

PLAN COMMISSION MEETING MINUTES  
APRIL 23, 2008  
VILLAGE HALL  
Following the Downtown Redevelopment Plan  
Open House/Meeting @ 6:00PM

\*tape available indefinitely\*  
\*\*transcribed from tape by Lorna B. Ryan\*\*  
\*\*\*unapproved minutes subject to board approval\*\*\*

\*Residents notified within 200 feet of project

**CALL TO ORDER – 7:00PM/PLEDGE OF ALLEGIANCE/ROLL CALL:** Karow, Deeter, Destree, Diedrich and Skinner Present. Beyer, Absent. Also in attendance, David Cox, Village Administrator, Daniel McAuliffe of Planning and Design Institute and Mark Kolczaski of Baxter/Woodman. Present in the audience were Trustee Bower and Trustee Moran.

**PRELIMINARY PLAT-MAPLE LEAF SUBDIVISION-SENIOR DEUPLEXES-LELAND STOHR-WEST MAIN STREET-PARCEL #85-4-119-213-1210.\***

Leland Stohr, Sunburst Av. Karow stated after presenting his Conceptual Plan Stohr is now presenting the Preliminary Plan for Maple Leaf Subdivision. Stohr stated he received the Staff Comments from PDI and Baxter & Woodman. Cul du sac tear-drop shape lots were discussed. Stohr stated the surveyor said the lot layouts will still work out. Curb and gutter with sidewalks on both sides of the internal street and a pedestrian path will connect these to the walking/snowmobile trail and on to Lance Dr. Comment from engineer on the sizing of the out lot for the pond. Preliminary Stormwater calculations were not submitted with the Preliminary Plan and can not certify that adequate land has been set aside for the Stormwater detention basin proposed on Outlot 1. However PDI did indicate that the pond could be shared with the other outlot to the north. John Stohr stated there was some room for a pond down below. Karow added there was plenty of land available for a pond. Difference in grade elevations between Lance Dr and the internal street may be difficult for senior residents to manage together with the steepness of the hill as it relates to the walking path. The lots are proposed to be duplex lots with minimum square footage. Karow stated the Commission would have to make sure that the frontage on the cul du sac would be appropriate for each lot. Stohr stated the buildings and house will be removed from the land except for the sheds on lot 15. The right of way is dedicated properly along Main Street (33 ft). Karow stated all looked to be in order.

*MOTION BY DEETER, KAROW, CARRIED, TO RECOMMEND TO THE VILLAGE BOARD APPROVAL OF THE PRELIMINARY PLAT- MAPLE LEAF SUBDIVISION-SENIOR DUPLEXES-LELAND STOHR-WEST MAIN STREET-85-4-119-213-1210*

**FINAL PLAT-OAK MEADOW SUBDIVISION PHASE 2 – LELAND STOHR – GROVE TRAIL PARCEL #85-4-119-163-0903 & 85-4-119-163-0904.\***

Karow stated this project is an extension to the existing Oak Meadow Subdivision Phase 2 located south of Randall School and west of the Ukrainian Village. The engineer's comments at the preliminary meeting regarding the engineering of the sites specifically will be address in the normal course of action. Skinner asked about the street dedication on the north end. Karow stated that was taken care of. Still there at 33 ft on north lot 55 and 42 and now is 66ft between the two streets so the road can curve around which was the biggest issue at the first meeting. Destree stated he did not have a problem with the project as long as Stohr complies with the five (5) items in the engineer's letter dated March 26, 2008. Karow stated there was drainage and maintenance easements but assumed that they would coincide with the utility easements as well. Skinner asked Leland Stohr if he got the five (5) item letter from Baxter and Woodman. He did and will take care of those issues.

*MOTION BY SKINNER, DESTREE, CARRIED, TO RECOMMEND APPROVAL TO THE VILLAGE BOARD ON THE FINAL PLAT-OAK MEADOW SUBDIVISION PHASE 2 – LELAND STOHR – GROVE TRAIL PARCEL #85-4-119-163-0903 & 85-4-119-163-0904.*

Karow stated there will be a Developer's Agreement and Engineering Plans forthcoming.

**FINAL PLAT-LAKE SHORE ESTATES-DAVID J. LAURINE-EAST LAKE SHORE DRIVE AND COUNTY HIGHWAY HM-PARCEL #86-4-119-333-2000 & 86-5-4-119-333-1000 & 86-4-119-324-1400 & 86-4-119-324-1500 & 86-4-119-333-2130 & 86-4-119-333-2120 & 86-4-119-333-2110 & 86-5-119-333-2100.\***

David Laurine, 11514 Burlington Rd, Richmond IL presented the Final Plat. He stated he has received the Staff Comments of PDI and Baxter and Woodman. Laurine stated Dave Olsen and Ken Wadigan spoke with the Village Engineer and together they would work things out. Discussion followed with regard to an environmental stewardship plan that would be covered in the Developer's Agreement. Dan McAuliffe of PDI recommended reviewing the plan prior to seeing the Developer's Agreement along with the plans for a landscape and planting of easements on Lake Shore Drive and Wilmot Road to screen the subdivision. Laurine stated prior to the sale of lots he will screen along HM which runs the back side of the lots and place other screening latter. An emergency access lane as right of way verses access lane on lot 88 is recommended by PDI for emergency access by Fire and Rescue. Cox stated staff would work on what the surface would be. Laurine stated he would like to have gravel with a covering so it would be kept green. McAuliffe suggested it be visually delineated from the adjacent property to make sure that the property owner understands that it is not their property. Destree discussed the use of fences and it was suggested that shrubs or vegetation be used instead.

Centerline radius of roadway curves in the section of development south of HM will be 150 ft as suggested by Baxter and Woodman. More information will be needed to verify that the Stormwater detention basins, storm sewer and overland flow routes are adequately sized. Conflicting street names were discussed as to "Lake Shore Parkway" being similar to "Lakeshore Way" already named as a road in the Village. Chrystal View Ln on both sides of HM as also discussed. Laurine state Chrystal Ln could be east and west and he would change the Lake Shore Parkway before the plan goes to the Village Board. It was agreed that Lake Shore Parkway would be okay to keep. The detention pond easements on Lot 41 & 42 will be maintained by Laurine and the repairs will be handled through the Covenants of the Subdivision.

MOTION BY SKINNER, DESTREE, CARRIED, TO RECOMMEND APPROVAL TO THE VILLAGE BOARD FOR THE FINAL PLAT-LAKE SHORE ESTATES-DAVID J. LAURINE-EAST LAKE SHORE DRIVE AND COUNTY HIGHWAY HM-PARCEL #86-4-119-333-2000 & 86-5-4-119-333-1000 & 86-4-119-324-1400 & 86-4-119-324-1500 & 86-4-119-333-2130 & 86-4-119-333-2120 & 86-4-119-333-2110 & 86-5-119-333-2100.

**CONCEPTUAL PLAN – FAIRWAY ESTATE CONDOMINIUMS – COUNTRY CLUB ESTATES DEVELOPMENT LLC (ERIV HINTZ)-HIGHWAY F – PARCEL #85-4-119-153-5092\***

Mark Taylor Landcraft Surveying and Engineering and Director of Engineering, Aaron Koch, made a presentation with regard to the concept. This is an extension of Fairway Estates and is a Condominium Development. 74 condominium units in 17 buildings (5.44 units per acre). Three varieties of buildings house four or six units each and utilize garage parking for residents. The buildings are aligned parallel to the internal streets with access from Hwy F and a connection to the second phase of the Fairway development. Taylor stated the wet lands came in much bigger than anticipated initially, storm drainage and overall product was discussed. All the units are designed with the living quarters facing out the back. Three (3) different building types were presented, all the units are 4 unit buildings, 2 bedrooms plus, 2 car garages, and positioned for court yard entry between the buildings. Pavilions, club house and pool will also connect to the cart path. Building type "A" has living quarters in the rears with garage in front. PDI commented on not being able to see the front doors from the street. Building type B has garages on the end, shared driveways between them, and no garage doors facing the street. The units are two (2) up and two (2) down. Except for the town homes all the units are flat style living. Different colors were discussed to differentiate between buildings. Hintz stated one of each building would be built and then progress at the economy progresses. However, all the roadwork, drainage and sanitary work will be developed at one time. Aaron Koch stated infrastructure ties into the Phase 2, single family residential which has already been designed to the west. The pond not only serves all of the units in this development but also serves a good portion of the single family area. The sanitary sewer comes along Hwy F. Where it will connected to Phase 2 there is no room to for a gravity sewer not deep enough, so the idea for the units in Phase 2 would be a grinder pump system. One pump for each building and run a small force main through the roads. Water is on individual wells, probably one well per building. Lengthy discussion on private roads. Having private roads would eliminate the required set back rule. As a public road, the width of the green area on the west would extend in and around and create smaller set backs, although the road would be built to public standards. Karow asked if the developers would continue with the open ditch theme or go to curb and gutter for the private roads. Taylor stated in some areas curb and gutter would be utilized however in other areas it was suggested to keep a rural flavor in the area and to utilize ditch. For the driveways, curb and gutter would be easier to maintain and preferred.

Karow discussed pedestrian movement. Taylor stated if the roads were private with curb and gutter, pedestrians would access movement via the road. The car path could not be on the pavement if public roads and would have to be separated. Trails and the main cart path would be running throughout the area. The idea is to build one big neighborhood that connects to the downtown area sop people can walk from point "A" to point "B" in a variety of different directions.

Further discussion on making the roads private or public. Destree stated the subdivision to the west is public and then running a private road into it is not very smart. Karow asked with regard to private -vs- public roads, does the Village snow plow the private roads. Cox stated, as a general rule, the Village plows for public safety purposes but the Village does not maintain the pavement surface. Cox asked what the approximate distance is between the buildings across the street. Taylor stated approximately 100 ft from road face to road face. Destree asked about auxiliary parking. Taylor stated visitors could park on the garage apron which is 25 ft in front. Cox stated it was more like 35/37 ft from the edge of pavement to garage. Taylor further stated there is room for a parking stall off the back of the buildings but prefers not to do that and lose green space.

Cox stated gave an example of a private road. Tindall's Nest: the physical road construction is to Village standards, but the right-of-way does not exist, so there were latitudes given with regard to setbacks. Cox further stated at 100 ft from

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building face to building face there is 50 ft for right-of-way under the current design and still have a 25 ft setback which is required just like any other residential district. If the Commission felt strongly with right-of-way dedication, it could either recommend to the Village Board that it accept a 50 ft right-of-way or ask the developer to come up an additional 16 ft. Karow stated traffic would be at a minimum since the roadway would be for those who live in this complex. Whether to access out on Hwy F or between lot 11 and 12 if you live in the subdivision, one is likely going to head out to the west onto KD and F. Cox stated traffic would still go through to the east.

Karow stated three options: Either the roads are all public, or the main road between 11 and 12 all the way out to Hwy F be public and then the rest be private; or all the roads be private. Destree disagreed and stated if private is such a great idea for this development; it would be a great idea for any other development. The Village has to plow the roads whether private or public, if it is right-of-way and it is the Villages' responsibility to maintain and plow it, the Village would you have more control over what is done on those roads in the future. And that is the Village's responsibility. When the homeowners association in the future lets their roads go to heck, and there is no one there to fix them, who do they come complaining to, they come complaining to the Village and there is nothing we can do. It is the Village's responsibility to maintain the infrastructure, which means the roads, storm sewer, and sanitary system within a subdivision. The Village is plowing the roads and maintaining the sanitary system, but not maintaining the road?

Taylor suggested at the next level of design they show and discuss how the layout is coming together with the Commission and discuss the road further. If the rest seems doable then that is enough information for them to continue to move forward. Skinner had no issue with the layout at all.

Karow stated one building not talked about yet is building "C". Taylor stated those are town homes. Karow asked how would the driveways interact with the road for those buildings. Taylor stated the driveway would come straight in off the road for each unit. So if there were six (6) units, there would be six driveways. Taylor stated in this area there would be a curb to look nicer because there would still be gaps for drain space. This area will have more urban feel to it because of the density that is there. Destree asked about the short extension of the road along the pond. Karow stated if the road is going to be public then the Village would likely require a cul du sac of sorts or a T turn around. Taylor stated a curb cut would be there to indicate it was not a thru road. Karow suggested the end building be placed on an angle, however, Taylor stated that then they would be fighting the grades of the building, this way it is stepping down with the grades between the individual buildings so it helps preserve more of the terrain that exists. Cox asked if it was meant to reflect some grand plan to continue to the east. Taylor stated they had not discussed that issue, but did not think that would happen.

Karow stated Landcraft came in under the density that the Commission has talked about for the Concept Plan. The general layout of the buildings seem to be fine. Parking spaces for the Club House was discussed. The Club House will not exceed more than 1600 sq ft at the large end. Destree asked about the roadway hitting the existing road F. Taylor stated in getting approval for the other intersections they had to define where the subdivision was going to be with the DOT. Destree asked if an additional turn lane or roadwork done on F. Taylor stated the Kenosha County Division of Highways Director, Gary Sipsma will probably require that.

Skinner stated the consensus would be toward a public road and to keep that in mind. Taylor asked if the road goes public would it be best to use a curb in the public road and would that be acceptable as well. It was agreed that would be acceptable.

*MOTION BY SKINNER, KAROW, CARRIED, TO APPROVE THE CONCEPT PLAN FOR FAIRWAY ESTATE CONDOMINIUMS-COUNTRY CLUB ESTATEES DEVELOPMENT LLC (ERV HINTZ)- HIGHWAY F-PARCEL #85-4-119-153-5092*

**CONCEPTUAL PLAN-FAIRWAY WOODS SENIOR HOUSING (CONDOS) – E & M MANAGEMENT (ERV HINTZ)-LINCOLN AVENUE-PARCEL #85-4-119-222-1000.\***

Taylor showed where the cart path would run and allow connection to the golf course. This is for 50 plus housing not necessarily Senior. To make this type of housing work, the developers are looking at a two to three story building with structure parking down below. It is at the 500 ft set back from the Waste Water Treatment Plant. Did move the right-of-way for future use of the land for single family lots. The buildings are all the same type. Karow stated building "C" looks bigger than building "B". Taylor agreed they were flip flopped.

This is a concept of the buildings and is typical of this type of living. Two bedrooms, and one bedroom plus. From 1000 up to 1500/1600 sq ft perhaps on the corners. Total parking for this area is 302 spaces not only for residents but for visitor parking. Equating to one (1) space ( per bedroom) and ½ space per unit for visitor parking.

A pedestrian walk path will be designed so that it connects with the surrounding area. In discussion is creating a golf cart storage area or garage or possibly a restaurant in the lower area.

Discussion followed with regard to underground parking, screening between buildings, fire access and separation, water supply, DNR buffer and wetlands. Destree expressed concern with three (3) story building design and height and ground water.

A mandatory Senior Housing Development Agreement to keep 50 + in area to meet Comprehensive Plan was also a major discussion.

MOTION BY KAROW, DEETER, CARRIED, TO APPROVE THE CONCEPTUAL PLAN-FAIRWAY WOODS SENIOR HOUSING (CONDOS)-E & M MANAGEMENT (ERV HINTZ) – LINCOLN AVENUE – PARCEL #85-4-119-153-5092

Destree abstained

Motion by Skinner, Karow, Carried to adjourn at 9:08 pm.

***SIGNED COPY AVAILABLE AT THE VILLAGE HALL***

David E. Cox  
Village Administrator

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