

**PLEASANT PRAIRIE PLAN COMMISSION MEETING  
VILLAGE HALL AUDITORIUM  
9915 39TH AVENUE  
PLEASANT PRAIRIE, WISCONSIN  
5:00 P.M.  
April 3, 2017**

A regular meeting for the Pleasant Prairie Plan Commission convened at 5:00 p.m. on April 3, 2017. Those in attendance were Thomas Terwall; Michael Serpe; Wayne Koessler; Deb Skarda; Jim Bandura; Judy Juliana; Bill Stoebig; John Skalbeck (Alternative #1) and Brock Williamson (Alternate #2). Also in attendance were Mike Pollocoff, Village Administrator; Tom Shircel, Assistant Administrator; Jean Werbie-Harris, Community Development Director; Peggy Herrick, Assistant Village Planner and Zoning Administrator; and Kristina Tranel, Community Development Department.

- 1. CALL TO ORDER.**
- 2. ROLL CALL.**
- 3. CORRESPONDENCE.**
- 4. CITIZEN COMMENTS.**

Tom Terwall:

If you're here for an item that appears on the agenda as a matter for public hearing, we would ask that you hold your comments until the public hearing is held so we can incorporate your comments as a part of the official record. However, if you're here to raise an issue that's not a public hearing now would be your opportunity to do so. 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?

Wayne Koessler:

Mr. Chairman, I'd like to make a motion that we take Item A which is Resolution 17-08, Item B 17-9 and Item C 17-10 for discussion at the same time and have the public hearings where people can speak on them as they see fit. And we would vote on them separately at the end of the presentations.

Jean Werbie-Harris:

And Item D.

Judy Juliana:

Second.

Tom Terwall:

Moved and seconded to combine items --

Bill Stoebig:

And D as well.

Wayne Koessler:

Okay, and D.

Tom Terwall:

**THERE'S A MOTION BY WAYNE KOESSL AND SECOND BY JUDY JULIANA TO COMBINE ITEMS A THROUGH D FOR THE PURPOSES OF THE PUBLIC HEARING BUT HAVE SEPARATE VOTES. ALL IN FAVOR SIGNIFY BY SAYING AYE.**

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

**5. NEW BUSINESS:**

**A. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #17-08 APPROVAL OF THE 6th AMENDMENT TO THE PROJECT PLAN FOR THE VILLAGE'S TAX INCREMENT DISTRICT NO. 2.**

**B. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #17- 09 DESIGNATING BOUNDARIES AND ADOPTING PROJECT PLAN FOR TAX INCREMENTAL DISTRICT NO. 5 OF THE VILLAGE OF PLEASANT PRAIRIE, WISCONSIN.**

**C. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #17-10 FOR APPROVAL OF THE FOLLOWING COMPREHENSIVE PLAN AMENDMENTS:**

**1. To remove references to the PDD-1 Planned Development District No.1 throughout the Comprehensive Plan including:**

**a. To amend Chapter 7 (page 322) to replace the Proposed Business/Industrial Developments description of Planned Development District 1 (PDD-1) to read as follows: "Prairie Highlands Corporate Park for the development of approximately 482 acres generally located west of I-94, between CTH C and CTH Q for an attractive corporate park like setting that provides an area for**

manufacturing, assembly, office, and research and development uses with limited warehouse and distribution uses; that provides an area for office parks or individual office buildings; and that provides an area for a cluster of retail and services businesses to serve the needs of the adjacent manufacturing and office park uses.”

- b. To amend Table 7.22 entitled, Business and Industrial Developments: 2009 (page 321) to refer to the Number 5 on Map 7.5 as Prairie Highlands Corporate Park rather than Planned Development Corporate Park.
  - c. To amend Chapter 9 (page 389) to change the Smart Growth Area listed and described at Planned Development District 1 (PDD-1) to Prairie Highlands Corporate Park as described as: Prairie Highlands Corporate Park is identified as a development of approximately 482 acres generally located west of I-94, between CTH C and CTH Q as shown on Map 9.8 for an attractive corporate park like setting that provides an area for manufacturing, assembly, office, and research and development uses with limited warehouse and distribution uses; that provides an area for office parks or individual office buildings; and that provides an area for a cluster of retail and services businesses to serve the needs of the adjacent manufacturing and office park uses.
  - d. To amend Map 9.8 entitled, Smart Growth and Re-Development Areas to change the key from Planned Development District to Prairie Highland Corporate Park.
  - e. To delete Figure 9.4 General Plan for Planned Development District #1.
  - f. To amend the Commercial Lands narrative (page 407) by removing the BA-1 PDD-1 Business Areas 1 Sub District, BA-2 PDD-1 Business Areas 2 Sub-District and BA-3 PDD-1 Business Areas 3 Sub-District descriptions and replace with a description of a Plan Commission Agenda April 3, 2017 Page 2 new Freeway Oriented Business Centers to read: “Areas near freeway interchanges for a cluster of businesses along and adjacent to the freeway (IH-94) at a density where a full range of urban services are available for office, retail, and customer services for adjacent manufacturing and office park uses. These areas are indicated with a “B” within the commercial land use designation on the 2035 Land Use Plan Map 9.9.”
  - g. To amend the Industrial Lands narrative (page 408) by removing the CA PDD-1 Core Area Sub District narrative.
2. To amend the 2035 Land Use Plan Map 9.9 as follows:

- a. **The property located south of CTH C east of 128th Avenue and further identified as a portion of Tax Parcel Number 91-4-121-134-0302 owned by PDD LLC that is currently located within the CA-PDD-1 Core Area Sub District industrial land use designation west of the commercial designation and the land within the BA-3-PDD-1 Business Area 3 Sub-District commercial land use designation be changed into the B- Freeway Oriented Business Centers commercial land use designation. The small area at the southeastern portion of the property that is located within the CA-PDD-1 Core Area Sub District industrial land use designation be changed into the P-Production and Manufacturing industrial land use designation. All other land use designations on the properties will remain unchanged.**
- b. **The property located north of CTH Q (104th Street) and east of 120th Avenue (West Frontage Road) and further identified as Tax Parcel Number 91-4-121-244-0402 owned by the Village of Pleasant Prairie that is currently located within the BA-2-PDD1 Business Area 2 Sub-District commercial land use designation be changed as follows: the southern portion changed into the Governmental and Institutional land use designation for a Fire Station and the remainder changed into the B-Freeway Oriented Business Centers commercial land use designation. All other land use designations on the property will remain unchanged.**
- c. **The properties located north of CTH Q (104th Street) and west of 120th Avenue (West Frontage Road) and further identified as a portion of Tax Parcel Numbers 91-4-122-243-0101 and 91-4-121-244-0301 owned by PDD LLC that are currently located partially within the BA-1-PDD-1 Business Area 1 Sub-District commercial land use designation and the CA-PDD-1 Core Area Sub District industrial land use designation be changed into the P-Production and Manufacturing industrial land use designation. All other land use designations on the properties will remain unchanged.**
- d. **A portion of the property located north of CTH Q (104th Street) and west of 120th Avenue (West Frontage Road) and further identified as a portion of Tax Parcel Number 91-4-122-243-0101 owned by PDD LLC that is currently located within the Governmental and Institutional land use designation for a Fire Station be changed into the B-Freeway Oriented Business Centers commercial land use designation.**
- e. **A portion of the properties located west of 120th Avenue (West Frontage Road), north of CTH Q (140th Street) and south of the navigable waterway and further identified as Tax Parcel Numbers 91-4-121-244-0112 and 91-4-121-244-0201 owned by PDD LLC that are currently located partially within the BA-1-PDD-1 Business Area 1 Sub District commercial land use designation be changed into the**

**P-Production and Manufacturing industrial land use designation. All other land use designations on the properties will remain unchanged.**

- f. The properties located west of 120th Avenue (West Frontage Road) between CTH C and CTH Q (104th Street) and further identified as Tax Parcel Numbers 91-4-121-241-0102, 91-4-121-241-0111, 91-4-121-241-0401, 91-4-121-242-0101, 91-4-121-Plan Commission Agenda April 3, 2017Page 3243-0101, 91-4-121-244-0112 and 92-4-121-244-0201 owned by PDD LLC that are located in the CA-PDD-1 Core Area Sub District industrial land use designation be changed into the P-Production and Manufacturing industrial land use designation; and the square area located within the Transportation and Utility land use designation on a portion of Tax Parcel Number 91-4-122-242-0101 be changed into the P-Production and Manufacturing industrial land use designation. All other land use designations on the properties will remain unchanged.**

- 3. To update Appendix 10-3 of the Village of Pleasant Prairie Wisconsin, 2035Comprehensive Plan to reflect the above noted changes to the 2035 Land Use Plan Map9.9.**

**D. PUBLIC HEARING AND CONSIDERATION OF THE FOLLOWING ZONING TEXT AND MAP AMENDMENTS:**

- 1. To repeal Section 420-154 of the Village Zoning Ordinance entitled PDD-1 Planned Development District No.1 and all associated Exhibits in Sections 420-154.1 through420-154.14.**
- 2. To create Section 420-125.2 B (4) and (5) to list stormwater detention or retention facilities; and water storage tanks, towers and reservoirs and related appurtenances as auxiliary permitted uses in the M-5, Production and Manufacturing District.**
- 3. To create Section 420-125.2 E (3) (c) to list a heliport pad as a Conditional Use in the M-5, Production and Manufacturing District.**
- 4. To amend Section 125.2 K (4) (b) to allow the height of a principal building or part thereof to be increased to a maximum of 100 feet in height rather than 90 feet in height, provided that for every one foot above 60 feet, said principal structure shall beset back an additional 1.5 feet from all property lines in the M-5, Production and Manufacturing District.**
- 5. To amend Section 420-100 A (1) to include the B-6, Freeway Oriented Business Center District in the list of basic zoning districts established in the Village.**
- 6. To create Section 420-122.1 of the Village Zoning Ordinance entitled B-6, Freeway Oriented Business Center District. This District is intended to provide for a cluster of businesses along and adjacent to the freeway (IH-94) at a density where a full**

range of urban services are available for office, retail, and customer services for adjacent manufacturing and office park uses.

7. To amend Section 420-152 related to definitions in the Zoning Ordinance. Specifically the definition of a gasoline station is being amended and a definition for a truck stop and/or truck service facility is being created.
8. To rezone the following properties or portions thereof:
  - a. The property located south of CTH C east of 128th Avenue and further identified as a portion of Tax Parcel Number 91-4-121-134-0302 owned by PDD LLC that is currently zoned PDD-1, CA Core Area Sub District west of the commercial area zoned PDD-1, BA-3-Business Area 3 Sub-District and the portion zoned PDD-1, BA-3-Business Area 3 Sub-District is being rezoned into the B-6, Freeway Oriented Business Center District. The small area at the southeastern portion of the property that is currently zoned PDD-1, CA Core Area Sub District is being rezoned into the M-5, Production and Manufacturing District.
  - b. The property located north of CTH Q (104th Street) and east of 120th Avenue (West Frontage Road) and further identified as Tax Parcel Number 91-4-121-244-0402 owned by the Village of Pleasant Prairie that is currently zoned PDD-1, BA-2 Business Plan Commission Agenda April 3, 2017 Page 4 Area 2 Sub-District is being rezoned into the B-6, Freeway Oriented Business Center District.
  - c. The properties located north of CTH Q (104th Street) and west of 120th Avenue (West Frontage Road) and further identified as a portion of Tax Parcel Numbers 91-4-122-243-0101 and 91-4-121-244-0301 owned by PDD LLC that are currently zoned partially within the PDD-1, BA-1 Business Area 1 Sub-District and the PDD-1, CA Core Area Sub District are being rezoned into the M-5, Production and Manufacturing District.
  - d. A portion of the properties located west of 120th Avenue (West Frontage Road), north of CTH Q (140th Street) and south of the navigable waterway and further identified as Tax Parcel Numbers 91-4-121-244-0112 and 91-4-121-244-0201 owned by PDD LLC that are currently partially zoned PDD-1, BA-1 Business Area 1 Sub-District are being rezoned into the M-5, Production and Manufacturing District.
  - e. The properties located west of 120th Avenue (West Frontage Road) between CTH C and CTH Q (104th Street) and further identified as Tax Parcel Numbers 91-4-121-241-0102, 91-4-121-241-0111, 91-4-121-241-0401, 91-4-121-242-0101, 91-4-121-243-0101, 91-4-121-244-0112 and 92-4-121-244-0201 owned by PDD LLC that are currently zoned in the PDD-1, CA Core Area Sub District are being rezoned into the M-5, Production and Manufacturing District.

**Any portion of the properties noted that are zoned C-1, Lowland Resource Conservancy District, C-2, Upland Resource Conservancy District, or FPO, Floodplain Overland District will remain unchanged.**

Jean Werbie-Harris:

Mr. Chairman, members of the Plan Commission and the audience. We have four different items, Items A, B, C and D. We will be making one presentation initially with respect to all four of these items. We will be holding public hearings on all these items at the same time and will continue until all questions are answered.

Item A is public hearing and consideration of Plan Commission Resolution #17-08 approval of the 6th amendment to the project plan for the Village's Tax Increment District No. 2. Item B is public hearing and consideration of Plan Commission Resolution #17-09 designating boundaries and adopting project plan for Tax Incremental District No. 5 of the Village of Pleasant Prairie, Wisconsin. Item C public hearing and consideration of Plan Commission Resolution #17-10. And this is for approval of a number of Comprehensive Plan amendments which I will be reading into the record as part of the public hearing process. And Item D, public hearing and consideration of Zoning Text and Map amendments. Again, I'll be going into each of these in detail as part of our presentation as part of the public hearing.

With that I'd like to turn it over to Mike Pollocoff, and he will begin with respect to discussion with respect to the project plan. And then I'll circle back and talk about specifically the Comprehensive Plan amendments as well as the Zoning Text amendments. And as a reminder any approvals or recommendations for approval for Items A and B which are the District 2 amendment and District 5 will need to be contingent upon approvals of the Comprehensive Plan and Zoning Text and Map amendments that we'll be talking about this evening. So with that I'm going to turn it over to the Village Administrator Mike Pollocoff.

Mike Pollocoff:

Thank you, Jean. Tonight I'm going to describe to you the proposed amendments for making Tax District Number 2, Pleasant Prairie's second, and it's our largest tax increment district. TIF Number 1 was the original phase of LakeView Corporate Park, and that was retired probably ten years after it started. It was a lot smaller than the area you can see on your videos for Tax Increment District Number 2.

From a historical perspective there's been five previous amendments. Amendment Number 1 to District Number 2 provided for the redevelopment plan that had been adopted by the Pleasant Prairie Community Development Authority to acquire blighted properties along the interstate on both sides of I-94 in order to remove the blighted uses. You can think back to book stores, military salvage yards, a taxidermy shop, a trucking yard, RV shop. It was a little bit of a mixed bag of everything. And CDA began that process in 2002 to acquire those properties and redevelop them.

In Amendment Number 2 in 2004 we began to realize how far behind this portion of the Village was as far as the extension of broadband infrastructure for the corporate park to do work, and Amendment Number 2 facilitated that. Amendment Number 3 was the expansion of

improvements in the district to accommodate the proposed Uline Corporate Campus as we see it today. That amendment took place in 2008, and it was in the southwest quadrant of I-94 and County Trunk Q.

Amendment Number 4 provided funding for infrastructure improvements, changes to the boundary through additions and subtractions and revising project expenses to complete infrastructure improvements for roads, storm sewers, sanitary sewers, water, site grading and storm water management, and also provide financial incentives for development of industry. If you think back to 2012 we were just coming out of the great recession, and we were using this opportunity to get things going.

Amendment Number 5 was undertaken in 2014. And primarily that was to provide funding for the proposed Riverview Corporate Park which is the area directly east of Prime Outlets, south of State Highway 165. We also used that amendment to provide financial incentives to KABA, low interest loans to be extended to businesses throughout the area.

This final amendment, Number 6, will be our last amendment. The boundaries of TID 2 will not be modified as a result of this amendment. The boundaries remain the same, only the project plan is revising. The primary reasons for this project plan amendment is the acquisition of the PDD owned property also known as Abbott, the property by the Village for the creation of a new corporate park that will be known as Prairie Highlands Corporate Park for the construction of infrastructure improvements, roadways, sewers, sanitary sewer, water, grading and stormwater management for the corporate park and other lands within the district. And to add and remove project costs to reflect actual and proposed expenditures.

TID 2 will be part of what is going to be an overlay TIF. TIF Number 5 is the second one I'm describing, and it overlays TID 2. So everything that's in TID 5 that you'll hear about later tonight is already in TID 2. The amendments are necessary to accommodate the proposed developments. The proposed project cost has increased by \$55,312,946. So total improvements and land acquisition in this TID would be \$177,886,884. Project costs are expected to be upset by roughly \$34 million in land sales. So that increase in that cost in funding as a result of TID Amendment 6 is \$21 million. Without the use of TID funding these TIF projects would not occur.

This TID comes under the Industrial Zoning Rules and the statutes for the creation of TIF districts. It's important to understand as part of this that we're not developing a 100-year floodplain or wetlands for improvements in this area. Those are excluded by the TIF. We have specific project areas that I'll describe in detail.

The first is land acquisition, proposed land acquisition by the Village for \$33,827,000 for 388 acres of Abbott or PDD owned land which is located within the Village of Pleasant Prairie west of I-94. The land acquisition costs will be offset by any amounts received by the Village from the sales of the land during the life of the TID. Roadways including traffic signals will cost \$25,394,000 which is an increase of \$2,192,000 from the TID Amendment 5 cost. So we already did have a substantial amount of money that's in the TIF district for these improvements. We just need an additional \$2 million. And these roadway improvements are going to be primarily in the northeast quadrant, the proposed Prairie Highlands Corporate Park and the installation of traffic signals along 120th Avenue and Highway C.



Storm sewer, storm sewer and stormwater management improvements in the district will cost \$6,572,000 increasing the TID 5 amendment project costs by \$1,037,000. Major stormwater management projects include the construction of underground stormwater mains within the northeast quadrant of Prairie Highlands Corporate Park. Sanitary sewer original costs were \$16 million, and it's increasing \$2.5 million. Over the TID 5 project costs then these will be, again, done in the west side of the interstate.

Water improvements will cost \$32.4 million. That's an increase from TID 5 of \$14.3 million. Projects involve the construction of underground water mains coinciding with the new industrial roadways within the northeast quadrant of Prairie Highlands Corporate Park. The construction of underground water main in the previously located segment of 120th Avenue adjacent to Village owned land. And, three, the construction of a new water tower planned to be located in the northwest quadrant of Prairie Highlands Corporate Park.

These are all improvements that in TID 5 were part of the Riverview Corporate Park, but they've been removed from that TID, and it's going to be a PAYGO TID by the developer. Grading and stormwater management will cost \$13.8 million which is a decrease of \$116,000 for TID 5. The majority of the grading costs are attributed to mass grading of Prairie Highlands Corporate Park and the construction of stormwater retention ponds within the northeast quadrant of the corporate park. Then we have a minor amount for administrative and legal expenses for this district, \$350,000.

The project costs for TID 5 as I indicated earlier \$122 million. Number 6 is \$177.8 million for a difference of \$55.3 million. Project costs for TID 2 number 6 has increased by \$55.3 million. Project costs are expected to be offset by \$34.3 million land proceeds, an increased net cost of \$12 million. And in your packets we've provided a financial feasibility study and cash flow projections for this project. We've also provided you with historic tax rates within the entities that are taxing jurisdictions within this district.

And the financing that will occur in this district will be through general obligation bonds which will count against the Village of Pleasant Prairie's legal debt limitations which we're able to sustain. These are the least expensive obligations that the Village can use to the best interest rate to secure the financing for this park. It's a financial vehicle that we've used in TID 1, and we've used all throughout TID 2, and it appears to be the best way to move.

With that I'll go to TID Number 5 and go through that project plan. Again, TID Number 5 is in essence if you look at the maps what you see there is Prairie Highlands Corporate Park which will be an entity operated by the Village of Pleasant Prairie and developed as a corporate park under the M-5 zoning which is Manufacturing. It's overlapping in the sense that TID 2 is slated to end in 2023, the life span of that TIF district. We will not be seeking to extend that life or having it applied to District Number 5. So when TID 2.6 ends it's estimated \$770 million in property value that's in that park will cease to be in the TID district, and it will go back onto the tax rolls to the taxing entities that are in that district which is Pleasant Prairie, Kenosha County, Gateway, Unified, Bristol Schools, Central High School. Then that \$770 will be disbursed to those people based on their equalized value at that point in time.

The area is roughly I-94 on the east, County Trunk Highway U on the south, Wilmot on the north, and then the corporate jurisdiction line between the Village of Pleasant Prairie and the Village of Bristol. TIF project costs are estimated to be \$53.2 million for the improvement of this park. Without the use of TIF funds the following projects would not occur. It also meets the rules for industrial TIFs as identified in Wisconsin statutes.

Roadways, roadway improvements will cost approximately \$11.3 million. The extension of roadways from the TID 2 roadway system two bridges on a ring road that's anticipated to be in that development, extension of roadways south from TID Number 2 roadway system and north from Highway Q, and the extension of roadways west from Phase 2 of this project plan. If you look at the plans up there you can see each area in yellow is a subsequent phase that's occurring. So Prairie Highlands Corporate Park will be developed in a counterclockwise manner.

Storm sewer improvements will cost approximately \$3.3 million, and they're throughout that corporate park underground storm water improvements in the area. Sanitary sewer improvements will cost approximately \$3.4 million. That's attributed to the construction of sanitary sewers [inaudible] with roadways in the corporate park, and also the construction of underground sanitary sewer within the previous relocated southern segment, Village property adjacent to the Village properties between the interstate and the frontage road.

Water main improvements will cost approximately \$6 million. New projects include extending water mains west from the two water main improvements coinciding, again, with these same roadway improvements as well as improvements outside the corporate park that are going to be improvements that -- it's a little hard to see on that map, it's the red line. But one of the things that we're seeking to do is to build up the capacity of that Prairie Highlands Corporate Park to handle large water users that may be coming in the future. So in essence building redundancy in our system from the south and the north so that we have a completely looped system. So some areas that even though there might not be a water main user, and the best description would be between 31 and on Bain Station to the Chicago Northwestern, nobody lives there, but we need to close that loop. And, again, on 122nd Avenue from H to the frontage road. Not a lot of people there, but we need to close that loop on that side.

Grading and stormwater improvements the estimated costs are \$21.1 million. This is mass grading for all the phase sites, again, as you see in that counterclockwise manner. So mass grading for the sites as well as construction of retention basins which show up in blue on that phase map. And mass grading will take place in the entire area, not within environmental areas but adjacent to them. We've also set aside \$3.3 million for improvements to Village land between the frontage road and the interstate.

Administrative and legal fees on this is \$4.5 million. We'll be engaged in negotiations with future buyers on the sale of land, we estimate we'll be using a lot more extensive legal work than we would be if we were just reviewing a proposal for a development on this site. So with that cost summary, again, \$53.2 million for all public improvements. This could be over a 20 year period. We've evaluated the cash flow for this project, and although it's a little tight for the first four years we're able to, based on the advice from our financial consultant carry these improvements with the issuance of debt and the proceeds from land sales in the area. Again, the financing methods on this will be general obligation bonds. So with that I'd like to turn it over to Jean to describe the proposed zoning and land use changes that are required in this document.

Jean Werbie-Harris:

Mr. Chairman, Plan Commission and the audience, next what I'd like to do is I'd like to talk a little bit about the Comprehensive Plan changes as well as the Zoning Text and Map changes that would be reflected in both the TID 2 as amended as the TID 5 project plans.

Again, some background information, on February 27, 2017, the Plan Commission adopted the following resolutions to initiate the process to amend the Comprehensive Plan, the Zoning Map and the Zoning Text. Specifically, first the Plan Commission Resolution 17-05 was approved which initiated amendments to the M-5, Production Manufacturing District to allow for stormwater detention or retention facilities, and water storage tanks, towers and reservoirs and related appurtenances such as auxiliary permitted uses to allow a heliport pad as a conditional use and to re-evaluate the maximum building height allowed.

The next resolution that was approved was Plan Commission Resolution #17-06. This was to initiate amendments to the Village Zoning Ordinance to create a new business district in proximity to the Interstate 94 entitled B-6 entitled Freeway Oriented Business Center District that would allow for a group of properties and buildings developed in a unified manner for industrial support and certain commercial retail and service uses, business, professional office uses, and research and development uses.

And, finally, Plan Commission Resolution #17-07 was approved which initiated the following amendments:

- 1) to repeal Section 420-154 of the Village Zoning Ordinance entitled PDD-1 Planned Development District No.1;
- 2) to evaluate the Property and rezone portions into the M-5, Production Manufacturing District and portions into a B-6, Freeway Oriented Business Center District to be created by Village action;
- 3) to amend the Village Comprehensive Plan to remove references to the PDD-1 Planned Development District No.1 throughout the Comprehensive Plan;
- 4) to create a new commercial land use designation entitled Freeway Oriented Business Center;
- 5) to amend the 2035 Land Use Plan Map to be consistent with the proposed zoning.

So as further background information, on April 2, 2007 the Village Board adopted Ordinance 07-09 which created Section 420-154 of the Village Zoning Ordinance entitled PDD-1 Planned Development District No.1 to regulate and control the development and use of approximately 482 acres of real property within the Village generally located west of I-94 between County Trunk Highway C on the north and Highway Q on the south and more particularly described by metes and bounds within our Exhibit A of said Ordinance.

The PDD-1 Ordinance created four different zoning sub-districts: 1) CA, Core Area Sub-District; 2) BA-1, Business Area 1 Sub-District; 3) BA-2, Business Area 2 Sub-District; and 4) BA-3, Business Area 3 Sub-District. The Zoning Map also showed that the existing Floodplain Overlay District or the FPO and the existing County Shoreland Overlay District, and the existing and proposed Lowland Resource Conservancy District all on the property as C-1 on the property.

On April 2, 2007 the Village Board also adopted Ordinance #07-10. And this was to rezone the property as shown on Exhibit C of the ordinance from the M-1, Limited Manufacturing District; B-4, Freeway Service Business District; and B-5, Freeway Office District to the PDD-1, Planned Development District No. 1, which zoning classification had included zoning sub-districts, CA Sub-District, BA-1 Sub-District; BA-2 Sub-District and BA-3 Sub-District that were all specifically set forth in the Village Zoning Ordinance in 420-154. As mentioned previously the Shoreland District and the Floodplain Overlay District designations that were identified they all remained the same. The C-1 Lowland Resource Conservancy District also remained on the property.

On April 23, 2007, the Plan Commission had adopted a Resolution #07-13 to amend the Village's Land Use Plan to more accurately reflect the four different zoning sub-districts of PDD-1, namely the first CA Sub-District, BA-1 Sub-District, BA-2 Sub-District and BA-3 Sub District, as well as the environmental areas in PDD-1.

On December 19, 2009, the Village Board had adopted the Village of Pleasant Prairie, Wisconsin 2035 Comprehensive Plan which updated the Village's 1996 Comprehensive Plan, as an amendment as part of the Smart Growth requirements of the state. The Comprehensive Plan provides a long-range guide for the Village of Pleasant Prairie officials, staff, and citizens to effectively address future development and natural resource protection in the Village through the design year of 2035. And it sets forth the Village's planning goals and objectives. The Village Board and affected Commissions and Committees of the Village refer to the Comprehensive Plan as a matter of course in their deliberations as it pertains to planning issues and gives the Comprehensive Plan due weight when making decisions on such matters, particularly with regard to the Statutory requirements for consistency between the Village Comprehensive Plan and the Village Zoning and Land Division and Development Control Ordinances.

In addition, the Comprehensive Plan is intended to provide general awareness and understanding of Village planning goals and objectives by residents, landowners, developers, business community, and other private interests, and among the many government departments with land use related responsibilities within the Village. The Comprehensive Plan identifies and references the PDD-1 Planned Business District in several sections of the Comprehensive Plan including references in Chapter 7, Economic Development Element and Chapter 9 which is the Land Use Element including the 2035 Comprehensive Land Use Map 9.9.

The 2035 Comprehensive Land Use Plan Map 9.9 sets forth the generalized land use designations of the Village and shall be consistent with the other components of the Comprehensive Plan including the Village Zoning Map. The properties are proposed to be redeveloped into an attractive corporate park-like setting that provides an area for manufacturing, assembly, office, and research and development uses with limited warehouse and distribution uses; that provides an area for office parks or individual buildings; and provides an area for a cluster of retail and service businesses to serve the needs of the adjacent manufacturing and office park uses.

So now that you've been provided with the history as part of our TID project plans, moving forward first we'll talk about the Comprehensive Plan amendments as being proposed this evening through Plan Commission Resolution 17-10.

The following amendments to the Comprehensive Plan are being proposed. References to PDD-1 Planned Development District Number1 throughout the Comprehensive Plan are proposed to be amended. These include:

1. To amend Chapter 7, page 322 as attached in your information, to replace the Proposed Business and Industrial Development description of Planned Development District 1 (PDD-1) to read as follows:

Prairie Highlands Corporate Park for the development of approximately 482 acres generally located west of I-94, between County Trunk Highway C and County Trunk Highway Q for an attractive corporate park-like setting that provides an area for manufacturing, assembly, office, and research and development uses with limited warehouse and distribution uses; that provides an area for office parks or individual office buildings; and that provides an area for a cluster of retail and services businesses to serve the needs of the adjacent manufacturing and office park uses.

2. To amend Table 7.22, and this is entitled, Business and Industrial Developments: 2009 page 321, to refer to the Number 5 on Map 7.5 as Prairie Highlands Corporate Park, rather than Planned Development Corporate Park.
3. To amend Chapter 9, page 389, again as attached and as shown, to change the Smart Growth Area listed and described as Planned Development District 1 to Prairie Highlands Corporate Park as described as: Prairie Highlands Corporate Park is identified as a development of approximately 482 acres generally located west of I-94, between County Trunk Highway C on the north and Highway Q on the south on Map 9.8 for an attractive corporate park-like setting that provides an area for manufacturing, assembly, office, and research and development uses with limited warehouse and distribution uses; that provides an area for office parks or individual office buildings; and that provides an area for a cluster of retail and services businesses to serve the needs of the adjacent manufacturing and office park uses.
4. To amend Map 9.8, as attached entitled Smart Growth and Re-Development Areas to change the key from Planned Development District to Prairie Highland Corporate Park.
5. To delete Figure 9.4 General Plan for Planned Development District Number1 as attached.
6. To amend the Commercial Lands narrative on page 407 as attached by removing the BA-1 PDD-1 Business Areas 1 Sub District, BA-2 PDD-1 Business Areas 2 Sub-District and BA- 3 PDD-1 Business Areas 3 Sub-District descriptions and replace them with a description of a new Freeway Oriented Business Centers to read:

Areas near freeway interchanges for a cluster of businesses along and adjacent to the freeway, I-94, at a density where a full range of urban services are available for office, retail, and customer services for adjacent manufacturing and office park uses. These areas are indicated with a B within the commercial land use designation on the 2035 Land Use Plan Map 9.9.

7. To amend the Industrial Lands narrative on page 408 as attached by removing the CA PDD-1 Core Area Sub District narrative.

The following amendments to the 2035 Land Use Plan Map 9.9, as attached are being proposed and can be seen on the screen.

1. The property located south of County Trunk Highway C east of 128th Avenue and further identified as a portion of Tax Parcel Number 91-4-121-134-0302 owned by PDD LLC that is currently located within the CA-PDD-1 Core Area Sub District industrial land use designation west of the commercial designation and the land within the BA-3-PDD-1 Business Area 3 Sub District commercial land use designation be changed into the B-Freeway Oriented Business Centers commercial land use designation. Again, this is the area that Peggy identified with the red circle. This is the land area that is south of Highway C immediately west of the frontage road.

The small area at the southeastern portion of the property that is located within the CA-PDD-1 Core Area Sub District industrial land use designation be changed into the P-Production and Manufacturing industrial land use designation. All other land use designations on the properties will remain unchanged.

2. The property located north of County Trunk Highway Q or 104th Street and east of 120th Avenue, West Frontage Road, and further identified as Tax Parcel Number 91-4-121-244-0402 owned by the Village of Pleasant Prairie that is currently located within the BA-2-PDD1 Business Area 2 Sub District commercial land use designation be changed as follows:

The southern portion changed into the Governmental and Institutional land use designation for a Fire Station, and the remainder changed into the B-Freeway Oriented Business Centers commercial land use designation. All other land use designations on the property will remain unchanged.

Again, this is the next area that she's identified and circled just to the northwest of the I-94/Highway Q interchange.

3. The properties located north of County Trunk highway Q or 104th Street and west of 120th Avenue, West Frontage Road, and further identified as a portion of Tax Parcel Numbers 91-4-121-243-0101 and 91-4-121-244-0301 owned by PDD LLC that are currently located partially within the BA-1-PDD-1 Business Area 1 Sub-District commercial land use designation and the CAPDD-1 Core Area Sub District industrial land use designation be changed into the P-Production and Manufacturing industrial land use designation. All other land use designations on the properties will remain unchanged.

And she's just identified these area and is circling them just north of Highway Q, again, from the West Frontage Road to the Village's western boundary along the south end of the site.

Note: The Village staff is recommending this change from the original notice which had indicated that the south portion of the properties would be changed to the B-Freeway

Oriented Business Centers commercial land use designation, and the northern area be changed to the P-Production and Manufacturing industrial land use designation. So, again, this is a slight change because we are recommending that entire area go into that Production Manufacturing.

4. The property located north of County Trunk Highway Q or 104th Street and west of 120th Avenue, West Frontage Road, and further identified as a portion of Tax Parcel Number 91-4-121-243- 0401 owned by PDD LLC that is currently located within the Governmental and Institutional land use designation for a Fire Station be changed into P-Production and Manufacturing industrial land use designation land use designation.

Again, originally as she's just noted for you with the red circle that originally we had a fire station at that location, and you will be seeing that we're going to be shifting it to the east just at that northwest corner of I-94 and County Trunk Highway Q. Again, this is a slight change from the original notice that went out. But after further evaluation we thought it would be in the Village's best interest and the best development for this corporate park if that fire station would be located just to the east of that West Frontage Road at that south end.

5. A portion of the properties located west of 120th Avenue, West Frontage Road, north of County Trunk Highway Q, 104th Street, and south of the navigable waterway and further identified as Tax Parcel Numbers 91-4-121-244-0112 and 91-4-121-244-0201 owned by PDD LLC that are currently partially located within the BA-1-PDD-1 Business Area 1 Sub District commercial land use designation be changed into the P-Production and Manufacturing industrial land use designation. All other land use designations within these properties will remain unchanged. And she's just identified that area as well with the red circle on that.
6. The properties located west of 120th Avenue or west of the West Frontage Road between Highway C and Highway Q and further identified as Tax Parcel Numbers 91-4-121-241-0102, 91-4-121-241-0111, 91-4-121-241-0401, 91-4-121-242-0101, 91-4-121-243-0101, 91-4-121-244-0112 and 91-4-121-244-0201 all owned by PDD LLC that are located in that CAPDD-1 Core Area Sub District industrial land use designation, these would all be changed into the P-Production and Manufacturing industrial land use designation; and the square area that's located in that northwest quadrant, there's a small square area that's identified as a Transportation and Utility land use designation on a portion of Tax Parcel Number 91-4-121-242-0101 would be changed into the Production and Manufacturing industrial land use designation. Again, at this time all other land use designations on the properties will remain unchanged.

The last amendment to the Comprehensive Plan is to update Appendix 10-3 of the Village of Pleasant Prairie Wisconsin, 2035 Comprehensive Plan to reflect the above noted changes to the 2035 Land Use Plan Map 9.9.

Now I'd like to cover the Zoning Map -- Text Amendments I should say. The following Zoning Text Amendments are proposed:

1. To repeal Section 420-154 of the Village Zoning Ordinance entitled PDD-1 Planned Development District No.1 and all of its associated Exhibits in Section 420-154.1 through 420-154.14, as attached.
2. The following amendments to the M-5, Production and Manufacturing District, as attached, are proposed:
  - a. To create Section 420-125.2 B (4) and (5) to list stormwater detention or retention facilities; and water storage tanks, towers and reservoirs and related appurtenances as auxiliary permitted uses in the M-5, Production and Manufacturing District.
  - b. To create Section 420-125.2 E (3) (c) to list a heliport pad as a Conditional Use in the M-5, Production and Manufacturing District.
  - c. To amend Section 125.2 K (4) (b) to allow the height of a principal building or part thereof to be increased to a maximum of 100 feet in height rather than 90 feet in height, provided that for every one foot above 60 feet, said principal structure shall be set back an additional 1.5 feet from all property lines in the M-5, Production and Manufacturing District.
3. To amend Section 420-100 A (1), as attached, to include the B-6, Freeway Oriented Business Center District in the list of basic zoning districts established in the Village.
4. To create Section 420-122.1 of the Village Zoning Ordinance entitled B-6, Freeway Oriented Business Center District, as attached. This District is intended to provide for a cluster of businesses along and adjacent to the freeway, I-94, at a density where a full range of urban services are available for office, retail, and customer services for adjacent manufacturing and office park uses. The District regulations include sections related to permitted uses, unspecified permitted uses, conditional uses, special licensed uses, combination of uses, accessory uses, prohibited uses, dimensional standards, design standards, operational standards and municipal services required.

The Village staff is also recommending the following changes to be included in the B-6 District regulations: Section D (2) (d) to read: Restaurants or gasoline stations open to the public during hours not routinely allowed pursuant to Subsection K(1) below for which the conditional use permit shall be renewable on an annual basis or other such time period as prescribed by the Village Plan Commission.

5. To amend Section 420-152 related to definitions in the Zoning Ordinance. Specifically the definition of a gasoline station is being amended and a definition for a truck stop and/or truck service facility is being created as shown on the attached information that you have on the screen.

Zoning Map Amendments: The following Zoning Map amendments as shown on the attached, are proposed to be rezoned:



1. The property located south of Highway C east of 128th Avenue and further identified as a portion of Tax Parcel Number 91-4-121-134-0302, as identified by Peggy on the screen with a red circle, owned by PDD LLC that is currently zoned PDD-1, CA Core Area Sub District west of the commercial area zoned PDD-1, BA-3- Business Area 3 Sub District and the portion zoned PDD-1, BA-3-Business Area 3 Sub District is being rezoned into the B-6, Freeway Oriented Business Center District. The small area at the southeastern portion of the property that is currently zoned PDD-1, CA Core Area Sub District is being rezoned into the M-5, Production and Manufacturing District.
2. The property located north of County Trunk Highway Q or 104th Street and east of 120th Avenue and further identified as Tax Parcel Number 91-4-121-244-0402 owned by the Village of Pleasant Prairie that is currently zoned PDD-1, BA-2 Business Area 2 Sub District is being rezoned into the B-6, Freeway Oriented Business Center District.
3. The properties located north of County Trunk Highway Q and west of 120th Avenue and further identified as a portion of Tax Parcel Numbers 91-4-121-243-0101, 91-4-121-244-0301 and 91-4-121-243-0401 owned by PDD LLC that are currently zoned partially within the PDD-1, BA-1 Business Area 1 Sub District and the PDD-1, CA Core Area Sub District are being rezoned all into the M-5, Production and Manufacturing District as Peggy has just noted with the red circles on the map.

Please note the Village staff is recommending this change from the original notice as that the southern portion in the initial presentation of the draft identified that this area was going to be B-6, and we are proposing that it be part of the M-5, Production and Manufacturing District.

4. A portion of the properties located west of 120th Avenue, north of Q and south of the navigable waterway and further identified as Tax Parcel Numbers 91-4-121-244-0112 and 91-4-121-244-0201 owned by PDD LLC that are currently partially zoned PDD-1, BA-1 Business Area 1 Sub District are being rezoned into the M-5, Production and Manufacturing District as noted on the screen.
5. The properties located west of 120th Avenue between Highway C and Highway Q and further identified as Tax Parcel Numbers 91-4-121-241-0102, 91-4-121-241-0111, 91-4-121-241-0401, 91-4-121-242-0101, 91-4-121-243-0101, 91-4-121-244-0112 and 91-4-121-244-0201 all owned by PDD LLC that are currently zoned into the PDD-1, CA Core Area Sub District are all being rezoned into the M-5, Production and Manufacturing District. Any portion of the referenced properties noted that were zoned C-1, Lowland Resource Conservancy District, C-2, Upland Resource Conservancy District, or FPO, Floodplain Overland District will remain unchanged.

So with that we'd like to open things up for the public hearing or continue the public hearing I should say with respect to any matters or items that pertain to the Village's Tax Increment District Number 2, Amendment Number 6, the Tax Increment District Number 5, as well as any of the modifications or changes to the Comprehensive Plan as well as to the Zoning Map or the Zoning Text.

Tom Terwall:

I'll open the public hearing. If there's anybody wishing to speak, we would ask you to step to the microphone and begin by giving us your name and address. Yes, ma'am?

Judy Royce:

Hello. My name is Judy Royce, and I live at 13023 Wilmot Road in Kenosha, Wisconsin, otherwise located in Bristol so I'm your neighbor. I'm here this evening to share some concerns with the Prairie Highland Corporate Park proposed roadway system. Let me begin by telling you that I've owned my home for about 28 years on Highway C. We built it, and we had 220 acres and a 100 year old farm in our backyard with some great neighbors. I've known for years that some day this land would be sold and developed. And I was okay with that because it was being sold and developed by Abbott. And I knew much like our good neighbor Uline, Abbott would be a good neighbor because they always did a great job with their property by landscaping, building berms, adding trees, etc.

I used to receive correspondence when Pleasant Prairie considered planning and zoning changes that abutted to my property. That was years ago, but that didn't happen this time. So when I found out about the sale of the property I went to your Village website, and I began to research your new proposed plan. I noticed in your new concept specifically one of the Map 9s, page 147 of the 2035 Plan that a standard industrial roadway, and I'm not sure what that is because I went to the DOT website and I couldn't find that terminology, but this roadway is detected right behind my property. This is much different than the redevelopment plan of February of 2003 and the Abbott conceptual development plan of March of 2007.

The road is planned to be much closer to my property. And I view this now as a security and a safety issue for my family. With a highway this close to my house comes truck traffic, foot traffic, wanderers. I understand that this road configuration allows you to maximize every square inch of your asset. I get it. I was in business management in corporate for many years. But I also understand that by working together there could be a proper balance. Much like Abbott was interested in the well being of Pleasant Prairie, I hope that you are interested in the well being of your residential neighbors.

I'm here this evening to ask you to reconsider the placement of this road taking into consideration your goal to create an attractive park-like setting. Please clarify your setback regulations. And at a minimum I would ask that you grade this area to provide a berm, a planting strip with evergreen trees to help minimize the traffic both on the road and now, as I understand it, above the road with helicopters flying over, so to minimize the traffic noise, the lighting issues and privacy while maximizing the resale value of my home. Please put yourself in my shoes. Please consider this request as a show of good faith as our good neighbor. Thank you. And I'll provide you with a copy of these comments to you have them.

Tom Terwall:

Thank you. Anybody else wishing to speak?

Cheryl Anderson:

Hello, my name is Cheryl Anderson, and I live at 13103 Wilmot Road, Kenosha, Wisconsin. My property borders the Prairie Highlands Corporate Park on the north and the west side. I come before you to express my concerns regarding the corporate park. I sent an email along with a letter to you several weeks ago sharing my concerns as a sign of good faith and to open up the lines of communication.

I am here tonight to seek specific details regarding your plans for noise reduction, lighting, site lines, security measures along with drainage. You've seen how much rain we've had in the past week, and I see it directly how it impacts my property as well as yours. I learned of your plans because I witnessed a stranger walking the property who turned out to be a surveyor. But as a good neighbor I'm observant and look out for my neighbors.

A barrier such as a berm with trees between our properties would assist in all these concerns that I've shared in addition to creating that park-like setting that you've talked about. It appears that there has been much planning going on for this project based on all the maps that you've shared tonight along with the agenda detailing the zoning and amendment changes. I would ask you have these plans taken into consideration the surrounding neighborhoods and homes and the impact that this can have with the placement of roadways, heliport pads and structure heights mentioned here tonight.

I understand the value that this brings to your Village, and I can appreciate that. I'm a business teacher and so this is what I teach my high school kids. I appreciate good neighbors as I hope you do, too. And I would just ask for some form of communication to the many questions that have been shared here tonight. I extend an open invitation to come visit me at my house to see what I see where the borders are at. You're welcome any time, and I thank you so much for your time tonight.

Tom Terwall:

Thank you. Anybody else? Yes, sir?

Brett Brandenburg:

Hi, my name is Brett Brandenburg. I live at 3403 120th Place south, so I'm not like the neighbors here to look at this corporate park, but that's actually why I'm here. It looks like this could be an exciting corporate park. So I'm here to try to change the perspective a little bit. I drive the I-94 corridor daily and weekly, and I see Governor Walker was involved in this project already it looks like. It sounds like you guys are going to have some gummy bear project going on. What I would like to see is -- you guys are great, Pleasant Prairie has been great at bringing us corporate parks and warehouses and all that. It's an absolute great job.

But that's the key is that you go up and down the corridor of Pleasant Prairie and that's all we see is warehouses. Just south of here there's a bunch of warehouses in Gurnee across from Great America. I drive down I-94 you're looking at the back of warehouses. What I would like to see is you've got a one-time opportunity for the State of Wisconsin, Pleasant Prairie, is to make a perspective. In other words, when you're driving down I-94 you're looking at this blank canvas

right now, some grass, trees in the background. So a little further up north to 142 and you see Amazon. Big gigantic parking lot, big gigantic warehouse. That's it. There's nothing special about that except to say, hey, Amazon is here.

So what I'm looking at is that the last thing I'd like to see going down this I-94 corridor is when you have these restaurants and what have you along there, we're driving down I-94 and you're looking at the back of the restaurants and you're looking at dumpsters. Let's make sure that we're keeping an eye out for I-94 that are travelers. You probably all remember as kids you drive up and down the State of Wisconsin to the Dells or what have you and these little landmarks that you see along the way, Mars Cheese Castle, go up to Milwaukee you see the Bradley clock. Maybe we need some signature buildings or some signature stuff here. Let's get out of the box of just building boxes.

If Pleasant Prairie is going to own the property you can dictate the people that come in. We waited ten years since Abbott has come and gone. I guess let's put a little flair into this. I'm not saying we should have a 50 foot gummy bear for this new company. But I'm sure that manufacturer would love everybody to love their building. I'm sure that they would probably -- we got Jelly Belly over here. Everybody loves to go to Jelly Belly, but the one thing is why can't we get the gummy bear people to -- anybody in Washington, D.C. you see the U.S. Mint. You get to walk around in little glass enclosed spaces and see money being made. Well, I'd love to go see these gummy bears being made, little glass enclosed things. That's, of course, up to the manufacturer. We can't tell them to do that.

But make this area a place that people want to go. Once you sell the property and the guy builds his warehouse it's all done. I did a Google Maps, and Uline has million square foot buildings. You can only put about eight of those on this entire piece of property. It takes up that much space. So if we just sell to warehouses that's what you're going to get. Some more boxes. Five years from now we're all done. We'll drive by and it's the same old thing. I won't take up any more -- and so Mr. Pollocoff mentioned the first thing was, this kind of rolls into it, is the reason this whole thing started was the blight, the garbage that was along the interstate.

Well, let's change it. Let's not look at the back of warehouses. Let's make it so you're proud, we're all proud, State of Wisconsin, Pleasant Prairie, that we're proud to say, hey, when your friends are driving up look for the 50 foot gummy bear, whatever it's going to be. I'm not a design guy, but something that says you're in Pleasant Prairie, you are now in Wisconsin or you're leaving Wisconsin. Just something different. Let's get out of the box. Thank you.

Tom Terwall:

Point well taken. Thank you.

Abigail Ferguson:

Hello, my name is Abigail Ferguson. I live at 9311 136th Avenue in Kenosha in the Village of Bristol. I'm originally from Chicago, lived there for about 26 years. And I just moved to Bristol last March. And I moved there because, of course, it's a beautiful house but also the area. So in Chicago it's very busy, lots of lights, but here at my home now I get to see the stars. It's very nice and quiet. I get to see all the farmland. And to hear that there's going to be a manufacturing

site close by, I actually work in Lake County at [inaudible], and I understand the pros and cons of the manufacturing site and what it does to the surrounding area. Hence, I know this is just a food, this is just candy, it's no big deal. But there's also concerns that I have on air quality, surrounding areas, the environment.

And when I invite my friends and family from Chicago they love to be in the area that I'm at right now because it's quiet, it's nice to see -- I mean it's more fresh air I guess than Chicago. But I moved here to start a family. And right now having what I have right now I would like to keep it that way. But the gentleman before me just said I would think just to see it not box-like. Because since I've moved here I've actually walked around in Kenosha, Pleasant Prairie, even all the way to Racine up to Milwaukee, all you see is box. And you do see abandoned places where it used to be factories. And I've heard things haven't been built there since then. So I just want the community to consider the future state of this area. I guess that's I could say. Thank you.

Tom Terwall:

Thank you. Anybody else? Yes, sir?

Patrick Perlman:

Patrick Perlman, 9430 128th Avenue. I border two sides of the property in question. One is my same concern as Judy and Cheryl, the road setback as far as berms and trees. I'm also thinking if you want to be responsible in how to spend your money by making the roads on the outline of the property you're actually putting more roads in and spending more of the taxpayer money to build more roads if they're not accessible at both sides.

Questions for you, and I don't know if I can get answers tonight, is the water tower was in the plan. I was wondering if it's an actual water tower or if it's one of those ones that are maybe only 30 feet high. And second question would be regarding the heliport on the property. Where on the property is the heliport considered? And second of all is there restrictions on times of days that this heliport can be used? Thank you.

Tom Terwall:

Thank you. Anybody else? Mike, you want to respond?

Mike Pollocoff:

Sure, I'll do the ones I picked up on. We have done significant planning from a macro or a large 30,000 square foot elevation to see what this looks like. One of the things with a tax increment district is that we really don't spend any money to speak of to get to detailed engineering and design because we need to have the plan approved so we can spend that money to go into more detail. So everything that we see here is fairly conceptual. We don't have setbacks for the roads, we don't have -- that kind of level of engineering will be the next thing to start.

So when we say an industrial road profile for us that means the width of the road which could be 52 feet and an 80 foot wide right of way. But the big thing is the road is built with a heavy stone base, eight inches of concrete, an inch and a half of asphalt. Because it will have heavier and

numerous trips on that road we want to make sure that road is sustainable. And if you look at the road we've built in LakeView Corporate Park it's the same profile.

We're cognizant of the fact that there's residential uses adjacent to the corporate park that we're proposing. And no different than the standards that we arrived at with WisPark when they developed theirs. One of the things that will add intrinsic value to this park is it has to be -- from a site perception it's got to be green, it needs to be nice looking. To maintain its value it's got to have value put back into it as to how the site is restored once construction takes place.

The building standards that the Village is going to adopt in this is similar to what's in LakeView Corporate Park. This is an M-5 use, and M-5 use mostly it's for manufacturing. One of the policy guides that was given to the staff by the Board early on is that we aren't looking for more warehouses in this area. The number of businesses in the area that have a warehouse that also has a lot of jobs, that also has a lot of good paying jobs are few and far between. Uline is probably the biggest exception to that rule. And that's why in looking at this zoning district we're looking at M-5 because it does two things. One is it provides space for manufacturers who are actually going to produce something, that their warehouse space will be limited to the amount of raw product they take in. Once they get something made they've got a finished project that goes to market. So it's only for their direct use and nobody else.

And it also provides for office uses that support the manufacturing use. So in a lot of ways it's different than a lot of the uses in LakeView Corporate Park. But then on the other hand if you look at a healthy number of the businesses in LakeView Corporate Park they would fall into that M-5 use. They make something, they have an office there that supports the manufacturer of whatever they're making, they have limited industrial. And those businesses over the last almost 30 years have been some of the most sustainable businesses that have been in the corporate park. They've been less subject to the variations in the economy than the warehouses have been.

The M-5 zoning district is looking to achieve that. And we want to be able to have the value that is built in this park. And that is going to sustain the park from a property tax standpoint, it's got to be a class A park. I mean it's not a park that we're doing with a developer, it's a park that the Village owns. It's a park that the Village is investing a sizeable amount of money in, and we want that park to look as good as we want anything in the Village to look. I know that's a goal the Village Board, and that's been a goal that the Plan Commission has had in all their deliberations on economic development over time.

As we go through the process of -- the surveying that's been done to now is to find the corners and just kind of get a lay of the land so we can start someplace. As we start the detailed engineering and design on this we're going to be taking into account the impact we have on neighbors, the impact we have on the proposed businesses and make sure that we have a business park that's sustainable. And those plans will be going through a public review. And anybody that's near the area we'll gladly sit down with them and give them a look see as to how we're doing this.

No one benefits from a land use conflict of residential and manufacturing. And I mean we have a little bit of it here. We've been able to avoid a lot of it with LakeView because it was largely farmland that was done in LakeView. But staff will meet with everybody as we go along, and we can show them when we have something to show them. But right now I can tell you what our standards are.

The other thing the staff is developing is covenants for how these businesses are going to be operated, what they're going to look like, the level of landscaping, the open spaces that are going to be conserved, the ponds that are all around this site because it's a big area of land, and it will drain water off. And we want to make sure that we don't cause any flooding on properties within the corporate park or properties outside the corporate park. Nobody benefits from that.

I don't think this is going to look like a business park. And I think in the case of the Haribo from the initial plans I've seen it's a high quality building, the office buildings coming along with it. They're a good company and they want to have a nice product, and they want to have a nice experience for people either when they're going by the facility or if they're coming to the facility to learn more about it.

The water tower on the site, again, we know we need a water tower. We need a water tower for pressures for fire protection is primarily the reason. And once we get that tower situated we'll know how tall it's going to be. And, again, we'll share that. But I tend to think it won't be any higher than any other tower we have because the tops of all our water towers are the same elevation. The system runs, it all kind of floats at the same level. So it actually might be a pretty short tower because that's one of the reason it's called Prairie Highlands because it's the highest point in Pleasant Prairie. The land is very high. But it will look like a Pleasant Prairie water tower.

The heliport, some of these uses are executive offices for businesses. And they're close to O'Hare, they're close to Milwaukee. They want to be able to -- a corporate office for a large corporation wants to be able to have a helicopter either bring a CEO or some staff into the site or leave them. I wouldn't see this as an ongoing use. And I'd be surprised unless there was some emergency that corporate executives would be coming into the site on the weekend or evening. So I think the use is the exception. And some of the ones that exist in the area really they are an exceptional use for the number of people who can afford to make that fly in and fly out.

But if I can leave the people who have questions with one remaining though is we're at step A or step B in this process. And step Z is when we're under construction. So there's a lot of things we're going to be going through to get this thing done. And we'll involve any public that wants to be involved in helping us make sure that everybody's input is considered and we have a product that everybody's happy with and it's comfortable living by.

It's not going to be a farm field. People who anticipated it's going to be a farm field ten years ago that decision was made that this wouldn't be a farm field. So now instead of the pharmaceutical campus it's now going to be a manufacturing campus for businesses that aren't dirty, who run a clean business, aren't in violation of any heavier manufacturing or hazardous use manufacturings that exist. A food manufacturer is a perfect example of somebody who could be in there. A Uline, they don't manufacture as much as they bundle but, again, a clean manufacturer or a clean user that employs a lot of people at a good living wage.

That is the leverage that this community has in order to take advantage of the public resources that are being leveraged to develop this is that for somebody to be able to buy land from us that's one of the gives. It's going to be a good company that is going to bring jobs here with sustainable wages for the people that work there. That's the primary goal. Our own land use plan indicates

that we're working to promote economic development here, and we're planning on another 17,000 jobs throughout the entire Pleasant Prairie between now and -- really back between ten years ago to 2035 to meet the needs of a growing community.

Pleasant Prairie was created for economic development. For the people that were here they remember that. This was a farm town. Kenosha was in tough straights. Pleasant Prairie with the power plant was the one opportunity to be able to have something happen and have something grown. We were incorporated -- we created our first TIF district within days after our incorporation to start economic development and start quality economic development. I think the Plan Commission and the Village Board have done an excellent job over that time overseeing what's been quality corporate development. And I don't see that stopping, and I don't see it getting any less stringent. On top of the fact that the Village owns the land I think knowing the political leadership and the Plan Commission here I think the standards are going to be as high as you can imagine. And that's our goal. If our name's going to be on it we want it to be a quality product.

Tom Terwall:

Thanks, Mike. Any comment or questions from staff members? Mike?

Michael Serpe:

Mike, the figures you gave us were staggering on the development of the park. But I think the benefits at its maturity are soothing to what it's going to bring to the school district, what it's going to bring to Pleasant Prairie, to Kenosha County and to the state. This project is being backed by the State of Wisconsin, County of Kenosha, Village of Pleasant Prairie, KABA. I mean we got partners in this thing that are just unbelievable. And if you base how this Village has developed in the last 28 years, look how the Plan Commission, how the Administrator, how the Board and the Plan Commission have allowed the development there's a lot to be proud of. And this is going to be no different.

I have all the faith in the world on this thing being beautiful. Mr. Brandenburg I think you're going to probably see an icon out there that people are going to remember. At least I would hope so. And, Mike, as I understand it there's a lot of interest in this land since the notice came out that we purchased the property.

Mike Pollocoff:

Yes, there has been.

Wayne Koessl:

Mr. Chairman, since I've been on the Plan Commission and involved with the Village we've always been for quality, orderly development within our borders. I can see no reason why we'd deviate from that with this project because I think it's one that's going to not only enhance I-94, but it's going to be what we've been looking at for years and years is to diversity the economy, create jobs and broaden the tax base. We've tried to do that with all the projects that we've done in here with LakeView Corporate Park, Prairie Ridge and all the housing developments we've



had, and they've all been quality developments. I'm in favor of this because it's probably the last piece of land that we have along the I that we can really make into a high quality manufacturing area instead of a bunch of boxes. And I'm in favor of it, Chairman.

Tom Terwall:

Jean, did you want to proceed?

Jean Werbie-Harris:

The one thing that I did want to mention is that my staff and I are working with Village attorneys on some significant declarations for this property and restrictive covenants. These go above and beyond even the Village ordinance requirements with respect to different things to maintain the property and the landscaping and the look and feel of the buildings and so on and so forth. And so we intend to make sure that architecturally and aesthetically that any of the buildings that get built in this corporate park are nice and they're nice looking, and they have a great visibility to I-94 and the outward adjacent properties. That's always been our goal here in Pleasant Prairie. And I think that we have pretty much stuck to that with respect to the development throughout the community.

In addition we will be putting the 25 percent green space requirement. And this is pretty valuable land, but we feel that -- it's out by the interstate that we feel that it's very important that there be percentages of green space that includes landscaping, that includes berms, that includes all those different elements. The property owner to the south, Uline, has gone way above and beyond even the requirements of the deed restrictions. And I think that at least the first tenant in this corporate park will do the same to make sure that it is a well received and a very nice looking property to be proud of not just for Pleasant Prairie and Kenosha County but the State of Wisconsin.

Again, we do have ordinance regulations with respect to site lighting and noise and a number of other provisions. We really have not had any issues elsewhere in the corporate park, and I don't envision we will have any issues out here as well. This company wants to be in Pleasant Prairie, the first one does, really wants to be here. They've been looking for three years for a site in the United States and they picked Pleasant Prairie. And we feel that it will be a good home to Haribo, and we think that it will be good for the community.

I think anything else I might say would be probably repetitive of the things that Mike has said already. But, again, we intend for this to be a quality development. And I'm keenly aware of the property owners in proximity to the development of this site and this entire corporate park. And we will do whatever we can in order to try to accommodate both the development of this property as well as the concerns and wishes of the neighbors and the adjacent Village of Bristol.

Again, this was always identified to be a corporate park at least since 2005, '06, and '07. And we did have a number of plans laid out by Abbott at that time. A lot of those plans all showed roads right up to the lot lines. We will work to see what we can do in order to help provide screening and landscaping. But, again, the idea is that we want to -- Peggy is just showing the last plan that was approved by Abbott that shows the roads are all on the periphery. It's not unusual to show them that way just so the development can be maximized internally to its development site. And

we understand what their concerns are, and we will continue to address those as we get more specifics on the project as we move forward.

Tom Terwall:

With that I'm going to close the public hearing. Jean, let's go back to the resolutions that we began with.

Jean Werbie-Harris:

So if you'd like to start with Item A, the Plan Commission Resolution 17-08, the approval of the 6th amendment to the project plan for Tax Increment District Number 2. That approval would need to be subject to the Comprehensive Plan Amendments as well as the comprehensive Zoning Map and Text Amendments that will be later to be approved.

Michael Serpe:

I'd move approval of that.

Jim Bandura:

Second.

Tom Terwall:

**IT'S BEEN MOVED BY MICHAEL SERPE AND SECONDED BY JIM BANDURA TO ADOPT RESOLUTION 17-08 SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF'S MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.**

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

Jean Werbie-Harris:

And then Item B is Resolution 17-09 which is designating the boundaries and adopting the project plan for Tax Incremental District Number 5 of the Village of Pleasant Prairie. Again, this would need to be subject to the approval of the Comprehensive Plan Amendments as well as the Zoning Text and Map Amendments that we discussed this evening as well.

Wayne Koessl:

I'd move approval, Chairman.

Jim Bandura:

I would second.

Tom Terwall:

**IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY JIM BANDURA TO ADOPT RESOLUTION 16-09 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. Item C.

Jean Werbie-Harris:

And the next item is Resolution 17-10, and this is for the approval of the Comprehensive Plan Amendments that were read into and discussed as part of the public hearing this evening.

Jim Bandura:

So moved, Mr. Chairman.

Wayne Koessl:

Second, Mr. Chairman.

Tom Terwall:

**IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY WAYNE KOESSL TO ADOPT RESOLUTION 17-10 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.

Jean Werbie-Harris:

April 10, 2017 And then, finally, Item D are the Zoning Text and Map Amendments as presented and discussed as part of the public hearing. And, again, let me just reiterate now that all four of these actions that you're taking tonight are recommendations for approval to the Village Board. So it's not the final action this evening. All of these items will go next onto the Village Board for their final official action. So, again, Item D is consideration of the Zoning Text and Map Amendments.

Jim Bandura:

Mr. Chairman, I would recommend sending a favorable recommendation to the Board.

Bill Stoebig:

I'll second.

Tom Terwall:

**IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY BILL STOEBIG TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO ADOPT ITEM D SUBJECT TO THE TERMS AND CONDITIONS OUTLINED IN THE STAFF MEMORANDUM. ALL IN FAVOR SIGNIFY BY SAYING AYE.**

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

Wayne Koessl:

Mr. Chairman, if I may add that I really appreciate the amount of time that the staff and other people have put into this project already. I spent a good part of the weekend reviewing it in detail. And I could see the number of hours that they had to go through. And to the people in the audience as this project continues we're here for our open meetings and our public hearings so you're welcome to come if we're going to be doing something wrong. Thank you.

## **6. ADJOURN.**

Bill Stoebig:

So moved.

Jim Bandura:

Second.

Tom Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

Opposed? We stand adjourned.

**Meeting Adjourned: 6:24 p.m.**