

**PLEASANT PRAIRIE PLAN COMMISSION MEETING
VILLAGE HALL AUDITORIUM
9915 39TH AVENUE
PLEASANT PRAIRIE, WISCONSIN
6:00 P.M.
February 13, 2017**

A regular meeting for the Pleasant Prairie Plan Commission convened at 6:00 p.m. on February 13, 2017. Those in attendance were Thomas Terwall; Michael Serpe; Wayne Koessl; 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. CONSIDER APPROVAL OF THE JANUARY 9, 2017 PLAN COMMISSION MEETING MINUTES.**

Jim Bandura:

Move for approval.

Judy Juliana:

Second.

Tom Terwall:

IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY JUDY JULIANA TO APPROVE THE MINUTES OF THE JANUARY 9TH PLAN COMMISSION AS PRESENTED IN WRITTEN FORM. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

- 4. CORRESPONDENCE.**

5. CITIZEN COMMENTS.

Tom Terwall:

If you're here for an item that appears on the agenda as a matter of public hearing, we would ask that you hold your comments until that public hearing is well so your comments can be incorporated as part of the official record. However, if you're here for Items C, D or E any other item that you wish to raise 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. Anybody wishing to speak under citizens' comments?

6. NEW BUSINESS:

A. PUBLIC HEARING AND CONSIDERATION OF PLAN COMMISSION RESOLUTION #17-04 FOR A COMPREHENSIVE PLAN AMENDMENT to adopt the STH 32 Access Management Plan as a component of the Village's Comprehensive Plan and to create Section 390-6 H to specifically list this Plan as a component of the Village's Comprehensive Plan.

Due to technical difficulties, the first six minutes of the recording has numerous inaudible moments.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this is a public hearing in consideration of Plan Commission Resolution #17-04 for a Comprehensive Plan Amendment to adopt the State Trunk Highway 32 Access Management Plan as a component of the Village's Comprehensive Plan and to create Section 390-6 H to specifically list this plan as a component of the Village's Comprehensive Plan.

The Wisconsin Department of Transportation along with Village of Pleasant Prairie have developed an Access Management Plan for State Trunk Highway 32 also known as Sheridan Road from 91st Street to the Illinois State Line. The purpose of the State Highway 32 Access Management Plan is to provide WisDOT and the Village with a unified, long-range access management vision for this corridor.

The Plan is intended to be used as a comprehensive and collaborative tool for evaluating future driveway and roadway access requests as development and redevelopment occurs adjacent to the State Highway. It is Wisconsin's goal to maintain Highway 32 as a safe and efficient arterial facility and provide adequate access to the adjacent properties. This access plan gives the Wisconsin DOT and the Village a holistic approach to managing access and making access related decisions along this stretch of the highway. Planning for and implementing good access management practice on an arterial facility can prolong the life of the facilities' capacities threshold and delay the need for costly and disruptive capacity expansion projects.

The plan identifies strategies to managing existing access, managing new access due to changing land use, planning for a supportive local road network and improving coordination between WisDOT and the Village. The Plan is not legally binding, rather it's a documented good faith

effort by WisDOT and Pleasant Prairie to plan for the corridor level access management in a way that does not adversely affect the safety or efficiency of the state highway. The Access Management Vision is intended to be a component of the Village's Comprehensive Plan. It shall be consistent with the other Village adopted plans and amendments to those plans. In addition, the plan will be used to update or modify adjacent neighborhood plans.

On January 13, 2017, the required 30-day notice was published in the *Kenosha News*, and notices were sent via regular mail to property owners adjacent to Highway 32, and this was related to the open house and public informational meeting that took place this afternoon as well as the public hearing this evening.

One note of a change that occurred in the last 30 days to 45 days, The Nature Conservancy of Wisconsin recently acquired an approximate 59-acre parcel on the east side of Sheridan Road at about the 11900 block of Sheridan Road for conservancy purposes. This land acquisition impacted the Land Use Plan and the transportation access plan for the area which is the south map of the three maps we'll be talking about this evening.

Based upon these recent changes the Village is recommending plan modifications to the south map, which you'll see and alternative map this evening, and there was one presented this afternoon at the open house. Specifically the changes on the alternate plan reflect the removal of the north/south road and east/west roads, as well as an addition of a private road connection and keeping some driveway connections on the east side of Sheridan Road as well as an adjustment of an east/west road on the west side of Sheridan. Again, we can go through some of these details with you.

With that I'd like to continue the public hearing. And we're going to start by introducing members of the Wisconsin Department of Transportation. And they're going to make a PowerPoint presentation to talk about access management. Tim?

Tim:

Thank you, Jean. Thank you Pleasant Prairie for the time this evening. As Jean said we are with the Wisconsin Department of Transportation, and we're here to talk about the development of a [inaudible].

Tom Terwall:

Give me your name and address for the record would you please?

Tim:

[Inaudible] they don't have to turn onto the arterial and drive -- oh, this is on now, and drive 1,000 feet down the road to get to their neighbor's property or something. These are other diagrams. Again, we want to locate driveways on side rows. The diagram on the left points out that you want to avoid a disconnected network. You want to provide parallel connections to the east and the west as well as to the north and the south. Cul-de-sacs do have their purpose in some situations. But when implemented over a massive scale they create a very disconnected system that puts a lot of pressure on the arterial for that traffic.

And then aligning driveways across from each other is another good best practice if you were traveling, say, east/west. On that diagram on the right there's no reason why you should have to, and you want to continue traveling east/west, there's no reason why you should have to jog onto the arterial real quick and then get onto the next east/west highway. This also allows by aligning driveways up right across from each other this allows for all those turning movements to kind of be accounted for in one location so the driveway doesn't have to account for something 200 or 300 feet down the road.

So as I mentioned before on the roadway hierarchy slide access equals conflicts. And if there's one thing to take away from this presentation and what DOT is trying to do it's this message. We're trying to provide safe and efficient highways. And every access point that is created along an arterial roadway creates this many conflict points. Based on the turn movements that are allowed at a typical driveway or t-intersection there are three diverging, three merging and three crossing conflict points that are all potential accidents waiting to happen. So this is just one access point on our arterial roadway. If you were getting into the densities of 10, 20, 30, 40 access points per mile you get into kind of a serious problem.

And then just another slide, is more for a commercial or retail example. A lot of times DOT will get a proposed development into them with three or four businesses like a strip mall type of thing, and everyone thinks they need three or four driveways. But the best way to do that is to consolidate driveways and connect parking lots and promote internal circulation and reduce the number of access points onto the arterial. You can do this with cross-access easements or just by simply connecting parking lots and reducing access points. So that's what I have in terms of exhibits on principles and best practices. I think Alex is going to talk a little bit about some scenarios specific to Highway 32.

Tom Terwall:

Thank you.

Alex Valley:

All right so when we develop one of these --

Tom Terwall:

Give us your name and address for the record.

Alex Valley:

My name is Alex Valley [phonetic]. Address is W2193 St. Peters Road, East Troy, Wisconsin.

Tom Terwall:

Thank you.

Alex Valley:

So when we develop one of these access management plans we take a look for a number of -- typical aspects of poor access management. And these are some of the things that we found through the Highway 32 corridor as well. One of those things was strip development with a large number of driveways as well as a large number of residential driveways on that arterial. So kind of like Tim was talking about that adds those extra conflict points throughout that roadway. Also, a lack of a supporting local roadway network in some of those locations where some of those access points could be gained off of that local road network as opposed to that arterial.

There was a few internal connections between the adjacent businesses and retail developments kind of like Tim was talking about. And while there is not a median needed on this roadway, there is a lack of a dedicated median here. That can all kind of result in an excessive number of conflict points, high crash rates, congestion and could potentially require costly roadway projects to improve safety concerns and improve crash rates. Next slide.

There were two other issues that we found that aren't quite as common when we're looking at access management. One of those was having accesses near public roadway intersections. So intersections are made up of the physical area of the intersection as well as the functional area of an intersection. That functional area of the intersection is the area before and after where cars may be slowing down, determining what they need to do if they need to get into -- if they need to go around a different car, they need to slow down or stop. There were a number of accesses located there which can cause that added confusion. A driver may not know if the driver in front of them is turning at the roadway or if they're turning 300 feet beforehand into a driveway there. Next slide.

One of the other things that we found throughout the corridor was excessive driveway widths. So Wisconsin Administrative Code 231 actually details how wide driveways are supposed to be. There's a maximum of 35 feet for commercial driveways and 24 feet for residential driveways. It may not seem like a big deal but it actually is because it doesn't provide a defined ingress and egress point from that highway system to a property which can lead to confusion for drivers, again, not knowing where someone's going to turn off or where someone's going to pull out of. The other issue there is you can have multiple turn movements going on at the same time obviously creating more conflict points as well. In general driveways and access should be predictable and they should be location specific. Next slide.

So we also looked at a couple corridor statistics for the 32 roadway between 91st and the State Line. And one of the things we looked at was crash rates. Crash rates are based on how many crashes there are per 100 million vehicle miles traveled. You can see at the bottom there we have kind of the statewide average for roadways in a similar category. So you're using the same or similar volumes as well as a similar kind of rural makeup. You can see we broke this corridor down into three segments, the first one from 91st to 101st, the second one from 101st Street to 115th, and the third one from 115th down to the State Line. All three of those segments were above the statewide average crash rate for similar corridors. Next slide.

That's important to note because while some of those crashes may be due to intersections or due to curves in the road and that kind of stuff, there is actually a direct relationship between access point density and crash rates. This figure that you see here was pulled from a federal highways

study that was done where they found that direct relationship where as those access points per mile increased so did that crash rate. Next slide.

So looking at our 32 corridor here, we had the chance to take a look at how many access points we had per mile and how that correlated to the crash rate. You can see kind of the main takeaway on this one is that the two highest density access point segments also had the highest crash rates. And it's kind of important to note that the density on those segments is in the higher range for arterials in the State of Wisconsin.

We also looked at traffic volumes throughout the corridor. We looked at historic, current and projected traffic volumes all the way out to 2045. If you look at the historic volumes from 1999 up until 2014 it's kind of like the stock market goes up and down, but the general trend is that it goes up which is something that we see very commonly. If those volumes were to continue and continue on as projected it just means that we're going to have more volumes there. We're going to have a higher possibility of crashes happening, that the crash rate may increase as well. So it's important to note that promoting access management can prolong the life of a highway in its current configuration even as those volumes increase. Brian is going to talk a little bit about some of the local examples that have been done here in Pleasant Prairie as well as how this 32 Access Management Plan can be implemented.

Brian Caronza:

My name is Brian Caronza [phonetic], 822 East Washington, Madison, Wisconsin. So first example would be Wisconsin State Highway 50. This is initially done in 1987 actually with Kenosha as well as Pleasant Prairie. And it was updated around 2011 due to increasing development in the area as well with upcoming improvements at the time to State Highway 50. This works well because as you can see on the north side of State 50 you have residential use, and to the south you have commercial or retail type use. And this works okay because you actually develop the proposed local road network, and that allows us to pull private access off the actual state highway itself. Next.

Another example on the left there would be recently developed Highway 83. So with Paddock Lake as well as the Town of Salem and Kenosha County. And similar aim just remove private access from 83 as an important north/south arterial. And then we find the frontage road Interstate Highway 94 to be a particular successful example. It was developed in 2010 due to, as you guys know, being a very highly desirable and developed area. And it continues to do so. But we need to use this as a potential reliever route for the interstate highway if there's any closures. So we need to make sure to pull the private access off that as well.

Next I'm going to talk about how we went about developing the Access Management Plan for 32 and how we can go about implementing it. So first of all we located any potential signalized intersections, potential signalized intersections along the corridor. Then we located any potential future unsignalized public road connections between those signalized intersections. And then made recommendations for parallel local access roads. And then those recommendations for driveway relocation and removal is based on the newly created public road.

And this is important for us to do because essentially what we did is we developed a draft, and then we went to Pleasant Prairie and coordinated on the draft that you see in front of you guys

today. This is important because Wisconsin DOT has a variety of different roles for mandating access along state highways. One would be to actually review any new access, modified access or work in the right of way that would require a permit. That's an opportunity for WisDOT to actually review any site specific access scenarios.

We also review subdivision plats that are abutting the state highway. And this is where we can enforce setbacks as well as access restrictions through a variety of different statutory access controls. In some cases we will actually go ahead and purchase access. In other cases we'll limit or restrict access based on traffic volumes. Another important time we do this is when a construction project comes forward. And as development happens along the corridor we'll review any access scenarios during that project planning phase. And then look at potentially reducing the width of driveways, relocating or potentially removal of illegal driveways.

And we decided that we wanted to develop a corridor plan for this area because of -- we wanted to have something that we can use during our own review process. But we also wanted to have something that you guys can use during your review process. So this is subdivision reviews, certified survey maps, site plan reviews. And you can actually implement them through cross-access easements, entrance, location spacing and design, corner clearance, improve local road connectivity, providing frontage roads or back edge roads that are parallel to Wisconsin 32.

And there's a number of reasons and benefits that access management is important. Safe access to properties, fewer vehicles, bicycle and pedestrian related traffic crashes, mobile and efficient traffic operations, planned access for current and future developments as well as a coordinate vision that balances both transportation needs as well as local planning efforts. Decreased commuting time, fuel consumption and vehicle emissions, and then also to maximize the life of the current facility itself.

And there are also a number of stakeholders that benefit from access management. Taxpayers through the efficient use of taxpayer dollars. Municipalities can benefit through improved intergovernmental cooperation as well as streamlining the transportation planning process and development review process. Businesses benefit by increasing the range of distribution for their goods and services. Cyclists, pedestrians and motorists obviously through improved safety. But the community as a whole through the prevention of costly expansion projects with the associated real estate impacts.

I'm just going to summarize some key points here from our presentation. This plan is not a construction project, and it is not a legally binding document. But effective management of access along Wisconsin 32 will improve safety. It will decrease traffic delays and delay costly future expansion projects that obviously include potential real estate impacts. With your support and a collaborative effort this plan will serve as a planning resource for the development and redevelopment as it occurs within the corridor. And we invite you to work together with WisDOT to develop and implement this corridor plan that is beneficial to all stakeholders.

Then lastly I just want to take a second to look at what the corridor could develop like if there was not an Access Management Plan. So as you can see here this is a cluster of developments, approximately ten access points, one for each parcel. And if the rest of this corridor were to develop in this manner you have an additional conflict [inaudible] as Tim talked about. And it would increase crash potential. It would reduce the speed limits along the corridor as well as

culminating in an area that is unattractive for future development due to the lack of public road connections and logical connections along the corridor. And the last point I want to make is just that this, again, a living document. It's a collaborative effort with WisDOT and Pleasant Prairie. And we look forward to using you guys as a partner in implementing this plan.

Tom Terwall:

Have you reached the point yet where you can identify if or where arterials intersections would occur?

Brian Caronza:

So as I said before this is a corridor plan where the way we determined the location is based on ideal spacing. But I think [inaudible] can touch on that a little bit more for operations [inaudible].

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[Inaudible]

Tom Terwall:

Where would you envision stop and go lights?

--:

[Inaudible]

Tom Terwall:

104th Street being one of them, State Highway Q.

--:

So State Highway 165 and 32 is one that I'm sure you're aware there's currently a project being looked at there for signal implementation as well as 116th Street and 104th. Now, those ones don't have any sort of planned construction project for a signal at all. But we wanted to do those, we wanted to be able to identify those as if development occurs and if the volumes grow that they may need that signal work. So that's what we've reflected on our Access Management Plan is we have what will be labeled as a potential future controlled intersection. I mean it could be a roundabout, it could be a signal. That's something that would be determined at a later date. But that if those traffic numbers do increase up to that point that would be a situation where you may want one.

Tom Terwall:

Because 104th Street is 165, correct?

--:

Yup.

Tom Terwall:

Thank you. Is that the end?

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That's the end of our presentation [inaudible] questions.

Tom Terwall:

This is a matter for public hearing. Is there anybody else wishing to speak on this issue? Anybody wishing to speak now would be your opportunity. Begin with your name and address, please.

Stephanie Judge:

Hi, there. My name is Stephanie Judge, and I'm a representative of The Nature Conservancy. Our office is at 633 West Main Street in Madison, Wisconsin. And I just want to thank you for your invitation to comment on the Access Management Plan for Sheridan Road. The Nature Conservancy recently purchased a nearly 59 acre property along the corridor. And so it's impacted by this plan. And I would just like the record to please show that we would like to have the ability to install up to two driveway access points along our new ownership. This would primarily be used for land management purposes.

Tom Terwall:

And these parcels you just bought butts up to 32?

Stephanie Judge:

Correct.

Tom Terwall:

Thank you.

Stephanie Judge:

You're welcome, thank you.

Wayne Koessler:

Why do you need to access points?

Stephanie Judge:

We don't necessarily know that. Our plans for the property include wetland restoration. And there is the potential that when wetlands are restored they could bisect the property. And so we just want to keep options open until that plan is complete. So just looking for flexibility.

Tom Terwall:

Can you tell us how many feet of frontage you have on 32?

Stephanie Judge:

I don't know offhand. I'd have to measure it.

Tom Terwall:

Thank you. Anybody else? Anybody else? Now is your opportunity. I'll open it to comments from Commissioners and staff.

Michael Serpe:

Jean, my adopting this resolution is that going to cause any major revisions with anything that we have on the books presently?

Jean Werbie-Harris:

No, it should not. I mean we would need to make some modifications to the Comprehensive Plan. Right now our Comprehensive Plan and we have some neighborhood plans that we had started to advance but had all been tabled as part of the Chiwaukee Prairie south area. All that had been tabled. This area, for example, from 116th down to the State Line east of Sheridan Road most of that is identified as ag land, future residential. So that area of the Comp Plan would need to be modified to reflect these recent purchases by The Nature Conservancy, and the access points again. What we're trying to do is we are trying to work so that this Access Management Plan is made a part of the Comprehensive Plan.

Tom Terwall:

Has Mr. Mills been involved in any of these discussions?

Jean Werbie-Harris:

He has, and he was here this afternoon with Dan Shop [phonetic], and they went through and discussed a number of access points and discussion points between 91st Street down to 104th Street. And then they also had some questions with respect to the archeological work that was done. It's an overlay that the DOT has used and they received. And so they had some questions with respect to an archeological overlay, and they're going to be doing some checking with respect to the state. They had no real concerns with respect to the access, though.

Tom Terwall:

Mike, you had a comment?

Mike Pollocoff:

Trustee Serpe brought up a good point, is this going to change any existing plans. I think one thing that the Plan Commission should be aware of is that in the Chiwaukee Prairie Compromised Land Use Plan the lands that have been identified or that have been acquired by The Nature Conservancy, part of the land use plan was designed for future residential development. And in conjunction with that the Village installed sanitary sewers capable of sewerage that area as well as the water main that would be able to provide water access into that site.

And this is kind of like the camel sticking its head in the tent. The Chiwaukee Prairie Plan for those of you who are familiar with it it's a long, involved process. And it was a compromise of competing interests between property owners at the time, the Village or the town, Kenosha County, EPA, Fish and Wildlife, The Nature Conservancy. All these different agencies identified certain areas that should be developed or could be developed and certain areas that should be preserved and acquired not in public ownership.

And in reliance on that adopted plan, the Village then began the process to provide municipal services to those areas where the plan said that those areas could be developed. And we've done that. In this case this is the kind of unwinding that part of the plan south of 116th Street. And it comes with a cost to the Village that we've already incurred. And part of that, we don't make people that are on an arterial road where a sewer goes in pay for 100 percent of the cost of that sanitary sewer main because typically it costs more than what they would need. And future users that would use that main when they pay their connection fees that pays for the cost of oversizing that main. And that won't happen. The Village utilities will be eating that cost. I'm sure The Nature Conservancy didn't buy it to redevelop it and sell it. They bought it to put it into conservancy. So the Village will pay that freight.

And I personally think it flies against the plan that everybody adopted. If people don't want to follow the plan then there should be a direct amendment to the plan. Because right now this action here will nibble away at this in the first instance. They'll come back and say we want a rezoning to conservancy. We've already taken away the access or limited the access. That limits the viability of the land. And we start walking down that path where after a few actions that the plan has been modified just by actions taking place with this.

And it never does really get the public input or the process of saying do we want to amend the Chiwaukee Prairie Plan. And maybe we do. I'm not saying that's not a goal. But we never do get to that point because it just happens as the process slides along. And it's happened in a lot of areas up and down that Chiwaukee corridor where either DNR or Chiwaukee Prairie [inaudible] Coalition or The Nature Conservancy has decided that there's areas that they want to buy even though they might have been in development corridors for the Village. And then the Village ends up paying for those. Some of those happened quite a while back, and the rate payers have now paid for it.

The cost of putting sewer in the areas that's not going to be sewered now, the water we're not going to have water but there's a cost that goes along with this. I don't want anybody to think that there isn't a cost that goes with it. I'm not saying this land is great for development. I really don't think any land over there was really good for development. But it's what everybody agreed to in the plan. I think Tom and Wayne remember before I came here even how difficult that plan was to put together because there were so many people that expected certain things out of it.

And at the end of the day the only party that's entrusted with upholding that plan is the Village of Pleasant Prairie. So if we're going to start changing it incrementally without telling anybody that we're changing it I think that we owe the people who were parties to that, whether the property owners or participants or signatories to it, I think we owe everybody a shot. Are we going to do this and have a meeting about it. Because right now what's going to happen this is just going to be, like I said, the camel sticking its head in the tent, and pretty soon it will be in there. And it will be what it's going to be without really all the public input that should have happened given that plan.

Tom Terwall:

Good point.

Deb Skarda:

Jean, what sort of consideration or notification do we need to deal with the State of Illinois since we're right on the State Line, anything?

Jean Werbie-Harris:

They receive notification of the State Highway 32 Access Management Plan. But once we cross the State Line we're in another state, a different jurisdiction, different state agency. I assume that if at all possible they would coordinate with IDOT, but really things stop at the State Line.

Tom Terwall:

Is State Line Road in the Village or in Illinois?

Jean Werbie-Harris:

Technically I believe in Illinois.

Tom Terwall:

So if they ever have an arterial that would be Illinois, correct?

Jean Werbie-Harris:

Right. It's a county highway west of Sheridan.

Jim Bandura:

Mike, just getting back to having the public notified, if the Department of Transportation decides to do something, won't they have the opportunity, wouldn't the public have the opportunity?

Mike Pollocoff:

Well, the public has the opportunity now to kind of hear their plans, and I think that's good. But I think it needs to be put in context. And as they indicated this plan becomes effectuated when somebody down the road when development occurs. It's just that development standpoint has now been put into private ownership for the purposes of conservancy contrary to the plan. So I think that something for the Plan Commission to think about is we're going down a road that differs from the plan, and we need to get the parties back together and say we don't think it works anymore. We want to have there be conservancy. And I think from the Village's standpoint the rate payers should be able to know how much this is all going to cost. At the end of the day they're the ones that are going to pay for it.

Jim Bandura:

So what's your recommendation? How would you go about that?

Mike Pollocoff:

Well, I think my recommendation is that I think the Village needs to gather the parties together. And I think the policy question needs to be put up before the Plan Commission and the Village Board with input from those entities to say the plan now is 30 years old, it's still not done, the State still hasn't finished acquiring the properties. The Nature Conservancy has acquired all that they're going to acquire east of the tracks, and they've given that to the state, and there's still land to be acquired over there.

Where do we think this thing is going to go? And if we're happy with just saying let the conservancy groups acquire whatever they acquire and hold it for conservancy, that that's the policy that the Plan Commission and everybody who signs to it, agrees to it that's fine. But I think we owe the people who own property there, the people who are paying for the cost of improvements in that area that are going to be stranded we owe it to those people to resolve it and say, okay, we're going to take on this expense so that this area can be held in conservancy.

Tom Terwall:

Would it be illegal for the Village to levy an assessment against those properties that were included for development that get acquired from non-development?

Mike Pollocoff:

Right, yeah it would be. Because you get a conservancy group in there that owns it for conservancy, they'll be coming back to the Plan Commission just like they have in other ones and petitioning to have their land rezoned conservancy. And we don't charge -- we don't service properties that are in conservancy. Even though the plan said we need to be able to do that and

provide plans and infrastructure to do that. So it's one way I think for some conservancy groups to get what they didn't get in the plan, and the end result is the same. We're the ones stuck enforcing the plan, and really by going through the process of sound municipal planning we up undoing the plan what we originally started off to do.

Tom Terwall:

I would be in favor of assessing those properties with a fixed cost. Even if we don't put in sewer and water lines we still got a capacity and a plan that was designed for that parcel.

Mike Pollocoff:

I could definitely look and see what it would take to do that.

Tom Terwall:

I think we should do that.

Michael Serpe:

That's going to be separate and aside from adopting this resolution, right?

Tom Terwall:

Right, right. If there isn't anything further I'll entertain a motion.

Michael Serpe:

I'd move approval of Resolution 17-05.

Wayne Koessl:

I'll second.

Tom Terwall:

IT'S BEEN MOVED BY MICHAEL SERPE AND SECONDED BY WAYNE KOESSL TO ADOPT RESOLUTION 17-04 SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE DISCUSSION THIS EVENING. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered. Thank you, guys, for your time.

B. PUBLIC HEARING AND CONSIDERATION OF A ZONING TEXT AND ZONING MAP AMENDMENT to adopt the revised Flood Insurance Rate Map (FIRM) Numbers 55059C0184E and 55059C0192E and the related Flood Insurance Study for Kenosha County, Wisconsin, and Incorporated Areas, prepared by FEMA, both with an effective date of March 7, 2017 related to the We Energies Ash Landfill Site Levee constructed in 2000 on the property located north of Bain Station Road and west of STH 31 in the Village of Pleasant Prairie.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, this next item, Item B, is consideration of a Zoning Text and Zoning Map Amendment to adopt the revised Flood Insurance Rate Map known as FIRM, numbers 55059C0184E and 55059C0192E and the related Flood Insurance Study for Kenosha County, Wisconsin, and Incorporated Areas, prepared by FEMA, both with an effective date of March 7, 2017 related to the We Energies Ash Landfill Site Levee constructed in 2000 on the property located north of Bain Station Road and west of Highway 31 in the Village of Pleasant Prairie.

On January 9, 2017, the Village Plan Commission adopted Resolution #17-03 to initiate the Zoning Map and Zoning Text Amendments related to revised Floodplain Maps and associated FIRM, Flood Insurance Study for Kenosha County with an effective date of March 7, 2017. And this was related to the We Energies Ash Landfill Site Levee constructed in 2000, again, for the property north of Bain Station Road and west of 31.

On December 5, 1996, the Department of Homeland Security's FEMA issued a Flood Insurance Rate Map or FIRM Map that identified the Special Flood Hazard Areas for the areas subject to inundation by the base flood in Pleasant Prairie.

On July 6, 1998, the Board of Trustees adopted the 100-year Floodplain and Floodway Maps and Profiles for the Des Plaines River Watershed for the areas located within the Village as prepared by the SEWRPC. On June 4, 2012, the Board adopted new Flood Insurance Rate Maps prepared by FEMA for the Kenosha County and Incorporated Areas. And then there are several map numbers that were identified. I'm not going to read each of them. It's for the record. And the related Flood Insurance Study for Kenosha County, Wisconsin, and Incorporated Areas. They were effective June 19, 2012, Flood Insurance Study Number 55059CV001A and 55059CV002A.

In 2010 We Energies had requested approval from FEMA for an earthen bermed levee constructed by We Energies on their property located west of the Union Pacific Railway and north of Bain Station Road. We Energies agreed to maintain the levee for the protection of the Pleasant Prairie Power Plant ash landfill site from backwater flooding of the Jerome Creek, which has kept it from being considered part of the flood zone pursuant to the attached Village Board Resolution #10-37.

As indicated in Village Board Resolution:

- 2010 FEMA had begun to undertake a nationwide levee review as part of the remapping of flood zones;

- We Energies has successfully managed the maintenance of the Pleasant Prairie Ash Landfill Floodplain Levee; has the necessary infrastructure to continue its maintenance; and has successfully completed a review of the design, construction, operating procedures and maintenance program with FEMA for the levee;
- In order to secure levee approval from FEMA for the landfill site levee, all future maintenance activities with regard to the levee must be under the jurisdiction of a federal or state agency, an agency created by a federal or state law, or an agency of a community participating in the National Flood Insurance Program;
- The Village of Pleasant Prairie is a community participating in the NFIP and believes that it is proper and necessary in accordance with 44 CFR 65.10 to require the We Energies assume the ultimate responsibility for the ongoing maintenance of the Pleasant Prairie Ash Landfill Floodplain Levee;
- By meeting the certification requirements, it has allowed FEMA to move forward with finalizing the floodplain mapping for Pleasant Prairie and Kenosha County.

On February 4, 2016, FEMA provided the Village with preliminary copies of the modified flood hazard determination affecting the Flood Insurance Rate Maps and Flood Insurance Study for review and comment. The Village received a letter dated September 7, 2016 indicating that the 90-day appeal period had ended and FEMA received no valid requests for changes; therefore, the determination of the agency is considered final.

On November 26, 2016, the Village received the following final documents for final approval including a new Index Map that has an effective date March 7, 2017. And then the two FIRM Map numbers that I referenced as amended with revision dates of March 7, 2017; and the related Flood Insurance Study for Kenosha County and Incorporated Areas prepared by FEMA, again, effective March 7, 2017 Flood Insurance Study Numbers 55059CV001B and 550529CV002B.

The Village is required as a condition of continued eligibility in the NFIP to show evidence of the adoption of the revised floodplain management regulations that meet the standards of Paragraph 60.3 (d) of the NFIP regulations by the effective date of the FIRM which is March 7, 2017. In 2012 the Village Floodplain Ordinance Section 420-131 of the Village Zoning Ordinance was amended and updated to meet these requirements along with the DNR minimum requirements. Therefore, at this time the only amendments required to the Floodplain Ordinance is to adopt this new map.

The DNR has reviewed the attached ordinance amendment and noted at section 420-131 (1) (a) [1] related to FEMA Case 16-05-7542 P dated November 2, 2016 related to the floodplain boundary adjustment completed for the Uline Conference Center was adopted, there was a typo which needed to be corrected. This approval was a LOMR, Letter of Map Revision, rather than a LOMA, Letter of Map Amendment. Therefore this typo is being corrected in this amendment and is being considered at this public hearing as well.

This is a matter for public hearing. As you can see by the detail in this memo that this is something that is very critical as it comes to federal floodplain mapping and the detail that must be provided. Obviously this is a very, very small levee in Pleasant Prairie, a very minor

significance compared to many other levies across the country. But the process is the same whether you're in a southern state or you're in Wisconsin. So there is a great deal of detail involved in this process. But we needed to go through that process for FEMA. I'd like to continue the hearing at this time.

Tom Terwall:

This is a matter for public hearing. Anybody else wishing to speak on this matter? Anybody wishing to speak? Seeing none I'll open it to comments and questions from Commissioners and staff. I'll entertain a motion.

Wayne Koessl:

So moved, Mr. Chairman, subject to the conditions outlined by staff.

Deb Skarda:

I'll second.

Tom Terwall:

MOVED BY WAYNE KOESSL AND SECONDED BY DEB SKARDA TO SEND A FAVORABLE RECOMMENDATION TO THE VILLAGE BOARD TO APPROVE THE ZONING TEXT AMENDMENT AND THE ZONING MAP 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.

C. Consider the request of Peter Molter, agent for St. Catherine's Hospital for approval of Preliminary Site and Operational Plans for site grading, early footings and foundations and underground utilities for the Advance Outpatient Surgical Wing for the United Hospital System expansion located at 9555 76th Street.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, Item C is to consider the request of Peter Molter, agent for St. Catherine's Hospital for approval of Preliminary Site and Operational Plans for site grading, early footings and foundations and underground utilities for the Advanced Outpatient Surgical Wing for the United Hospital System expansion located at 9555 76th Street.

The petitioner then is requesting approval of Preliminary Site and Operational Plans for the Advanced Outpatient Surgical Wing for the United Hospital System expansion. The development is identified as Tax Parcel Numbers 91-4-122-082-0117, which is approximately 42.39 acres south of 76th Street, and 91-4-122-082-0113 which is 5.17 acres north of 76th Street.

Previous approvals were approved by the Village. In 2001, Site and Operational Plans were submitted by the developer for the construction of a regional medical center campus consisting of an acute-care hospital facility and medical offices on a 50 acre parcel of land in the Prairie Ridge. In 2008 a hospital expansion was completed. And in 2010, a medical office building was also added to the St. Catherine's campus. Though not anticipated originally in the 2001 Site and Operational Plans, the Master Campus Conceptual Plan now incorporates an addition to the hospital facility primarily to house the planned Advanced Outpatient Surgical Wing for the United Hospital System on the St. Catherine's campus. The Village Board on October 17, 2016 conditionally approved the Conceptual Plan for the proposed expansion of the Hospital for this surgical wing expansion.

Project Description: The facility expansion for the Advanced Outpatient Surgical Wing is intended to be used for same-day, ambulatory and outpatient surgical procedures and will have the full support and resources of the main acute-care St. Catherine's Hospital which is readily available in the event a patient experiences an unexpected emergency condition. This approach for less-than-24-hour surgery stays differs from that of a typical free-standing ambulatory surgery center where, due to lack of sufficient resources, emergency events are usually addressed with a 911 call to summon an ambulance to transport the affected patient to a hospital or regional medical center, such as the St. Catherine's Medical Center campus.

For example, in the event a patient in the Advanced Outpatient Surgical Wing experiences a stroke or heart attack during his or her less-than-24-hour stay, emergency staff and support from the hospital will respond and immediately address the patient's needs, following which the patient will be transferred to an appropriate location within the main hospital. In reality, the expansion will combine the convenience of an ambulatory surgery center with the safety of an acute-care hospital setting.

The addition is proposed to be 239,977 square feet. The addition will include a first floor expansion that will feature: an open-design lobby, lounge and cafe; a courtyard; registration and waiting areas; private pre-operative suites with toilet rooms; at least eight new surgical suites; and recovery areas. Easy access to the Advanced Outpatient Surgical Wing will be provided via a separate entrance which features a protected patient drop-off and pick-up vehicle bay to minimize exposure to nature's elements.

In addition, easy access to the main hospital building will be available for visitors through a convenient enclosed walkway as well as through internal corridors for staff and patients, if and when needed, to access the support services of the main hospital facility. This access allows for the direct transfer of a patient from the new surgical wing to the acute care/inpatient hospital without the need for ambulance transport. Support areas for the surgical facility will be housed in a new lower level along with a relocated receiving dock and trash enclosure area. The second, third and fourth floors of the building will ultimately house various outpatient services.

Staffing for this addition will add approximately 100 to 125 employees with its full build-out. It is planned that approximately 534 full-time employees and 362 part-time employees would work from the entire St. Catherine's campus facility after the project is completed.

The facility addition will integrate into the existing facility architecture using the same natural materials that are used on the existing building including the brick details and stone work. In addition, the building will use similar glass and roof lines to match up with the existing buildings. Existing internal site roads on the campus, including those for truck traffic, will be modified as a result of this addition, and additional surface parking will be provided on the site. Storm water will be distributed into the existing storm water management system for the Prairie Ridge development. On site utilities, such as water, sanitary sewer and electrical services will be rerouted, but contained on site.

The campus will have full fire protection throughout and include new fire hydrants, fire alarm system components and sprinkler systems. The existing security system including the access control and exterior cameras will be expanded from the current systems. Also, a Digital Security Imaging System or DSIS will be incorporated into the campus providing live camera views to the Pleasant Prairie Police Department. Both a DSIS Agreement and Access Easement will be executed for the development.

Construction activity on the grading, underground utilities and footings and foundation work is anticipated to begin in spring of 2017 with full Site and Operational Plans and building permit applications to be submitted sometime in the late spring of 2017. It is likely that a set of plans will be submitted for the building shell and a separate submittal for the interior building for the build out. It is projected that the Advanced Surgical Wing could be completed for occupancy in 2018.

With that I'd like to introduce Peter Molter to answer or to provide any additional information that I may have missed or to answer any questions that you may have.

Tom Terwall:

Welcome, again, Peter.

Peter Molter:

Thank you. Peter Molter, 5212 86th Place. Jean did a wonderful job reading through the description of the project and what we intend to do. I'm here to answer any questions that you might have related to this specifically.

Michael Serpe:

When are you going to start early, when are you going to start the footings?

Peter Molter:

We'd like to start with the site utilities, the water, the sewer, plus storm and sanitary and electrical work probably sometime here in March. We've got to get some mobilization done in terms of

cordoning off the construction site. We have to do some parking lot work. And some of this work goes right to our existing parking lots. So we have to create some temporary parking lots in order for those employees to park in different locations and have enough parking for [inaudible] visitors. The general contractor, Riley Construction, has to get their offices set up. We have to move some services such as the grounds department because that's right in the middle of the construction. So it's got to be relocated on a temporary basis. So those kind of things need to be started off right away. We're also looking to hopefully start some footing and foundation work, probably looking at the schedule right now hopefully in April. And that's, of course, always weather dependent. If we get a real heavy rainy spring season we're not going to get very far because, as you know, the soils out there are all clay and hold the water on top of it for a very long time. That would be our objective.

Jim Bandura:

Peter, just a quick question. I noticed on the drawings that were submitted here there was a lot of red on it. It looks like they bled. Are you planning on picking that up before any pushing and pulling on the site?

Peter Molter:

That's already been picked up by the civil engineer [inaudible] has picked those all up and we'll incorporate those comments into the next set. As Jean mentioned this is the first of three steps that we're taking to [inaudible] the project with the first preliminary go get an early start. And then there's the shell package which will be coming through. And then the final interior build out which will have the Final Site and Operational Plans [inaudible].

Michael Serpe:

You mentioned parking, Peter, being a problem. And it's anticipated it's going to be a bigger problem. And I hope in the near future that's going to be addresses.

Peter Molter:

We're adding quite a bit of parking on the plan as our lots are numbered clockwise from 1 through 5 on the inner loop, and then the outer loop is 6 through 12; 6, 7, 8, 9, 10 are all being expanded as well as reconfigured. So we are adding a significant number of additional spots.

Michael Serpe:

Good.

Tom Terwall:

Anything further?

Michael Serpe:

I'd move approval.

Jim Bandura:

Second.

Tom Terwall:

IT'S BEEN MOVED BY MICHAEL SERPE AND SECONDED BY JIM BANDURA TO APPROVE THE PRELIMINARY SITE AND OPERATIONAL PLANS FOR ST. CATHERINE'S 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. Going to keep you busy, Peter.

D. Consider the request of Kellen Binder for approval of Site and Operational Plans and Digital Security Imaging System (DSIS) and associated DSIS Access Easement for Binder Family Chiropractic office within the vacant commercial building located at 10715 75th Street.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission and the audience, Item D is consider the request of Kellen Binder for approval of Site and Operational Plans and Digital Security Imaging System and associated Access Easement for Binder Family Chiropractic office within the vacant commercial building located at 10715 75th Street.

The petitioner is requesting to renovate the interior of 1 vacant commercial building located at 10715 75th Street. This is the former Regner Veterinary Clinic. This is for the Binder Family Chiropractic office. The office will include healthcare services including x-ray, massage and chiropractic care within the approximately 1,500 square foot building. No exterior site or building modifications other than signage and security cameras are proposed with this new use.

The facility is proposed to be open Monday, Tuesday and Wednesday from 8 a.m. to 12 p.m. and 2 p.m. to 6:30 p.m.; Thursday from 1 p.m. to 6 p.m. and Friday from 8 a.m. to 3 p.m. No weekend hours are proposed. In addition, the hours for any deliveries to the site would be during the allowable open hours of the facility.

At start-up, three part-time massage therapists and two full-time chiropractors and one full-time front desk assistant will be employed. The 13 existing on-site parking spaces meet the minimum requirements for this medical use.

This 1.22 acre property is classified as a nonconforming lot in that it does not meet the minimum lot size requirement of the B-2 District. And the property does not meet the minimum lot frontage requirement of 150 feet. That's okay. In addition, the principal structure and the detached garages on the property are also nonconforming structures since the structures do not meet the current setback requirements. The structures are pre-existing. And, again, there was a previous use in that particular building which is the Regner Veterinary Clinic. And some of you remember that prior to that there was a boat business at this particular location on Highway 50.

The property is not serviced by municipal sanitary sewer. The property utilizes an existing private septic system that complies with the Comm 83 regulations. When sanitary sewer is made available to this property connection to the sewer system will be required. The property is not serviced by municipal water. The property utilizes an existing private well. When municipal water is made available to this property, connection to the water system will be required at that time as well.

As information, the Wisconsin DOT has 2020-2021 plans for the future widening of Highway 50 or 75th Street, and one access driveway will be eliminated or relocated pursuant to that Access Management Plan. For this property one access will be, again, eliminated by the DOT. What work that the DOT had completed over the last couple years was they adjusted the median in front of the property so there's not a direct access through an open median to this site.

The owner and tenant of the development is required to install a Digital Security Imaging System and enter into a DSIS Agreement and provide a Access Easement pursuant to Chapter 410 of the Village Municipal Code. The DSIS Agreement and Access Easement are attached. And we've just made a few minor modifications after speaking with and receiving information between the owner and tenant to make sure it was very clear as to who is responsible for the DSIS and storage and access and things. So we have those things worked out. So with that I'd like to introduce the future tenant. And if they would like to come up and say anything regarding this project.

Kellen Binder:

Thank you, Jean, thank you, Plan Commission. I am Kellen Binder. I'm a chiropractor here in Kenosha. It's been the dream of me and my wife to own a clinic together and be chiropractors together. She's also a chiropractor in Mukwonago. I know it sounds a little far fetched to want to work with your spouse, but we signed up for that. So the current location that we have is in Kenosha. It's a small location that's located on the basement level. And our goal is to move to a more accessible location. This location is that for us.

The new building will offer more space and a more convenient location for our current patients and future patients. And we're going to continue to offer services like massage therapy, nutritional counseling, spinal therapy, x-ray imaging and most importantly chiropractic care. Our practice model is preventative healthcare. We strive to not only reduce symptoms of patients but to eliminate them completely and prevent them. Less sick days, increased work productivity, increased sleep, increased energy and a more active lifestyle are the thing that we aim to achieve for our patients apart from pain relief. With our chiropractic model we're able to get these things for our patients. And our hope is to bring this model of healthcare and improve quality of life to the members of Kenosha and Pleasant Prairie with this new location.

Tom Terwall:

Thank you.

Michael Serpe:

Are you leasing or did you purchase on this?

Kellen Binder:

It's a lease.

Michael Serpe:

And to Jean, once that Highway 50 expansion comes through is there going to be any parking left in the front of that building?

Jean Werbie-Harris:

Yes.

Michael Serpe:

There will be?

Jean Werbie-Harris:

Mm-hmm.

Michael Serpe:

Okay, thank you.

Tom Terwall:

Aren't they going to widen 50, though?

Jean Werbie-Harris:

They are. I think they lose maybe one space, but they could add those spaces in the back. I mean if it becomes a problem they might have to do some work in the back with respect -- they have two existing residential-type garages on the property. So if they would need to they might have to do some work in the back in order to add some additional space. But I believe that Highway 50 is going to be done over a two year time period. And I think the east leg of Highway 50 is going to be done first, and then the west leg will be done if funding is available.

Tom Terwall:

The governor is not planning on spending any money down here the southeast corner of the state.
What's your pleasure?

Jim Bandura:

Move approval.

Bill Stoebig:

I'll second.

Tom Terwall:

**IT'S BEEN MOVED BY JIM BANDURA AND SECONDED BY BILL STOEBIG TO
ADOPT THE SITE AND OPERATIONAL PLANS AND DIGITAL SECURITY
IMAGING SYSTEM 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. How soon do you think you'll be in, sir?

Kellen Binder:

Well, construction -- renovation, not construction, will be starting February 28 so at the end of this month. Our goal is to be in by April 15th. April 1st would be a golden date.

Tom Terwall:

Thank you.

E. Consider the request of Adam Artz, P.E. with Pinnacle Engineering, for approval of the Rescission of Trans 233 Restriction from Certified Survey Maps 2179, 2291 and 2208 related to the properties located adjacent to STH 31 south of 95th Street in LakeView Corporate Park.

Jean Werbie-Harris:

Mr. Chairman and members of the Plan Commission, Item E is to consider the request of Adam Artz, P.E. with Pinnacle Engineering, for approval of the Rescission of Trans 233 Restriction from Certified Survey Maps 2179, 2291 and 2208 related to the properties located adjacent to Highway 31 south of 95th Street in LakeView Corporate Park.

Specifically, the petitioner is requesting approval of the Correction Instruments to CSMs 2179, 2291 and 2208. This is for the Rescission of the Trans 233 Restriction related to the 50 foot highway setback to State Trunk Highway 31 on the properties located adjacent to 31 south of 95th Street. Since these restrictions are found on all three CSMs, the restriction is required to be removed by the three Correction Instruments that have been submitted to the Village. Any buildings or structures, parking and maneuvering lanes on the site will all be required to meet the Village Zoning Ordinance setback requirements as opposed to this original state improved setback requirement. The staff recommends approval of the Rescission of Trans 233 Restrictions from Certified Survey Maps 2179, 2291 and 2208.

Tom Terwall:

What's your pleasure?

Wayne Koessler:

Move approval.

Judy Juliana:

Second.

Tom Terwall:

IT'S BEEN MOVED BY WAYNE KOESSL AND SECONDED BY JUDY JULIANA TO APPROVE THE RESCISSION OF TRANS 233 FOR CERTIFIED SURVEY MAPS 2179, 2291 AND 2208. ALL IN FAVOR SIGNIFY BY SAYING AYE.

Voices:

Aye.

Tom Terwall:

Opposed? So ordered.

7. ADJOURN.

Judy Juliana:

So moved.

Michael Serpe:

Second.

Tom Terwall:

All in favor signify by saying aye.

Voices:

Aye.

Tom Terwall:

We stand adjourned.

Meeting Adjourned: 7:13 p.m.