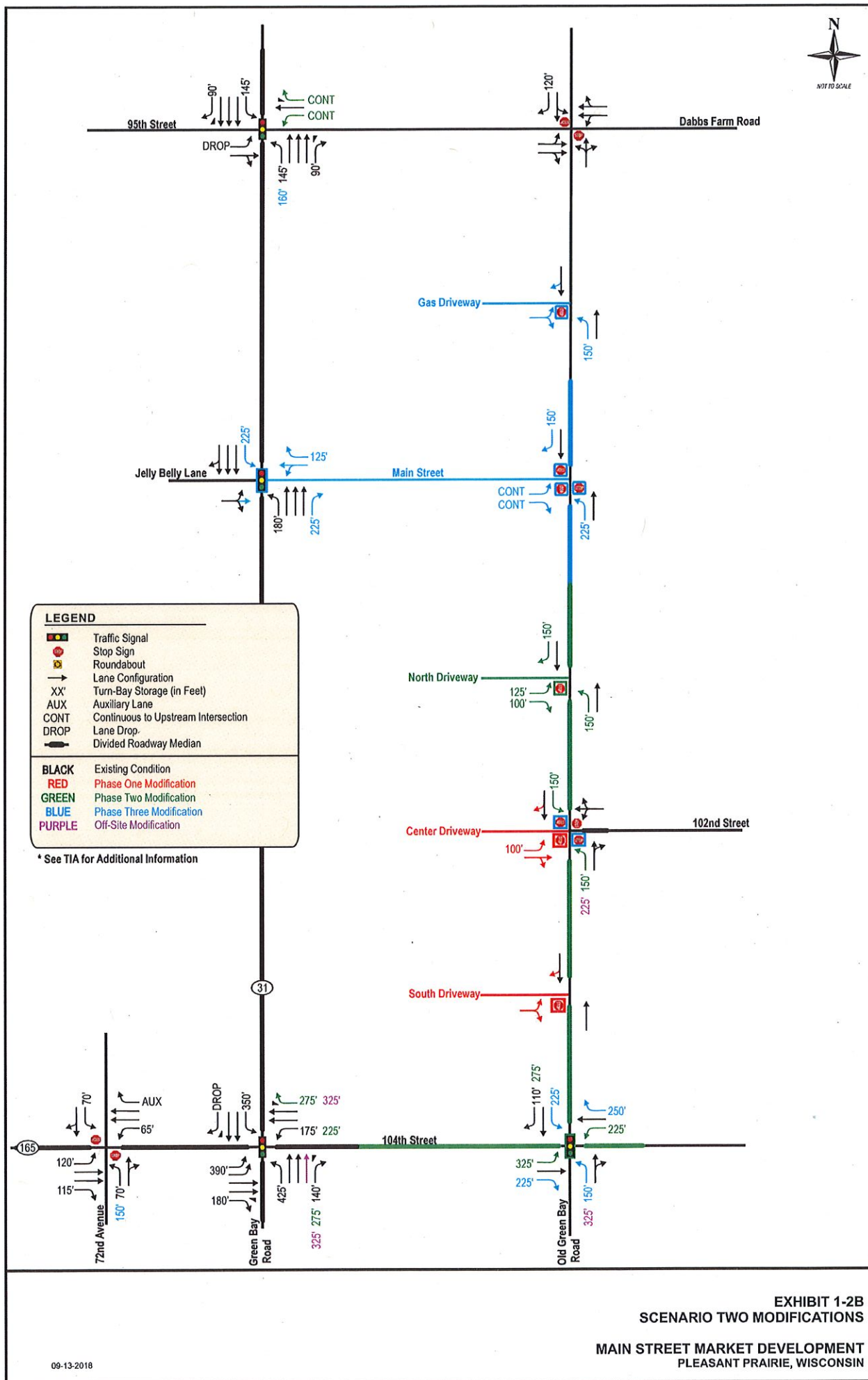
- 1) The south approach shall maintain two northbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The northbound left-turn lane shall provide a minimum storage length of 325 feet with proper taper.
- 2) No additional improvements are required at this intersection.

Roundabout Alternative

- 1) The west approach shall have two eastbound lanes (one shared left-turn/through lane, one exclusive right-turn bypass lane). The eastbound right-turn lane shall be constructed as a partial bypass lane, and shall provide a minimum storage length of 200 feet with proper taper.
- 2) No additional improvements are required at this intersection.

Old Green Bay Road & Center Driveway/102nd Street

- 1) The south approach shall maintain two northbound lanes (one exclusive left-turn lane, one shared through/right-turn lane). The northbound left-turn lane should provide a minimum storage length of 225 feet with proper taper.
- 2) No additional improvements are required at his intersection.



LEGEND

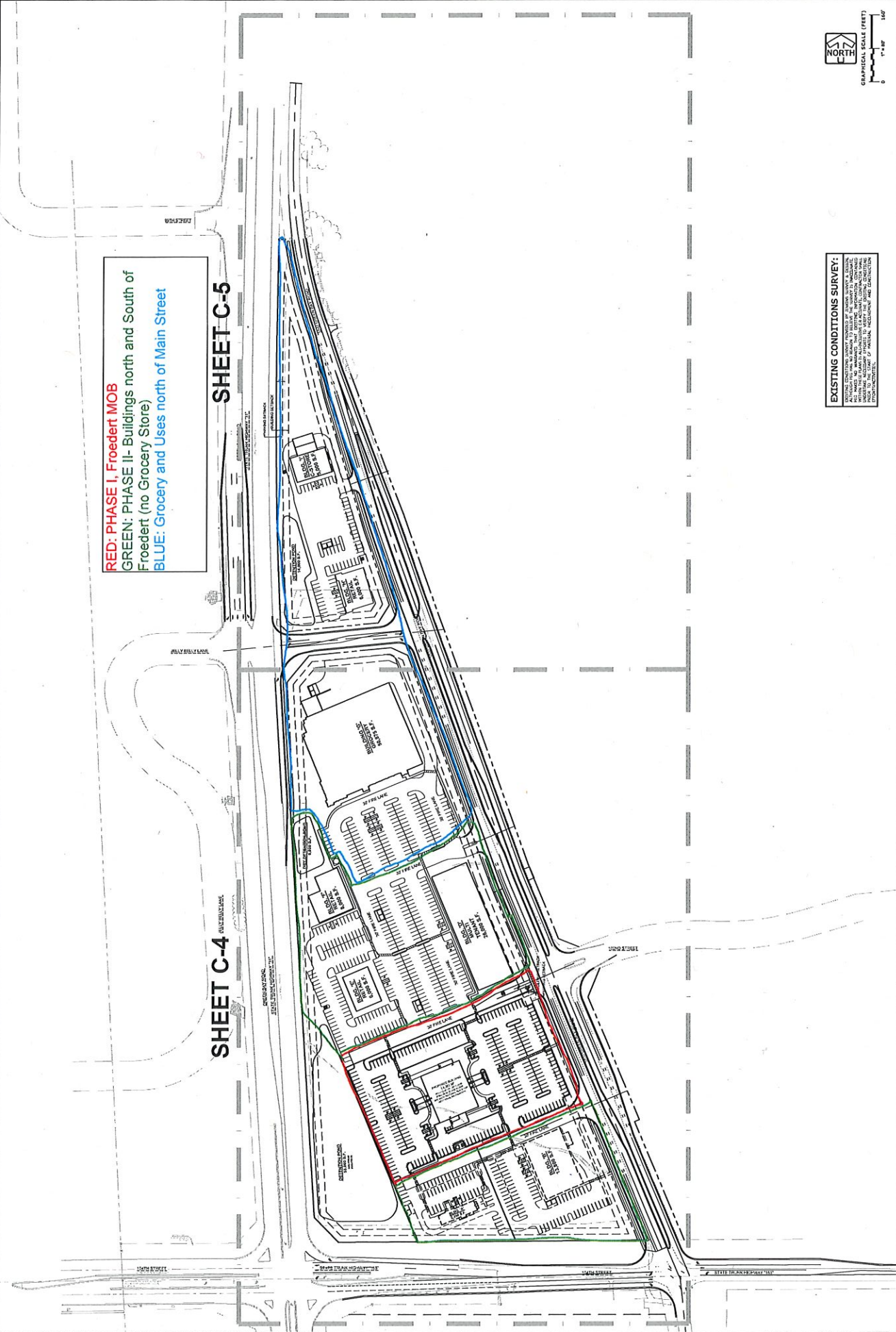
- Traffic Signal
- Stop Sign
- Roundabout
- Lane Configuration
- XX' Turn-Bay Storage (in Feet)
- AUX Auxiliary Lane
- CONT Continuous to Upstream Intersection
- DROP Lane Drop
- Divided Roadway Median

BLACK Existing Condition
RED Phase One Modification
GREEN Phase Two Modification
BLUE Phase Three Modification
PURPLE Off-Site Modification

* See TIA for Additional Information

**EXHIBIT 1-2B
 SCENARIO TWO MODIFICATIONS**

**MAIN STREET MARKET DEVELOPMENT
 PLEASANT PRAIRIE, WISCONSIN**



RED: PHASE I, Froedert MOB
GREEN: PHASE II - Buildings north and South of Froedert (no Grocery Store)
BLUE: Grocery and Uses north of Main Street

SHEET C-5

SHEET C-4

EXISTING CONDITIONS SURVEY:
 NOTING CONDITIONS SURVEY PERFORMED BY PIVOTAL SURVEY & DESIGN, INC. ON 08/11/2023. ALL SURVEY DATA IS BASED ON THE SURVEY DATA PROVIDED BY THE CLIENT. THE SURVEY DATA IS NOT GUARANTEED TO BE ACCURATE AND IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF PIVOTAL SURVEY & DESIGN, INC.

GRAPHICAL SCALE (FEET)
 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

NORTH

SHEET
 C-3
 C-4
 C-5
 C-6
 C-7
 C-8
 C-9
 C-10
 C-11

| REVISIONS | DATE | BY | APP'D |
|-----------|------|----|-------|
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| | | | |
| | | | |
| | | | |

CONCEPT SITE PLAN OVERVIEW

**MAIN STREET MARKET
 VILLAGE OF PLEASANT PRAIRIE, WI**

PLAN DESIGN / DELIVER
 100% CONCEPT SITE PLAN

PINACLE ENGINEERING GROUP
 1000 W. WISCONSIN STREET, SUITE 200
 MILWAUKEE, WI 53233
 TEL: 414.224.1111 FAX: 414.224.1112
 WWW.PINACLE-ENGR.COM

MEMORANDUM

To: Village Board of Trustees
From: Tom Patrizzi
Date: September 25, 2018
Re: RecPlex Dehumidification Unit Addendum



Facility Superintendent

Sealed bids were received and opened at 2:00 p.m., on Tuesday, September 18, 2018, for the RecPlex Dehumidification Unit Addendum project. The following bids were received:

RecPlex Dehumidification Unit Addendum Project

| | |
|---|-----------|
| Lee Plumbing Mechanical Contractor's Inc. | \$517,000 |
| Southport Engineered Systems, LLC | \$568,000 |

I recommend the award of contract to Lee Plumbing Mechanical Contractor's Inc., for the RecPlex Dehumidification Unit Addendum Project.

MEMORANDUM

To: Village Board of Trustees
From: John P. Steinbrink Sr.
Village President
Date: September 24, 2018
Re: Commission Appointments

I recommend the following appointments to the committees for the terms listed below:

Pleasant Prairie Convention and Visitors Bureau

| | |
|-------------------------|------------------------|
| Mike Pollocoff | Term – October 1, 2020 |
| Carol Willke | Term – October 1, 2019 |
| Steve Kumorkiewicz | Term – October 1, 2019 |
| Kyle Highberg | Term – October 1, 2020 |
| Craig Anderson | Term – October 1, 2020 |
| Rebecca Matoska-Mentink | Term – October 1, 2019 |
| Pamela Jacobsen | Term – October 1, 2019 |

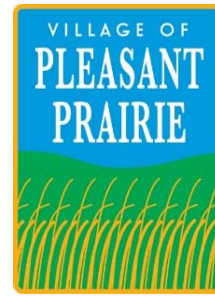
Community Development Authority

| | |
|------------------------------|------------------------|
| Jill Sikorski | Term – October 7, 2020 |
| Tom Reiherzer | Term – October 7, 2020 |
| Dustin Decker (Alternate #1) | Term – October 7, 2019 |

* * * * *

MEMORANDUM

To: Village Board of Trustees
From: Jane C. Snell
Date: September 17, 2018
Re: Kwik Trip #230 – Liquor License Agent Change



Office of the Village Clerk

Kwik Trip has submitted a request to change the agent who holds the Class "A" Fermented Malt Beverage and "Class A" Intoxicating Liquor License – Cider Only for the Kwik Trip located at 10451 72nd Avenue. The previous agent is no longer an employee at this establishment. The corporation has requested Cody Ray Maddox be appointed as the successor agent. The requirements have been satisfied in submitting this request, and Chief Smetana has completed and approved the police check with respect to Mr. Maddox.

I recommend approval of Cody Ray Maddox as successor agent for the Kwik Trip #230.

RESOLUTION #18-32

**TO AUTHORIZE THE REPRESENTATIVE TO SIGN AND SUBMIT THE
RECYCLING GRANT APPLICATION**

WHEREAS, the Village of Pleasant Prairie hereby requests financial assistance under s. 287.23 and s. 287.24, Wis. Stats., Chapters NR 542, 544, Wis. Admin. Code, for the purpose of planning, constructing or operating a recycling program with one or more components specified in s. 287.11(2)(a) to (h), Wis. Stats.,

THEREFORE, BE IT RESOLVED, that the Village of Pleasant Prairie HEREBY AUTHORIZES the Village Administrator, an employee of the responsible unit, to act on its behalf to: Submit an application to the Department of Natural Resources for financial assistance under s. 287.23 and s. 287.24, Wis. Stats., Chapters NR 542, 544, Wis. Admin. Code; sign necessary documents; and submit a final report.

Passed and adopted this 1st day of October, 2018.

John P. Steinbrink, President
Village of Pleasant Prairie

Attest:

Jane Snell, Village Clerk