

**VILLAGE OF PLEASANT PRAIRIE
PLEASANT PRAIRIE VILLAGE BOARD
PLEASANT PRAIRIE WATER UTILITY
PLEASANT PRAIRIE SEWER UTILITY
9915 - 39th Avenue
Pleasant Prairie, WI
August 18, 2014
6:00 p.m.**

A regular meeting of the Pleasant Prairie Village Board was held on Monday, August 18, 2014. Meeting called to order at 6:00 p.m. Present were Village Board members John Steinbrink, Kris Keckler, Steve Kumorkiewicz, Clyde Allen and Mike Serpe. Also present were Michael Pollocoff, Village Administrator; Tom Shircel, Assistant Administrator; Jean Werbie-Harris, Community Development Director; Kathy Goessl, Finance Director; Dave Smetana, Police Chief; Mike Spence, Village Engineer; Sandro Perez, Inspection Superintendent and Jane M. Romanowski, Village Clerk. Three citizens attended the meeting.

- 1. CALL TO ORDER**
- 2. PLEDGE OF ALLEGIANCE**
- 3. ROLL CALL**
- 4. MINUTES OF MEETINGS - AUGUST 4, 2014**

Steve Kumorkiewicz:

Move to approve.

Clyde Allen:

Second.

John Steinbrink:

Motion by Steve, second by Clyde. Any comments on the meeting, additions, corrections?

**KUMORKIEWICZ MOVED TO APPROVE THE MINUTES OF THE AUGUST 4, 2014
VILLAGE BOARD MEETING AS PRESENTED IN THEIR WRITTEN FORM; SECONDED BY
ALLEN; MOTION CARRIED 5-0.**

- 5. CITIZEN COMMENTS**

Jane Romanowski:

First speaker is Larry Herbst.

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Larry Herbst:

I was told I had to come here to bring up the subject to get on the agenda at a later time. So what I want to talk about tonight is several issues surrounding the road on 109th Avenue between 80th Street and 82nd Street. I live on this road. 109th Avenue at 80th Street is a dead end in case anyone doesn't know that.

The first issue I'd like to bring up is the condition of the road. It's been cold patched for all the 21 years I've lived there, and I'm sure for many years before that. Never had any major repairs of any kind, and basically there's no road left there. There are a number of special circumstances surrounding this issue. One of them is that most of the landowners on 109th Avenue own half of the road. A couple of us have given easements or dedicated some frontage to the Prairie. Another issue is that the Prairie wants to open up the dead end at 80th Street and 109th, and most of the homeowners there don't want to do that.

Second issue is the lack of drainage. Every time it rains the street floods over. It takes from hours to days for the street to clear of water. One of the circumstances surrounding this issue is that the drainage problem was less severe before the Prairie allowed the landowner east of us to put some fill on his land, and it's gotten worse since then. The landowner back there was also approached by the Prairie to allow them, allow the Prairie to put in a swale to build a drainage ditch at 107th Avenue, but the homeowners wouldn't allow that.

And the last issue is the auto salvage yard that's in operation on our road. The truth of the matter is there is no auto salvage yard. But when you turn off of 82nd Street onto 109th Avenue and you look at the first property to the right it's an auto salvage yard, it's a junkyard. I've been told in the past that the homeowner there is conforming to all the ordinances which is fine, but in that case I feel we need to change the ordinances or add new ordinances because this property is terrible, just terrible.

So I've got lots of other information that I could offer, but I know you've only got a few minutes for me today. So I just want to ask that this get put on the agenda to speak about in the near future. And I ask for your help to get this matter resolved. It's been decades that we've had this problem. And I appreciate your time. Thank you.

John Steinbrink:

Thank you.

Jane Romanowski:

There are no other signups.

John Steinbrink:

Is anyone else wishing to speak under citizen comments? Hearing none I'm going to close citizens' comments.

6. ADMINISTRATOR'S REPORT

Mike Pollocoff:

Mr. President, this Wednesday at one o'clock the State Rail Commissioner will be conducting a hearing at the Kenosha County Center to hear testimony on two different things. The first one would be the bicycle path that's going to be going down H from State Line I believe all the way up to KR and how that crossing is going to interface with the Canadian Pacific crossing on H.

And the second thing is going to be relooking at our petition for gates at the spur that goes into the Emco property. This is a spur that we've had since Lawter International first went in there. At that time we asked for gates to be placed at that road as well because it was a higher speed road at that point. At that time I think there was like 2,000 cars a day, the traffic count that's on there. Now we're just shy of 7,000 cars a day.

And the number of rail cars that are going into the Emco property is greater in volume. And they're taking deliveries between, I don't know what to call the railroad, but they're bouncing around between 12 midnight and 4 in the morning. It could be later or earlier. And the cars that go in there are mostly the large black tank cars. We've had two accidents just recently there where one hit actually a flat bed car, and the other one hit one of the tank cars and just missed the valves on the tank. Now, those tanks carry 250 gallons of whatever they're carrying. There's a lot of different things that go into the Emco facility. And all we have is cross bucks for signals.

The Village requested in 2011 that with the Emco facility being placed there that the Commissioner consider the placement of signalized gates again. And they indicated that they've done a cost analysis on it and that it didn't warrant the cost of putting gates there because of the value of accidents that could occur at this crossing. If you think about where this crossing is - it's between Lake Andrea - it's kind of a low area on either side of the lake on H, so in certain times of the year it's not unusual for fog to kind of be running across that area. The county doesn't have any streetlights on the road, so it's pretty easy for somebody to hit one of those tank cars especially when Canadian Pacific doesn't flag or put flares out.

So we've indicated in my discussions with the Commissioner and Chief Smetana that they really need to look at this again. If one of those cars was to hit the valve, the cleanup of whatever it is, it could be food based oil, would be more than \$250,000 to get that all contained and out of the waterways. Not to mention that there's already been two people seriously injured in that area. So if you're available I would request that Board members consider coming to the hearing. Of if you could submit some written comments I'd make sure they get placed in the record.

We've met with Kenosha County, and we've indicated to them that we would pay to have streetlights put up on either side of that crossing if the County would accept those lights and maintain them going forward. And they've indicated they'd do that. That's about a \$15,000 project right there so that could help. But still if it's, again, a dark night and foggy, and I think a lot of people are conditioned to seeing the railroad ahead, and they're thinking about the CP line and not so much that crossing.

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From the Village's standpoint we could put lights there but it has to have a wig wag or a gate or something that's going to flash a red light that's synchronized with what's coming off the track. The railroad is recommending that the Village install flashing yellow lights that flash all the time. And we feel after a while people would ignore those flashing lights because if they're always going they're just always going. Anyway, it seems like this problem is too easy to get resolved, and we need to push on getting it resolved. That, again, is on Wednesday at one o'clock at the Kenosha County Center.

Steve Kumorkiewicz:

This coming Wednesday or next week?

Mike Pollocoff:

This coming Wednesday.

Michael Serpe:

Mike, who owns that spur, Emco or us?

Mike Pollocoff:

We do. It's the responsibility of the Canadian Pacific to get the railcars off the main line and to the Emco gate, and then it's their responsibility from there on. The Village owns the spur, but in our contract with Emco they're required to do all any maintenance on that track or whatever is the cost that they have to bear. But we can't put on red flashing lights in timing the tracks unless the railroad approves or we get an order from the Commissioner. And this is something we have to get the Commissioner's approval on anyway. We've had some initial discussions with the Commissioner's staff and they're not going to recommend any changes to the crossing. So that's why I think it's going to be important that the community speak out on this. I know that the representatives from Emco will as well.

John Steinbrink:

Just as a point of reference, Mr. Herbst, does he have to petition to have a hearing on that?

Mike Pollocoff:

I think Mr. Herbst did a pretty fair job of describing some of the issues at hand - 109th is a throwback to the older Town days where the County would accept a certified survey map creating a parcel and didn't require dedication. Over time as the original property owners, I don't know if it was the Zirbel's or who it was, I think it was probably the Molette's owned a good chunk of that property, they were splitting it off and giving it or selling it to relatives, but they didn't dedicate right of way.

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One of the problems that the Village has is we can't expend public money on private property unless it's dedicated so the public money is going into a publically owned right of way. And there are two parcels in there that have dedicated property because they were empty lots, and in order to build on it the Village said you need to dedicate additional right of way in order to build your homes. The problem is that that takes care of a small piece of it.

I know I sat in a meeting with the residents there it's probably been 10 or 12 years ago where at that point we were in a better financial situation than we are under levy limits. We said we'll pay for the road to be paved, but we need to have all the property owners dedicate the land so that we can expend public dollars on public property and they declined to do it. Now we're in a position where we're not able to just pay for a road free and clear. We would need to assess it.

So one way this could proceed would be for Mr. Herbst to petition the Village Board to pave his road and prepare plans to do it. And involved in those plans would be the acquisition of property to condemn right of way in order to put that road in there so that we could get that road in there and it could be property maintained going forward. That's one of the reasons we don't maintain that is because it's really not a -- I mean we've run a plow down it to the extent that it's cold patched over the years that's happened.

We have a sewer main and a water main easement in there, but we don't have the right of way. And really to accommodate a stormwater plan we can't base it on two parcels. That street water that is going to come down that road to the lowest point and in this case it goes east we're in the same trap. We need to be able to have enough right-of-way in order to make those improvements and get them out. And that would be assessable as well. So my recommendation to Mr. Herbst would be to submit a petition requesting the street be improved and that the stormwater system be improved, and that the residents be assessed for that improvement. And that assessment would also include acquisition of properties. The first problem we're going to take care of is we need to have a right of way that we can legally work in.

Steve Kumorkiewicz:

I've got a question for Mike.

John Steinbrink:

We can't really discuss this too much because it's not an agenda item. I'm just asking this information for Mr. Herbst so he understands what the process is. So if you want to do that, put a petition together. Were you able to hear Mike okay?

[Inaudible]

John Steinbrink:

I think if you call the Village here during the day somebody will give you all that information. As a citizen comment there's nothing we can do really on it. I'm just trying to give you some advice as to where to proceed next.

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[Inaudible]

John Steinbrink:

It's not going to do much putting it on the agenda for us.

Mike Pollocoff:

I think if it was on the agenda I'm not sure much more would be resolved than what it is today. And I think what we just talked about, and at the end of the day an action item is going to be getting a petition started and requesting that the Board make improvements and assess for those improvements.

John Steinbrink:

Some people will be for it and some people will be against it. That's always usually the way it goes. Thank you.

7. NEW BUSINESS

A. Receive Plan Commission recommendation and consider Ordinance #14-27 to amend the Village 2035 Comprehensive Plan related to the Lakeview West Neighborhood Plan including a portion of the River Woods Neighborhood Plan.

Jean Werbie-Harris:

Mr. President and members of the audience and the Trustees, on March 11, 2013, the Plan Commission had adopted a resolution to initiate some amendments to the 2035 Comprehensive Plan as well as to the zoning district. And at that time it was done in order to address a new district that was being created in Pleasant Prairie. It was the M-5, Production Manufacturing Zoning District. And this allowed for specific manufacturing, production and office uses on specific properties that were located in proximity to I-94 and Highway 31 in the LakeView Corporate Park and other areas, again, by the Interstate.

The Board adopted these amendments to the Comprehensive Plan as well as the zoning ordinance to address just that M-5 District area. But then as the Village was preparing to put together an amendment to TID #2 it was discussed at that point that there should be a more extensive neighborhood plan that would be prepared as a result of the Riverview Corporate Park as well as the development on the east side of I-94 extending south of Highway C down to pretty much the State Line in Pleasant Prairie.

So we turned our attention and the Plan Commission held a public hearing this past spring that addressed a number of amendments to the Comprehensive Plan that addressed, again, the growth of the Riverview Corporate Park as well as some of the other potential development that was ideally going to be occurring by the Interstate.

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One of the things that we were also working on was the preparation of a TIA, a transportation impact analysis, which did a complete analysis of the impacts of new development throughout the Corporate Park but in particular in addition along this Highway 165 area south as a result of the Riverview Corporate Park and as a result of the existing development that's out there today.

So the Plan Commission did an initial presentation this past spring. As part of the TID one of the outcomes was that we needed to update and amend the Comprehensive Plan for the Lakeview West neighborhood as well as the River Woods neighborhood. So this specific area is outlined on the screen. Again identifies from about the 9300 block all the way down to just south of 122nd Street. What the neighborhood plan does is it identifies the potential land uses, road layouts, signal locations, access points for future industrial and commercial development along the east side of I-94. Again, this was in response to both Riverview but other development that was impending in that area.

We also looked at some very specific information with respect to the TIA where roundabouts potentially and signals could be located. And that study has been completed and has been submitted to the Wisconsin DOT for their approval. They have submitted some initial comments back, and now we've submitted some additional information to them. So as part of this amendment to the Comprehensive Plan on your screen there is the existing land use plan map as well as proposed land use plan map for the comprehensive changes. And this is the area north of 104th Street, east of 120th Avenue or the East Frontage Road.

In the packet it identifies that there are four different areas on this first map. Portions of Tax Parcel Number 92-4-122-192-0100 owned by Robert and Judy Schaffer generally located in the 9300 block of 120th Avenue, located in the Park and Recreation and Other Open Space with an urban reserve overlay are proposed to be changed to the Production Manufacturing with an Urban Reserve Overlay land use designation. The second is Tax Parcel Number 92-4-122-192-0302. This is land owned by the Village of Pleasant Prairie Community Development Authority. And Tax Parcel Number 92-4-122-193-0125 owned by WisPark, LLC. And, again, this is generally located south of that area as identified on the screen with the P for the Production Manufacturing.

The next area is Tax Parcel 92-4-122-193-0161 owned by WisPark generally located at the northwest corner of 165 and 120th Avenue. This is an area that's located within the Freeway Office Center land use designation, and it's proposed to be changed to the Freeway Oriented Service Center designation. So going into the F for the freeway and then finally the other parcel on this map is land identified as Tax Parcel Number 92-4-122-193-0166 owned by WisPark, LLC generally located at the northeast corner of 165 and 120th Avenue. And that is located within the Freeway Office Center land use designation, and it's proposed to be located in both the Freeway Oriented as well as the Office Use designations.

The next specific area is south of 110th Street, east of 120th Avenue, the East Frontage Road. And, again, if I can direct your attention to the map on the right hand side, the proposed land use map amendments. The first is Tax Parcel Number 92-4-122-301-0200 owned the Conservation Education, LLC, generally located west of the Des Plaines River, south of 110th Street. It's

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located within the Freeway Oriented Regional Retail Center with an Urban Reserve Overlay. And it's proposed to be located into the Park, Recreation and Other Open Space designation.

The next is Tax Parcel Number 92-4-122-303-0300 owned by Ries Partners, LP, and 92-4-122-312-0305 owned by James Hart and Delaine Farm Partners generally located along the 11600 block of 120th Avenue. They are located within the Production Manufacturing or the Freeway Oriented Regional Retail land use designations, and they'll be placed into the Production Manufacturing and Freeway Oriented Regional Retail designation. And those are the ones that are located right here.

The next are portions of Tax Parcel 92-4-122-312-0250 owned by Donald and Elizabeth Camacho, and Tax Parcel 92-4-122-312-0220 owned by Craig and Shannon Martin. And Tax Parcel 92-4-122-312-0200 owned by Thomas and Kenneth King. The next is Tax Parcel 92-4-122-312-0206 owned by King's Motel of Pleasant Prairie. The next is Tax Parcel Number 92-4-122-312-0210 owned by Refik and Idise Beshiri located between I-94 and 120th Avenue. They're located within the Freeway Oriented Regional Retail land use designation and are proposed to be located in both the Production Manufacturing and the Freeway Oriented Regional Retail Center.

The next is Tax Parcel Number 92-4-122-313-0275 owned by Carl Coulson generally located at the southwest corner of ML or 122nd Street and 120th Avenue within the Freeway Oriented Regional Retail land use designation, and it's proposed to be in the Freeway Oriented Service Center with an Urban Reserve Overlay designation located right at the corner.

The next is 92-4-122-313-0200 owned by Allen and Michealene Day, Tax Parcel Number 92-4-122-313-0295 owned by Rae Pharr-Taylor and Marc James Taylor, Tax Parcel Number 92-4-122-313-0293 owned by Allen and Michealene Day, and Tax Parcel Number 92-4-122-313-0290 owned by Garrett and Cindy Wood, and Tax Parcel Number 92-4-122-313-0285 owned by Grace Drath, and Tax Parcel Number 92-4-122-313-0205 owned by Mark and Pat Kirschhoffer. These are all generally located south of County Trunk Highway ML in this area, and they are located within the Freeway Oriented Regional Retail land use designation, and they're all proposed to be located within the Production Manufacturing land use designation. The Urban Reserve land use designation and all other designations will remain on the property.

The next is Tax Parcel Number 92-4-122-314-0200 owned by Sherri Chmielecki located at 11009 122nd Street. They are currently located in Freeway Oriented Regional Retail and are proposed to go into the Low Density Residential land use designation. The next is Tax Parcel Number 92-4-122-314-0100 owned by Carl E. Prymula Dec of Trust dated 4/8/98 and Charles E. Prymula generally located north of the Wisconsin/Illinois state line at the 11000 block that are located within the Low Density Residential land use designation are proposed to be located within the Production Manufacturing land use designation.

And finally Tax Parcel Number 92-4-122-313-0100 owned by Fossland Trust generally located north of the Wisconsin/Illinois state line and east of I-94 that are located within the Freeway Office Center land use designation are proposed to be located within the Production Manufacturing land use designation.

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And, finally, the last change would be to amend Appendix 10-3 of the Village of Pleasant Prairie 2035 Comprehensive to reflect all of the changes in the land use plan map. And this was a matter of substantial public hearing that was held back in I believe it was February of this year. And, again, a number of these changes were initiated as a result of some follow up, at least in this case, to the TID as well as to update the area to reflect a Comprehensive Plan for not only the Lakeview West area but the Riverview area as well. The staff and the Plan Commission recommended approval as presented.

Michael Serpe:

There's a representative of WisPark. Do you have any comments on this, Jerry?

Jerry Franke:

Jerry Franke, WisPark, 301 West Wisconsin Avenue, Milwaukee. We are supportive of the staff recommendation. Appreciate it.

Michael Serpe:

Move approval of 14-27.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Mike, second by Steve. Any further discussion?

SERPE MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND ADOPT ORDINANCE #14-27 TO AMEND THE VILLAGE 2035 COMPREHENSIVE PLAN RELATED TO THE LAKEVIEW WEST NEIGHBORHOOD PLAN INCLUDING A PORTION OF THE RIVER WOODS NEIGHBORHOOD PLAN; SECONDED BY KUMORKIEWICZ; ROLL CALL VOTE – SERPE – AYE; KUMORKIEWICZ – AYE; STEINBRINK – AYE; ALLEN – AYE; KECKLER – AYE; MOTION CARRIED 5-0.

John Steinbrink:

Motion carries unanimously.

- B. Receive Plan Commission recommendation and consider Ordinance #14-28 to approve several Zoning Map Amendments related to vacant land generally located north of STH 165 (104th Avenue) along 120th Avenue (East Frontage Road); portions of Tax Parcel Number (TPN) 92-4-122-192-0302; portions of TPN 92-4-122-193-0125 generally located at the 9300 block of 120th Avenue (East Frontage**

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Road) and TPN 92-4-122-193-0161 and 92-4-122-193-0166 generally located at the northwest and northeast corners of STH 165 and 120th Avenue (East Frontage Road).

Jean Werbie-Harris:

Mr. President and members of the Board, as you know as required by the Village's Comprehensive Plan, the land use plan map shall be consistent with the zoning ordinance. Therefore, based on the Lakeview West neighborhood plan and the land use plan amendments as we previously discussed the following zoning map amendments on vacant land generally located north of Highway 165 or 104th Street along I-94 and 120th Avenue which is the East Frontage Road they are proposed to ensure that the Village zoning map and Comprehensive Plan Map are consistent. And those changes are shown on the overhead.

The first is to rezone from B-5, Freeway Office District, to M-5, Production Manufacturing District looking at the parcel that's further to the north, and that is Tax Parcel Number 92-4-122-192-0302 which is owned by the Village of Pleasant Prairie Community Development Authority. The second immediately south, again, to rezone this property from the B-5, Freeway Office District, to the M-5, Production Manufacturing District and this is owned by WisPark, LLC, Tax Parcel 92-4-122-193-0125.

The third parcel is Tax Parcel Number 92-4-122-193-0161, and then a second parcel Tax Parcel Number 92-4-122-193-1066. Both of these properties are owned by WisPark, LLC. They're generally located at the northwest and northeast corners of 165 and 120th Avenue which is the East Frontage Road. Again, these are currently zoned B-5 which is the Freeway Office District, and they're proposed to be rezoned into the B-4, Freeway Service Business District.

As a reminder, any of the properties that are zoned C-1 which is Lowland Resource Conservancy District or the FPO which is Floodplain Overlay District those specific districts will remain unchanged on these properties. This is a matter that was before the Village Plan Commission back in the spring, and the Plan Commission and the Village staff recommend approval as presented.

Steve Kumorkiewicz:

I've got a question. Why those two properties just north of 104th are going from B-5 to B4? What's the difference between the two?

Jean Werbie-Harris:

The B-5 is an office district, and they were requesting and the Village staff is supporting the B-4 which is a Freeway Service District which is gas, food and lodging. So they're requesting to go from the office district. So from B-5 to B-4 for only those properties.

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Steve Kumorkiewicz:

Something is bothering me. When you're talking about that we can put servicing trucks or whatever in the area [inaudible].

Jean Werbie-Harris:

It's up to the Plan Commission and the Board to decide specifically what land uses if they require a conditional use or a special use permit if they're allowed to go within that district. But with respect to the B-4 District, it's very limited. It does allow for gas, food, lodging and convenience store like a Walgreens. So those are the four main uses within that district. Again, it's still up to the Plan Commission with respect to a conditional use permit. For example gas stations require a conditional use. So it's not a use that's permitted as a matter of right. It's only permitted with a conditional use permit. So if the Plan Commission decides that they don't want a particular gas station at that location for some reason or a particular type of use that extends beyond the type of use as listed in a principal or permitted use, then they can make that decision not to approve that permit.

Steve Kumorkiewicz:

I don't know, I've got my reservations in this.

Michael Serpe:

Steve, if you're worried about a truck stop taking place that's not going to happen.

Steve Kumorkiewicz:

That's what I'm worried about.

Michael Serpe:

I don't think you have to worry about that.

Steve Kumorkiewicz:

Okay, that was my concern.

John Steinbrink:

Jerry, you have something to add?

Jerry Franke:

May I address the issue?

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John Steinbrink:

I believe so.

Jerry Franke:

You know the Village's property immediately to the southwest is zoned it's very much a similar composition, B-4. Same zoning we're requesting. Secondly, this property has been zoned for office purposes, I joined this company back in 1988, we have had zero, zero interest on this quadrant for any kind of office use. To carry the property -- those two parcels, by the way, have paid about I think its \$300,000 a year in real estate taxes. They've been an unbelievable deal for the Village. We can longer continue to carry these properties for uses that are obviously not in the near term market.

Office use is one of the greatly changing commercial real estate categories there are. People are not building offices like they use to. More people are telecommuting. More people are doing all kinds of other things. We just need to recognize the market conditions that this is not an office location on the north side of that road now or anytime in the near future or mid term future.

John Steinbrink:

And I think Jean explained it, it's with Planning Commission and Board approval on what goes in there.

Jerry Franke:

We understand that. We were here with the Flying J issue back in 1988. Mike and I went to St. Louis one snowy Tuesday evening to take a look at a Flying J office. I remember all of that. But there are demands for services that merit consideration. If we can come up with a use that's acceptable we'll proceed. Right now the zoning doesn't allow that. It's establishing a district that just does not have market demand.

Steve Kumorkiewicz:

But I look at the big truck stop on Russell Road on the entrance to 41 on 94 right by the border of Russell Road.

John Steinbrink:

That's not what this is.

Jerry Franke:

That's not what we're talking about doing.

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Steve Kumorkiewicz:

That's what I'm looking at.

Jerry Franke:

No, we're not looking at that at all. And when we do have a use it will have to come before the Plan Commission and a conditional use and, Jean, does it have to come to the Village Board at all?

Jean Werbie-Harris:

No, it just goes to the Plan Commission.

Jerry Franke:

But we don't want any truck stop there either.

Steve Kumorkiewicz:

I want to make sure of that.

Jerry Franke:

Pardon?

Steve Kumorkiewicz:

I said I want to make sure of that.

Jerry Franke:

Understood. You've got more authority on that than I do.

John Steinbrink:

Okay, thank you, Jerry.

Steve Kumorkiewicz:

Thank you, Jerry.

Clyde Allen:

I make a motion to approve.

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Michael Serpe:

Second.

John Steinbrink:

Motion by Clyde, second by Mike for approval. Any further discussion?

ALLEN MOVED TO CONCUR WITH THE PLAN COMMISSION RECOMMENDATION AND ADOPT ORDINANCE #14-28 TO APPROVE SEVERAL ZONING MAP AMENDMENTS RELATED TO VACANT LAND GENERALLY LOCATED NORTH OF STH 165 (104TH AVENUE) ALONG 120TH AVENUE (EAST FRONTAGE ROAD); PORTIONS OF TAX PARCEL NUMBER (TPN) 92-4-122-192-0302; PORTIONS OF TPN 92-4-122-193-0125 GENERALLY LOCATED AT THE 9300 BLOCK OF 120TH AVENUE (EAST FRONTAGE ROAD) AND TPN 92-4-122-193-0161 AND 92-4-122-193-0166 GENERALLY LOCATED AT THE NORTHWEST AND NORTHEAST CORNERS OF STH 165 AND 120TH AVENUE (EAST FRONTAGE ROAD); SECONDED BY SERPE; MOTION CARRIED 5-0.

C. Receive Park Commission recommendation and consider naming the new Village park located in the 9100 block of 26th Avenue.

Mike Pollocoff:

Mr. President, the Pleasant Prairie Park Commission considered recommendations that were obtained from the staff through our open Village Hall website where we had asked the citizens to help us name this park that was formerly the site of Manutronics when they were in south Kenosha. Chris Christiansen did a good job of putting out the history that existed on that property which at times was fairly colorful. If you go by there today you can see the impacts of removing that building, doing some of the stream bed work to take care of flooding problems in that area. And we were able to do all that with a CDBG grant at no cost to the residents or the Village.

So 108 individuals visited the online topic and 12 of them left feedback, and that 12 was really covered by people who were willing to sign their names to it. You can see the list before you. It was clear that the majority of the respondents as well as the Village Park Commission recommended that Brookside Gardens Park be the new name for this park. Brookside Gardens is the name of the subdivision that consists of south Kenosha, so they made their recommendation on August 5th to the Village Board to so name this park. This along with Halloween is another one of the things that you have a lot of control over. So approach this with some judicious thought.

John Steinbrink:

The good news is it did solve a serious water problem. So thanks to the Village's hard work and everybody and we did it for a pretty good price.

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Michael Serpe:

I move to concur with the Park Commission's recommendation.

Steve Kumorkiewicz:

Second.

John Steinbrink:

Motion by Mike, second by Steve. Any further discussion?

SERPE MOVED TO CONCUR WITH THE PARK COMMISSION RECOMMENDATION AND APPROVE THE NAME OF THE NEW VILLAGE PARK LOCATED IN THE 9100 BLOCK OF 26TH AVENUE TO BE BROOKSIDE GARDENS PARK; SECONDED BY KUMORKIEWICZ; MOTION CARRIED 5-0.

D. Consider Resolution #14-25 to amend the 2014 General Fund Budget.

Kathy Goessl:

Mr. President and the Village Board, I have three more budget amendments to bring forward tonight. I'll bring these forward, and then I'll explain what I would like to do going forward with these budget amendments. The three that I have, and these are brought forward to you based on procedures that we had put in place years ago. Anything that goes between revenue and expense in the general government or between departments we in our procedures identify that we need to bring them to the Village Board.

So the first one I have is in the police area. The police department parking enforcement vehicle was damaged beyond repair. Therefore, the vehicle was totaled, and we received a \$11,638 reimbursement from the insurance company. So this budget amendment actually recognizes the insurance award that we received, and then increased the police capital so they can have the money to help replace the parking enforcement vehicle.

The next one I have is to do with weed complaints. Weed complaints is like a moving task now. It used to be in public works. It moved to inspection, now it's moving to engineering. So in order for the department to control their own expenses we're moving the actual budget that was budgeted by the inspection department out of inspection which was \$9,000 into engineering for them to have that expense and to work through the weed complaints that we have.

And the last one I have is to do with personnel within the inspection, engineering and also assessing department. The clerical position within engineering was moved to inspection, so this recognizes that movement from reducing the budget in inspection, increasing it in engineering, and then the allocation was changed based on how that person was working. So those are three budget amendments that I have to bring forward to you for approval tonight.

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I'm going to review with the Village Administrator our procedures. Our procedures are based on our old system that we had, and we are just finishing up now in the spring here with our new implementation and our financial software that we have. It's a lot easier to make budget amendments right now or transfers, and we're requiring more of the departments to make transfers in their budgets. Because if they put a requisition in and I can see, and it will come to me saying they're over budget in an account, then I will go back to them and say I need a budget amendment to make sure that in your total budget you have this accounted for and that it won't go over [inaudible] budget. So it's very easy for them to go out there and make a transfer between a couple accounts or increase their revenue that they know is going up and compensate it for some increased expenses in their budget.

So my recommendation in the future is to bring to you guys actually things that changed the budget in total. And that would be, for example, when we authorized additional salt to be purchased and we took it from the reserves. That's the type of budget amendments or transfers I believe you guys should approve. So we'll review our internal procedures in terms of the budget amendments. We can bring that to the Board to approve what we have made a decision to do and help improve the process and how it flows through the system. But for tonight I do have these budget amendments that are in our current procedures that I'm asking for authorization for.

Kris Keckler:

Move to accept recommendation for budget transfers.

Clyde Allen:

Second.

John Steinbrink:

Motion by Kris, second by Clyde for adoption. Any further discussion? Wouldn't it be ironic if we had an old fire vehicle we could recycle around and make it [inaudible] and use it as our parking vehicle. Any further discussion?

Clyde Allen:

Just a comment. Kathy, your little follow up about what you'd like to see in the future I agree with that. There's no reason to micromanage the little stuff that department heads should have their control over and not restrict them by what they're doing. So I agree with what you're trying to do.

Kathy Goessl:

Thank you.

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John Steinbrink:

Any other comments or questions

KECKLER MOVED TO ADOPT RESOLUTION #14-25 TO AMEND THE 2014 GENERAL FUND BUDGET AS PRESENTED; SECONDED BY ALLEN; MOTION CARRIED 5-0.

E. Consider reappointment to the Kenosha Area Chamber of Commerce Board of Directors.

Mike Pollocoff:

Mr. President, currently the Village is representative to the Kenosha Area Chamber is Chris Christianson. I believe she's Vice Chair of the Chamber of Commerce right now. So I'd recommend that her sentence be extended to August 31 -- her appointment be extended to August 31, 2016.

Steve Kumorkiewicz:

So moved.

Kris Keckler:

Second.

John Steinbrink:

Motion by Steve, second by Kris. Any further discussion?

KUMORKIEWICZ MOVED TO REAPPOINT CHRISTINE CHRISTIANSON TO THE KENOSHA AREA CHAMBER OF COMMERCE BOARD OF DIRECTORS TO AUGUST 31, 2016; SECONDED BY KECKLER; MOTION CARRIED 5-0.

8. VILLAGE BOARD COMMENTS

John Steinbrink:

The triathlon was a success?

Mike Pollocoff:

Yeah, it went off really well. Had super weather. They've indicated they want to come back again next year, and we renewed their three year contract.

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Kris Keckler:

School is starting shortly in two weeks. And so just a reminder everybody be safe on the roads and watch out for all the little kids and those new drivers out there.

John Steinbrink:

Hopefully they'll finish the roundabout at H and C before school starts.

Kris Keckler:

It will not. I've already inquired.

John Steinbrink:

So the buses are working on alternate routes?

Kris Keckler:

Our transportation director for Unified has already made alternate plans, so plan accordingly. So hopefully about two weeks after the start of the school year.

9. ADJOURNMENT

SERPE MOVED TO ADJOURN THE MEETING; SECONDED BY ALLEN; MOTION CARRIED 5-0 AND MEETING ADJOURNED AT 6:50 P.M.