

**PLEASANT PRAIRIE PLAN COMMISSION MEETING
VILLAGE HALL AUDITORIUM
9915 39TH AVENUE
PLEASANT PRAIRIE, WISCONSIN
5:00 P.M.
August 25, 2008**

A regular meeting for the Pleasant Prairie Plan Commission convened at 5:00 p.m. on August 25, 2008. Those in attendance were Thomas Terwall; Michael Serpe; Donald Hackbarth; Wayne Koessl; Jim Bandura; John Braig; Andrea Rode; Larry Zarletti; and Judy Juliana. Also in attendance were Mike Pollocoff, Village Administrator; Peggy Herrick, Assistant Village Planner and Zoning Administrator. and Tom Shircel, Assistant Village Planner and Zoning Administrator.

1. **CALL TO ORDER.**
2. **ROLL CALL.**
3. **CORRESPONDENCE.**
4. **CONSIDER THE MINUTES OF THE AUGUST 11, 2008 PLAN COMMISSION MEETING.**

Tom Terwall:

You've receive it in written form. What's your pleasure?

Larry Zarletti:

Move approval.

Jim Bandura:

Second.

Tom Terwall:

MOVED BY LARRY ZARLETTI AND SECONDED BY JIM BANDURA TO APPROVE THE MINUTES OF THE AUGUST 11, 2008 PLAN COMMISSION MEETING AS PRESENTED IN WRITTEN FORM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

5. CITIZEN COMMENTS.

Tom Terwall:

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

6. NEW BUSINESS

A. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #08-17 FOR AN AMENDMENT NO. 3 TO TAX INCREMENT DISTRICT NO. 2 related to revising project expenses to complete infrastructure improvements and to accommodate the Uline Corporate Campus.

Mike Pollocoff:

Mr. Chairman, tonight we're conducting a public hearing for the purpose of amending Tax Increment District No. 2 in the Village of Pleasant Prairie. This amendment is the third amendment to the Tax Increment District. The previous ones, number one, essentially merged TIF #2 and TIF #3 together. Number two it provided for broad-band infrastructure to be placed in the District. And this third one does a number of things. Probably of most significance is it provides for the infrastructure improvements to accommodate the Uline Corporate Campus that's also on your agenda tonight and is being considered. The Village has spend a significant amount of time working with Uline in identifying the needs that they have and what is going to be necessary for them to locate in the Village.

Just as a matter of reference in TIF's, TIF is one of the very few financial tools that the Village or any municipal government in Wisconsin is able to utilize to attract economic development to its community. If you're in Illinois they do tax abatements where they issue bonds and those taxes are forgiven for a certain amount of time. At some point the taxes are due and payable. There are other financial vehicles. But in Pleasant Prairie and Wisconsin TIF is the way it's financed. Essentially what happens in the TIF District is in the case of, we'll just cut up this district a little bit, but the part that shows on the map there that within the Bristol School District and the Central High School District which is that land west of I-94, today that value of the land is worth \$10 million. The taxing entities, the governments, the Kenosha County, Bristol School District, Central High School District, Gateway and the State of Wisconsin to a certain degree they're able to levy the mill rate against that \$10 million and collect those taxes that they would normally collect from those properties as if nothing happened. And they'll be able to continue to do that in the future.

What the TIF law says is that those added improvements that the Village is making, the funds for those we're going to issue bonds, general obligation bonds, we're going to issue bonds and those bonds will be paid for by the taxes that are paid by the new businesses that locate there. If we look at Uline as an example, their value could be as much as \$100 million when they're

completely done with all their construction there. So that \$100 million they're going to pay property taxes just like everybody else in Kenosha County, but that \$100 million will be used to retire the debt for their improvements. So in essence the businesses finance their own improvements over a period of time, and the governments forego getting that money until those bonds are paid off. We still get the same amount of money for that time period until it's done. Now, it's a little bit different than that. That's a small, simple example because it's a little more complicated because this TIF District is so large. It goes from Highway 31 almost all the way to U, so you have both School Districts, Kenosha Unified which is the value was of I-94 at roughly \$290 million, that's what the current value of that district is, and I believe the beginning increment was around \$50 million. So they're helping in this first instance pay for the improvements that are on the west side of the Interstate. As time goes on the west side of the Interstate is going to help pay for the east side. So that's how this is being accomplished.

If we were not to make these improvements we would not be able to put a package together that would help Uline locate into Wisconsin, and that's really one of the considerations of a TIF District is if you don't do the TIF District can you achieve the development that you achieve? The Village of Pleasant Prairie has a long history of using TIF financing for industrial and that high end type of development. Our first TIF District was retired early within ten years, and this second TIF District we also believe it will be retired before its legal limit will be achieved.

We've not extended the life of our TIF. In fact, with President Steinbrink's help in the assembly we were able to get an amendment to the existing TIF law that will permit the Village to take certain areas of the TIF District over time and have those areas such as probably in here or along here have those areas retired from the district, go back on the tax roll as other new uses come in. So as the impact of Uline and Abbott in the future as that happens in this area over here we're going to be able to make the district smaller over here so that as soon as economically possible we're able to shift tax base onto the tax roll rather than waiting for everything to happen at one point. Now, we have to make sure that works with our bond schedules and that we don't compromise the ability of the district to pay its bills, but this is a large district.

With that change what it does is it really enables Pleasant Prairie and other communities to accomplish two things. One is provide economic development for communities, but in a tight tax environment and regulated levy caps we're able to—where we have had success in getting that done move that onto the tax roll so that everybody wins.

The amount of money that we're adding, probably the largest portion—let me go through the maps first. The next map is this map shows the grading, roads, storm sewers, storm water detention areas, and on this map you can see there's the Abbott development which right now is not using any TIF funds. And this is the Uline, Jockey and CDA area. Those are shaded because there's going to be mass grading that's going to take place across that entire site.

The next map is the boundaries of installed sewer main and water main. We have installed sewer main and water main up and down the frontage road. We have completed it in the Corporate Park. In this area here by Abbott that was planned in the original TIF District. Of course, at that time we didn't know of Abbott coming, but what the Village was working to do is set the table, provide the municipal infrastructure, the sewer, the water, the street improvements, the storm water detention basins that would enable the development to take place. We wanted to get that done in a way that would make it possible for the area to develop. And we knew at some point there was going to be the I-94 widening improvements that are going to occur, so by the time

we're done next year we'll have all that out of the way and it will be set. It played a large part in Abbott choosing Pleasant Prairie as a site to locate where you have that mass of land with infrastructure improvements between two interchanges.

So we did spend that money in TIF that Abbott is going to take advantage of, but they're not asking for that additional money on site. And that's something that the Plan Commission approved in their previous actions on the development agreement between the Village and Abbott. The biggest player that we'll probably deal with, Uline, isn't as big but those improvements haven't been made to the Uline site and some of those improvements are currently under way.

These are proposed sewer and water. Again, these are private sewer and water lines that will be within the Abbott campus. There's another one down here that's difficult to see. We have the Crossings. This is the Uline site. This is CDA property. This is the corporate office buildings with future expansion, parking lot right here. This is 1,086,000 square feet of distribution building. You can barely see the second phase of the next building over on the other site.

The other thing that kind of shows up, you can see these dots here, that's a high tension power line that's going to be relocated out of the way of the buildings as part of this project. And there's also a gas line that's in the way that's going to be relocated. So the Uline site improvements roughly \$11.2 million. The power line relocation is \$4.5. Natural gas line relocation \$700,000. Those on the Uline site have the initial greatest impact.

This site shows, and it's kind of difficult on the overhead to see, but these parcels here, that one right there, are properties that the Community Development Authority acquired as part of the Tax Increment District. And those parcels in C, that southwest quadrant of C and I-94 involve the acquisition of an adult book store and a travel trailer business. Another bookstore immediately south of that was acquired. Those parcels are currently in Village ownership. The one parcel is if you drive by and see the storm water management pond at this time, and the other one is going to be a future roadway into Abbott in 97th Avenue.

At that southwest quadrant that was a fireworks stand, a mink and taxidermy business and a military storage yard and a van business in this area right in here. That land was acquired for redevelopment and resale by the Development Authority. The land down here was, again, the military salvage yard and several houses. This land up here was a little farm notorious for cock fighting and an old stable. So those uses were deemed by the Authority to be blighted and were eliminated by the Authority. We're working in conjunction—the improvements are being placed on 120th Avenue right now, and there's a loop road in there that's serving the CDA property. That's in this project. That land will be resold. This land here will be dedicated to Abbott at such time as Abbott decides to move forward as will 97th. This land here will also be developed and sold by the Authority.

This map here reflects the existing zoning that exists within the TIF District. It kind of typifies what the Village has attempted to do to maintain that environmental corridor of the Des Plaines basin, that area that's shown in green in the middle with the corporate and industrial development on either side shown in gray. The next slide shows the effect of the Abbott development, the planned development there, as well as the planned development by Uline which isn't different from the existing one. This is going to be the final Tax Increment District land use plan after everything is adopted.

This is the fiber optic network. If you recall back before we did this in 2004 there was no broadband in LakeView Corporate Park. There was dial up only. That was particularly limiting our ability to market to a higher use in that area or higher technology. Since that's been put in we've seen that user such as Rensis where we have somebody that's actually doing disaster remote location for companies to store data. It was critical in the Abbott development and it's also being made available to Uline for use.

The project cost summary, the administration it's actually more than just my time. It's those costs associated with legal work and consultants primarily for the legal work we did as a prelude to the acquisitions or property are in there as well as engineering consultants. Roadway work is up a little bit. Even though we show 2004 here we have to remember that the project was first conceived in 1999. The inflation rate between 1999 and now really gets us to that added 1.8. We're really not putting more roads in the district. Storm sewers minor increase.

Sanitary sewer increase is the \$2.2 million, the bulk of that in the abandonment of Sanitary Sewer District 73-1, their treatment plant on the State line. That treatment plant treats the south side of LakeView Corporate Park, so the water we buy from the City of Kenosha comes from Lake Michigan, we distribute it through the Corporate Park, and everything south of 165 is treated at that treatment plan and then discharged into the Des Plaines River. By 2010 that plant has to be abandoned. Our initial estimates on that were lower than what the final design came in. It's going to take two lift stations and about four miles of forced main to pump the waste from that sewer treatment plan up to 165.

Water main \$310,000. The major increase in that is based on the fire flow information that we have with Uline and some of the other proposed uses, we have a future tower that we're looking to construct on the west side of the Interstate that will be a million gallons up in the air rather than 750,000 gallons and the additional piping that goes with it.

Grading and storm water management that's a reduction but some of that shows up again back in the Uline site improvements. Land acquisitions, the Authority's best estimate from our consultants was \$3.315. But when you acquire land you don't get to pay the amount you want to pay, you get to pay the amount that the court says you're going to pay. And when we go through negotiations we did add that additional \$3.1 million. Those numbers now have been finalized. We've gone through, all the cases are settled, they've been adjudicated and the Village has complete ownership of the property and that was the final number.

KABA loan there's no difference in that one. That's funds that we spend to provide KABA in \$1 million increments to provide additional financial assistance to companies looking to locate here. It's a great program in the sense that we put that money in once, again the same businesses out there that are out there are paying for that loan to be there. When they repay the money back to KABA, KABA is then able to re-loan that to another business for more economic development in the area.

Again, the \$700,000 is for natural gas line relocation, the power line relocation and Uline site improvements. Other improvements typically involve more landscaping and land grading and changing lands adjacent to roadways. Primarily that's going to be at the Interstate.

The next slide is project summary schedule. This is our best estimate as to when these funds are going to be expended. For us the expense of it is going to be when we incur the debt. As you can see, from 1999 we started out and kind of ramped up big to 2004. That's when we did a significant amount of work in getting the water system improved out to LakeView Corporate Park along with land acquisition, and land acquisition continued in '05 and '06, and we began some work as far as the frontage road and sanitary sewer and water in '07. In 2008 if you've been out there we're actively engaged in reconstructing the frontage road as identified in the plan as well as relocating that frontage road along with Highway Q.

We're also anticipating the vast majority of the Uline improvements to be bonded for in 2008. That money will probably as you can see in 2009 there's another big year and we'll be spending that money as the bills come in. 2011, again, will probably be a major year for finalizing the sanitary sewer contracts even though that work will be done in 2010, and we'll have water system improvements that will be taking place in that year as well. Then we'll be closing out the District.

If you look at your packets, and I don't have a slide of this because no one could read it because the numbers are infamously small, we could bring this district all the way to 2021. With some luck we're going to be able to retire this assuming—we've taken a conservative schedule. Our debt service would be taken out in 2019. If we don't need to refinance at that time then we're going to be able to have it paid off hopefully four years early. This debt service schedule is conservative in the sense that we're not assuming that Abbott will build any buildings. If Abbott doesn't come at all we're still going to be ahead of schedule. If Abbott does construct a building between now and then we'll be that much farther ahead, and we're also assuming that there really won't be significant construction occurring in LakeView Corporate Park either. So for the purpose of making sure this thing will work, we're basically assuming we're going to have some adjustments in values as time goes on but no major improvements that we don't know about. If we don't know about them then we don't put them into this schedule.

Tonight is the public hearing on this. Prior to the Plan Commission meeting the Joint Review Board met. Dave Kirksun from Kenosha County, Eric Olson from Kenosha Unified, myself, Doug Snow from Pleasant Prairie was nominated and selected as a citizen at large member, and Mark Zlevor from Gateway will represent all the taxing bodies to evaluate the project plan to approve it, consider the information that's received tonight from the Plan Commission, as well as the Village Board. The Village Board is scheduled to take up this matter on the project plan on September 15th. Then the Joint Review Board would meet on the following day. If there's any questions before you start the hearing I'd be more than glad to answer them or if you want to wait until after the hearing.

Tom Terwall:

Let's do the hearing first, Mike. This is a matter for public hearing. Is there anybody wishing to speak on this issue? Anybody wishing to speak? Anybody wishing to speak? Hearing none, I'm going to open it up to comments and questions from Commissioners and staff.

Don Hackbarth:

The fiber optic is that considered like a utility under the TIF District as well?

Mike Pollocoff:

It's a private utility. It was constructed—

Don Hackbarth:

It's not like sewer and water?

Mike Pollocoff:

Not for us, but at that time we decided—originally we were going to build a dark fiber that we were going to own, but we were able to negotiate an agreement with Time Warner to construct it at a cost far less than what we could have gotten from AT&T or from another carrier. So they put that in. And where there is no service they've allocated funds to construct that service.

Don Hackbarth:

The other question is, and I haven't been out there for a while, but do you know when Highway Q west of the I is going to be completed?

Mike Pollocoff:

Our goal is to have Uline ready to start and we want to be out of their way, so we're looking to have that done in October and have Q opened up again. The Frontage road might be a little bit to be honest with you. This year we're doing the Frontage Road from Q south, next year we'll be doing that other piece from Q north to finish that up.

Don Hackbarth:

But Q will be done before the snow flies?

Mike Pollocoff:

Oh, it's got to be done well before that.

Don Hackbarth:

The other thing is there's a fella that I talked to some time ago, I believe its west of 136th Street and Q, and he said there's a retention basin or something that was configured which dumps more water onto his land. He's kind of frustrated with that and he doesn't know what to do. He lives in Bristol.

Mike Pollocoff:

We have worked with some residents from Bristol where the floodplain boundary adjustment that was prepared for CenterPoint where those ponds and that grading that modified the floodplain some of that water drains to the north. Abbott has given us an easement to drain that, put that into a drainage way and drain it along their property within Pleasant Prairie rather than having it go into Bristol to the northwest. Mike, I believe that's done. We've complete that. There is a

change that the people and our neighbors in Bristol are noticing because there's quite a bit of things going on. I'm aware of that problem but I believe we addressed it by getting some improvements placed on the Abbott property.

Don Hackbarth:

So you're saying the problem is corrected now?

Mike Pollocoff:

Yes.

Don Hackbarth:

Okay, I'll check.

Mike Pollocoff:

If there's still a problem let me know if you talk to him.

Tom Terwall:

Anybody else?

Wayne Koessl:

Mr. Chairman, if there are no other comments or questions I would move that the Plan Commission approve Resolution #08-17 for an amendment to No. 3 to Tax Increment District No. 2.

Mike Serpe:

Second.

Tom Terwall:

IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY MIKE SERPE TO APPROVE THE RESOLUTION #08-17 FOR AN AMENDMENT TO NO 3 TO TAX INCREMENT DISTRICT NO. 2. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Thanks, Mike.

Wayne Koessl:

And one other comment, Mr. Chairman. I appreciate the work that the Village Administrator and the staff had to go through to get this all bundled up and ready for us. As you can see it's a massive project for the future not only of Pleasant Prairie and Uline but for Southeast Wisconsin.

Mike Pollocoff:

Thank you, Wayne. Staff did a really good job on it and we've had a lot of help with the individuals from Uline in getting this put together. When you have a quality corporation helping you get this put together it makes it a lot easier to do.

Mike Serpe:

Mike, you get the credit for the breaking of the TIF District away from the original TIF District when it's paid out. You have that amendment that President Steinbrink-

Mike Pollocoff:

That's the boss.

Mike Serpe:

That was John's doing?

Mike Pollocoff:

Yes.

Mike Serpe:

Good enough. Thanks, John.

Tom Terwall:

I was glad to say tonight that Mike didn't get the full \$3 million of an administrative fee. Good job, Mike.

B. PUBLIC HEARING AND CONSIDERATION OF ZONING MAP AND ZONING TEXT AMENDMENT for the request of Lance Skala, agent for CenterPoint Properties Trust, owners of the property generally located south of CTH Q and west of 120th Avenue (West Frontage Road) for a Zoning Map Amendment to rezone the properties by adding a PUD, Planned Unit Development Overlay District on the property and a Zoning Text Amendment to create the specific PUD requirements for the Uline Corporate Campus Development.

Peggy Herrick:

I would ask that we take Items B and C together since they're related.

Don Hackbarth:

So moved.

Wayne Koessl:

Second.

Tom Terwall:

MOVED BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL TO TAKE ITEMS B & C TOGETHER EXCEPT THEY'LL BE TWO SEPARATE VOTES. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

C. Consider the request of Lance Skala, agent for CenterPoint Properties Trust, owner and Phil Hunt, agent for ULINE for Final Site and Operational Plans for the construction of the Corporate Office building and warehouse/ distribution building and related site improvements for the Uline Company on property generally located at the south CTH Q and west of 120th Avenue (West Frontage Road).

Peggy Herrick:

Item B is a public hearing and consideration of a zoning map and zoning text amendment for the request of Lance Skala, agent for CenterPoint Properties Trust, owners of the property generally located south of County Trunk Highway Q and west of 120th Avenue which is the West Frontage Road for a zoning map amendment to rezone the properties by adding a PUD, Planned Unit Overlay District, on that property and a zoning text amendment to create the specific PUD requirements for the Uline Corporate Campus development that will occur on that property.

Item C is to consider the request of Lance Skala, agent for CenterPoint Properties Trust, owner, and Phil Hunt, agent for Uline, for final site and operational plans for the construction of the corporate office building and the warehouse/distribution building and related site improvements for the Uline Company on the property, again, generally located south of County Trunk Highway Q, west of 120th Avenue, which is the West Frontage road. Again, these items are related so I will discuss them at the same time but separate actions are required and one of these is a public hearing.

The petitioner is requesting approval of the Final Site and Operational Plans for the first phase of development of the Uline Corporate Campus. In addition, they are requesting approval of a Zoning Map Amendment to rezone the properties by adding a PUD, Planned Unit Development

Overlay District on the property. And a Zoning Text Amendment is proposed to create the specific PUD requirements for the Uline Corporate Campus Development.

Uline is the leading distributor of shipping industrial and packing material throughout North America. The Company was founded by Liz and Dick Uihlein in 1980. Uline has been growing steadily yet continues to be a family owned and run business. Today, Uline has over 2,500 employees nationwide. The current national headquarters is in Waukegan, Illinois. Besides the 603,000 square foot distribution facility in Pleasant Prairie, Uline has distribution centers near Chicago, Minneapolis, Allentown, PA, Los Angeles, Atlanta and Dallas, TX. They also have satellite locations in Tijuana, Mexico and Toronto, Canada.

Uline is acquiring approximately 200 acres from CenterPoint Properties Trust, who will be acting as the Development Manager for this project. The site is being master planned for the new corporate campus of Uline. The site master plan includes approximately 400,000 square feet for corporate offices and two warehouse/distribution buildings. The eastern building is approximately one million square feet, and the western building is approximately 750,000 square feet.

As you may recall, on June 9, 2008, the Plan Commission conditionally approved Preliminary Site and Operational Plans for the petitioner to begin mass grading including installation of related storm water facilities and infrastructure improvements on the property for the planned Uline Corporate Campus. On August 15, 2008 the Village issued an Erosion Control Permit to begin mass grading.

The wetlands on the property were field delineated by Wetland & Waterway Consulting, LLC on December 16th and 17th 2002 and approved by the Wisconsin Department of Natural Resources on February 19, 2003. The wetlands were rezoned into the C-1, Lowland Resource Conservancy District. An area of the property is also located within the C-2, Upland Resources Conservancy District which is woodlands on the property. The remainder of the site is zoned M-1, Limited Manufacturing District. A portion of the property is also located within the 100-year floodplain and those areas on the property are zoned FPO, Floodplain Overlay District. These environmental areas will be protected during the development of the site. In addition, the wetlands are located within Dedicated Wetland Preservation and Protection, Access and Maintenance Easements and the 100-year floodplain areas are located within the Dedicated Floodplain Preservation and Protection, Access and Maintenance Easement as were dedicated on the certified survey map that was approved also on June 9th.

A Zoning Map Amendment is proposed to create a PUD, Planned Unit Development Overlay District on the property wherein, the underlying zoning districts, including the M-1 District, the C-1, District, the C-2, District and FPO Floodplain District would remain unchanged. In addition, a Zoning Text Amendment is proposed to create the specific PUD requirements for the Uline Corporate Campus Development.

This property is proposed to be developed in phases, Phase 1 is proposed to be constructed now and includes 203,000 square foot office building and a 1,086,400 square foot distribution center. Phase 2 will include an additional 200,000 square feet of corporate offices and an additional 750,000 square foot distribution facility.

Phase 1, the Uline Corporate Campus, includes first the Corporate Office Building: A 203,000 square foot office building plus 76,000 square foot basement) will be three stories with a full basement. The basement will contain main electrical and mechanical rooms and storage space. The first floor will include a main lobby, training rooms and an associated breakout area, office space, fitness center and a shipping/receiving area. The second floor will include kitchen/server and dining space, conference rooms and office space. The third floor will contain office space, some conference rooms and a multi-purpose room. The primary use of the facility is business use. The building will be provided with four elevators that serves each floor level. Two of the elevators are sized to accommodate ambulance stretchers.

When the building is complete in the spring of 2010, the corporate offices will have 650 employees with 850 employees projected by 2015. As part of the Phase 1 development, 882 parking spaces will be provided adjacent to the office building.

The building is proposed to be approximately 80 feet high and is being constructed of precast panels, ¾" Cedar plank, Ashlar stone veneer with a standing seam metal roof on the pitched roof portions of the building.

Distribution Center: A 1,086,400 square foot distribution center includes a 30,000 square feet office area in the northeast corner of the building. The office function will support the distribution center functions including Human Resources and break and lunch room facilities. There is a small portion of the building which is approximately 95 feet by 100 feet in the southwest corner of the building. This is a maintenance area. There is some potential that this may be a detached structure located south of this distribution center that is still being determined by the company. But I just wanted to make you aware that there may be another detached building on the site.

The distribution center will be constructed of painted load bearing precast walls with a steel room framing system. The building has day lighting features and is currently planned to have over 245 skylights within the core of the building, plus exterior wall clerestory windows at the building perimeter for day lighting. The overall clear area within the warehouse is 32 feet at the lowest point of the structure and outside height of approximately 37 feet.

Upon completion of this building, at the end of 2009, the distribution center will have 200 employees with 250 employees anticipated by 2015. The facility will be operated 24 hours per day, 7 days per week. Fifty percent of the workforce will be on the first shift with the remainder evenly distributed between the second and third shifts. The maximum number of distribution center employees on the site will be approximately 187 during a shift change.

The distribution facility provides for 361 parking spaces. A total of 198 spaces are provided near the office area on the north side and 151 spaces are located at the south employee entrance. Dock offices have six spaces on each side and are located near warehousing offices within the truck court area. The truck court areas will accommodate 299 loading docks positions and 233 trailer storage spaces on the outside edge of the truck court. It is anticipated that there will be approximately 375 automobile trips to and from the distribution center daily. Truck traffic will consist of 100 inbound and 100 outbound trucks daily.

Equipment Yard and Pump House: An equipment yard area approximately 6,138 square feet is located south of the corporate office building as east of the distribution facility. An approximate

1,000 square foot pump house building is located within the equipment yard. This building is proposed to be constructed of precast concrete panels to match the distribution center. On each side of the pump house are fenced/screen wall enclosures to house cooling towers, generators and dry coolers for the campus and other equipment. The precast screen wall will be 20 feet high and the ornamental fence will be 15 foot high surrounding the outside areas.

As you are aware, County Trunk Highway Q and a portion of 120th Avenue are currently under construction and are anticipated to be completed this fall. Municipal water will service the development and is located within CTH Q and 120th Avenue. Public Sanitary Sewer is proposed to be extended through the property to service the development of this site. The public sanitary sewer will be installed this fall as part of the TID District #2 public improvements. The Public Sanitary Sewer has been designed and approvals have been obtained from the Kenosha Water Utility, the Southeastern Wisconsin Regional Plan Commission and the Wisconsin Department of Natural Resources.

As noted earlier, there is a Zoning Map and a Zoning Text Amendment also being proposed. The petitioner is requesting approval of a Zoning Map Amendment to place a PUD, Planned Unit Development Overlay District on the property. As stated before, the underlying zoning districts would remain including the M-1 District, the C-2 District and the Floodplain District. In addition, a Zoning Text Amendment is proposed which specifies the specific PUD requirements for the Uline Corporate Campus Development. In general the PUD Ordinance allows for the campus development with multiple buildings to be constructed on the property, allows the office building on the property to exceed the 60 feet; allows variations to the Primary Monument Sign and Secondary Monument signs regulations; allows for the fence/screen walls to exceed the height requirements; and allows for a standing seam metal roof on the corporate office buildings for the Campus Development.

Attached to your packet is a PUD ordinance, and Jan handed out prior to the meeting some revised ones. There have been some changes proposed this afternoon by Uline's attorney and Lance Skala of CenterPoint. Those are highlighted in the ordinance that was handed out tonight. Specifically it was discussed as I mentioned earlier that the maintenance area and the distribution center may be separated as a separate building so that is now included in the PUD to allow for another detached accessory building, that maintenance building.

The pump house originally the ordinance indicated that it shall not exceed 1,000 square feet. That area hasn't been designed yet and so they've asked that that be increased to 1,500 square feet. The maintenance building if it does stand alone cannot exceed 12,000 square feet so that's been added. Since there is this new building there has been another provision added that talks about the distances between any principal building and any detached accessory building on the site needs to be at least 45 feet apart so that was added. The secondary monument sign height was changed from six and a half to seven feet. So those are the proposed changes that we are recommending tonight as well as what was in your packet. So with that, one of the items is a public hearing and one is not. And I believe the petitioners do have additional information they want to share with you tonight as well.

Tom Terwall:

Lance, you want to begin before I open it up to the public?

Lance Skala:

My name is Lance Skala, CenterPoint Properties. The last time that we were in front of the Plan Commission and made a presentation it focused predominantly on the site plan, the civil engineering and also gave you an overview of Uline and with some company background information. In the interest of time we'd just like to focus in on the architectural elements of the project. Before I turn the floor over to John Chapman from Epstein Uhen Architects, I'd like to just mention that we do have representative from Uline, Phil Hunt and Randy Copenhart, and we do have a representative from JSB professional So with that, I'll turn the floor over to John Chapman. Thank you.

John Chapman:

Thanks, Lance. My name is John Chapman. I'm an architect with Epstein Uhen Architects representing the Uline project. This evening what we'd like to do is give you a better feel for the design of the building through a couple of animations that we have created. I think Peggy summed up the summary of the project quite well, sort of stole my show, but this will help graphically what the design indicates.

We master planned the site, as Peggy mentioned, the 200 acres for both office use and distribution center use, 400,000 square feet potentially one day of office and about 1.75 million square feet of distribution center. One of the strong elements that the Uihlein family wanted to achieve was that the building represent sort of the success of their company as well as the hopeful future success of the company. And they strongly wanted the building to represent the architectural flavor or style of the Midwest. They wanted this building to be a building that looked like it was meant to be designed in Wisconsin. So the materials reflect that. The form reflects that.

It's a rather unusual office building, three story wings that are connected with a central space. And in that central space is where a lot of interaction amongst employee occurs. The site is an incredible site especially to the south with sort of the natural terrain, the forest, the ponds. And the Uihleins wanted the building to connect with nature as best as they could as well. The materials, as Peggy mentioned, we do have samples lined up against the wall over there representing the materials at this point. But it's a pretty simple pallet of materials, natural stone, precast elements on the wings, metal roof and a lot of glass as you can see. The metal color is indicated to be a medium to dark brown color. There you can see the potential wings added to both ends for potential office as well as potential more parking spaces. The site will be heavily landscaped. That's one of the wonderful nuances of our client is that they like the landscaped green space. And I think the parking lot will be very unique for a corporate office building of this size. There is a lot of green space, a lot of islands, a lot of trees, and so it will be a pleasant environment not only as people work in the office but as they come and go to the facility as well.

There are terraces at each end of the wings on the third floor for outside use as well as a terrace to the south that is off of the training spaces and dining spaces that can be used as well. I think we mentioned some of the heights. The height at the front of the building from grade is approximately 65 feet. At the rear at the south, because we're trying to open the view, the expanse to the south to nature, it's approximately 76 feet high. And the height of the metal at the ends of the wings is about 59 feet. The wings are about 125 feet wide, and again you can see the glass which goes from about 2 foot 6 off the floor to the ceiling height at about 9 foot 6. We do

have sun screens on the south facade to help deal with the sun, and we do have some significant overhangs for the roof as well.

(Inaudible)

John Chapman:

The expansion would occur on either side of the wings with separate buildings, and those buildings would be linked most likely underground as well as a bridge connection for people, yes. I think it will show at the end here some dashed-in elements. You can see the dashed buildings to both sides so those could be 100,000 square feet added at any time, and then the additional parking out in front. Then you can see the million square foot distribution center to the west with its truck bays, and then the distribution center has parking at both the north ends and the south ends. Then you can see the mechanical yard sort of sitting in between just off of the service drive. The renderings don't really indicate the amount of landscaping that will occur. There will be much more enhancement.

Then we've got a quick fly through also of the interior. So this is coming in the front door. All employees, which is a nice unique thing for a building of this size, all employees will enter through the front doors, come through the lobby. It will be a secure zone. They will have card readers to get into the office space. Again, the use of natural materials carries through on the interior as well. A lot of natural warm wood, cherry wood and the natural stone will also carry through.

So the first floor as you enter that's the main lobby. In the central main space in the building that's where all the training occurs, training rooms, large rooms that can be divisible. You take the main stairs up to the second floor. The second floor is open then to the lobby. The main lobby looks down across to the pond to the front. As you turn around, again, you can see there's stairs to have people use this center building as sort of a communicating area as well, the main dining space which is up on the second floor, which allows for fabulous views to the south as you can see. There's private dining rooms on either side in case some employees want to celebrate an anniversary or something like that.

Then we can head up to the third floor. These animations were done some time ago and the design is continuing to evolve. But the intent is indicated in these renderings. So the third floor has some conference rooms that overlook the main space, and then there's a multipurpose room on the third floor that overlooks to the north, and this has a small kitchen in it and some restrooms so this could be used for private entertaining functions within the company and things like that.

It will be all wood, wood ceiling, wood beams, and again the natural stone. The intent is Uline wanted to make this central space a place where people dine, a place where people come together to train, to meet, for that to be a pretty significant design element. And then for the office wings themselves they're nice, but they will be pretty much their standard sort of office type wings. I think that's it. As was mentioned there's also a fitness center, 5,500 square feet for fitness for all the employees, locker rooms, kitchen service, all the wonderful typical elements you'd find in a large corporate headquarters. And I think we would all agree that the site is well suited for this and Uihlein the family I know is very ecstatic and excited about coming to Pleasant Prairie.

Tom Terwall:

Thank you. I'm going to open the public hearing. Are there any comments or questions for the public hearing? Anybody wishing to speak? Anybody wishing to speak? Hearing none, I'll open it up to staff.

Mike Serpe:

I guess to Mike. If and when Abbott were to come to Pleasant Prairie, is one of the entrance to Abbott property on Q?

(Inaudible)

Mike Serpe:

On Q. And do I understand it that when Uline opens up there will be about 800 employees between the distribution and the corporate offices coming to work about the same time?

Wayne Koessl:

But split into shifts.

Mike Serpe:

Right. I understand there's about 187 per shift. What is the profile of Q in that area west of the I?

(Inaudible)

Mike Pollocoff:

It's two travel lanes and turning lanes to accommodate that entire Uline development as well as through traffic and what would be the first phase of Abbott. That road design was initially laid out for that. There's been some tweaks with that as far as the CDA land. But we've acquired enough right of way from Uline and Abbott. I believe ultimately Mike, that it ends up being 140 feet or 180 feet?

(Inaudible)

Mike Pollocoff:

180 feet wide. So as a reference point that's the same as Highway 50. With Uline and Abbott with 12,000 people, and not all 12,000 are going to take that access point in here, but there's going to be significant traffic off the Interstate to the CDA properties as well as that Phase 3 of Abbott plus some commercial uses. Hopefully there will be more development to the west. So we feel that the profile that we have now will get us through ten years without a problem. And what we'd be doing is not re-ripping everything out again but just expanding out on what we have.

Mike Serpe:

I just happened to think of the Abbott 137 when you get off the Interstate it's about eight lane? I'm not sure, a number of lanes and that's pretty busy. Admittedly, Abbott there is significantly larger than what we're seeing here, but eventually this could come out to be about the same volume of traffic.

Mike Pollocoff:

The TIA of Abbott is diffusing it to C and Q. Their main entrance is going to be between C and Q on the Frontage road.

Mike Serpe:

I'm very impressed, John, with this presentation. I'll tell you that is probably one of the nicest things I've seen come through this Village in a long time. Beautiful.

Tom Terwall:

Any other comments or questions? If none, we need a motion then to send a favorable recommendation to the Village Board to approve the zoning map and zoning text amendment.

Jim Bandura:

So moved.

Mike Serpe:

Second.

Tom Terwall:

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

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

Don Hackbarth:

Move approval of the final site and operational plan.

Wayne Koessl:

I'll second, Mr. Chairman, subject to the conditions outlined by staff.

Tom Terwall:

IT'S BEEN MOVED BY DON HACKBARTH AND SECONDED BY WAYNE KOESSL TO APPROVE THE FINAL SITE AND OPERATIONAL PLAN SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Welcome, gentlemen.

Lance Skala:

Mr. Chairman, I just want to take a moment. I know at this point in time or very soon to a certain extent the planning department is going to be turning this project over to the building and fire departments to see this project through. But I just want to take a moment to recognize the efforts of the planning department and engineering department and just thank them for their assistance and guidance throughout this process. And I would also like to thank all the members of the Plan Commission for your solid support of our project.

Tom Terwall:

Thank you.

D. PUBLIC HEARING AND CONSIDERATION OF SEVERAL ZONING TEXT AMENDMENTS related to temporary uses.

Peggy Herrick:

These text amendments are related to temporary uses in the Village. Pursuant to Section 18-35-A (4) of the Village Municipal Ordinance, the Zoning Board of Appeals, or the BOA, has the authority to approve temporary uses, in any zoning district, provided that such uses are of a temporary nature and are compatible with neighboring uses.

Over the years the Board of Appeals has granted ten temporary use permits to allow the property owner to construct a new single-family home on said property and continue to reside in the existing home on the property during the construction, then upon completion of the new house the existing house was razed within 60 days of receiving a verbal to occupy. These are all located in various places throughout the Village. As you can see, the first one was granted in 1994 and as recently as February 26, 2008, similar temporary use permit was granted.

The only other temporary use permits granted by the Board of Appeals was on November 18, 2003 to allow up to six recreational vehicles/motor homes to be parked during construction on the Good Shepherd Lutheran Church site, the addition that they did, from April 2004 to August 2004, to house Laborers for Christ workers who will be constructing the church and school.

At the March 21, 2006 Board of Appeals meeting, the Board of Appeals had requested that the Village staff look into bringing an amendment forward to the Ordinance to make Temporary Use Permits an administrative permit procedure rather than a hearing before the Board of Appeals.

On April 10, 2006 the Village Plan Commission adopted Resolution #06-11 to evaluate temporary use regulations in the Village.

Village staff has evaluated the ordinance and is proposing to amend the Village Ordinance related to temporary uses. The amendments provide the administrative procedures for temporary uses to be approved by Village Zoning Administrator rather than by the Board of Appeals after holding a public hearing. Specifically the amendments include:

1. To delete Section 18-35-A (4) of the Village Municipal Ordinance which currently requires temporary uses to be approved by the Board of Appeals.

These next few amendments are the zoning ordinance. The first amendment is a municipal ordinance that will be considered by the Board next Tuesday, September 2nd. The zoning amendments include:

2. To create Section 420-140.1 related to temporary uses which would allow the Village Zoning Administrator to approve temporary uses and specify any appropriate conditions.
3. To delete Sections 420-27 A (4) related to Application Fees for a Temporary Use applications. Currently they state the fee is \$200 plus a pre-development agreement.
4. That fee is proposed to be changed and, therefore, we're looking to create Section 420-29 fees associated with a pre-development agreement. To create Section 420-29 I related to Application Fees for a Temporary Use application to be \$150 per application. Since this is a staff review there are no public hearings required. There's no additional cost for posting or publishing or sending notices out so that fee was reduced to \$150 with no pre-development agreement.
5. To amend Section 420-49 D (5) and (6) related to temporary uses for construction trailers and truck, trailer or tent sales. These sections of the ordinance refer you back to this new section being creates. These sections are currently in the parking regulations which say that they are allowed by a temporary use. We're just adding a reference to refer them back to this new section so it's clear that there are procedures to obtain a temporary use permit.

With that, this is a public hearing.

Tom Terwall:

Is there anybody wishing to speak on this matter? Anybody wishing to speak? Anybody wishing to speak? Hearing none, I'm going to open it up to comments and questions from Commissioners and staff and I'm going to begin, Peggy. First of all, will there be any notification of the public at all under the new plan? Under the old program where it had to go to the Board of Appeals there had to be public notification that this matter was coming up, right?

Peggy Herrick:

Correct.

Tom Terwall:

So under this plan that would no longer be the case?

Peggy Herrick:

Correct. And from what I recall doing all those public hearings no one from the public showed up, and they were being granted routinely with the same conditions so the Board of Appeals recommended that this is just a waste of everybody's time and maybe there's a better way to do this to streamline it for the petitioner.

Tom Terwall:

In the event that the staff should deny the temporary permit, would the applicant have the ability to appeal to the Board of Appeals?

Peggy Herrick:

Yes.

Tom Terwall:

You still can appeal?

Peggy Herrick:

You still can appeal any decision made by the Zoning Administrator, and those procedures are outlined in our zoning ordinance.

Tom Terwall:

Thank you. Any other comments or questions?

John Braig:

It doesn't show up in the words here, but I think this is, again, a reflection on the staff. There's no doubt that the Commission sees the wisdom of this change and it reflects on the staff because of the faith we have in them using the good judgment that they've demonstrated for many years.

Don Hackbarth:

I'll just make a comment on that. Homes that are lived in while another home is built that's not bad. When we built that school, maybe one of the reasons why nobody made a fuss is because I wrote personal letters to our neighbors and invited them and told them what was going to happen. Because with our situation those trailers, those multiple trailers stood around there for quite a bit. So maybe if there was some way to at least notify neighbors in a given area to let them know this was going to happen. Like I say, had we not notified our neighbors and had I not written letters they may not have been too happy to have those trailers sitting there for all that time.

Mike Serpe:

I think there's a difference when somebody knows that something is there temporarily while something is being constructed. There's a different mind set as opposed to something that's going to be there maybe permanent and nobody knows how long. So in your case everybody knew that was going to be temporary. But the way you wrote that letter is what really made the difference.

John Braig:

Would we need something in an ordinance to handle that, or would it be just as easy that the staff advise an applicant saying to avoid problems we suggest rather than encumber the ordinance with additional requirements?

Tom Terwall:

In the case of the home that was never an issue. The only time it was a potential issue was when they were doing the school at Good Shepherd. You're right, I don't think it needs to be in the ordinance. I think staff can advise them of that. If that situation ever comes again they can advise them to notify their neighbors.

Peggy Herrick:

Also, a lot of times people don't know what's going on and they give us a call and we can explain to them and then they're fine. In most of these situations these things aren't happening right on top of their property line. We're still going to make sure there's adequate setback, because we're going to be concerned that it's not being disruptive to the neighbors as well, and those are the conditions we would set depending on what the particular use is that's being proposed.

Tom Terwall:

If there's no further comments we need a motion then.

John Braig:

So moved.

Jim Bandura:

Second.

Tom Terwall:

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

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

E. PUBLIC HEARING AND CONSIDERATION OF A ZONING TEXT AMENDMENT to amend Section 420-49 E of the Village Zoning Ordinance related to Recreational Vehicle.

Peggy Herrick:

These text amendments relate to our ordinance requirements for recreational vehicles. On March 19, 2007 the Village Board adopted Resolution #07-07 to evaluate the regulations in the zoning ordinance related to storage and parking of recreational vehicles. Village staff has evaluated the ordinance and are proposing to amend Section 420-49 E of the Village Ordinance related to recreational vehicles.

The Ordinance specifically states that military vehicles and equipment are not recreational vehicles and that they are allowed to be stored inside of a building within any residential district, agricultural district or upland resource conservancy district.

The Ordinance still allows for two recreational vehicles to be stored outside of a building, however the ordinance provides for greater flexibility for storing recreational vehicles on properties from May 1 until October 31 of each year.

Specifically from May 1 until October 31, recreational vehicles may be parked or stored in the front street yard, side street yard, rear street yard, side yard or rear yard provided that the following conditions are met.

- First, the vehicle shall be parked on a compacted gravel or paved driveway surface that meets the minimum setbacks for a driveway in the Village and that's pursuant to Section 420-46 of this chapter.
- The vehicle shall be setback a minimum of five feet to the side property lines, rear property line and rear street property lines.
- The vehicle shall be setback a minimum of 15 feet from side street property line.
- The vehicle shall be setback a minimum of five feet from the front street property line. Again, this is during the summer months where people may use these on a regular basis.

From November 1 until April 30 a recreational vehicle may be parked or stored in the front street yard, side street yard, rear street yard, side yard or rear yard, provided the following are met.

- Again, they need to be stored on a compacted gravel or paved driveway surface that meets our driveway requirements.
- The vehicle shall be setback five feet from any side property line, rear property line or rear street property line.
- The vehicle shall be setback 15 feet from any side street property line. And this is what's different from the first one, if you're parking it in your front yard it needs to be set back 30 feet from your front street property line. This allows for properties that have a greater setback in the older areas to allow them to still be parked in their street yard, but they have to be set back 30 feet. And this does not allow for newer subdivision which most of them prohibit them to be stored there anyways from it being parked in their street yard all during the winter. They need to be stored either inside, the side of the building or off site.

So with that this is a public hearing.

Tom Terwall:

Anybody wishing to speak on this matter? Anybody wishing to speak? Anybody wishing to speak? Hearing none, I'm going to open it up to comments and questions, and I've got the floor so I'll go first. Do you think it's necessary to put a comment in there that our ordinance does not supersede the ordinances of any subdivision? I don't want somebody to come in here and say, well, I don't care what my subdivision regulations say it says here I can do this. And I don't think it's our intent that we supersede.

Peggy Herrick:

No, but all of our ordinances are like that because any ordinance can be different than--any covenant can be different than our ordinance. I don't think we need to--

Tom Terwall:

But we're not superseding the covenants, correct?

Peggy Herrick:

I guess we enforce our ordinance, and if a subdivision doesn't allow them it's their responsibility to enforce that like any other covenant that they may have.

Tom Terwall:

Thank you.

Don Hackbarth:

I don't know, I have a little problem with this. I would recommend tonight you go home and watch Christmas Vacation, because they pulled that— you don't know—

Peggy Herrick:

I'm wondering where you're going.

Don Hackbarth:

The guy pulled in from I don't know where but he had an absolutely crappy looking motor home and he's dumping his stuff in the sewer and all that stuff. I just have a funny feeling. It's kind of difficult to live next door to somebody who stores their motor home. I'm going to vote no on this one.

Mike Serpe:

What kind of feedback did we get from the citizens' group that was involved initially with this?

Peggy Herrick:

Mr. Jeff Knuder requested a copy of this ordinance when he saw this notice posted. That was sent to him three or four weeks ago, and he was going to distribute it to the people that were at that meeting and get us any feedback and he has not submitted anything to us. Oh, did he call you? Okay.

Mike Pollocoff:

He did call me and he felt that it was—we had met with him I think twice, and to be honest with you the previous ordinance revisions were really complicated. What we tried to do is get this thing as simple as we could and yet accomplish the goal of regulating these homes. Given the type of feedback we get from people who have RV's now, and it does seem like the RV's are most active in the summer months when people are pulling them in, unloading them, loading them and going out again when they can go out. And then without exception most of them get put away for the winter. There's some people we want to keep them put away on another site. But he felt it was a good ordinance and it was simple. Again, it's just not RV's, its boats or snowmobiles or what have you.

Jim Bandura:

I kind of agree with Commissioner Hackbarth. We set up the ordinances a long time ago and now to my opinion I'm going back and changing this and say, okay, you can park it in your front yard. I just have a bad feeling about it. I kind of agree with Commissioner Hackbarth.

John Braig:

Two points. Looking for clarification on stored on a vacant property. I don't know if we have many situations where a property owner would have a residence on one parcel and own the adjoining vacant parcel. It's usually a separate parcel.

Peggy Herrick:

That would not be allowed. Similarly we do not allow a detached structure to be built on a vacant parcel. If they wanted to do that they'd have to combine it into one.

John Braig:

The other point which is kind of in line with what the previous Commissioners have asked, who is going to enforce this and how?

Peggy Herrick:

The same way we currently enforce our ordinances. If we receive a complaint we will follow up on it and enforce what the ordinance currently states.

John Braig:

In other words, if somebody wants to he can park his recreational vehicle wherever he wants in the instance let's say he's isolated enough to where there's nobody who is going to voice objection?

Mike Pollocoff:

What we have now, as Peggy said, we receive a complaint, we enforce it, but the existing ordinance is very difficult to enforce. And it's difficult to enforce because people are using their RV's the way we pretty much describe in this ordinance. They're not pulling them in their front yard, they're pulling them in their driveways. One of these things is going to wreck somebody's front yard if they drive on it. From an enforcement standpoint, and this is what kind of got us to this point, we had a Trustee who turned in enforcement orders on a bunch of people and then went to those people and said now let me get you out of this trouble that I got you in to and I can prove I'm saving you. It just opens up the opportunity for all sorts of mischief. What we're trying to accomplish with this is make an ordinance that is enforceable, that says, okay, if we want to have an enforcement officer going out and cruising the Village to find zoning violations that's what it takes.

The gas problem aside, RV's if you drive through the Village are a popular toy that people like to have and they do put them in their front driveways to move them back and forth. We don't have the staff to deal with it. And to be quite honest with you we don't have the complaint level on RV's from neighbors that have an RV next to them that they're upset. Again, most times it's in the summer when it's out there and then once the season changes the RV's disappear. Now, if somebody is keeping an RV in their front driveway all year long I agree with you that's a problem. But the current ordinance now is extremely difficult to enforce. We can almost site anybody that has an RV at any given point in time as soon as they move that thing onto their driveway. To me from a common sense standpoint that doesn't make sense.

If you have a parcel of land that's on a corner chances are you don't have any chance of storing the RV in compliance with the ordinance because you can't meet the setback requirements under the existing ordinance. So if our goal is to get these RV's out of the front of the house off the driveway into the back, we need to modify the restrictions because not everybody has a half acre lot where they have that much side yard setback that they have to work with. And it's acknowledging the fact that this is what they're doing. I mean Don brought up the funniest but the weirdest example where somebody does park one of these in front of their house and they're running stuff into the sewer. We still don't accept that. You can't store these in the street. They've got to be at your house and you can't use the sewers and you can't plug into everything. I think there's a limitation on the number of days.

Peggy Herrick:

Fourteen days.

Mike Pollocoff:

So if your Aunt Susie is coming in her Winnebago she can park in the driveway while she's on vacation then that's it. Then she's out of there. But hopefully what we're presenting to you or recommending to you is an ordinance that's easy to administer and enforce. It really kind of reflects what the community is willing to live with at this point in time.

John Braig:

One of the things that bothers me on this, I can appreciate the ordinance is an improvement over what we have been dealing with, but in the instance that Mr. Pollocoff referred to before where we had a Trustee that created some problems, it caused me to look around my neighborhood and I was amazed at the number of violations we have. And yet they don't stand out as violations and I would say that most the residents don't object to it. But just my knowledge of the ordinance says wow, and it bothers me that we're still going to have an ordinance which could conceivably affect a lot of people. Probably won't, though.

Mike Serpe:

I'm glad you said that about you have some in your neighborhood that are probably in violation but nobody really pays attention to it so it's not really bothering anybody. My feeling is if you hire a zoning enforcement officer you're just going to upset a lot of people in this Village, and we're going to be looking like the big bad wolf to everybody and that's not our intent here. If something is real obvious and it does bother some neighbors, if they want to file a complaint with

community development that to me is the way to go. I don't know that any ordinance could ever be composed that's going to cover everything that everybody wants. It's just not going to be able to do it.

Tom Terwall:

Mike, I was going to suggest we might consider contacting the former Trustee and see if he'd be interested in being the enforcement officer but I get the feeling you're not going to support me on that.

Peggy Herrick:

I want to make one more comment to Don. The ordinance does state that they cannot be connected to sewer lines or water lines or electricity either, so that is not allowed as well. Also, if the recreational vehicle is not licensed and operable that violates another section of the ordinance. So if someone has something that's junky and sitting there and doesn't work that violates another section of the ordinance for inoperable vehicles and things like that and that's handled by the police department. So there are other ordinances that will take care of those concerns.

Don Hackbarth:

I don't have any problem with the summer months, the May to October 31st. I have a problem with the winter months. I don't know. You might get a motor home that looks like a Christmas Vacation. I just don't want a pile of junk sitting next to the property. The other thing is maybe size of lot. If you've got a farm, fine, but if you've got a fairly small piece of property to have that monstrosity sitting there would be a problem.

Peggy Herrick:

That's why the setback was moved to 30 feet from the front property line so at least your house—if you have a 20 foot long or a 30 foot long trailer, your house has to be at least 60 feet off the road.

Don Hackbarth:

If you can afford a motor home and drive it to Niagara Falls this years, you know what, you can afford to rent a place during the winter at some storage facility. Boaters do it.

John Braig:

I wonder if we're creating something of a hardship by restricting no electric service to the facility. I can see someone that uses this intermittently during the summer. He may have a refrigerator or something in that or, for that matter, just lighting if he wants access to the thing in dark hours.

Peggy Herrick:

It does say in number F that temporary connection to electricity to charge your batteries or other related purposes is allowed.

John Braig:

Oh, good enough, I'm satisfied.

Mike Serpe:

I think we need a starting point here and I think this is a good starting point. Don, you hit it right on the head, if a person can afford this and drive it around the country in the summertime then he can probably a \$50 or \$60 a month rental at some enclosed facility. But, there are some people who travel in these things in the wintertime just to get away from the winter. They go south and come back. If this thing is going to cause us some problems in the future the way it's written I think we can re-evaluate it or revisit it, but I think it's a starting point. I'm going to support it.

Tom Terwall:

Is that in the form of a motion, Mike?

Mike Serpe:

I'll move approval of the ordinance.

Tom Terwall:

Is there a second?

John Braig:

I'll second.

Tom Terwall:

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

Voices:

Aye.

Tom Terwall:

Opposed?

Don Hackbarth:

Aye.

Jim Bandura:

Aye.

Tom Terwall:

Five to two.

F. Consider the request of Ben Clark of Panattoni Development, owner, for Site and Operational Plans for All Solutions, LLC, to occupy approximately 208,000 square feet of the LakeView Prairie Center building located at 11200 88th Avenue in the LakeView Corporate Park.

Tom Shircel:

Thank you. This is the request of Panattoni Development who is the owner seeking site and operational plan approval for All Solutions, LLC, to lease and occupy approximately 208,000 square feet of the LakeView Prairie Center located at 11200 88th Avenue consisting of Tax Parcel Numbers 92-4-122-294-0025 and-294-0030 in the LakeView Corporate Park.

As some background information, on July 28, 1997, the Village Board approved the Cherry Electrical Products Site and Operational Plans and Conditional Use Permit for Cherry to design, manufacture and distribute electronic switching components in a 153,000 square foot office/manufacturing/ distribution building located on 14.6 acres at the northwest corner of 113th Street and 88th Avenue. In May, 1998, Cherry commenced operations at that facility, and over the past several years, as we all know, Cherry has experienced significant employee downsizing mainly due to out-of-the-country production. Today, Cherry employs 180 people in the two story office portion of the building. The Cherry offices will continue to remain in office portion of the LakeView Prairie Center.

On April 21, 2008, the Village Board approved Ordinance #08-22, a Zoning Map Amendment that rezoned a 14,236 square foot field-delineated wetland which is located on the extreme northwest corner of the LakeView Prairie Center site into the C-1, Lowland Resource Conservancy District.

On April 14, 2008, the Plan Commission conditionally approved the Site and Operational Plans for the LakeView Prairie Center, which entailed the construction an L-shaped, 98,370 square foot addition to the existing Cherry building.

Zoning: a majority of the property is zoned M-2, Heavy Manufacturing District. Additionally, there is Floodplain Overlay District zoning on an approximate one-third acre which is connected to a larger floodplain immediately west of the site. As previously noted, the field-delineated wetland area, located on the extreme northwest portion of Tax Parcel Number 92-4-122-294-0025 is zoned C-1.

Pursuant to the M-2 zoning district regulations, the existing Cherry office uses and the proposed All Solutions warehouse and distribution facility are permitted uses in the M-2 District.

At this time, All Solutions is seeking Site and Operational Plan approval to lease and fully occupy, again, approximately 208,000 square feet of the total 273,684 square foot LakeView

Prairie Center. The remaining 65,000 square feet of the building is currently leased to Cherry which, again, occupies the first and second floor of the office areas of the building.

Pursuant to the applicant-submitted Operational Plan, All Solutions services will include:

- Receiving of inbound finished goods and packaging materials from Ocean Spray production plants and co-packers.
- Warehousing and distribution of Ocean Spray shelf stable fruit juice and juice drinks, sweetened, dried cranberry products and canned fruit products.
- Preparation of orders for shipment to retail food service, international customers and to other Ocean Spray facilities.
- Production of promotional packages, such as Ready-to-Display pallets, mixed pallets and store-ready shipper displays.
- Necessary support functions.

As far as hours of operation are concerned, Cherry offices will operate from 8 a.m. to 5 p.m. Monday through Friday. All Solutions inbound production from the Kenosha Ocean Spray plant will be in three shifts and they'll run 24/7. Outbound shipping is in two shifts Monday through Friday and one shift on Saturdays as needed.

Employment: Cherry has 180 full-time employees in the office area. All Solutions will have approximately 23 full-time employees with approximately seven employees per shift.

As far as parking is concerned, automobile parking there are 357 existing parking spaces on the site plus ten additional handicapped accessible spaces. There will be 100 new parking spaces added to the site to bring the total to 457 spaces on this LakeView Prairie Center site.

Given the ordinance requirements for both the office use and the All Solution distribution and warehouse use, the total number of parking spaces required for the ordinance is 269, so you can see with 457 spaces they will be well within the parameters of parking.

As far as truck/trailer parking is concerned, they're proposing 39 trailer parking spaces at the southwest corner of the site. Six semi trailer parking spaces are located within the truck dock areas for a total of 45 semi truck trailer parking spaces. The proposed 39 trailer spaces located at the southwest corner of the site shall be screened on the north, south and east sides with an eight foot high black vinyl coated chain link fence and the appropriate landscaping. With the proper screening, the Village staff supports the location of this trailer parking area. The only general traffic that traverses to the end of 113th Street, which is a cul-de-sac, are the Halter Wildlife patrons and other trucks that serve the Uline facility on the south side of 113th Street. Additionally, the existing 36 inch oak tree located in this area will be preserved, which will act as additional screening of the trailer parking area.

The original portion of the building has three existing truck loading docks and two drive-in overhead doors on the west side of the building and one existing loading dock on the east side of the building.

The Panattoni building expansion incorporates an additional 11 truck loading docks and one drive-in overhead door on the west side of the building. Furthermore, the building expansion incorporates an additional 12 truck loading docks and one drive-in overhead door on the east side of the building.

Access: According to the plans, access to the site will remain as is, and will continue to be from one 88th Avenue drive and from three 113th Street drives.

Open space: The development shall have a minimum of 25 percent open, pervious space, which is the green space, and according to the site area calculations the site will have 31.3 percent open space.

The All Solutions plans depict a few minor alterations to the site than what was originally approved by the Plan Commission on April 14, 2007, for the LakeView Prairie Center. I'll go over those briefly.

1. The curb radii along the extreme north portion of the parking lots and maneuvering lanes have be increased or softened in order to facilitate automobile and emergency vehicle maneuverability.
2. The proposed future automobile parking at the southwest corner of the site has been modified to accommodate the parking of up to 39 semi trailers.
3. The 35 foot wide vehicle maneuvering lane located on the east side of the site has been increased in width by 15 feet to a total width of 50 feet in order to better accommodate and facilitate semi-truck/trailer maneuverability.

Next are some proposed minor exterior site alterations. Immediately after submitting the All Solutions Site and Operational Plans to the Village, the applicant determined that the following plan alterations will further improve the eastern portion of the site. That mainly has to do with the island modifications. As you'll see on the slide on the wall, the widened 50 foot wide maneuvering lane located on the east side of the site will be improved with a large island design that functionally works better with the site and decreases the amount of utilities and storm sewer needed for the project. The island will not longer be tapered. It will straighten in a north/south fashion.

And this new island as a proposal will allow more existing curb to be salvaged; allows a fire hydrant that was planned to be moved to remain in its current location; allows the overall widening of the island that will eliminate the northerly taper to possibly accommodate a future guard house; allows the existing light poles to remain in their current location; allows two existing manholes and the existing storm pipe to remain, whereby the originally approved LakeView Prairie Center plans depicted the addition of two storm water structures.

Finally, last but not least, just as notification to the applicant and the property owner, there shall be no outside storage or display of product, materials, goods, raw materials, business supplies, pallets, crates, equipment, etc. on this site. All materials shall be stored inside the building. The Village e-mailed the petitioner a copy of this staff report on or about August 22, 2008. With that, I'll turn it back to the Plan Commission.

Tom Terwall:

Is there a representative of the petitioner present?’

Dave Karbul:

My name is Dave Karbul. I’m with Partners in Design Architects. We’re with Ben Clark from Panattoni on the project.

Mike Serpe:

Tom, I just have a question on the parking. If we have 180 employees from Cherry and seven per shift from solutions, how come we told them we have to add 100 more parking places when they already had 357?’

Tom Shircel:

We did not tell them to add spaces. I think that’s maybe a better question for the applicant. I think they wanted to add more parking spaces on the north side of the site to accommodate All Solutions, and perhaps at the time when this was approved they didn’t know who was going to be the main tenant inside that building. Maybe Dave can expand.

Dave Karbul:

Exactly, correct. The building addition was done so that it could be potentially divided into two tenants. It’s a speculative move on Panattoni’s part. So they wanted to have some convenient parking.

Tom Terwall:

Can you tell me has the recent sale of the Cherry Corporation had any impact at all on their intention to lease the offices? Is that going to continue?’

Dave Karbul:

I wasn’t aware of that. I wasn’t aware that Cherry was—

Tom Terwall:

It’s no longer owned by Cherry.

Dave Karbul:

I’m sorry, your question was will Cherry stay because they’re a tenant and not the owner now?’

Tom Terwall:

No, my question is will Cherry stay now that it’s no longer Cherry?’

Dave Karbul:

I would think so only because the IT area on the second floor which was a recent renovation is kind of the hub of their computer system. That's tied into their other facilities. It would be a big challenge to move that so I think that keeps them in this area.

Don Hackbarth:

What is the relation between All Solutions and Ocean Spray?

Dave Karbul:

It seems to me that All Solutions is an independent distributor strictly for Ocean Spray.

Don Hackbarth:

Is that the company name, because it's odd to be All Solutions when Ocean Spray is storing their—I mean All Solutions sounds like eagle eye and detergent.

Dave Karbul:

Right, about as vanilla as you can get for a company name. It's my understanding that Ocean Spray makes the cranberry products and the All Solutions works through them to move them around where they want them to go.

Tom Terwall:

Similar with Excel's relationship with SC Johnson.

John Braig:

In essence we're changing this facility from what was a manufacturing facility to one of materials handling. In that regard the impact is going to be semi trailers, a bunch of them. I think traffic shouldn't be that much of a problem, but I think screening is going to be of a critical matter. It appears as though staff has addressed this rather well. With that I'd move approval.

Wayne Koessler:

Second, Mr. Chairman.

Tom Terwall:

MOVED BY JOHN BRAIG AND SECONDED BY WAYNE KOESSL TO APPROVE THE SITE AND OPERATIONAL PLAN FOR ALL SOLUTIONS, LLC SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Thank you very much.

7. ADJOURN.

John Braig:

So moved.

Jim Bandura:

Second.

Tom Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed?

Meeting Adjourned: 6:35 p.m.