

**VILLAGE OF PLEASANT PRAIRIE
COMMUNITY DEVELOPMENT AUTHORITY
Village Hall Auditorium
9915 39th Avenue
Pleasant Prairie, WI
November 19, 2008
4:30 p.m.**

A regular meeting of the Pleasant Prairie Community Development Authority was held on Wednesday, November 19, 2008. Meeting called to order at 4:30 p.m. Present were John P. Steinbrink, Mike Serpe, Larry Nelson, Gary Hutchins and Tom Reiherzer. Phil Godin and Kate Jerome were excused. Also present were Mike Pollocoff, Executive Director and Jane Romanowski, Secretary.

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. MINUTES OF MEETINGS - SEPTEMBER 17 AND 29, 2008**

NELSON MOVED TO APPROVE THE MINUTES OF THE CDA MEETINGS OF SEPTEMBER 17 AND SEPTEMBER 29, 2008 AS PRESENTED IN THEIR WRITTEN FORM; SECONDED BY HUTCHINS; MOTION CARRIED 5-0.

- 4. CITIZEN COMMENTS – None.**
- 5. COMMISSION COMMENTS – None.**
- 6. NEW BUSINESS**
 - A. Receive update on the construction improvements to the redevelopment property.**
 - B. Consider authorizing the Executive Director to submit applications for a Certified Survey Map, Zoning Map and Zoning Text Amendments for the Community Development Authority redevelopment property located on the southwest quadrant of STH 165 and I-94.**
 - C. Receive draft ordinance for the Planned Development District for the Community Development Authority redevelopment property located on the southwest quadrant of STH 165 and I-94.**

Mike Pollocoff:

Thank you, Mr. Chairman. I put in front of you a copy of some color pictures on where we sit on the redevelopment project. Essentially everything that you see in the pictures that are asphalt, what you see as asphalt is County Trunk Q. We've just gotten that completed. We're going to put the final lift on that next spring. We're going to let it sit for the winter the way it is. Uline is doing their construction access now that we have this done. The pictures that you see that show the gravel - that's the frontage road alignment along the CDA property and we're going to try and

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squeeze that paving in yet this week and possibly the week after. If it doesn't work then the week after Thanksgiving. Every day that we get a bad day it gets worse to get this completed, so we might not be opening that frontage road up this year.

We had significant construction delays from We Energies. They were way behind when we submitted the plans for all the work that's going on in here because there are plans for the power to the sites plus the street light plans and stuff like that, and they basically didn't start working on them until we had our preconstruction meeting. At that point they said, well, we didn't know if you were really going to do this. We are going to do this. So it put us about four weeks back in our schedule and we never could make it up.

With that being said all the utilities are in. You can drive by the site. We've got the CDA site slated for the commercial development graded and it's lifted. We've got the topsoil on it. That one is going to be ready to seed next year. What we need to do to get that thing ready to sell is we're going to be proposing a land swap with DOT because we realigned that frontage road. They're going to give us the land that they had for the frontage road, then we're going to give them the land that we acquired for the new frontage road so that piece will be in one spot.

So we've been meeting with them and working on a jurisdictional transfer where they basically took our values for the land that we paid for the land that we acquired, applied it to their property, which was the old frontage road, so we're going to probably be doing a swap as far as land values. Then they're going to pay us 80 percent back on our construction costs for the new frontage road, 100 percent of the costs for the engineering. So we'll be able to get these roads in because they're going to take jurisdiction of them back, so it will really reduce our road construction project costs on this road. I've been working with them and we're up to 80 and I think that's probably as far as I can get them. We started at about 50 percent. We've been trying to work the deal but there's no way we're going to get it to 100 percent.

That being said we did go a little over budget and that was primarily because of the price of asphalt. It was probably missed by about—it was awful close to doing concrete. All things being equal I wish we would have done it given the time schedule. But at the time that was the lowest. We did do one street in the Village in concrete and it looks like—what's strange is even though the price of oil has gone down the price of asphalt isn't going down at all. It's not really budging with the numbers we're getting. Maybe after the winter it will start drifting back down if the price of oil stays where it is. That's the status on our properties.

We've also completed the floodplain boundary adjustment on the south end of the CDA sites where the military salvage yard was. That kind of meandered through that site. We've got that all squared away to the south property line so we made that a more squared off site for redevelopment. That's my update on that, Mr. Chairman.

It kind of leads into the certified survey map. So on the colored map you have it shows the CDA site, and then there's a draft CSM that we're going to be looking to execute. What this draft CSM and then the following item, the discussion, is where we're identifying the dedicated easements, the street access, landscaping easements, and where the utility easement is going to be located for that sewer line and water line that was located on the old frontage road.

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The CDA is going to own both properties. Uline has agreed on Outlot 1 to pay for the landscaping maintenance, but the CDA is going to install the landscaping in the first instance. Then the property owners from Lot 1 are going to maintain the pond on Outlot 1 and Uline will do the maintenance on it. We're just in the process of getting this done. We're going to need to meet again in December to approve this final CSM along with an ordinance, the planned development ordinance, which describes the zoning for the site, what the setbacks are, what the minimum and maximum heights of the buildings are and all those things. I'd like to provide you to take a look at.

At our next meeting Tom will be back with the architectural standards. I think when you look at the architectural standards and the pictures that are comparable that he put together along with what we're proposing it's going to make a lot more sense as to what we're doing. But this essentially in my mind is difficult reading. It's a lot easier to go through when you get the architectural look along with it. Tom wasn't ready with that yet. I'm not looking for any action on A, B, or C but that's where we're at to date. That's what we have going. Any questions?

Gary Hutchins:

I have a question, Mike, on the PPD. Is there enough legal distinction between a hotel and a motel, because I see that a hotel is a permitted use, and a motel is the one that you have in the list of excluded uses.

Mike Pollocoff:

Hotel is by definition the height of the buildings. Motels are one story. A one story hotel is not permitted. So in Jean's definition for a hotel it's the minimum number of rooms which I believe is 100 and it has to be a minimum of two story. Now, we've gone farther in this and we said it's got to be four stories but without being exclusionary towards certain types of businesses. That's probably the best we've gotten. It has to have an interior pool. It can't have an exterior pool.

Larry Nelson:

What we're looking for is similar to the one that's on the other side of the Interstate, the Radisson, that style, the standard basically what we want to do, right?

Mike Pollocoff:

Right. We're actually looking at—we have ten stories here as the maximum limit but we're willing to go higher if somebody wants to go higher. It's just that we have enough parking on the site to accommodate ten stories. If you want to go higher then they're going to have to put some underground parking or deck to do that. That's going to be a little bit . . .

Larry Nelson:

Is this discussion draft the same as what you sent us on the internet?

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Mike Pollocoff:

Yes.

Larry Nelson:

One of the things I didn't see right away but then I saw it was these cash places. I noticed it was in there. I wanted to make sure if we don't need that, we don't need firework sales, we don't need these balloon things that you can blow up and what was the one over there, we don't need that kind of stuff.

Mike Pollocoff:

It's really gas, food, lodging and professional office. We take that literally. And with the architectural standards that we'll adopt, and we put that as a restriction on the property, it would have to meet those. If we sell it and they flip it to someone else they're still going to have to meet that standard.

Larry Nelson:

So along with this then eventually will be the architectural standards that they're going to have to live with. This draft shows what you can do there, but as far as architectural standards it's going to have to be—they'd have to meet that standard that we decide to do, and it will be similar to the Abbott thing probably, kind of make sure it blends in with Abbott.

Mike Pollocoff:

We've taken a look at some other similar commercial areas that probably have that same level of architectural style, but it's going to have to be brick, stone, very little. Effaces is going to be really just for highlighting areas. Pitched roofs, no flat roofs, no exposed mechanicals, the landscaping minimums.

Larry Nelson:

I've got just one clarification. That private road that's south of 120 that area that is what Uline's property is that we've dedicated to them?

Mike Pollocoff:

We put an easement in there. Right now they don't know if they want it. There's a level of anxiety that they have with their access point which is our north private drive. And they're worried about the stacking of people trying to get out of that site. That was the site that the State wouldn't let us go any farther north. So just to give them some comfort we said let's work with this and see how it goes, and if it doesn't work then they'll have to put it in at their expense.

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They can put in the private drive and have that second access. That won't happen any sooner than 2011 because they'll have been in business for a year and we'll see how they're doing.

Mike Serpe:

Would this qualify for some type of temporary traffic signals at the entrance to Uline from Q?

Mike Pollocoff:

These are being designed for signals. Once we get to our maximum build out and if Uline does theirs and when Abbott comes in then there will need to be a traffic signal here based on the traffic impact analysis that was done. But we don't have to put that in just for Uline, but when Abbott comes in the traffic counts are going to anticipate that there will be people coming from Abbott over into our commercial area and that added traffic in addition to everything else will require a traffic signal on the private drive.

Mike Serpe:

Do we have any projections as far as the reconstruction of Q west of the I if Abbott were to come? Would that portion be expanded by two or three or four lanes maybe?

Mike Pollocoff:

Under Abbott's ultimate build out Q turns into 12 lanes, 12 lanes with two double turn lanes into 128th Avenue which is that center road that goes into Abbott. But again that's quite a few years out. But we've designed Q so we can take the curbs down, hang another lane of asphalt in there and repour the curbs as we need to.

Mike Serpe:

What's the posted speed limit in this area?

Mike Pollocoff:

35.

Mike Serpe:

That's what it is right now?

Mike Pollocoff:

No, now it's 45. It's going down to 35 because you've got the turning lanes for Uline, and there's provision for future turning lanes for Abbott. You've got the truck movement coming to the distribution area for Uline in addition to the office. There's too much going on to have it 45.

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Larry Nelson:

We're getting ready to sell this land. Has there been any discussion on what prices we think we might want, how does the economy affect the prices? Is this the right timing to try to sell something? We don't want to give it away because regardless this is a hot piece of property.

Mike Pollocoff:

There was a conference and I talked to a consultant, Tracy Cross, who does some work and I just kind of ran it by him. Their recommendation was to get all the encumbrances taken care of with the State and have it ready to go, and he says I can tell you it will probably be worth more when Abbott starts developing but he says I don't know if it will be worth that much more. It really depends on how long we're willing to carry the land as it is. But with Uline being there and good development hopefully when the economy settles out a little bit, whenever that happens, someone will be willing to take the risk on it.

I think we're going to be facing decisions do we want to sell a small piece off for a gas station and a small piece off for a restaurant and hold a piece for the hotel? Or, do we want to hold out and sell the whole thing at once? I think those will really be the questions we have. I think when we get this done and we get the market study and get this priced and have them give us the information on what they think the best mixture is.

In the intervening time you're going to have WisPark coming in and they want to be able to turn their property into commercial, too. But I think the other thing we want the market study to say is how much does that diminish the value of our property by having the WisPark lands also be commercial? Right now the master plan shows that being professional office. So that will be a bit of contention there to work through that. So there are a lot of variables that we're going to have to consider.

Mike Pollocoff:

I guess on Item B I will need a motion to authorize me to submit the applications for the certified survey map, zoning map and zoning text amendment for the Authority to get the rezoning process started on 165 and 94 in that southwest quadrant.

Mike Serpe:

So moved.

Larry Nelson:

Second.

John Steinbrink:

Any discussion on this item?

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SERPE MOVED TO AUTHORIZE THE EXECUTIVE DIRECTOR TO SUBMIT APPLICATIONS FOR A CERTIFIED SURVEY MAP, ZONING MAP AND ZONING TEXT AMENDMENTS FOR THE COMMUNITY DEVELOPMENT AUTHORITY REDEVELOPMENT PROPERTY LOCATED ON THE SOUTHWEST QUADRANT OF STH 165 AND I-94; SECONDED BY NELSON; MOTION CARRIED 5-0.

Mike Pollocoff:

Any other questions? I encourage you to take a ride out there. There are barricades but you can weave through there and get in there and see. If anybody can tell me when the economy is going to turn around I'd have a better idea.

Mike Serpe:

No questions on this, but last night's meeting if you guys read the paper I'm sure, but Uline coming in with the donation to the Village for the pool, when I pulled into the park and there was virtually little parking left in the parking lot, the street was full on both sides and I asked myself what would these people be doing right now if we didn't have this facility? How many kids would be getting in trouble? You know what I mean? And now Uline they're committing to what sounds like quite a few members to this RecPlex. Everybody that comes in anything we can do from the CDA's aspect bringing in more industry, more businesses, whatever, it's just going to benefit everything around us, the RecPlex being one of them. It was a pretty nice meeting. Mike, again, it was your brainchild and a very successful one at that I might say. We really appreciate it.

(Inaudible)

Mike Serpe:

We might have to create a bus service to handle that influx of people that's going to come to that facility.

7. ADJOURNMENT

REIHERZER MOVED TO ADJOURN THE MEETING; SECONDED BY NELSON; MOTION CARRIED 5-0 AND MEETING ADJOURNED AT 5:00 P.M.