



## PLAN COMMISSION

January 14, 2020

6:00 P.M.

### Common Council Chambers

8040 S. 6<sup>TH</sup> Street  
Oak Creek, WI 53154  
(414) 766-7000

Daniel Bukiewicz - Chair  
Dawn Carrillo  
Chaucey Chandler  
Donald Oldani  
Chris Guzikowski  
Matt Sullivan  
Gregory Loreck  
Fred Siepert  
Christine Hanna  
Vacant - ex-officio  
Doug Seymour - ex-officio

### The City's Vision

*Oak Creek: A dynamic regional leader, connected to our community, driving the future of the south shore.*

Find more information on agenda items at [oakcreek.zoninghub.com](http://oakcreek.zoninghub.com).

1. Call Meeting to Order
2. Roll Call
3. Approval of Minutes – December 10, 2019
4. Significant Common Council Actions
5. Old Business
  - a. COMPREHENSIVE PLAN – Consider PC Resolution 2019-04, a resolution to replace the adopted “2020 Vision – A Comprehensive Plan for the City of Oak Creek” and adopt the Comprehensive Plan – City of Oak Creek. ([Click to view/download](#) from [hlplanning.com/portals/oakcreek/](http://hlplanning.com/portals/oakcreek/)); Twitter [@OakCreekPC#OCPCCompPlan](#)
6. New Business
  - a. CONDITIONS AND RESTRICTIONS – Review conditions and restrictions for a request submitted by Creekside Crossing to rezone the property at 1920 W. Drexel Ave. to B-6, Interchange Regional Retail District, and to establish a Planned Unit Development for the properties at 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way (Tax Key Nos. 784-9012-000, 784-9013-000, 784-9014-000, 784-9016-000, 784-9994-001, 784-9008-000, 784-9009-001, 7849010-001, 784-9024-000).  
ZoningHub: <https://s.zoninghub.com/2ZYOK6UO1V>; Twitter [@OakCreekPC#OCPCCreeksideXing](#)
  - b. TEMPORARY USE PERMIT – Review a request for a Temporary Use Permit submitted by Timothy Grayman, Boyland Properties Oak Creek, for the temporary storage of inventory vehicles at The Ridge Community Church parking lot located at 6912 S. 27<sup>th</sup> St. (Tax Key No. 737-9026-000).  
ZoningHub: <https://s.zoninghub.com/JA9F9AQLU>; Twitter [@OakCreekPC#OCPCBoyland](#)
  - c. PLAN REVIEW – Review site, landscape, and related plans submitted by Andrew Chromy, Oak Creek-Franklin Joint School District, for an addition to the existing Carrollton Elementary School at 8965 S. Carrollton Dr. (Tax Key No. 864-9000-000).

Visit our website at [www.oakcreekwi.org](http://www.oakcreekwi.org) for the agenda and accompanying Plan Commission reports.

ZoningHub: <https://s.zoninghub.com/3RSMS89E2B>; Twitter @OakCreekPC#OCPCCarollton

- d. CONDITIONAL USE PERMIT AMENDMENT – Review a request submitted by Christian Orr, Carvana LLP, for an amendment to the existing Conditional Use Permit to allow storage of vehicles for sale on the property located at 561 W. College Ave. (Tax Key No. 718-9002-000).  
ZoningHub: <https://s.zoninghub.com/WKK7RHB02C>; Twitter @OakCreekPC#OCPCCarvana
- e. CONDITIONAL USE PERMIT – Review a request submitted by Thomas McKenzie, Panera, LLC, for a Conditional Use Permit for a restaurant with drive-through facility on the property located at 7902 S. Main St. (Tax Key No. 813-9049-000).  
ZoningHub: <https://s.zoninghub.com/L8KE4T60EC>; Twitter @OakCreekPC#OCPCCPanera

Adjournment.

Dated this 10th day of January, 2020

Posted 01/10/2020JF

**Public Notice**

Upon reasonable notice, a good faith effort will be made to accommodate the needs of disabled individuals through sign language interpreters or other auxiliary aid at no cost to the individual to participate in public meetings. Due to the difficulty in finding interpreters, requests should be made as far in advance as possible preferably a minimum of 48 hours. For additional information or to request this service, contact the Oak Creek City Clerk at 766-7000, by fax at 766-7976, or by writing to the ADA Coordinator at the Oak Creek Health Department, 8040 S. 6<sup>th</sup> Street, Oak Creek, Wisconsin 53154.

It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice

**MINUTES OF THE  
OAK CREEK PLAN COMMISSION MEETING  
TUESDAY, DECEMBER 10, 2019**

Mayor Bukiewicz called the meeting to order at 6:00 p.m. The following Commissioners were present at roll call: Commissioner Hanna, Commissioner Simmons, Commissioner Carrillo, Alderman Loreck, Mayor Bukiewicz, Alderman Guzikowski, Commissioner Oldani, Commissioner Siepert and Commissioner Chandler. Also present: Kari Papelbon, Planner; Doug Seymour, Director of Community Development; and Laurie Miller, Zoning Administrator.

**Minutes of the November 12, 2019 meeting**

Commissioner Siepert moved to approve the minutes of the November 12, 2019 meeting. Commissioner Chandler seconded. On roll call: all voted aye.

**PUBLIC HEARING  
COMPREHENSIVE PLAN AMENDMENT  
CITY OF OAK CREEK  
UPDATE COMPREHENSIVE PLAN**

Planner Papelbon explained City staff have been working with Houseal Lavigne Associates since Spring 2018 to do a complete update to the Comprehensive Plan. There has been a lot of internal staff participation that informed the draft that was presented at the meeting. There have also been several Steering Committee meetings. Public participation included an online platform called map.social, online surveys, in-person interviews, workshops, pop-up event at the tree lighting ceremony, and an Open House on October 10, 2019 where the draft was presented. As part of the staff report there are before-and-after maps that highlight the changes in each Aldermanic District. These maps were also provided to the Aldermen of each District for information purposes, and to solicit comments or answer any questions.

Planner Papelbon read the public hearing notice into the record.

Brandon Nolin, Houseal Lavigne Associates, explained the firm has worked with staff and the community over the last year-and-a-half to develop the draft Comprehensive Plan that is being presented to Commissioners. Mr. Nolin presented an overview of the Comprehensive Plan. His points are summarized below.

- The purpose of the Plan is to provide a long-term vision for growth and development over the next 20 years.
- Wisconsin State Statutes state the Comprehensive Plan must be updated every 10 years.
- Many communities do interim updates as they go, but this is the longer larger scale update of the Plan.
- The Comprehensive Plan should be a guiding force as considering changes in zoning, changes in subdivision ordinances, looking at districts and improvement standards, and serving as a way station when looking at how to evaluate and propose amendments to zoning ordinances in the future.
- Over the last 18 months, starting in May 2018, they started with public engagement exercises to make sure they had a solid understanding of what the community was looking to achieve with the Comprehensive Plan. They also provided an existing conditions overview. A vision workshop was held to develop visions, goals, and vectors for the plan. That was then vetted

- with staff and the Steering Committee. A plan was developed and now going through the adoption process.
- The existing additions phase was founded in community outreach and engagement through various outreach exercises, as mentioned by Planner Papelbon.
  - Some of the key themes from the community outreach were:
    - There were concerns about the pace of development and making sure there is a plan in place. This key theme underscored the need for this process.
    - There is a limited availability of land available left to grow. Growth in the future must be very strategic.
    - With an increase in distribution and warehouse uses there are some notes from the community regarding potential conflicts between previous development, residential development, and new uses.
    - The community is calling for ways to improve public transportation as well as the bike and pedestrian infrastructure throughout the community. Public transit does need to be done in partnership with other entities, but the community is looking for the City to do more to accommodate bike and pedestrian mobility in the future as development occurs and improve existing neighborhoods and districts as well.
    - The community cited the strength of City services and are happy with what is happening in Oak Creek right now. The concern is to maintain the high level of quality services as development occurs in the future.
  - The Comprehensive Plan is founded on existing conditions. Houseal Lavigne documented a snapshot of current conditions. The conditions they looked at were population, age characteristics, unemployment rates, inflow/outflow of employment, and housing stock. The graph presented shows steady growth with predicted growth to continue. The plan is important moving down the line because it looks at change happening in the community and how to accommodate that change.
  - Existing land use was also a big factor, looking at what is the current palette of land use and development is within the community. They documented every parcel in the City. They also took into consideration previous studies, such as the single-family development inventory that was undertaken as part of a strategic plan initiative. They looked at those opportunities as part of the existing land use inventory as well.
  - The land use plan is the core element of the Comprehensive Plan document. The following slides he covered showed areas where land use has changed.
    - The proposed land use for the 27<sup>th</sup> Street corridor is true to what was in the previous plan, however, this plan is looking more at select applications of where commercial or mixed-use development will be considered. Focusing the activity at key intersections and allowing for more housing in the interior components of the corridor. Looking for more housing opportunities away from the main intersections.
    - On the south end of 27<sup>th</sup> Street there was mixed messaging in the pervious planning efforts. With the interchange improvement on the south end of town the plan looks at how that can be leveraged for more economic development. The plan proposes business parks and industrial uses in that area complimented by single family and single family attached development that is already there or proposed. Attention will be paid to how those different land uses relate to one another. Along the edges there will be landscaping and buffers built in to avert those conflicts.
    - Along the 13<sup>th</sup> Street area most of the east side of the corridor has been viewed predominantly as industrial in the past and this proposed plan is the same. On the west side of 13<sup>th</sup> Street along the Interstate the proposed plan is promoting regional commercial and mixed-use development. Towards the intersection with Drexel the proposed plan is complimenting what is happening to the west in the area of Ikea. North

- along 13<sup>th</sup> Street there will be a mix of multi family and commercial development to reflect more of what is on the ground today and make it a better version.
- The plan supports what has been discussed in the past along the lakefront area. This is in alignment with TID 13 and recommendations made by that plan. One area of note is at Chicago Road and Ryan Road. They are proposing a neighborhood commercial note there as a way of providing additional access to retail in a growing area.
  - The compliment to the land use framework is the housing and neighborhoods framework. This will provide additional levels of detail around housing and additional level of details around commercial and economic development to show some of the nuances that's occurring within those different land use colors. This will take the land use plan and break out the residential components.
    - Promote reinvestment: The proposed plan is really focused on promoting reinvestment in some established neighborhoods and recognizing that those are great assets that should be preserved and maintained. With hopes of future reinvestment. As housing prices and affordability changes the established neighborhoods become the affordable stock that the City would want to preserve for the future.
    - Attainable housing: When looking at new single-family development also looking at other housing types, else where in the community that could accommodate a range of price points and a range of affordability.
    - Encourage Conservation-Oriented Development- There are a lot of water ways in the community that impacts flood plain and developable area.
    - Increase density where appropriate- Looking at the key corridors and areas where there is a foot hold in development. Looking at Drexel Town Square there is more density here creating a nice district and the proposed plan looks at capitalizing on some of those assets.
    - Fostering community health- Making sure neighborhoods are very walkable and healthy areas to live.
  - Conservation development- When looking at developing a plat of land that is partially impacted by flood plains it is important to look at ways that still accommodates desired density, but only does it on select parts of the parcel. More density would be concentrated on parts of the parcel, but overall, it's the same gross density. This tool can be used with single family development, town homes, or multifamily development. This takes advantage of the developable areas and maintaining natural areas.
  - The Comprehensive Plan recommends that to accommodate the growth that is happening in the region to consider attached dwelling units in some residential areas to allow for some density without impacting the character of those areas. Looking at internal accessory dwelling units or attached dwelling units that allows an addition of a studio or one-bedroom unit to an existing building. The units would not be noticeable from the street, it would accommodate more density in the neighborhood, and provide more affordability and flexibility for the property owners.
  - Economic Development Framework focuses in what the nuances and differences are between those different red and purples areas on the land use plan. This really does focus in on those different character areas along the 27<sup>th</sup> Street corridor. Looking at promoting more business park development on the north end of town while recognizing there is an established momentum going with the larger scale industrial on the south end of town and looking at mixed use development in the lake front area as well as around Drexel Town Square. Mr. Nolin noted that the proposed plan shows a very similar ratio in terms of commercial areas to residential areas that the City currently has. The proposed plan maintains the same level of access to retail and services that the community enjoys now with more residential development and complimenting it with additional mixed use and

- commercial development.
- The transportation plan pulls in a lot from the regional long-range transportation plan. The red band shown on the map is the planned highway development that would provide additional north south regional access to compliment Interstate 94. The plan also highlights potential roadway extensions of local roads and collector streets with an emphasis on maintaining the existing street grid and complimenting with additional routes as development occurs. As autonomous vehicles come online and become main stream it is projected that parking requirements could be reduced by as much as 40% by the year 2050. There is going to be a lot of real estate that could be freed up to use for other purposes besides just parking spaces. The City needs to be prepared to have a conversation about how to leverage some of those assets in commercial areas to do something else.
  - Active transportation plan highlights existing transit routes, shows a couple considered extension to transit routes right now, highlights several key corridors that should be considered for complete streets. It also shows existing trails and bikeway network and proposed connections that will complete that network and help answer some of the requests from the community for that greater multimodal access throughout the community.
  - The Comprehensive Plan recommends that the City adopts a complete streets ordinance to encourage future development and accommodate multiple modes of transportation on new routes. The routes highlighted in the previous graphic are seen as the routes with the most potential to have those kinds of multimodal infrastructure built in to them as they stand now. There is enough right of way and connections between other assets. Long term looking at how do you modify the roadways and encourage multimodal kind of transportation in the future.
  - The parks and open space plan looks at how to enhance the network the City has. Oak Creek has a great resource with regional trails and greenway system complimented by local parks and highlighting where residential development is planned to occur per the land use plan. A few areas have been identified where there would be gaps if residential development would occur per the land use plan. There will be additional parks needed along the 27<sup>th</sup> Street corridor and the southern end of the community. There is a great parks system, but as development occurs the City will need to fill in some gaps as new housing comes online. There is a need to preserve greenway corridors. They flagged areas of open space that are within the flood ways.
  - Environmental features –They are flagged because there are wetlands and floodway on multiples areas in the central component of the community. These layers were used to flag some of the parcels earlier on where conservation design would be most appropriate. Some of the parcels are flagged on the map presented because those are parcels that are impacted by those various flood plains and wetlands.
  - Community Facilities and Utilities - The key theme for this chapter is coordination with partner entities and maintaining service levels as development occurs. Working with the school districts, MATC, or different service providers to make sure things get better as development occurs and there isn't a strain on the system.
  - The section, "Implementation," provided an action matrix to show all the recommendations of the plan in a user-friendly table to have a starting point to start mobilizing, operationalizing the plan and implementing various tools and strategies in the plan.

Mayor Bukiewicz made three calls for public questions or comments. Seeing none, he closed the public hearing.

## **COMPREHENSIVE PLAN CITY OF OAK CREEK**

Commissioner Siepert asked Mr. Nolin how the wetlands and flood plains were determined and if he worked with the DNR to establish the wetlands.

Mr. Nolin explained all the wetland and floodway information was provided to them from the latest resource the City had access to.

Commissioner Siepert asked to confirm Houseal Lavigne just took the wetland information from what the City had.

Mr. Nolin confirmed they used the maps provided by the City, and did not work with the DNR to update any maps.

Planner Papelbon stated the wetlands layer that was provided to Houseal Lavigne is the latest wetland information on file from DNR sources.

Commissioner Hanna asked Mr. Nolin how they are mixing the different land uses with bike paths for Complete Streets.

Mr. Nolin referenced the transportation graphics. He continued by stating they selected several corridors they believe to be the best candidates and he does not believe any of those are going through industrial areas. Mr. Nolin agreed it can be tricky and you don't want people sharing a road with a semitruck when they don't need to. Ideally, they will provide a complete network where they can, but it does not mean every road gets a complete street. The City has to provide quality east-west access and quality north-south access, but it will not be every single road.

Commissioner Hanna explained on the provided map they show the intersection of Hwy V and Oakwood. There are plenty of industrial parks and there is yellow showing residential, but there are plenty of trucks, yet that was identified as one of the roads to have a complete street.

Mr. Nolin explained a complete street does not always share the same pavement. It could be a multi-use path on the side or something that is physically separated as well so there is safe access for both users even though they are seen as a conflict, they use the same right of way, but they are separated physically. Mr. Nolin believes along Oakwood it would probably be a physical separation with a path.

Commissioner Simmons stated the Engineering Department will want to review the transportation graphic and would like to provide feedback.

Mr. Nolin noted they did try to distribute the draft through staff to various departments. The Comprehensive Plan is in the public hearing phase so they are welcome to make changes. A recent edit is to add a portion of Drexel to the complete street target. He would like to get feedback from staff and departments to make any changes and make it right.

Commissioner Oldani asked Mr. Nolin asked if Targeted Reinvestment Residential on slide 18 was related to slide 20, illustrating adding on to existing buildings or neighborhoods.

Mr. Nolin explained accessory dwelling units (ADUs) could be an explanation of that, however Targeted Reinvestment Residential is focusing on older subdivisions. The developments highlighted are from the 70s and 80s based on the data provided by the City. The age is used as a flag to indicate more affordable housing because they are older and tend to be more affordable. The Comprehensive Plan wants to encourage reinvestment in that stock instead of it being

redeveloped into something else.

Alderman Guzikowski stated he liked the thought process and the idea of Complete Streets. Alderman Guzikowski also appreciated Houseal Lavigne for looking at all the different opportunities.

Commissioner Siepert asked how agricultural areas were going to be identified.

Director Seymour confirmed that in the old Plan, "agricultural" was used to recognize land that is still heavily into agricultural uses, but it was also used as a transitional area to preserve some of the areas for future redevelopment, with the most notable area being Drexel Town Square. When Delphi ceased operations, for a period of time the area was zoned agricultural to allow the community to adapt and reset to focus on uses that would be more appropriate. The same philosophy is not being used for the new Comprehensive Plan, we do share the same kind of philosophy in a different type of a tool kit. In branding there are flex areas along the lake front and the east side of the City that are going to change significantly over the life of the Plan. Some of the Flex designation give the Plan Commission and the Common Council tools to allow them to adapt to different market conditions while preserving the underlining concepts of the Comprehensive Plan.

Mr. Nolin stated he did gloss over the Flex assignments. The Flex use is covered in the Land Use Plan and highlighted in more detail in the Housing and other plans. Mr. Nolin continued by stating the Land Use Plan is putting its best foot forward based on the information and data available today. The colors shown on the parcels is thought to be the most likely and most beneficial land use proposed for that site. A parcel can be marked with a hatch on top of it, meaning a parcel could go to different designation. Mr. Nolin provided the example that a parcel with a residential designation on it could go more to a mixed-use or commercial designation as long as it is of a certain quality and in response to what is happening in its context. Houseal Lavigne tried to provide additional details for each of the flex areas within the Housing section and Commercial sections as well to specify what caveats go along with that. If it is commercial it will have to be a certain scale to respect the residential.

Mayor Bukiewicz explained the Flex areas are important because these are the most likely areas to develop the quickest in Oak Creek. It lends a hand to flexibility because we do not know precisely how it will all lay out. Mayor Bukiewicz explained the shared traffic is very important. He reminded everyone that this plan is a 20-year outlook. He continued by explaining this plan allows a lot of flexibility, particularly with the traffic component because we will transport ourselves differently in the coming years. Mayor Bukiewicz found the external dwelling units very interesting. This is a concept that is coming back, they are a very useful tool given the development costs of properties and if families want to cohabitate in the same yard. It is interesting and adds some flexibility. Mayor Bukiewicz continued by stating it is being done in Districts four and one. He inquired if those are the most likely ones.

Mr. Nolin explained Houseal Lavigne was also hired to update the Zoning Code as well. Houseal Lavigne will be looking at that in more detail. Those are the districts where the density will probably be looked at a little more favorably given the density already present in those areas. This would not be seen as a significant change.

Mayor Bukiewicz inquired about the ordinances regarding size and setbacks.



Planner Papelbon explained there would be an open conversation about extending this to other residential districts.

Mayor Bukiewicz agreed with Planner Papelbon that is where he was going with his question.

Planner Papelbon stated they are continuing to have those conversations, and looking at whether or not it would make more sense in Districts Four and One because they are already more dense residential areas, or opening it up to the larger lot sizes. This is a topic that staff will continue to explore and get input on.

Mr. Nolin indicated he believes the Comprehensive Plan language can be flexible enough to give license to figure that out in the Zoning Code update.

Mayor Bukiewicz explained the City got to where it is by following the Comprehensive Plan. The Comprehensive Plan is used to try to eliminate surprises. As things develop in the City, we go back to the Comprehensive Plan. There are times we have modified it over the years to accommodate opportunities. Mayor Bukiewicz stated he believes the update is very well done and acknowledged it is a lot of work.

Commissioner Oldani inquired how something like accessory dwelling units would be implemented or how to encourage land owners to do something like this.

Mr. Nolin stated the first step is to have it permitted per the Code. There needs to be proper standards in place to prevent the unit from being too big or encroaching on another person's property. The key to this is to have the unit there, but not be able to tell the unit is there. Mr. Nolin continued by stating to implement it the City would allow it to be permitted and then educate the community on the topic.

Planner Papelbon explained she does have the Resolution available if the Plan Commission wishes to consider it; however, staff is recommending that the Plan Commission hold decision tonight to allow for more questions and discussion. The Comprehensive Plan will be brought back to the Plan Commission on January 14, 2020 if the Commission chooses. Consultants will also be asked to come back to answer more questions on January 28, 2020.

Alderman Guzikowski moved that the Plan Commission HOLDS ACTION on Resolution 2019-04, approving the City of Oak Creek Comprehensive Plan and recommending adoption by the Common Council. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**PUBLIC HEARING  
SIGN APPEAL  
REQUEST FOR A VARIANCE  
OAK CREEK FRANKLIN SCHOOL DISTRICT  
340 E. PUETZ RD.  
TAX KEY NO. 827-9026-001**

Zoning Administrator Miller read the public hearing notice into the record.

Andrew Chromy, Chief Finance Officer, Oak Creek Franklin School District, 7630 South 10<sup>th</sup> Street, explained the proposed sign will be for the Performing Arts Education Center, a main piece of the 2018 referendum. Construction is set to begin on this on the first day school is out. The sign will be located on the east side of the high school as it currently stands with the technical

education wing and half of the parking lot that exists there now. The signage variance that is being proposed will be located on the front panel adjacent to Puetz and on the fly loft there would be a large OC, depicting the typical Oak Creek sign that is used for almost everything associated with the school district. Mr. Chromy explained this is considered to be the jewel of the school buildings. The performing arts education center will be viewed how Drexel Town Square is viewed to the community. The school district is just looking to put the appropriate signage on the building.

Mayor Bukiewicz made three calls for public comments or questions. Seeing none, the public hearing was declared closed.

**SIGN APPEAL  
OAK CREEK FRANKLIN SCHOOL DISTRICT  
340 E. PUETZ RD.  
TAX KEY NO. 827-9028-000**

Commissioner Chandler asked the applicant to provide more information as to why the signs are so large.

Mr. Chromy explained the signs appear to be very large on paper, but are proportionate to the size of the building. If this building was considered as part of any one of the malls located on Howell Avenue the building would only need one sign on the front entrance. However, with the large side entrance facing Shepard Avenue the OC really helps to identify it as a school building. It is a subtle OC with a soft back lighting to provide some night time visual representation. The two signs exceed the 300 square feet, but any one of those in particular is really soft. The building will be very large in general to correspond with the size of the high school. Nothing will be really overbearing given the size of the high school.

Commissioner Chandler asked the applicant to address the hardship recommendation.

Sharon Golt, Nexus Solutions, explained this is a significant addition of square footage being added to the building. The main entrance is to the west, the signs would be used for way finding. The signs will be used to help direct the public so they do not get lost on the large high school campus. Way finding is the biggest piece of the hardship that is being proposed to be solved.

Commissioner Siepert asked if there was signage on the west side of the high school.

Mr. Chromy stated there is a front entrance sign that is a kiosk type sign located along the entrance. There is possibly an OC located on it. There is also possibly a small Oak Creek High School sign, but no significant signs other than the road sign located adjacent to the entrance of the parking lot.

Alderman Guzikowski stated he believes the design is adequate and looks good.

Alderman Loreck agrees and has no concerns, the size of the sign looks appropriate to the size of the building. The main signage does not look any different from other performing arts centers in the area.

Commissioner Simmons explained he agrees and the renderings provide a good representation of the scale and what it would look like. The large "OC" on the east side of the building would not be seen up close because there is a parking lot and playing fields in that area. Commissioner Simmons continued by stating the designs do not cause him any concerns.

Mayor Bukiewicz stated it will be a landmark building and anchor the whole high school campus. Mayor Bukiewicz continued by stating it looks good.

Alderman Loreck moved that the Plan Commission approves a sign variance allowing the installation of one (1) 4'7" x 56' 3-1/2" (258 square feet) channel letter wall sign on the south elevation and one (1) 10' 9-1/4" x 14' 8" (158 square feet) channel letter wall sign on the east elevation of the Performing Arts & Education Center at 340 E. Puetz Road. Alderman Guzikowski seconded. On roll call: all voted aye.

**PUBLIC HEARING  
SIGN APPEAL  
REQUEST FOR A VARIANCE  
CHARLES SCHWAB  
7940 S. 6<sup>TH</sup> ST.  
340 E. PUETZ RD.  
TAX KEY NO. 813-9054-000**

Planner Papelbon read the public hearing notice into the record.

Planner Papelbon provided an overview of the request for variances allowing the applicant to install one (1) 1' 6 7/16" x 11' 2 13/16" (17.26 square feet) channel letter wall sign on the south elevation of the multitenant building on the property at 7940 S. 6<sup>th</sup> St (see staff report for details).

Mayor Bukiewicz made three calls for public comments or questions. Seeing none, he closed the public hearing.

**SIGN PLAN REVIEW  
CHARLES SCHWAB  
7940 S. 6<sup>TH</sup> ST.  
TAX KEY NO. 813-9054-000**

Planner Papelbon provided an overview of the proposed amendments to the Master Sign Plan for the multitenant building on the property at 7940 S. 6<sup>th</sup> St (see staff report for details).

Alderman Guzikowski moved that the Plan Commission approves the amendments to the Master Sign Plan submitted by Rayd Alfraihat, Charles Schwab, for the multitenant building at 7940 S. 6<sup>th</sup> St. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**SIGN APPEAL  
CHARLES SCHWAB  
7940 S. 6<sup>TH</sup> ST.  
TAX KEY NO. 813-9054-000**

Planner Papelbon provided an overview of the request for variances allowing the applicant to install one (1) 1' 6 7/16" x 11' 2 13/16" (17.26 square feet) channel letter wall sign on the south elevation of the multitenant building on the property at 7940 S. 6<sup>th</sup> St (see staff report for details).

Commissioner Chandler asked Planner Papelbon if the sign plan was approved would this request still be a variance.

Planner Papelbon explained item 6e is asking to allow an additional wall sign for another tenant. That is required regardless of the appeal request. The sign appeal specific to the Charles Schwab tenant space is requesting variance to allow a sign on a non-entry façade.

Commissioner Chandler asked the applicant to provide more information as to the need for an additional sign on the south elevation.

Chad Schultz, Innovative Signs, explained that the south elevation is the façade seen when clients enter the parking lot. The sign will direct clients to that end of the building.

Alderman Loreck stated he does not have an issue with the sign because other tenants have a sign on that side of the building, so people can see it when they are pulling into the parking lot. Alderman Loreck also asked for confirmation that the other two signs cannot be seen from the parking lot.

Planner Papelbon confirmed you cannot see the east elevation until you are on the east side of the parking lot.

Mayor Bukiewicz asked the applicant if the front entrance is on the east side of the building.

Mr. Schultz stated he is not sure because he is with the sign company.

Planner Papelbon confirmed the entrance is on the east side. The north façade does have a door, but it is a service access door not intended for customer access.

Commissioner Oldani moved that the Plan Commission approves a sign variance allowing the installation of one (1) 1' 6 7/16" x 11' 2 13/16" (17.26 square feet) channel letter wall sign on the south elevation of Suite 105 in the multitenant building located at 7940 S. 6<sup>th</sup> St. Commissioner Chandler seconded. On roll call: all voted aye. Motion carried.

**ZONING TEXT AMENDMENT  
WALDEN OC, LLC  
N/A  
TAX KEY NO. N/A**

Director Seymour provided an overview of the proposal to amend Section 17.0316 of the Municipal Code pertaining to permitted and conditional uses and control and ownership of planned unit developments in the B-6, Interchange Regional Retail District (see staff report for details).

Commissioner Siefert asked what Ikea is zoned as.

Director Seymour stated it is zoned as B6.

Commissioner Simmons stated this seems consistent with everything they have heard regarding this property.

Mayor Bukiewicz asked if a microbrewer would fall into any of the categories of permitted uses.

Director Seymour stated they have been treated as restaurants. There is a fine line between being a microbrewer or brew pub that is more retail or hospitality-oriented verses something that

is quasi-industry in nature. This would be the former. A retail or restaurant operation that produces beer or spirits on the premises would be permitted in here. The brewing would be supporting the restaurant or store and would not be the main focus.

Mayor Bukiewicz explained staff covered a lot of the permitted uses and covered pretty much everything that could go there.

Director Seymour agreed it represents the vision the City's partners are looking to create for that site, which is consistent with the vision the City has in its Comprehensive Plan and elements of the strategic action plan.

Commissioner Siefert moved that the Plan Commission recommend to the Common Council that Section 17.0316 of the Municipal Code be amended as stated in items one through four after a public hearing. Alderman Guzikowski seconded. On roll call: all voted aye. Motion carried.

**REZONE/PLANNED UNIT DEVELOPMENT  
CREEKSIDE CROSSING**

**1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way  
TAX KEY NO. 784-9012-000, 784-9013-000, 784-9014-000, 784-9016-000, 784-9994-001, 784-9008-000, 784-9009-001, 784-9010-001, 784-9024-000**

Director Seymour provided an overview of the request to rezone the property at 1920 W. Drexel Ave. to B-6, Interchange Regional Retail District, and to establish a Planned Unit Development for the properties at 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way (see staff report for details).

Mayor Bukiewicz agreed with Director Seymour that this is a very exciting announcement. Mayor Bukiewicz also believes people have been looking forward to that announcement for a long time.

Commissioner Siefert moved that the Plan Commission recommends to the Council that the property at 1920 W. Drexel Ave. be rezoned to B-6, Interchange Regional Retail District, and that a Planned Unit Development be established for the properties at 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way after a public hearing. Commissioner Oldani seconded. On roll call: all voted aye. Motion carried.

**FINAL PLAT  
EAST BROOKE, LLC  
9349 S. NICHOLSON RD  
TAX KEY NO. 873-9998-003**

Planner Papelbon provided an overview of the review of a final subdivision plat for East Brooke Preserve Addition No. 1 (aka, Phase 2) (see staff report for details).

Seeing no questions, Mayor Bukiewicz called for a motion.

Alderman Loreck moved that the Plan Commission recommends to the Common Council that the Final Plat for East Brooke Preserve (Phase II) submitted by Wolf Korndoerfer, East Brooke, LLC, be approved with the following conditions:

1. That all easements, including water and sewer, are included on the plat prior to recording.

2. That the Common Council Approval signature block includes acceptance of the public streets.
3. That any technical corrections, including, but not limited to spelling errors, minor coordinate geometry corrections, and corrections required for compliance with the Municipal Code and Wisconsin Statutes, are made prior to recording.

Alderman Guzikowski seconded. On roll call: all voted aye. Motion carried.

**CERTIFIED SURVEY MAP  
STAR PROPERTIES 2, LLC  
6524 AND 6548 S. 13<sup>TH</sup> ST  
TAX KEY NOS. 717-9987-001 AND 717-9986-001**

Planner Papelbon provided an overview of the request to combine the properties at 6524 & 6548 S. 13<sup>th</sup> St (see staff report for details).

Seeing no questions, Mayor Bukiewicz called for a motion.

Commissioner Oldani moved that the Plan Commission recommends to the Common Council that the Certified Survey Map submitted by Frank Giuffre, Star Properties 2, LLC, for the properties at 6524 & 6548 S. 13<sup>th</sup> St. be approved with the following conditions:

1. That all easements, including public utility easements, are included on the CSM prior to recording.
2. That the Common Council Approval signature block includes acceptance of the dedication of right-of-way.
3. That all technical corrections, including, but not limited to spelling errors, minor coordinate geometry corrections, and corrections required for compliance with the Municipal Code and Wisconsin Statutes, are made prior to recording.

Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**PLAN REVIEW  
STAR PROPERTIES 2, LLC  
6524 AND 6548 S. 13<sup>TH</sup> ST  
TAX KEY NOS. 717-9987-001 AND 717-9986-001**

Planner Papelbon provided an overview of the site, landscaping, and related plan review for proposed modifications and expansion to the parking lot areas on the properties at 6524 & 6548 S. 13<sup>th</sup> St (see staff report for details).

Commissioner Chandler asked the applicant to provide more information for the reason of expanding the existing parking area.

Frank Giuffre, S71W15138 Rosewood Dr, explained it is a lot of broken up concrete because it was previously a salvage yard. It was suggested that they expand the parking lot.

Commissioner Simmons referenced sheet C3 of the plans in the staff report and asked what the plan is for the broken-up concrete in the front, west side of the building.

Mr. Giuffre explained the open front area will be grass. There is a front parking lot being added to make it look nicer. The back area is where there is more broken up concrete.

Alderman Guzikowski asked Planner Papelbon if the question regarding the guardrail along the driveway has been answered.

Planner Papelbon asked Mr. Giuffre if the driveway on the north will remain.

Mr. Giuffre explained there is not a curb cut there and does not really view that as a driveway.

Planner Papelbon clarified there is a guardrail blocking access, but there is asphalt with gravel passed the fence.

Mr. Giuffre stated he is not using that.

Alderman Guzikowski asked if it would be striped and how many stalls there would be. Alderman Guzikowski inquired if this information needs to be noted.

Mr. Giuffre explained he did not show the striping because they do not have a tenant yet and were not sure how big to stripe it. There has been some interest from Enterprise to use it as satellite storage for cars with a car wash inside the building. For this use it would be striped tighter. If it was a landscaping company it would be striped bigger.

Alderman Guzikowski inquired with Planner Papelbon if the number of stalls can be left open or if there has to be a set number of stalls.

Planner Papelbon stated a number does not need to be specified, just that the area will be striped.

Commissioner Hanna explained if a business type is not specified the area might be striped for trucks or cars.

Director Seymour explained the important part is that it will be striped. When dealing with a Conditional Use Permit it is much easier for the City and the owner to regulate what happens on the property if there is a designated spot for each vehicle. The configuration must meet Code, but it is not as important as the fact that it is organized with a distinct plan in place for the outdoor storage that is allowed by the Conditional Use Permit.

Alderman Loreck moved that the Plan Commission approves the site plans submitted by Frank Giuffre, Star Properties 2, LLC, for the properties at 6524 & 6548 S. 13<sup>th</sup> St. with the following conditions:

1. That all relevant Code requirements remain in effect.
2. That the landscape plan is revised to include all requirements of Section 17.1010.
3. That the plans are updated to include the locations of water and sewer laterals, the correct floodplain line, and whether the north driveway will be removed.
4. That all detailed, revised plans are submitted in digital format to the Department of Community Development prior to submission of permit applications.

Planner Papelbon requested clarification if the Plan Commission wishes to add the striping requirement as a condition of approval or if the striping will be incorporated to the conditions as stated.

Mayor Bukiewicz sought suggestions from the Planning Department.

Planner Papelbon suggested condition number four be as follows, "That all detailed, revised plans including showing striping of the east parking lot are submitted in digital format to the Department of Community Development prior to submission of permit application." The striping requirement can be included as part of occupancy.

Alderman Loreck revised his motion to reflect what was stated by Planner Papelbon.

Alderman Guzikowski seconded. On roll call: all voted aye. Motion carried.

**TEMPORARY USE PERMIT  
HOUSE OF HARLEY-DAVIDSON  
9725 S. 13<sup>TH</sup> ST  
TAX KEY NO. 904-9011-001**

Zoning Administrator Miller provided an overview of the request to temporarily operate a motorcycle training course in the parking lot located at 9725 S. 13<sup>th</sup> Street from March 29, 2020 through November 4, 2020 (see staff report for details).

Mayor Bukiewicz believes this is the exact request that the Plan Commission saw last time.

Commissioner Chandler did not recall the cargo storage and asked the applicant to provide more information about the cargo containers.

Tom Mills, representative for the House of Harley, explained they are semi-trailer cargo containers that will be set down on the ground used to store 13 motorcycles and all necessary equipment for the training classes.

Commissioner Chandler asked for confirmation that they will be used for storage from the weather.

Mr. Mills confirmed.

Alderman Guzikowski moved that the Plan Commission approves the Temporary Use permit for the operation of a motorcycle training course with the following conditions:

1. That operations can be conducted seven days a week between 7:00am and 8pm.
2. That signage is limited to two, 32 square-foot signs attached to the cargo container.
3. That the permit is valid between March 23, 2020 and November 6, 2020

Commissioner Siefert seconded. On roll call: all voted aye. Motion carried.

**CONDITIONAL USE PERMIT AMENDMENT  
MEDICAL SUPPORT SERVICES, INC.  
140 E. RAWSON AVE.  
TAX KEY NO. 733-9991-001**



Planner Papelbon provided an overview of the Conditional Use Permit Amendment request to allow an indoor recreation facility in a portion of the multitenant building (C) on the property at 140 E. Rawson Ave (see staff report for details).

Commissioner Chandler asked the applicant if the recreation facility would be accessible through the shared wall of the therapy clinic.

Dustin Atkielski, St. John Properties, clarified they will be complimentary uses, but separate businesses. The recreation facility will be used to compliment the clinic and provide the facilities that the clinic gives on a one-on-one offering during therapy sessions with therapists. The families can use the same equipment that is located in the clinic next door in an open public setting. It allows them to come in on their own time to use it, but also allows them to have birthday parties. They may not be able to go to traditional birthday facilities, but they can invite their friends to come to a facility that is tailored to them. The recreation facility is setup to provide the special equipment to the public.

Alderman Guzikowski really appreciates the business coming to Oak Creek and what they are trying to do for families.

Mayor Bukiewicz agreed with Alderman Guzikowski and this is a much-needed business in Oak Creek.

Commissioner Siefert moved that the Plan Commission recommends that the Common Council approves a Conditional Use Permit Amendment to allow an indoor recreation facility in a portion of the multitenant building (C) on the property at 140 E. Rawson Ave., after a public hearing. Alderman Guzikowski seconded. On roll call: all voted aye. Motion carried.

**TEMPORARY USE PERMIT  
OZINGA READY MIX CONCRETE INC.  
841 W. RAWSON AVE.  
TAX KEY NO. 764-9051-000**

Zoning Administrator Miller provided an overview of the request approval to operate a temporary portable ready-mix batch plant located at 841 W. Rawson Avenue (see staff report for details).

Commissioner Simmons asked for clarification regarding the length of the Temporary Use Permit. The applicator was seeking two years, but the City was recommending one year.

Zoning Administrator Miller confirmed.

Commissioner Simmons restated the expectation is Ozinga will keep up on the road sweeping.

Commissioner Siefert asked the applicant how Ozinga will control the dust while making the concrete.

Justin Kratochvil, 8356 Greenbriar Road, Wind Lake, representing Ozinga Ready Mix Concrete, explained for the batch process there is dust collection systems in place to prevent fugitive dust omissions. For the current crushing operation, they use wetting methods, daily street sweeping, and site watering when necessary. The proposed portable plant is a wet batch plant, dry additives and water are added to the drum and mixed inside, similar to the primary plant that exists. From

time to time there are maintenance issues, but they use every available aspect to control fugitive dust omissions on the site.

Mayor Bukiewicz asked Zoning Administrator Miller what happens after the year is up if the road construction is still going on.

Zoning Administrator Miller stated they are always willing to work with the applicant. Staff was encouraging that it be limited to one year. Ozinga has been doing a great job for this community and business has been very steady for them. Staff is just concerned about the definition of temporary.

Mayor Bukiewicz agreed and continued by stating we are seeing unprecedented development in southeastern Wisconsin and wants to make sure we don't put the Department of Transportation (DOT) or Ozinga in a funny position.

Zoning Administrator Miller stated Plan Commission can also choose to grant the whole two years.

Planner Papelbon explained the Planning Department is looking at what can be incorporated as part of the Zoning Code update. It is something that is being discussed with the consultants from HLA to help the City address the potential future needs of something like a permanent concrete batch plant. If that is part of the zoning code update, it will probably be around summer when changes will be seen.

Commissioner Oldani moved that the Plan Commission approves the Temporary Use permit for a temporary portable ready-mix batch plant at 841 W. Rawson Avenue with the following conditions:

1. That all applicable building and fire codes are in effect.
2. That the hours of operation for the portable ready-mix batch plant be consistent with the existing ready-mix plant concrete plant and be limited to Monday through Saturday between 5:30 AM and 7:00 PM.
3. That the temporary use shall expire on December 31, 2020.
4. That onsite air-borne dust and debris control measures (e.g., water application) are utilized throughout the operation.
5. That the stockpiles are restricted to the existing locations as shown on the approved site plan, and may not exceed 30 feet in height.
6. That any truck traffic associated with the temporary use is restricted to State and County highways.
7. That a street-sweeper is utilized minimum of once per day.
8. That the property is returned to its original condition – all temporary equipment and stockpiles removed - within 14 calendar days following the expiration of the Temporary Use Permit.

Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

**PLANNED UNIT DEVELOPMENT AMENDMENT  
OAK CREEK HOTEL ASSOCIATES, LLC  
9315 S. 13<sup>TH</sup> ST  
TAX KEY NO. 877-9995-005**

Planner Papelbon provided an overview of the request for Planned Unit Development Amendments to allow hotels and restaurants, to amend the parking stall dimensional requirements, to allow an increase in the square footage and location of signs (see staff report for details).

Commissioner Simmons stated he would take staff's advice on the Conditional Use.

Alderman Loreck agreed on the need for a Conditional Use Permit.

Alderman Guzikowski agreed with Alderman Loreck and asked if this would be an extended stay type of hotel or a different type.

Planner Papelbon stated it is hotels in general that is being requested, not a specific brand.

Alderman Loreck moved that the Plan Commission recommends that the Common Council approve the Planned Unit Development Amendments for the property at 9315 S. 13<sup>th</sup> St., after a public hearing. Commissioner Siepert seconded. On roll call: all voted aye. Motion carried.

Commissioner Carrillo moved to adjourn the meeting. Commissioner Hanna seconded. On roll call: all voted aye. Motion carried. The meeting was adjourned at 8:00 p.m.

ATTEST:

\_\_\_\_\_  
Douglas Seymour, Plan Commission Secretary

\_\_\_\_\_  
Date



# Significant Common Council Actions

ITEM: 4

DATE: January 14, 2019

## Summary of Significant Common Council Actions

January 7, 2020

- **APPROVED** Ordinance No. 2960, to amend the Conditions and Restrictions in Ordinance No. 2950 for a physical and occupational therapy clinic and indoor recreation facility on the property at 140 E. Rawson Ave.
- **APPROVED** Ordinance No.2961, to amend the Conditions and Restrictions in Ordinance No.805 for the Planned Unit Development (PUD) for 9141,9191, and 9315 S. 13th St.

A handwritten signature in black ink that reads "Kari Papelbon".

Kari Papelbon, CFM, AICP  
Planner



## PLAN COMMISSION REPORT

Proposal: Comprehensive Plan Amendment

Description: Full update to the Comprehensive Plan adopted in 2001 (as amended).

Applicant(s): City of Oak Creek

Address(es): N/A

**Suggested Motion:** That the Plan Commission adopts (OR HOLDS ACTION ON) Resolution 2019-04, approving the City of Oak Creek Comprehensive Plan and recommending adoption by the Common Council.

Owner(s): N/A

Tax Key(s): N/A

Lot Size(s): N/A

Current Zoning District(s):

Overlay District(s): N/A

Wetlands:  Yes  No Floodplain:  Yes  No

Comprehensive Plan: Full Update

### Background:

This item was held at the December 10, 2019 meeting to allow for continued discussion. A few minor changes were requested by staff for consistency throughout the document, and based on information received from the City Administrator. These changes are currently in progress and will be discussed at the meeting.

*December 10, 2019*

As the Plan Commission is aware, staff have been engaged with consultants from Houseal Lavigne Associates (HLA) in the preparation of a full update to the “2020 Vision – A Comprehensive Plan for the City of Oak Creek.” Following an extensive program for public engagement, Steering Committee review, internal staff

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participation, and a public Open House held October 10, staff and HLA are presenting the draft Comprehensive Plan for Plan Commission consideration at this public hearing.

Below are brief summaries of select discussion points, for each Aldermanic District that were provided to the Common Council. Please refer to the attached Land Use Maps showing the current versus proposed Comprehensive Plan.

### District 1

- Removes the area identified for Air Transportation extending from College Avenue west of Howell Avenue through part of MATC.
  - This takes into consideration SEWRPC's VISION 2050 long-range land use and transportation plan for the southeastern part of the State.
  - The change also recognizes that the runway expansion project as originally envisioned is unlikely to occur.
  - **Proposal** – area adjacent to MATC, which currently includes some residential homes along College Avenue, has been identified for future **Business Park** redevelopment. Existing residential homes would be allowed to remain for residential occupancy until future acquisition and redevelopment is proposed. Given the development in this area over the years, existing residential land use is likely to transition to uses compatible with those that typically occur along major transportation corridors and adjacent to airports. The **Flex Overlay** provides opportunities for evolving planning to arrive at the best future development proposal.
- Identifies the USPS site adjacent to the Chapel Hills neighborhood for future **Business Park** redevelopment.
- Changes the future land use for the properties on the southeast corner of Rawson Avenue and Howell Avenue from Planned Business, Planned Industrial, and Planned Office to future **Business Park** redevelopment. This area is similar to the area along College Avenue in the sense that there are still some single-family residential uses along Howell Avenue that are anticipated to transition over time to uses more compatible with those that have developed in the area since 2002.
- Properties on the east side of South 13<sup>th</sup> Street between Rawson Avenue and Drexel Avenue have been identified for future **Industrial** redevelopment. Again, this area is immediately adjacent to existing Industrial uses (Northbranch). Existing uses in this area include commercial and professional office closer to Rawson Avenue, and some residential uses south of the GoRiteway property across from the Assembly of God property on the west side of 13<sup>th</sup> Street. Development in this corridor is transitioning from single-family residential to a mix of commercial and industrial uses.

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***Staff and HLA are specifically requesting Plan Commission feedback on whether this corridor should be Industrial, Mixed Use, or another Land Use category.***

### **District 2**

- Updates the map to reflect the change from Industrial to **Mixed Use** for Drexel Town Square.
- Incorporates the Comprehensive Plan Amendments that have occurred related to the IKEA (**Mixed Use**), Forest Ridge Elementary (**Public/Semi-Public**), future Creekside Crossing development (**Mixed Use**), and the Falk Park land swap areas (**Parks and Open Space**).
- Changes the parcels along the south side of Rawson Avenue east of 27<sup>th</sup> Street from Single Family Residential to **Commercial**. Several of these parcels are currently for sale and potential future commercial redevelopment.
- Identifies properties under Northwestern Mutual ownership between 27<sup>th</sup> Street and IKEA Way (approximately) for future **Mixed Use** development, rather than a combination of Single-Family Residential and Planned Mixed Use in specific areas. This area is also part of the **Flex Overlay**, which allows the City to consider a development proposal that either incorporates uses that are not expressly for mixed use, or a proposal that the City supports that does not necessarily correspond to the Mixed Use category. While it is anticipated that some portion of the Northwestern Mutual properties will incorporate residential development, the precise location and mix of residential products (e.g., single-family attached, single-family detached, multifamily) is unknown at this time.
- Properties on the southeast corner of 27<sup>th</sup> Street and Drexel Avenue have been identified for future **Commercial** and **Multifamily Residential** redevelopment. While the properties immediately on the corner have been identified for future commercial redevelopment in the current Comprehensive Plan, the properties to the south had been identified for Single-Family Residential development (recently amended for multifamily residential projects). This portion of 27<sup>th</sup> Street south to Puetz Road has transitioned over the years to accommodate more multifamily residential developments, as evidenced by the development of Colonial Woods Condominiums, Orchard Hills Apartments, Ignite Medical Resort Skilled Nursing and Rehabilitation Facility, Chateau/Chateau II Condominiums, Apple Creek Farms (two-family condos and single-family residences). It is anticipated that the remaining land between the commercial properties and Colonial Woods Condominiums will develop similar to the corridor, with multifamily residential or a mix of small-scale commercial and multifamily residential.

### **District 3**

- Identifies existing landfill properties for future **Business Park** development, similar to the current Plan (Industrial).

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- Recognizes an area of existing manufacturing between Nicholson Road and the railroad tracks for future **Industrial** use. The current Plan identifies this area for Single Family Residential; however, the properties have historically been zoned and used for Manufacturing purposes.
  - Allows for some areas currently identified for Resource Protection as potentially suitable for **Agricultural** purposes. This land use category was not included in the 2002 Plan.

#### **District 4**

Much of this district is devoted to three main categories of use:

##### ➤ **Single-Family Attached**

- This district contains established single family residential neighborhoods that are expected to remain, and in some cases expand.
- While the current Plan identifies portions of the properties immediately south of the MMSD facility for single family residential, planning efforts since 2002 have led to a reconsideration of the redevelopment potential in this area.
- **Proposal** – the privately-owned property immediately south of MMSD and along 5<sup>th</sup> Avenue has been identified for future **Industrial** redevelopment, while the City-owned properties along the bluff have been identified for **Agriculture** (though this will more likely be categorized **Parks and Open Space**).

##### ➤ **Utility and Railroad** – the proposed Plan recognizes that the existing MMSD, OCWSU, WE Energies, and rail properties are unlikely to transition to other uses.

- **Parks and Open Space** – the district includes extensive natural areas, specifically wetlands and floodplains, that are not anticipated for future development. The proposed Plan also identifies Lake Vista Park and Bender Park as a large portion of the middle Lake Michigan shoreline in this district.
- Exploration of redevelopment opportunities within the existing TID 12 boundaries continues, with proposed land use categories to correspond to those efforts. While the area immediately west of Lake Vista Park has been identified for **Mixed Use**, the redevelopment of areas in the immediate vicinity north of the utility corridor is less concrete. Therefore, the **Flex Overlay** has been included.
- The proposed Plan identifies the area north of Puetz Road and west of 5<sup>th</sup> Avenue for **Single-Family Attached** development within the **Flex Overlay**. Currently, this area is identified for a mix of Single Family Residential, Mixed Residential, and Resource Protection.



- As is the case with the current Plan, the proposed Plan identifies the Mid America Steel Drum properties for future **Multifamily** residential redevelopment. Redevelopment of this area will be informed by site-specific conditions.

### District 5

- Updating the map to reflect the change from Industrial to **Business Park** for Oak View Business Park.
- Incorporating the Comprehensive Plan Amendments that have occurred related to the Ryan Business Park area – **Commercial, Industrial, Business Park, and Parks and Open Space**.
- Changing the parcels along the south side of Ryan Road east of Howell Avenue from Single Family Residential to **Commercial**. Existing residential homes would be allowed to remain for residential occupancy until future acquisition and redevelopment is proposed. Given the development in this area over the years, existing residential land use is likely to transition to uses compatible with those that typically occur along major transportation corridors.
- Recognizing the existing homes along the north side of Oakwood Road just south of the FedEx facility will likely remain, these parcels have been identified in the proposed Plan as **Single-Family Detached**. Likewise, established single family residential neighborhoods are expected to remain, and in some cases expand. These areas have been identified as **Single-Family Detached** in the proposed Plan.
- Properties on the south side of Oakwood Road east of the railroad tracks are identified in both the current and proposed Plans as **Industrial**. As with the parcels on the south side of Ryan Road, existing residential homes would be allowed to remain for residential occupancy until future acquisition and redevelopment is proposed. Given the types of development that have occurred in this area in recent years, existing residential land use on this side of Oakwood Road is likely to transition to uses compatible with the existing Manufacturing and Business Park uses.
- Three areas that are currently zoned for Agriculture (northeast corner of Howell Avenue and Oakwood Road), Equestrian Residential, and single family residential (corner of Howell Avenue and Elm Road) have been identified in the proposed Plan to transition to **Single-Family Attached** uses. This is a change from the current Plan, which shows the corner of Howell Avenue and Oakwood Road to be Neighborhood Business, with Two-Family Residential and Single Family Residential east. The Equestrian Residential property and the northeast corner of Howell Avenue and Elm Road is shown in the current Plan as Single Family Residential, with the southeast corner of Howell Avenue and Elm Road as Two-Family Residential. A single-family residential condominium development (ModHomes) was recently approved for the latter area.

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## District 6

Much of this district has developed in groups of uses oriented west-east, and both the current and proposed Land Use Maps reflect this pattern.

- 27<sup>th</sup> Street Corridor
  - Puetz Road to Ryan Road – With the exception of established residential neighborhoods and developments, this section of the corridor remains identified for future **Commercial** development. Two areas of change to note:
    - Just east of the commercial corner at 27<sup>th</sup> Street and Puetz Road is identified in the current Plan as appropriate for future Mixed Residential development.
      - **Proposal: Single-Family Detached.**
    - South side of Hilltop Lane to I-94 (crosses 22<sup>nd</sup> Street) is identified in the current Plan as appropriate for future Single Family Residential development and Resource Protection Area.
      - **Proposal: Single-Family Attached.**
  - Ryan Road to Oakwood Road – Commercial areas have not changed between the two Plans, and the Southbranch Industrial Park is still reflected as **Industrial** in the proposed Plan. However, immediately south of the Southbranch boundaries the two Plans diverge:
    - Parcels immediately along 27<sup>th</sup> Street are identified in the current Plan for future Neighborhood Business development, with Single Family Residential extending east to I-94.
      - **Proposal: Business Park** between 27<sup>th</sup> Street and I-94, with **Single-Family Attached** immediately along Oakwood Road, all within the **Flex Overlay**.
  - Oakwood Road to City Limits/County Line – The St. John’s properties and the existing St. John’s Estates neighborhood remain unchanged for such established uses in the proposed Plan.
    - The parcel currently zoned for Agricultural uses between the St. John’s Estates subdivision and I-94 is identified in the current Plan for future Single Family Residential development.
      - **Proposal: Single-Family Attached.**
    - Properties on both sides of the I-94/Elm Road Interchange area are identified in the current Plan for future Mixed Use along 27<sup>th</sup> Street and Industrial along 13<sup>th</sup> Street, with County land and floodway areas reserved for Resource Protection.
      - **Proposal: Business Park** within the **Flex Overlay** along 27<sup>th</sup> Street, **Business Park** along 13<sup>th</sup> Street, and **Parks and Open Space** with floodway areas remaining unchanged.

- 13<sup>th</sup> Street between Puetz Road and Ryan Road – Only small changes are proposed in this area, with an adjustment for **Single-Family Detached** development on a parcel just north of the existing **Commercial** areas on the east side of 13<sup>th</sup> Street (to the Riverview Estates subdivision area), and an expansion of the **Single-Family Attached** (shown in the current Plan as Two-Family Residential) category between the Aldi Industrial properties and the Riverview Estates subdivision.

Wisconsin Statutes Section 66.1001(2) defines the contents required to be incorporated into a Comprehensive Plan, which are included with this report for Plan Commission reference. While the update to the Comprehensive Plan is being presented at this public hearing, staff recommends that action be held until the Plan Commission meeting on January 14 or 28 to provide sufficient opportunity for discussion.

**Options/Alternatives:** The Plan Commission has the discretion to approve or disapprove of the Comprehensive Plan; however, staff recommends final action be delayed until January 2020.

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Respectfully submitted:



Douglas Seymour, AICP  
Director of Community Development

Prepared:



Kari Papelbon, CFM, AICP  
Planner

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Attachments:

See previous report



## PLAN COMMISSION REPORT

Proposal: Conditions and Restrictions – Creekside Crossing Marketplace PUD

Description: Review draft Conditions and Restrictions for a mixed use Planned Unit Development (PUD) on the properties at 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way.

Applicant(s): Walden OC, LLC

Address(es): 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way

**Suggested Motion:** That the Commission recommends that the Common Council adopts the Conditions and Restrictions as part of the Planned Unit Development submitted by Walden OC, LLC, for the properties at 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way after a public hearing.

Owner(s): Walden OC, LLC

Tax Key(s): 784-9012-000, 784-9013-000, 784-9014-000, 784-9016-000, 784-9994-001, 784-9008-000, 784-9009-001, 7849010-001, 784-9024-000

Lot Size(s): 28.57 ac

Current Zoning District(s): B-4, Highway Business  
I-1, Institutional

Overlay District(s): N/A

Wetlands:  Yes  No      Floodplain:  Yes  No

Comprehensive Plan: Planned Mixed Use

### Background:

At the December 10, 2019 meeting, the Plan Commission recommended approval of a rezone and Planned Unit Development for the properties at 1920, 1900, 1850, 1848, 1816, 1800, 1750, and 1700 W. Drexel Ave. and 7700 S. Ikea Way as part of the development of the Creekside Crossing Marketplace. This development is being planned as a destination retail planned development that will consist of a mix of uses that are likely

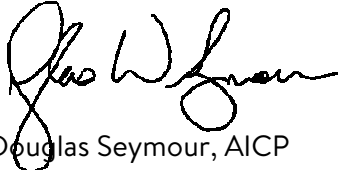
to include hospitality, destination retail, food and beverage, and multifamily residential in a mixed-use setting.

Site, building, landscaping, and related reviews will occur at a later date. Staff has provided draft Conditions and Restrictions as part of the PUD for Plan Commission consideration. If the Commission is comfortable with the Conditions and Restrictions as proposed, the appropriate action would be to recommend that the Common Council approve them as part of the approval for the PUD.

**Options/Alternatives:** The Plan Commission has the discretion to recommend Common Council approval of, or require modifications to, the proposed Conditions and Restrictions.


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Respectfully submitted:



Douglas Seymour, AICP  
Director of Community Development

Prepared:



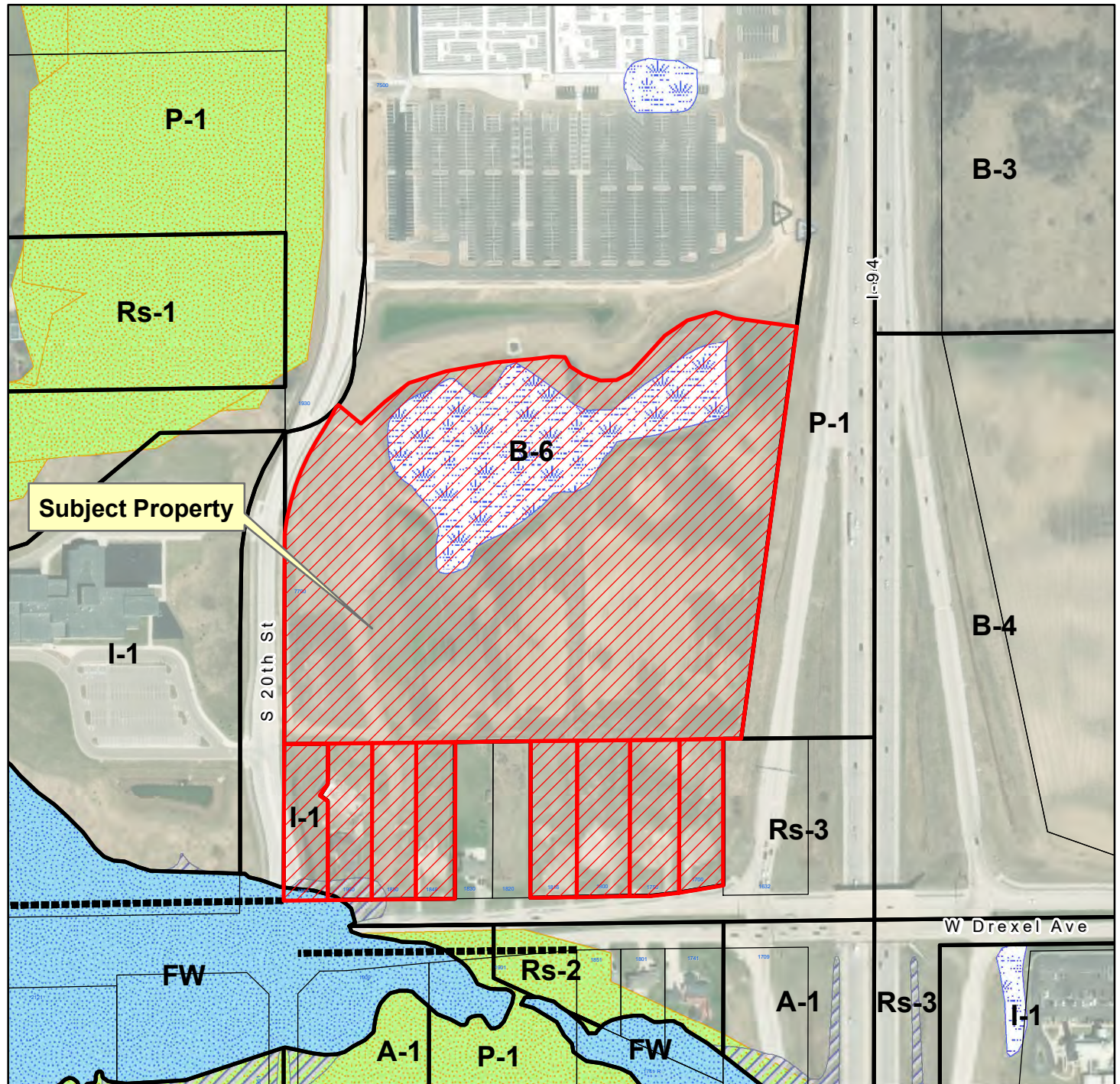
Kari Papelbon, CFM, AICP  
Planner

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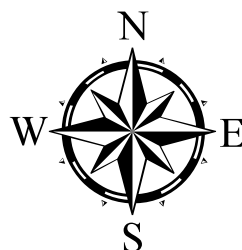
Attachments:

- Location Map
- Creekside Crossing Marketplace – PUD (8 pages)
- Draft Conditions and Restrictions

Location Map  
 7700 S Ikea Way  
 1920, 1900, 1850, 1848, 1800, 1750,  
 1816 W Drexel Ave



*This map is not a survey of the actual boundary of any property this map depicts*



**Legend**

-  Parcel selection 2
-  Officially Mapped Streets
-  Floodway (2008)
-  Flood Plain (2008)
-  Environmental Corridor
-  DNR Wetlands Inventory

# CREEKSIDE CROSSING MARKETPLACE - PUD



## 1.0 Introduction

The following statement has been prepared in accordance with Section 17.0325(d)(2)(a) of the City Municipal Code to create a Planned Unit Development Overlay District for the overall development currently known as Creekside Crossing Marketplace and shown on the accompanying General Development Plan (GDP).

The purpose of this statement is to set forth the relationship of the proposed PUD with the City's comprehensive plan and to outline the goals and requirements for the development of the sites shown on the attached GDP. Any PUD overlay ordinance adopted by the City Common Council will modify the standards in the underlying B-6 Interchange Regional Retail District and other referenced provisions of the City Municipal Code as applied to the Creekside Crossing Marketplace.

The development encompasses +/- 27 acres of land located on the north side of West Drexel Avenue. South Ikea Way creates the site boundary to the west and Interstate Highway I-94 to the east. The recently completed and open destination retail building IKEA is situated directly to the north of the development with a large natural wetland area between the two areas. Creekside Crossing Marketplace is projected to have primarily commercial, mixed-use residential and compatible uses.

The City's current and 2040 Comprehensive Plans designate Creekside Crossing Marketplace with a "mixed use" land designation. Mixed Use is meant for properties that have "multiple, distinct uses stacked vertically within the same structure" and/or "horizontal mixed use developments within Planned Unit Developments." The text of the Plan specifically calls out Creekside Crossing Marketplace as appropriate for a "range of housing types and supporting commercial uses" including office development.

Creekside Crossing Marketplace is projected to include structures and site improvements costing not less than \$50 million. While individual development sites may be sold or leased to end users, Walden OC, LLC is intended to retain ownership interests in a majority of the overall development. Walden OC, LLC also will record a declaration of covenants, conditions and restrictions with the Milwaukee County Register of Deeds to provide additional controls over the entire development. Construction is expected to commence in spring of 2020 and to continue over several years.

## 1.1 General Development Plan and Zoning

A General Development Plan (GDP) showing the intended development boundaries and uses is attached. The nine (9) existing parcels of the development are zoned B-6 (Interchange Regional Retail). The GDP depicts the overall development as four (4) development areas which may be further subdivided to accommodate different uses. This PUD application is requesting approval of a PUD overlay for all of the subject land, with each site retaining B-6 as the base, underlying zoning designation. The GDP excludes two (2) existing single-family lots along Drexel Avenue which are not owned by Walden OC, LLC. The development sites are designed to accommodate a variety of small to large building sizes with configuration maximizing visibility along the Interstate, Drexel Avenue, and Ikea Way. The provisions of any PUD overlay ordinance adopted by the City Common Council shall supersede the provisions of any ordinance, code, or regulation of the City, which may be in conflict with the provisions of such PUD overlay ordinance. Specifically, the provisions of any adopted PUD overlay ordinance shall supersede Subsections 17.0316(e), (g), (l)(1) and (m) and Section 17.1009 of the City Municipal Code for Creekside Crossing Marketplace. Unless a standard of the City's Municipal Code is altered as part of the adopted PUD overlay ordinance, then the City's Ordinance Municipal Code shall apply to Creekside Crossing Marketplace.

# CREEKSIDE CROSSING MARKETPLACE - PUD

## 1.2 Public Improvements

Proposed public improvements include public road, water and sanitary sewer main extensions to service the development sites throughout the GDP. Off-site improvements may include access modifications to both West Drexel Avenue and South Ikea Way to accommodate the projected traffic generation from the development.

## 1.3 Development Features

General landscape and lighting requirements shall follow standards established by the Municipal Code, except as modified in the adopted PUD overlay ordinance. Pedestrian circulation includes a combination of sidewalks, plaza spaces, and trail networks that link to existing infrastructure along West Drexel Avenue and South Ikea Way. Vehicular access throughout the development will be provided by common roads leading to surface parking lots on each parcel. Shared parking is encouraged as part of Creekside Crossing Marketplace. Parking lot geometry will generally comply with City of Oak Creek requirements. Storm water management will be accomplished by four (4) regional facilities (two in the south and two in the north). An existing wetland complex is located in the northern portion of the GDP. Wetland fill permits for other wetlands on site have already been obtained.

## 2.0 General Building Design Guidelines

The following offers a general explanation of building design guidelines promoting a walkable urban development.

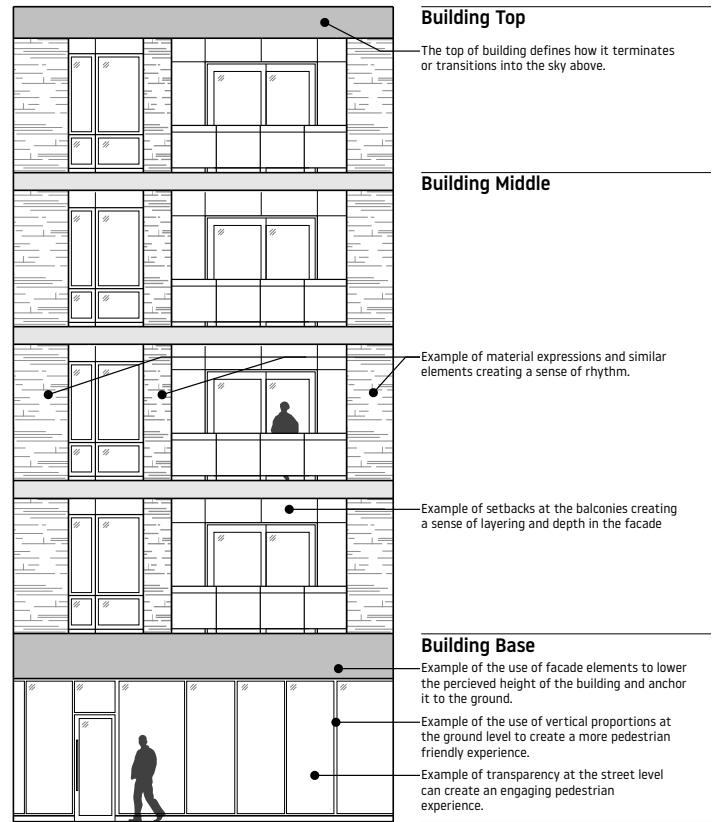
Implementation of a cohesive architectural composition ensures that buildings harmonize with each other, create a uniform neighborhood design language, and provide understandable architecture without limiting individual building expression and style.

Visually interesting building facades and four-sided architecture appeal to the general public and can enhance the pedestrian experience with the potential to increase nearby property values. A timeless design aesthetic should be demonstrated for all building typologies.

### 2.1 Building Facade Composition

#### Building Base

The base of a building facade anchors it to the ground and is the closest interface between the pedestrian and the



Example of successful building material composition.

building. The base elements of proposed buildings should be highly articulated, scaled to relate to the pedestrian experience, utilize high quality materials, and be transparent through the use of glazing wherever possible. At least 60 percent of all glazing shall be clear, provided that spandrel glazing and glazing covered by signs or graphics may be used to screen the view of any “back of house” functional spaces.

#### Rhythm

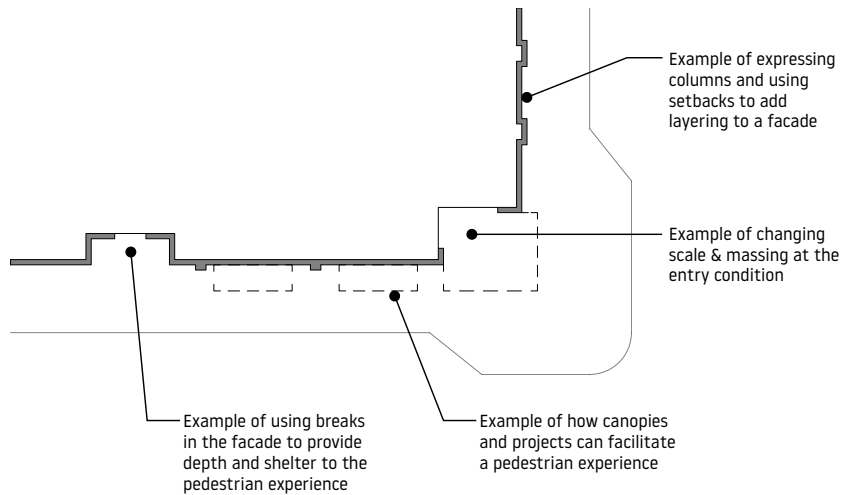
Rhythm refers to a repetitive pattern or recurrence of building elements along the facade. These patterns are often linked to structural bays or reflect programmatic elements with end conditions given special treatment. Rhythmic elements can provide the backbone for architectural expression or identity: the repetition providing a unifying feature for the facade.

#### Scale

Buildings are experienced from a variety of distances and thus the compositional building elements (entries, windows, structural bays, roof elements, etc) should use sizes and shapes that are distinguishable from both near and far. Overall building height and massing should fit within the scale and character of the development as a whole.



# CREEKSIDE CROSSING MARKETPLACE - PUD



Example of facade setbacks and articulation.



Example of a successful streetscape.

## Height

Building height shall comply with the City of Oak Creek zoning ordinances for a B-6 Interchange Regional Retail District.

## Massing

Building massing should provide visual richness and a pleasant, human scale. Large buildings should consider a hierarchy of masses and forms that break down the building scale rather than a single mass. Techniques for accomplishing these goals include the use of distinct building components, variation of roof form, or intentional placement of projections or recesses. Massing should consider the principles of rhythm and scale to avoid excessive changes in form or disharmonious street facades.

## Proportion

Proportional harmonies in building massing and building elements should be considered in order to produce visual harmony throughout the building facade. It should be noted that streetfront building elements have typically used vertical, as opposed to horizontal, proportions as it has traditionally seemed to offer a more pedestrian-friendly experience.

## Layering

Building facades with layering and depth are important for creating the visual scales and pedestrian experiences intended in the Creekside Crossing Marketplace development. Techniques for avoiding "flat" facades include the following: the setting back of windows behind the plane of the main facade; the use of window sills, awnings, canopies; the extension of roof eaves; the expression of columns through arcades or changes in plane.

## Freestanding Commercial and other unique buildings

Buildings shall be designed as four-sided architecture with recommended high quality and finish-grade materials used consistently on all facades. Other materials such as precast concrete, decorative concrete block or decorative facade panels may be appropriate if properly detailed and integrated with the architecture. Metal, EIFS and finished wood may be used as accents comprising no more than 25 percent of the visible perimeter of any building,

## 2.2 Building Materials

Varied materiality should be incorporated within the architectural styles in Creekside Crossing Marketplace. Materials (and their colors) should possess a timeless aesthetic. They should be complementary to each other and should be considered for their high quality and sustainable attributes.

## Quality

It is required to select high quality materials of enduring quality as much as possible. The following guidelines describe levels of quality and locations of appropriate building materials.

### Examples of High Quality Materials

- Brick
- Stone
- Cultured stone (with an average minimum depth at least one and one half inches)
- Wood
- Fiber cement
- Fine plaster stucco
- High Quality Commercial Grade Metal Panel systems
- Rainscreen systems
- Innovative recycled materials and technologies
- Terracotta
- Photovoltaic integrated systems

### Examples of Lower Quality Materials

- EIFS (Exterior Insulation and Finish Systems)
- Utility grade materials
- Low quality corrugated metals
- Low quality lumber
- Low quality glazing
- Vinyl or aluminum lap siding

# CREEKSIDE CROSSING MARKETPLACE - PUD



Example of successful exterior material integration

## Material Location

Materials are encouraged to be creatively integrated into building facades. This statement does not place outright restrictions of particular materials, but does provide guidelines for the locations of higher and lower quality materials. Proposed buildings will be critically reviewed for material uses and composition.

High quality materials should take precedence along main roadways, public access routes, and any other frontages that will be in direct contact with the public realm.

Lower quality materials should not be used on the building at street level. Certain decorative materials may be integrated along the base of the building as accents but they are not recommended as the dominant facade material on the entire building. Utility-grade materials should only be used on facades of the building not visible from publicly-accessible areas.

## Acceptable Primary Building Materials

Primary materials are those that make up at least 70% of the solid (non-window) portion of any elevation.

- Brick (natural color preferred, painted brick not allowed)
- Stone (natural colors preferred)
- Cultured Stone
- Burnished Block (split-face preferred, variety of colors acceptable)
- Cedar siding or cement board siding (when used in conjunction with brick or other acceptable masonry)
- High Quality Commercial Grade Metal Panel Systems

## Acceptable Secondary & Accent Building Materials

Accents & Secondary materials are those that make up less than 30% of the solid (non-window) portion of any elevation.

- Architectural Metal Panel (variety of colors and patterns acceptable)
- Wood (variety of styles and species acceptable)
- Stucco or EIFS (variety of colors and styles acceptable)
- Concrete (variety of colors and textures acceptable)
- Fritted Glazing (variety of patterns acceptable)
- Translucent Materials (variety of styles acceptable)

## 2.3 Signage

Building signage should enhance and fit well within the character of each building and the development as a whole. Signage for Creekside Crossing Marketplace shall comply with applicable City of Oak Creek ordinances.

# CREEKSIDE CROSSING MARKETPLACE - PUD

## 3.0 General Site Design Guidelines

Coordinated landscaping, signage, lighting, walkways and streetscapes establish the identity of a unified neighborhood. Thoughtfully integrated site circulation solutions shall be implemented to promote an urban connected experience. The following site design guidelines are proposed:

Prioritization of the pedestrian experience by implementing pedestrian friendly design elements

Connection of key pedestrian destinations such as plazas, parks, and entertainment/commercial amenities

Vehicular traffic calming at intersections to give pedestrians a safe experience

Parking areas shall be designed to have minimal impact on pedestrian movements and views

Trash, loading, and utility areas should be screened to be out of public view, except that overhead doors for any underground parking may face a public right of way

Reinforcement of the urban street edge in the form of landscaping or decorative boundary elements shall be implemented to enhance the pedestrian experience and emphasize a community territory.



Example of traffic calming at intersections

## 3.1 Minimum Lot Area & Setbacks

### Minimum Lot Area & Width

Lots shall have a minimum area of 20,000 square feet and shall be not less than 100 feet in width. Lots shall provide sufficient area and width for the principal structure(s) and its accessory structures, off-street parking and loading areas, and required setbacks.

### Building Setbacks

There shall be a minimum front setback of twenty (20) feet from any right-of-way on the exterior of the perimeter of Creekside Crossing Marketplace and a minimum front setback of zero (0) feet from any right-of way on the interior of Creekside Crossing Marketplace. Setbacks from interstate highways shall be governed by federal requirements.

The side setback on each side may be zero (0) feet.

There shall be a rear setback of not less than ten (10) feet.

## 3.2 Parking

### Circulation

Vehicular access between adjacent lots should occur when possible, eliminating the need to return to roads when visiting multiple adjacent sites.

Pedestrian walks should be incorporated into all site plans. Walks should be at least 5 feet in width along the public edges of the development. Walkways should be encouraged between parking areas and buildings; between adjacent sites; and within large parking areas.

Drive aisles along east boundary of the GDP shall include no minimum setback distance.



Example of walkway integration at parking areas

# CREEKSIDE CROSSING MARKETPLACE - PUD



Example of permeable paving integration

## Parking

When possible, parking areas should be shared by adjacent lots to eliminate unnecessary parking stalls and impervious surfaces.

Permeable paving is encouraged for parking areas.

The overall development will include a variety of different uses with differing parking demands. To better understand actual parking supply needs, and as to not provide an over-supply of parking, an overall parking study (based upon ITE best practices) shall be completed to quantify overall parking recommendations. As part of the individual parcel development, a statement and information to substantiate the number of parking spaces as it relates to the overall parking study shall be included.

Compact parking spaces (a minimum of 9 feet wide and 15 feet long) shall be allowed for up to twenty-five (25) percent of any required parking spaces.

Any portions of parking lots that directly abut other parking lots may include no minimum side/rear setback space in order to provide seamless (shared) parking fields between lots. Parking lots shall have a minimum average 5' setback from public rights-of-way running the entire linear width between the parking lot and the adjacent public right of way. An effective visual edge and screen including landscaping shall be provided between any public right of way and parking lot (See Section 3.3 below).

Unless otherwise indicated in a PUD overlay ordinance adopted by the City Common Council, landscaping, outdoor lighting, and fencing shall comply with applicable provisions of the City Municipal Code.

## 3.3 Landscape

An overall landscape guidance document shall be prepared by Walden OC, LLC and submitted to the City. Future individual developments are required to submit specific landscape plans for City approval in accordance with those guidelines. Unless otherwise stated below, all landscaping shall comply with applicable provisions of the City Municipal Code.

### Parking Lot Screening:

Those parking areas for five (5) or more vehicles if adjoining a public right-of-way shall be screened from casual view by an earth berm, a solid wall, fence, evergreen planting of equivalent visual density or other effective means. Such fence or berm and landscaping together shall be an average of at least three (3) feet in height between the parking and the street right-of-way. All screening materials shall be placed and maintained at a minimum height of three (3) feet. Landscaped areas shall include native plantings. At least 50% of the total green space area shall be landscaped utilizing plant materials, other than maintained turf, which contribute to ground coverage. In cases where a parking lot directly abuts a public right of way, there shall be a minimum average 5-foot setback area for landscaping running the entire linear width between the public right of way and the parking lot. This setback area shall be exclusive of any public or private easements that might restrict or prohibit landscaping within them. In cases where a 5-foot landscape area is not possible there shall be provisions made for decorative fencing to accomplish required screening.

### Interior Landscape Area:

All public off-street parking lots which serve five (5) vehicles or more shall be provided with accessory landscaped areas, which may be landscape islands, or landscape peninsulas totaling not less than five (5) percent of the surfaced area. Landscape islands or peninsulas may be dispersed throughout the off-street parking area, and shall include trees and other native plantings. Landscape islands shall provide a minimum 30-inch clear area for vehicle overhang and snow storage.



Example of parking lot screening and walkway integration

# CREEKSIDE CROSSING MARKETPLACE - PUD

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## **Perimeter Landscape Area:**

In an effort to prevent adjacent parking lots from becoming one large expanse of paving, perimeter landscaping shall be required. The perimeter strip shall be a minimum average 5 feet in width. A minimum of five native plantings are required for every 35 linear feet and one tree for every 80 linear feet of the perimeter of the parking area where it is adjacent to existing or future parking and located within the perimeter landscape area.

## **Buffer Yards:**

A buffer yard shall be created and maintained in accordance with Municipal Code Section 17.031(6)(l)(1)(m) where the Creekside Crossing Marketplace PUD abuts park districts. No buffer yard shall be required where the Creekside Crossing Marketplace PUD abuts residential districts.

## **Open Space**

A minimum of 30% open space shall be maintained on a district-wide basis through the entire Creekside Crossing Marketplace development. This open space shall be accomplished through a combination of different existing natural areas and proposed impervious areas. The primary open space is the existing wetland area in the northern portion of the site.

## **3.4 Lighting Standards**

Exterior lighting is accommodated in two forms: site lighting and building lighting. Site lighting includes fixtures along all streets as well as parking lots and drives.

### **Site Lighting:**

Lighting design shall address sensitivities to neighboring land uses as well as transportation corridors. Lighting should provide a safe and inviting environment for users. A combination of pedestrian and vehicular scaled lighting should be incorporated throughout Creekside Crossing Marketplace. Site lighting for all future developments shall comply with Subsection 17.0316(k) of the Municipal Code.

Limits on pole height: 18 feet-30 feet maximum height for parking lots; and a height limit of 32 feet for the interior public roadways.

### **Building Lighting:**

Appropriate illumination of a building and adjacent spaces can emphasize building elements and spaces, while creating a sense of security and intimacy. The use of several types of

lighting are encouraged to maintain activity spaces into the night.

Storefronts should be illuminated allowing light to softly illuminate adjacent walkways and spaces. Wall-mounted and ground light fixtures should be used to highlight architectural elements and enliven facades. These can also illuminate community areas adjacent to the building. All lighting, including external lighting, of signage should be a consistent color per development site.

Lighting fixtures should conceal the light source and provide diffused or soft reflected light. All lighting fixtures should be selected to avoid negative impacts on neighboring properties.

## **3.5 Permitted, Accessory and Conditional Uses**

The permitted, accessory and conditional uses shall be as designated in the B-6 District.

# CREEKSIDE CROSSING MARKETPLACE - PUD

## General Development Plan



**City of Oak Creek – Planned Unit Development (PUD)  
DRAFT Conditions and Restrictions**

**Applicant:** Walden OC, LLC

**Approved by Plan Commission:** TBD

**Property Address(es):** 1920, 1900, 1850, 1848, 1816,  
1800, 1750, & 1700 W. Drexel Ave.,  
and 7700 S. Ikea Way

**Approved by Common Council:** TBD  
(Ord. #TBD)

**Tax Key Number(s):** 784-9012-000, 784-9013-000, 784-9014-000, 784-9016-000, 784-9994-001,  
784-9008-000, 784-9009-001, 7849010-001, 784-9024-000

1. LEGAL DESCRIPTION

Parcel A, 1920 W. Drexel Ave.

Part of Lot 1 of Certified Survey Map No. 7331, being a part of the Southwest 1/4 of the Southeast 1/4 of Section 7, Town 5 North, Range 22 East, in the City of Oak Creek, Milwaukee County, Wisconsin, bounded and described as follows:

Commencing at the Southwest corner of said 1/4 Section; thence North 00° 10' 44" East along the West line of said 1/4 Section 415.00 feet to a point; thence North 89° 18' 02" East along the South line of Lot 2 in Certified Survey Map 8851 and its extension 22.08 feet to the point of beginning of lands to be described; thence continuing North 89° 18' 02" East along said South line 77.92 feet to the Northwest corner of Parcel 2 in Certified Survey Map No. 7331; thence South 00° 10' 44" West along the West line of said Parcel 2 a distance of 91.96 feet to a point; thence South 34° 18' 16" West along said West line 31.50 feet to a point; thence South 55° 08' 28" East along said West line 21.49 feet to a point; thence South 00° 10' 44" West along said West line 200.73 feet to a point; thence North 65° 30' 21" West 21.17 feet to a point; thence North 38° 43' 50" West 31.80 feet to a point; thence Northwesterly 90.45 feet along an arc of a curve whose center lies to the Southwest, whose radius is 645.00 feet and whose chord bears North 10° 00' 09" West 90.38 feet to a point; thence North 14° 01' 11" West 92.42 feet to a point; thence North 00° 10' 44" East 117.78 feet to the point of beginning. Said land contains 19,765 square feet or 0.4537 acres.

Parcel B, 1900 W. Drexel Ave.

CSM NO 7331 PARCEL 2 SE 1/4 7-5-22 (0.8226 AC).

Parcel C, 1850 W. Drexel Ave.

CSM NO 7331 PARCEL 3 SE 1/4 7-5-22 (0.8148 AC).

Parcel D, 1848 W. Drexel Ave.

CSM NO 7375 PARCEL 1 SE 1/4 7-5-22 (0.7238 AC).

Parcel E, 1816 W. Drexel Ave.

E 105 FT OF S 415 FT OF W 1/2 OF W 1/2 OF SE 1/4 SEC 7-5-22 EXC S 60 FT TAKEN FOR STR ROW PER DOC# 10077718 (0.855 AC).

Parcel F, 1800 W. Drexel Ave.

CSM NO. 5590 PARCEL 1 SE 1/4 SEC 7-5-22 CONT. 0.977 ACS.

Parcel G, 1750 W. Drexel Ave.

CSM NO 5590 PARCEL 2 SE 1/4 SEC 7-5-22 EXC PTS CONVEYED FOR STR ROW IN DOC# 10077721 (0.905 AC).

Parcel H, 1700 W. Drexel Ave.

CSM NO 5590 PARCEL 3 SE 1/4 SEC 7-5-22 EXC PTS CONVEYED IN DOC# 10062927 FOR I-94 HWY (0.777 AC)

Parcel I, 7700 S. Ikea Way

CSM NO 8851, SE 1/4 SEC 7-5-22, LOT 2 (21.185 ACS) CONVEYED IN DOCUMENT 10608156.

## 2. REQUIRED PLANS, EASEMENTS, AGREEMENTS AND PUBLIC IMPROVEMENTS

A. All requirements of the City of Oak Creek Municipal Code, as amended, are in effect.

B. A precise detailed site plan for each area affected by the Planned Unit Development shall be submitted to, and approved by, the Plan Commission prior to the issuance of any building or occupancy permits. This plan shall show and describe the following:

### 1) **General Development Plan**

- a) Detailed building/structure location(s) with setbacks
- b) Square footage of all buildings/structures
- c) Area(s) for future expansion/phases
- d) Area(s) to be paved
- e) Access drive(s) (width and location)
- f) Sidewalk location(s)
- g) Parking layout and traffic circulation
  - i) Location(s) and future expansion
  - ii) Number of employees/customers
  - iii) Number of all parking spaces
  - iv) Dimensions
  - v) Setbacks
- h) Location(s) of loading berth(s)
- i) Location of sanitary sewer (existing & proposed)
- j) Location of water (existing & proposed)
- k) Location of storm sewer (existing & proposed)
- l) Location(s) of wetlands (field verified)
- m) Location(s) and details of sign(s)
- n) Location(s) and details of proposed fences/gates

### 2) **Landscape Plan**

- a) Screening plan, including parking lot screening/berming
- b) Number, initial & mature sizes, and types of plantings
- c) Percentage open/green space

### 3) **Building Plan**

- a) Architectural elevations (w/dimensions)
- b) Building floor plans (w/dimensions)
- c) Materials of construction (including colors)

### 4) **Lighting Plan**

- a) Types & color of fixtures
- b) Mounting heights
- c) Types & color of poles
- d) Photometrics of proposed fixtures

### 5) **Grading, Drainage and Stormwater Management Plan**

- a) Contours (existing & proposed)
- b) Location(s) of storm sewer (existing and proposed)
- c) Location(s) of stormwater management structures and basins (if required)

### 6) **Fire Protection**

- a) Locations of existing & proposed fire hydrants
- b) Interior floor plan(s)
- c) Materials of construction
- d) Materials to be stored (interior & exterior)

C. All plans for new buildings, additions, exterior remodeling, site modifications, and landscaping



shall be submitted to the Plan Commission for their review and approval prior to the issuance of a building permit.

- D. For any new buildings, additions, structures, and site modifications, site grading and drainage, stormwater management, and erosion control plans shall be submitted to the City Engineer for approval, if required. The City Engineer's approval must be received prior to the issuance of any building permits.
- E. A Development Agreement shall be completed between the owner(s) and the City if deemed necessary by the City Engineer so as to ensure the construction or installation of public or other improvements required in Item 2(B) above, and/or as specified by these Conditions and Restrictions.
- F. All new electric, telephone and cable TV service wires or cable shall be installed underground within the boundaries of this property.
- G. All future land divisions shall follow subdivision plat and/or certified survey map procedures. If required by the Common Council, a development agreement shall be completed between the owner and the City prior to approval of said land division document to ensure the construction/installation of public improvements required in these Conditions and Restrictions, Chapter 14 (as amended), and all other applicable Sections of the Municipal Code (as amended).
- H. Prior to the issuance of any permits for any portion of the development, the Applicant/landowner shall submit all City-approved Certified Survey Maps for recording.
- I. A Master Landscaping Plan for the overall development shall be submitted to the Plan Commission for approval prior to the review of any project within the Planned Unit Development. For each stage of development, detailed landscaping plans showing location, types and initial plant sizes of all evergreens, deciduous trees and shrubs, and other landscape features such as statuary, art forms, water fountains, retaining walls, etc., shall be submitted to the Plan Commission for approval prior to the issuance of a building permit. Landscaping, in accordance with the approved plan, shall be installed for each phase prior to the issuance of occupancy permits for that phase.

### 3. SITE & USE RESTRICTIONS, MAINTENANCE & OPERATION REQUIREMENTS

- A. Uses allowed within this planned unit development shall be limited to those allowed by the B-6, Interchange Regional Retail zoning district, these Conditions and Restrictions, and all applicable Sections of the Municipal Code (as amended).
- B. A minimum of 30% of the entire land area included in this Planned Unit Development shall be set aside as open space (excluding all impervious areas).
- C. All structures shall be constructed in conformance with the Creekside Crossing Marketplace PUD in Exhibit A and the following:
  - 1. Use of spandrel glass shall require Plan Commission approval as part of reviews for architectural and building plans.
  - 2. Secondary materials may be used as accents comprising no more than 25% of the visible perimeter of a building. The Plan Commission may approve of the use of secondary materials up to a maximum of 30% of any elevation of any building as part of reviews for architectural and building plans.
- D. Signage for the development shall be in conformance with Sections 17.0316 and all other applicable

Sections of the Municipal Code.

- E. A Master Sign Plan for all development signs and Master Sign Plans for each multitenant building (3 or more tenant spaces) shall be submitted for review and approval by the Plan Commission prior to submission of sign permit applications.
- F. Solid waste collection and recycling shall be the responsibility of the owner. All solid waste and recycling collection units shall be screened and sited in conformance with Municipal Code requirements.
- G. Removal of snow from off-street parking areas, walks, public sidewalks, private roads and access drives shall be the responsibility of the landowner(s).
- H. The owner and operator of the Planned Unit Development shall enter into an agreement with the City for the design, construction, and maintenance of a public trail as depicted on the General Development Plan prior to the issuance of permits for any phase of the development.

#### 4. PARKING AND ACCESS

- A. A Traffic Impact Analysis (TIA) shall be performed and submitted to the Engineering Department for review prior to the submission of applications for Plan Commission review of site, building, landscaping, lighting, and similar plans. Required roadway improvements and modifications identified in the TIA shall be the responsibility of the property owner, unless otherwise provided for by other executed agreements.
- B. Parking for this development shall be provided in accordance with all applicable Sections of the Municipal Code, the Creekside Crossing Marketplace PUD in Exhibit A, and the following:
  - 1. The Plan Commission may approve a reduction in parking stall dimensions for compact vehicles (9' x 15') as part of site plan review, up to a maximum of 15% of the total required parking for the parcel and/or proposal.
  - 2. Parking lots shall have a minimum 5-foot setback from all public rights-of-way, and shall include landscaping and screening approved by the Plan Commission.
  - 3. Perimeter landscaping shall be a minimum of 5 feet wide.
- C. There shall be no direct vehicular access to S. Ikea Way or W. Drexel Avenue other than the existing access points.

#### 5. LIGHTING

- A. All plans for new outdoor lighting shall be reviewed and approved by the Plan Commission and Electrical Inspector in accordance with Sections 17.0316 and 17.0808 of the Municipal Code (as amended).
- B. Pole heights shall be limited to 25 feet within 100 feet of a residential zoning district line, and shall not be located within any buffer yard.
- C. Pole type, color, height, and placement in public rights-of-way shall be in accordance with all applicable requirements of the Municipal Code.
- D. Fixture type and color on light poles in public rights-of-way shall be in accordance with all applicable

requirements of the Municipal Code.

6. BUILDING AND PARKING SETBACKS\*

	Front and Public ROW Setback	Rear Setback	Side Setback
Principal Structure	20 ft	10 ft	5 ft
Accessory Structure*	20 ft	10 ft	5 ft
Off-street Parking	5 ft	5 ft	0 ft

*\*No accessory structures shall be permitted in the front yard nor shall any structures be permitted in required buffer yards.*

7. BUFFER YARDS

A buffer yard shall be created and maintained where the PUD abut upon park districts in accordance with Section 17.0316 of the Municipal Code and the following:

- A. If the buffer yard is composed entirely of plant materials, it shall be of sufficient initial depth and height and of such varieties as to provide adequate visual screening within no more than two years and during all seasons of the year.
- B. Where architectural walls or fences are used, sufficient landscaping shall be used in conjunction with such wall or fence to create an attractive view from the residential side, and all walls and fences shall be maintained in a structurally sound and attractive condition. Any wall or fence shall be not less than four (4) feet nor more than six (6) feet in height.
- C. All landscaping shall be maintained by the owner or operator to the satisfaction of the Zoning Administrator or a designee.
- D. Where the land adjacent to the buffer yard is a parking lot, the buffer yard shall be sufficiently opaque to prevent the penetration of headlight glare. Overhead lighting installed in or adjacent to a buffer yard shall not throw any rays onto adjacent residential properties.
- E. No signs shall be permitted on or in any part of the buffer yard.

8. TIME OF COMPLIANCE

The operator of the Planned Unit Development shall commence work in accordance with these Conditions and Restrictions within twelve (12) months from the date of adoption of the ordinance authorizing this Planned Unit Development. This Planned Unit Development approval shall expire within twelve (12) months after the date of adoption of the ordinance if a building permit has not been issued for this use. The applicant shall re-apply for Planned Unit Development approval prior to recommencing work or construction.

9. OTHER REGULATIONS

Compliance with all other applicable City, State, DNR and Federal regulations, laws, Code, ordinances, and orders, as amended, not heretofore stated or referenced, is mandatory.

10. VIOLATIONS & PENALTIES

Any violations of the terms of this Planned Unit Development shall be subject to enforcement and the issuance of citations in accordance with Section 1.20 of the City of Oak Creek Code of Ordinances (as amended). If the owner, applicant or operator of the Planned Unit Development is convicted of two or more violations of these conditions and restrictions or any other municipal ordinances within any 12-month period the City shall have the right to revoke this Planned Unit Development, subject to the provisions of paragraph 10 herein. Nothing herein shall preclude the City from commencing an action in Milwaukee County Circuit Court to enforce the terms of this Planned Unit Development or to seek an injunction regarding any violation of this Planned Unit Development or any other City ordinances.

11. REVOCACTION

Should an applicant, their heirs, successors or assigns, fail to comply with the conditions and restrictions of the approval issued by the Common Council, the Planned Unit Development approval may be revoked. The process for revoking an approval shall generally follow the procedures for approving a Planned Unit Development as set forth in Section 17.1007 of the Municipal Code (as amended).

12. ACKNOWLEDGEMENT

The approval and execution of these conditions and restrictions shall confirm acceptance of the terms and conditions hereof by the owner, and these conditions and restrictions shall run with the property unless revoked by the City, or terminated by mutual agreement of the City and the owner, and their subsidiaries, related entities, successors and assigns.

\_\_\_\_\_  
Owner / Authorized Representative Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
(please print name)

**EXHIBIT A:**  
**CREEKSIDE CROSSING MARKETPLACE PUD**

(For illustrative purposes only. Detailed plans in accordance with these conditions and restrictions and the City of Oak Creek Municipal Code must be approved by the Plan Commission.)

# CREEKSIDE CROSSING MARKETPLACE - PUD



## 1.0 Introduction

The following statement has been prepared in accordance with Section 17.0325(d)(2)(a) of the City Municipal Code to create a Planned Unit Development Overlay District for the overall development currently known as Creekside Crossing Marketplace and shown on the accompanying General Development Plan (GDP).

The purpose of this statement is to set forth the relationship of the proposed PUD with the City's comprehensive plan and to outline the goals and requirements for the development of the sites shown on the attached GDP. Any PUD overlay ordinance adopted by the City Common Council will modify the standards in the underlying B-6 Interchange Regional Retail District and other referenced provisions of the City Municipal Code as applied to the Creekside Crossing Marketplace.

The development encompasses +/- 27 acres of land located on the north side of West Drexel Avenue. South Ikea Way creates the site boundary to the west and Interstate Highway I-94 to the east. The recently completed and open destination retail building IKEA is situated directly to the north of the development with a large natural wetland area between the two areas. Creekside Crossing Marketplace is projected to have primarily commercial, mixed-use residential and compatible uses.

The City's current and 2040 Comprehensive Plans designate Creekside Crossing Marketplace with a "mixed use" land designation. Mixed Use is meant for properties that have "multiple, distinct uses stacked vertically within the same structure" and/or "horizontal mixed use developments within Planned Unit Developments." The text of the Plan specifically calls out Creekside Crossing Marketplace as appropriate for a "range of housing types and supporting commercial uses" including office development.

Creekside Crossing Marketplace is projected to include structures and site improvements costing not less than \$50 million. While individual development sites may be sold or leased to end users, Walden OC, LLC is intended to retain ownership interests in a majority of the overall development. Walden OC, LLC also will record a declaration of covenants, conditions and restrictions with the Milwaukee County Register of Deeds to provide additional controls over the entire development. Construction is expected to commence in spring of 2020 and to continue over several years.

## 1.1 General Development Plan and Zoning

A General Development Plan (GDP) showing the intended development boundaries and uses is attached. The nine (9) existing parcels of the development are zoned B-6 (Interchange Regional Retail). The GDP depicts the overall development as four (4) development areas which may be further subdivided to accommodate different uses. This PUD application is requesting approval of a PUD overlay for all of the subject land, with each site retaining B-6 as the base, underlying zoning designation. The GDP excludes two (2) existing single-family lots along Drexel Avenue which are not owned by Walden OC, LLC. The development sites are designed to accommodate a variety of small to large building sizes with configuration maximizing visibility along the Interstate, Drexel Avenue, and Ikea Way. The provisions of any PUD overlay ordinance adopted by the City Common Council shall supersede the provisions of any ordinance, code, or regulation of the City, which may be in conflict with the provisions of such PUD overlay ordinance. Specifically, the provisions of any adopted PUD overlay ordinance shall supersede Subsections 17.0316(e), (g), (l)(1) and (m) and Section 17.1009 of the City Municipal Code for Creekside Crossing Marketplace. Unless a standard of the City's Municipal Code is altered as part of the adopted PUD overlay ordinance, then the City's Ordinance Municipal Code shall apply to Creekside Crossing Marketplace.

# CREEKSIDE CROSSING MARKETPLACE - PUD

## 1.2 Public Improvements

Proposed public improvements include public road, water and sanitary sewer main extensions to service the development sites throughout the GDP. Off-site improvements may include access modifications to both West Drexel Avenue and South Ikea Way to accommodate the projected traffic generation from the development.

## 1.3 Development Features

General landscape and lighting requirements shall follow standards established by the Municipal Code, except as modified in the adopted PUD overlay ordinance. Pedestrian circulation includes a combination of sidewalks, plaza spaces, and trail networks that link to existing infrastructure along West Drexel Avenue and South Ikea Way. Vehicular access throughout the development will be provided by common roads leading to surface parking lots on each parcel. Shared parking is encouraged as part of Creekside Crossing Marketplace. Parking lot geometry will generally comply with City of Oak Creek requirements. Storm water management will be accomplished by four (4) regional facilities (two in the south and two in the north). An existing wetland complex is located in the northern portion of the GDP. Wetland fill permits for other wetlands on site have already been obtained.

## 2.0 General Building Design Guidelines

The following offers a general explanation of building design guidelines promoting a walkable urban development.

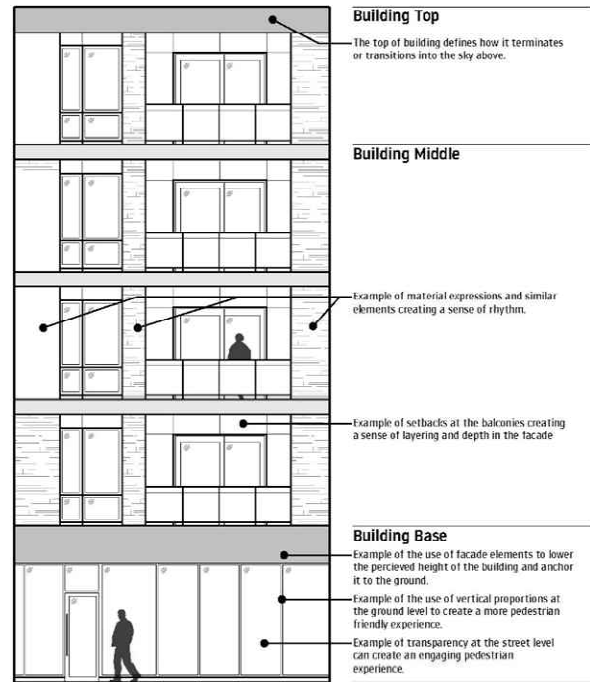
Implementation of a cohesive architectural composition ensures that buildings harmonize with each other, create a uniform neighborhood design language, and provide understandable architecture without limiting individual building expression and style.

Visually interesting building facades and four-sided architecture appeal to the general public and can enhance the pedestrian experience with the potential to increase nearby property values. A timeless design aesthetic should be demonstrated for all building typologies.

### 2.1 Building Facade Composition

#### Building Base

The base of a building facade anchors it to the ground and is the closest interface between the pedestrian and the



Example of successful building material composition.

building. The base elements of proposed buildings should be highly articulated, scaled to relate to the pedestrian experience, utilize high quality materials, and be transparent through the use of glazing wherever possible. **At least 60 percent of all glazing shall be clear, provided that spandrel glazing and glazing covered by signs or graphics may be used to screen the view of any "back of house" functional spaces.**

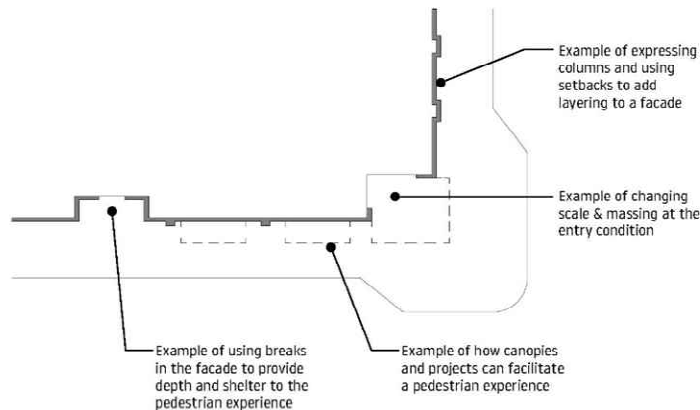
#### Rhythm

Rhythm refers to a repetitive pattern or recurrence of building elements along the facade. These patterns are often linked to structural bays or reflect programmatic elements with end conditions given special treatment. Rhythmic elements can provide the backbone for architectural expression or identity: the repetition providing a unifying feature for the facade.

#### Scale

Buildings are experienced from a variety of distances and thus the compositional building elements (entries, windows, structural bays, roof elements, etc) should use sizes and shapes that are distinguishable from both near and far. Overall building height and massing should fit within the scale and character of the development as a whole.

# CREEKSIDE CROSSING MARKETPLACE - PUD



Example of facade setbacks and articulation.



Example of a successful streetscape.

## Height

Building height shall comply with the City of Oak Creek zoning ordinances for a B-6 Interchange Regional Retail District.

## Massing

Building massing should provide visual richness and a pleasant, human scale. Large buildings should consider a hierarchy of masses and forms that break down the building scale rather than a single mass. Techniques for accomplishing these goals include the use of distinct building components, variation of roof form, or intentional placement of projections or recesses. Massing should consider the principles of rhythm and scale to avoid excessive changes in form or disharmonious street facades.

## Proportion

Proportional harmonies in building massing and building elements should be considered in order to produce visual harmony throughout the building facade. It should be noted that streetfront building elements have typically used vertical, as opposed to horizontal, proportions as it has traditionally seemed to offer a more pedestrian-friendly experience.

## Layering

Building facades with layering and depth are important for creating the visual scales and pedestrian experiences intended in the Creekside Crossing Marketplace development. Techniques for avoiding "flat" facades include the following: the setting back of windows behind the plane of the main facade; the use of window sills, awnings, canopies; the extension of roof eaves; the expression of columns through arcades or changes in plane.

## Freestanding Commercial and other unique buildings

Buildings shall be designed as four-sided architecture with recommended high quality and finish-grade materials used consistently on all facades. Other materials such as precast concrete, decorative concrete block or decorative facade panels may be appropriate if properly detailed and integrated with the architecture. **Metal, EIFS and finished wood may be used as accents comprising no more than 25 percent of the visible perimeter of any building,**

## 2.2 Building Materials

Varied materiality should be incorporated within the architectural styles in Creekside Crossing Marketplace. Materials (and their colors) should possess a timeless aesthetic. They should be complementary to each other and should be considered for their high quality and sustainable attributes.

## Quality

It is required to select high quality materials of enduring quality as much as possible. The following guidelines describe levels of quality and locations of appropriate building materials.

### Examples of High Quality Materials

- Brick
- Stone
- Cultured stone (with an average minimum depth at least one and one half inches)
- Wood
- Fiber cement
- Fine plaster stucco
- High Quality Commercial Grade Metal Panel systems
- Rainscreen systems
- Innovative recycled materials and technologies
- Terracotta
- Photovoltaic integrated systems

### Examples of Lower Quality Materials

- EIFS (Exterior Insulation and Finish Systems)
- Utility grade materials
- Low quality corrugated metals
- Low quality lumber
- Low quality glazing
- Vinyl or aluminum lap siding



# CREEKSIDE CROSSING MARKETPLACE - PUD



Example of successful exterior material integration

## Material Location

Materials are encouraged to be creatively integrated into building facades. This statement does not place outright restrictions of particular materials, but does provide guidelines for the locations of higher and lower quality materials. Proposed buildings will be critically reviewed for material uses and composition.

High quality materials should take precedence along main roadways, public access routes, and any other frontages that will be in direct contact with the public realm.

Lower quality materials should not be used on the building at street level. Certain decorative materials may be integrated along the base of the building as accents but they are not recommended as the dominant facade material on the entire building. Utility-grade materials should only be used on facades of the building not visible from publicly-accessible areas.

## Acceptable Primary Building Materials

Primary materials are those that make up at least 70% of the solid (non-window) portion of any elevation.

- Brick (natural color preferred, painted brick not allowed)
- Stone (natural colors preferred)
- Cultured Stone
- Burnished Block (split-face preferred, variety of colors acceptable)
- Cedar siding or cement board siding (when used in conjunction with brick or other acceptable masonry)
- High Quality Commercial Grade Metal Panel Systems

## Acceptable Secondary & Accent Building Materials

Accents & Secondary materials are those that make up less than 30% of the solid (non-window) portion of any elevation.

- Architectural Metal Panel (variety of colors and patterns acceptable)
- Wood (variety of styles and species acceptable)
- Stucco or EIFS (variety of colors and styles acceptable)
- Concrete (variety of colors and textures acceptable)
- Fritted Glazing (variety of patterns acceptable)
- Translucent Materials (variety of styles acceptable)

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## 2.3 Signage

Building signage should enhance and fit well within the character of each building and the development as a whole. Signage for Creekside Crossing Marketplace shall comply with applicable City of Oak Creek ordinances.

# CREEKSIDE CROSSING MARKETPLACE - PUD

## 3.0 General Site Design Guidelines

Coordinated landscaping, signage, lighting, walkways and streetscapes establish the identity of a unified neighborhood. Thoughtfully integrated site circulation solutions shall be implemented to promote an urban connected experience. The following site design guidelines are proposed:

Prioritization of the pedestrian experience by implementing pedestrian friendly design elements

Connection of key pedestrian destinations such as plazas, parks, and entertainment/commercial amenities

Vehicular traffic calming at intersections to give pedestrians a safe experience

Parking areas shall be designed to have minimal impact on pedestrian movements and views

Trash, loading, and utility areas should be screened to be out of public view, except that overhead doors for any underground parking may face a public right of way

Reinforcement of the urban street edge in the form of landscaping or decorative boundary elements shall be implemented to enhance the pedestrian experience and emphasize a community territory.



Example of traffic calming at intersections

## 3.1 Minimum Lot Area & Setbacks

### Minimum Lot Area & Width

Lots shall have a minimum area of 20,000 square feet and shall be not less than 100 feet in width. Lots shall provide sufficient area and width for the principal structure(s) and its accessory structures, off-street parking and loading areas, and required setbacks.

### Building Setbacks

There shall be a minimum front setback of twenty (20) feet from any right-of-way on the exterior of the perimeter of Creekside Crossing Marketplace and a minimum front setback of zero (0) feet from any right-of way on the interior of Creekside Crossing Marketplace. Setbacks from interstate highways shall be governed by federal requirements.

The side setback on each side may be zero (0) feet.

There shall be a rear setback of not less than ten (10) feet.

## 3.2 Parking

### Circulation

Vehicular access between adjacent lots should occur when possible, eliminating the need to return to roads when visiting multiple adjacent sites.

Pedestrian walks should be incorporated into all site plans. Walks should be at least 5 feet in width along the public edges of the development. Walkways should be encouraged between parking areas and buildings; between adjacent sites; and within large parking areas.

Drive aisles along east boundary of the GDP shall include no minimum setback distance.



Example of walkway integration at parking areas

# CREEKSIDE CROSSING MARKETPLACE - PUD



Example of permeable paving integration

## Parking

When possible, parking areas should be shared by adjacent lots to eliminate unnecessary parking stalls and impervious surfaces.

Permeable paving is encouraged for parking areas.

The overall development will include a variety of different uses with differing parking demands. To better understand actual parking supply needs, and as to not provide an over-supply of parking, an overall parking study (based upon ITE best practices) shall be completed to quantify overall parking recommendations. As part of the individual parcel development, a statement and information to substantiate the number of parking spaces as it relates to the overall parking study shall be included.

Compact parking spaces (a minimum of 9 feet wide and 15 feet long) shall be allowed for up to twenty-five (25) percent of any required parking spaces.

Any portions of parking lots that directly abut other parking lots may include no minimum side/rear setback space in order to provide seamless (shared) parking fields between lots. Parking lots shall have a minimum average 5' setback from public rights-of-way running the entire linear width between the parking lot and the adjacent public right of way. An effective visual edge and screen including landscaping shall be provided between any public right of way and parking lot (See Section 3.3 below).

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Unless otherwise indicated in a PUD overlay ordinance adopted by the City Common Council, landscaping, outdoor lighting, and fencing shall comply with applicable provisions of the City Municipal Code.

## 3.3 Landscape

An overall landscape guidance document shall be prepared by Walden OC, LLC and submitted to the City. Future individual developments are required to submit specific landscape plans for City approval in accordance with those guidelines. Unless otherwise stated below, all landscaping shall comply with applicable provisions of the City Municipal Code.

### Parking Lot Screening:

Those parking areas for five (5) or more vehicles if adjoining a public right-of-way shall be screened from casual view by an earth berm, a solid wall, fence, evergreen planting of equivalent visual density or other effective means. Such fence or berm and landscaping together shall be an average of at least three (3) feet in height between the parking and the street right-of-way. All screening materials shall be placed and maintained at a minimum height of three (3) feet. Landscaped areas shall include native plantings. At least 50% of the total green space area shall be landscaped utilizing plant materials, other than maintained turf, which contribute to ground coverage. In cases where a parking lot directly abuts a public right of way, there shall be a minimum average 5-foot setback area for landscaping running the entire linear width between the public right of way and the parking lot.

This setback area shall be exclusive of any public or private easements that might restrict or prohibit landscaping within them. In cases where a 5-foot landscape area is not possible there shall be provisions made for decorative fencing to accomplish required screening.

### Interior Landscape Area:

All public off-street parking lots which serve five (5) vehicles or more shall be provided with accessory landscaped areas, which may be landscape islands, or landscape peninsulas totaling not less than five (5) percent of the surfaced area. Landscape islands or peninsulas may be dispersed throughout the off-street parking area, and shall include trees and other native plantings. Landscape islands shall provide a minimum 30-inch clear area for vehicle overhang and snow storage.



Example of parking lot screening and walkway integration

# CREEKSIDE CROSSING MARKETPLACE - PUD

## **Perimeter Landscape Area:**

In an effort to prevent adjacent parking lots from becoming one large expanse of paving, perimeter landscaping shall be required. **The perimeter strip shall be a minimum average 5 feet in width.** A minimum of five native plantings are required for every 35 linear feet and one tree for every 80 linear feet of the perimeter of the parking area where it is adjacent to existing or future parking and located within the perimeter landscape area.

## **Buffer Yards:**

A buffer yard shall be created and maintained in accordance with Municipal Code Section 17.031(6)(l)(1)(m) where the Creekside Crossing Marketplace PUD abuts park districts. No buffer yard shall be required where the Creekside Crossing Marketplace PUD abuts residential districts.

## **Open Space**

A minimum of 30% open space shall be maintained on a district-wide basis through the entire Creekside Crossing Marketplace development. This open space shall be accomplished through a combination of different existing natural areas and proposed **impervious** areas. The primary open space is the existing wetland area in the northern portion of the site.

## **3.4 Lighting Standards**

Exterior lighting is accommodated in two forms: site lighting and building lighting. Site lighting includes fixtures along all streets as well as parking lots and drives.

### **Site Lighting:**

Lighting design shall address sensitivities to neighboring land uses as well as transportation corridors. Lighting should provide a safe and inviting environment for users. A combination of pedestrian and vehicular scaled lighting should be incorporated throughout Creekside Crossing Marketplace. Site lighting for all future developments shall comply with Subsection 17.0316(k) of the Municipal Code.

**Limits on pole height: 18 feet-30 feet maximum height for parking lots; and a height limit of 32 feet for the interior public roadways.**

### **Building Lighting:**

Appropriate illumination of a building and adjacent spaces can emphasize building elements and spaces, while creating a sense of security and intimacy. The use of several types of

lighting are encouraged to maintain activity spaces into the night.

Storefronts should be illuminated allowing light to softly illuminate adjacent walkways and spaces. Wall-mounted and ground light fixtures should be used to highlight architectural elements and enliven facades. These can also illuminate community areas adjacent to the building. All lighting, including external lighting, of signage should be a consistent color per development site.

Lighting fixtures should conceal the light source and provide diffused or soft reflected light. All lighting fixtures should be selected to avoid negative impacts on neighboring properties.

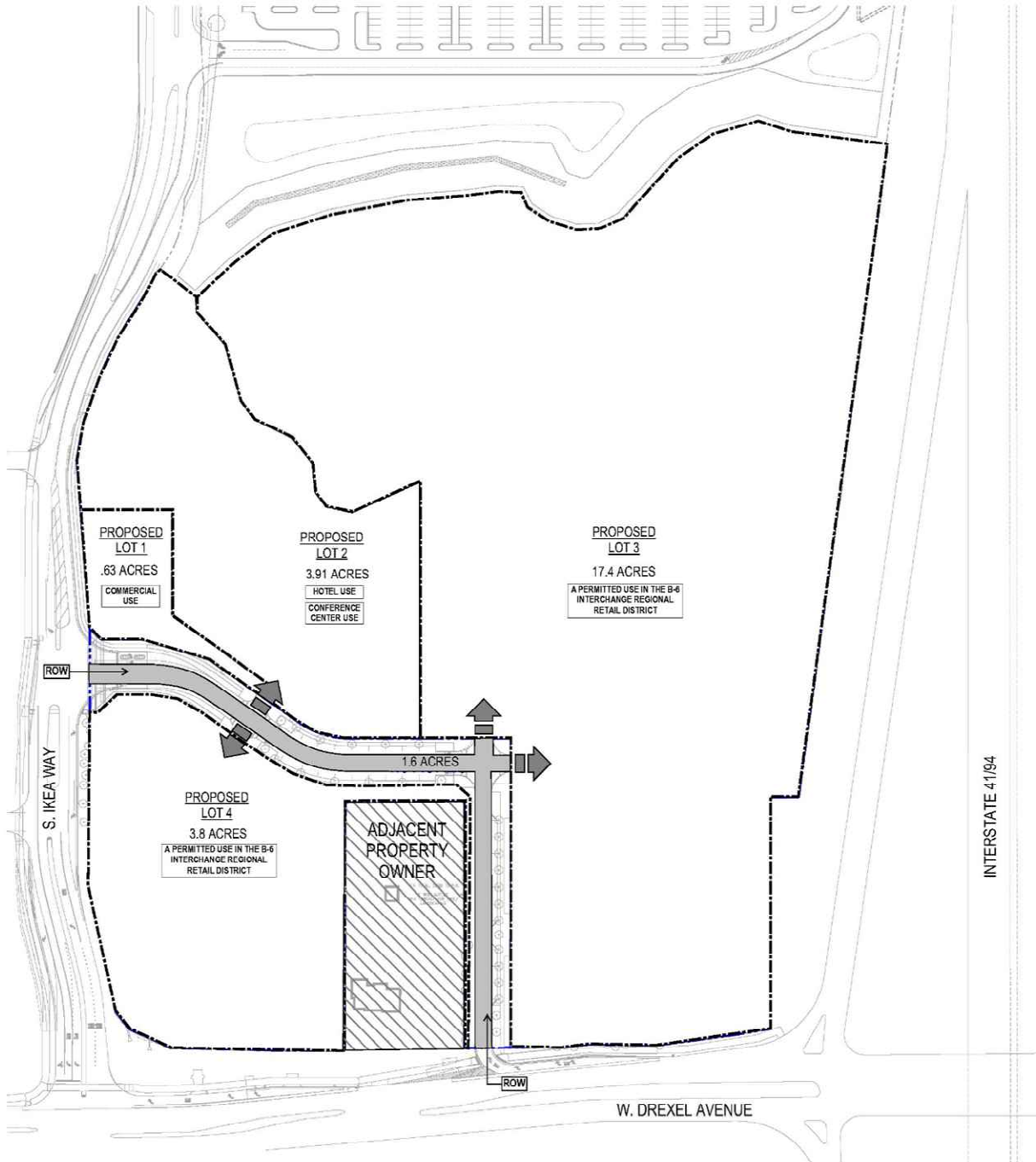
## **3.5 Permitted, Accessory and Conditional Uses**

The permitted, accessory and conditional uses shall be as designated in the B-6 District.

# CREEKSIDE CROSSING MARKETPLACE - PUD

## General Development Plan

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## PLAN COMMISSION REPORT

Proposal: Temporary Use Permit – All-Star GMC/Buick

Description: Request to allow temporary storage of inventory vehicles on the property at 6912 S. 27<sup>th</sup> Street

Applicant(s): Tim Grayman, Grayman Construction

Address(es): 6912 S. 27<sup>th</sup> Street

**Suggested Motion:** That the Plan Commission approves the Temporary Use Permit for storage of inventory vehicles at 6912 S. 27<sup>th</sup> Street with the following conditions:

1. There shall be a maximum of 150 vehicles stored on the property in striped parking stalls within the approved vehicle storage area located in the northeast parking lot adjacent to the existing building.
2. There shall be no outdoor storage of equipment, junk/damaged/non-inventory vehicles, parts, supplies, or flammable/hazardous materials.
3. Delivery or removal of vehicles shall be between 8:00 AM and 5:00 PM Monday through Saturday.
4. There shall be no advertising or any other signage in the approved vehicle storage area.
5. There shall be no sales of vehicles from the approved vehicle storage area.
6. The vehicle storage area shall not encroach upon the fire lanes.
7. A copy of the executed agreement between the Applicant and The Ridge Community Church that includes the expiration date of this Temporary Use Permit shall be provided to the City by no later than January 24, 2020.
8. The approved storage area shall be screened by fencing and/or landscaping with opacity determined by the Plan Commission.
9. The Temporary Use Permit for temporary storage of vehicles shall expire on March 31, 2019. Inventory vehicles for sale shall be removed and the property shall be restored to its original condition within 14 calendar days following the expiration of the Temporary Use Permit. No extensions of the Temporary Use Permit will be issued.

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Owner(s): Boyland Properties Oak Creek, LLC.

Tax Key(s): 737-9026-000  
 Lot Size(s): 6.935 acres  
 Current Zoning District(s): I-1 CU, Highway Business

Overlay District(s): N/A

Wetlands:  Yes  No      Floodplain:  Yes  No

Comprehensive Plan: Planned Business

**Background:** Boyland Properties Oak Creek, LLC is requesting a Temporary Use Permit that would allow for storage of 150 vehicles on The Ridge Community Church property, located at 6912 S. 27<sup>th</sup> Street. Plan Commissioners may recall that Boyland Properties was denied a Temporary Use Permit for a similar proposal at the September 24, 2019 Plan Commission meeting. In that proposal, Boyland was requesting to store their excess inventory on grass at the 7008 S. 27<sup>th</sup> Street property while their All-Star Honda Dealership, located in Greenfield, was under renovation. Post-Plan Commission denial, staff issued a 14-day Temporary Use Permit to allow sufficient time to remove the cars. That permit expired on October 8, 2019, but the cars remained onsite.

On October 23, 2019, The Ridge Community Church requested a 14-day Temporary Use Permit to store the vehicles on their property, which was approved with the condition That the Ridge Community Church and Boyland Properties submit a completed Plan Commission application prior to the permit expiration date. The second 14-day Temporary Use Permit expired on November 6, 2019. An incomplete Plan Commission application was submitted by Boyland Properties on November 21, 2019. An email request for more information was sent to the Applicants and a representative from The Ridge Community Church on November 21, 2019. As of writing this report, staff have not received a response.

Boyland Properties proposes that the storage of vehicles in the northeast parking lot adjacent to the existing building as shown in the provided map. The map does not indicate dimensions of the storage area, number of stalls, impact to fire lanes, or impact to church operations.

The proposal indicates that there will be privacy fencing erected and no additional signage around the storage area. Since the storage of the cars on The Ridge property in mid-October, no privacy fence has been constructed.

The proposal does not request a timeframe for the requested use or indicate the hours of delivery or removal of vehicles.

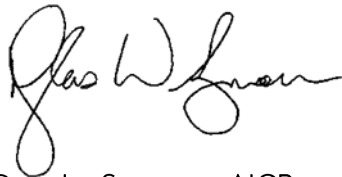
No documentation has been provided regarding an agreement between The Ridge Community Church and Boyland Properties for the storage of the vehicles.

Should the Plan Commission approve the Temporary Use Permit request, staff suggests the expiration date reflect the original request for storage until March 31, 2019. No further Temporary Use Permits will be issued after the expiration date. This has been included for Plan Commission consideration in the conditions of approval above.

**Options/Alternatives:** The Plan Commission has the discretion to approve the request as presented, approve with specified conditions, or disapprove the proposal. Should the request not be approved, Plan Commissioners must provide the reasons for which the denial is based so that the Applicant may revise and resubmit (if necessary).

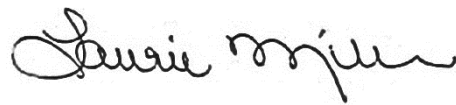
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Respectfully submitted:



Douglas Seymour, AICP  
Director of Community Development

Prepared:



Laurie Miller  
Zoning Administrator/Planner

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Attachments:

Location Map

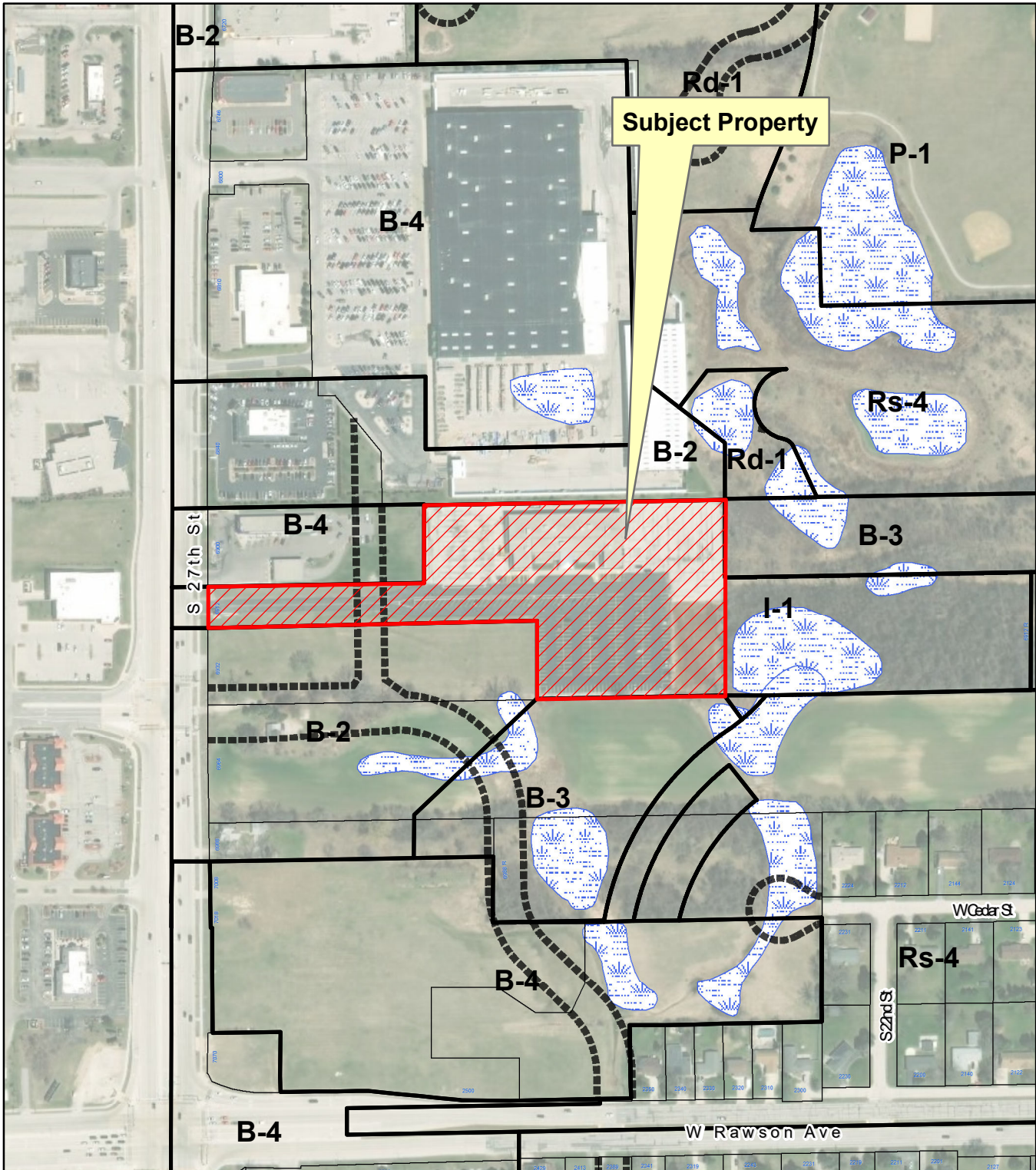
Proposed Storage Area Plan

Narrative

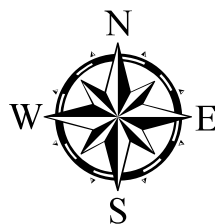


# Location Map




## 6912 S. 27th St.

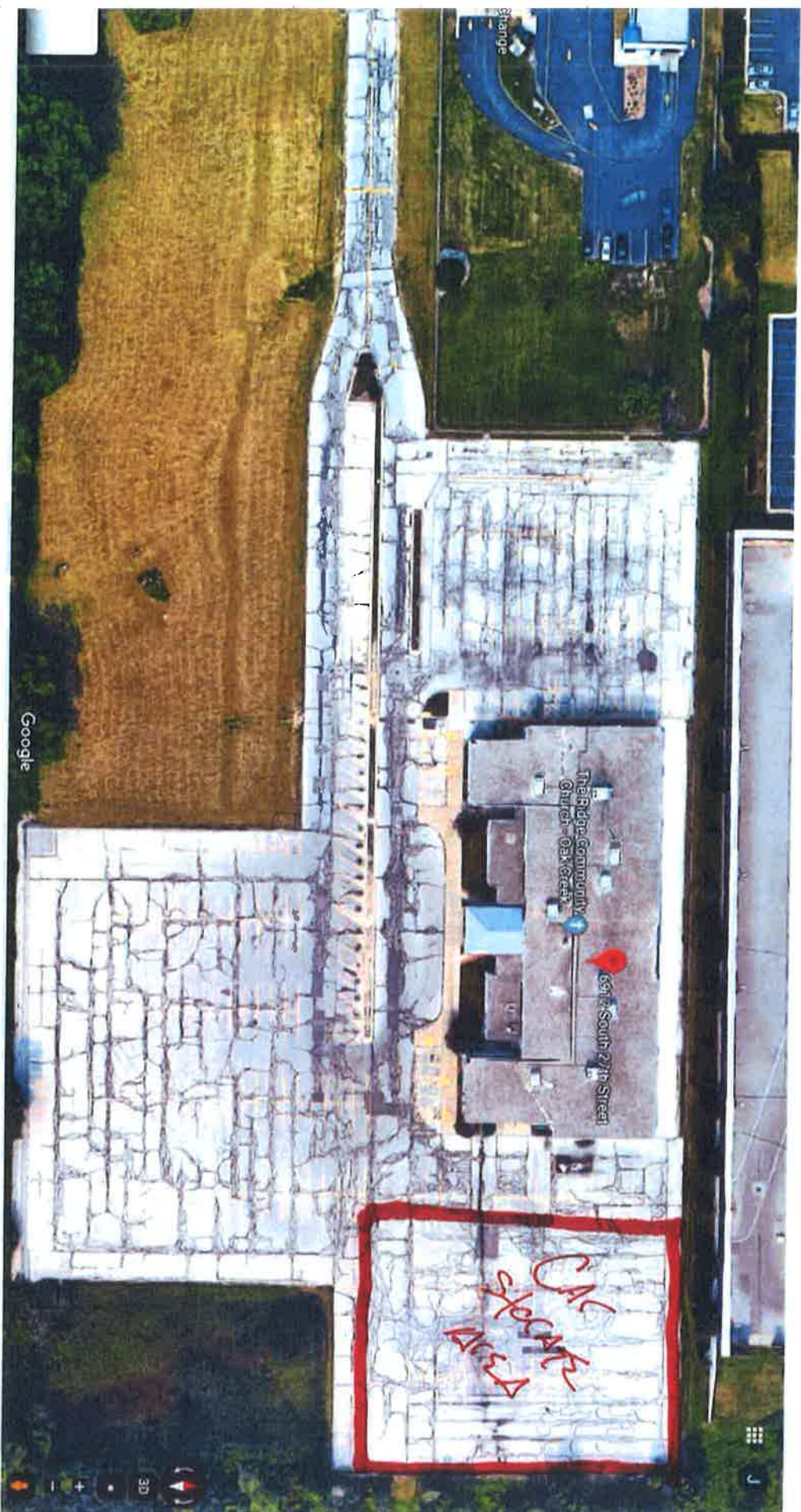


*This map is not a survey of the actual boundary of any property this map depicts*



### Legend

-  Parcel selection
-  DNR Wetlands Inventory
-  Officially Mapped Streets



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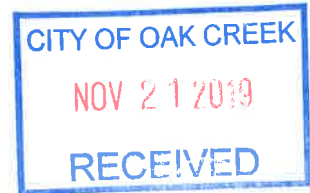


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Sent: 11/20/2019 10:52 AM

To: "Tim Grayman" <tgrayman@graymanconstruction.com>



Storage not to exceed 150 cars

- > Storage-only, no other business or transactions will take place on church property
- > Area where cars stored will be the north-east parking lot, behind the church building, just south of Menard's (see attachment)
- > Area where cars stored will be enclosed by privacy fence
- > No additional signage will be added as a result of this storage agreement

Timothy N. Grayman  
Grayman Construction Management Service  
2295 S. Hiawasse Rd Ste. #317  
Orlando, FL 32835  
786.449.9871 Cell  
407.273.2510 Office  
tgrayman@graymanconstruction.com  
www.graymanconstruction.com



## PLAN COMMISSION REPORT

Proposal: Plan Review – Addition and Site Modifications for Carrollton Elementary School

Description: Site, building, landscaping, and related plan review for a proposed addition to the existing building, a parking lot addition, and modifications to the existing access drive.

Applicant(s): Andrew Chromy, Oak Creek-Franklin Joint School District

Address(es): 8965 S. Carrollton Dr.

**Suggested Motion:** That the Plan Commission approves the site plans submitted by Andrew Chromy, Oak Creek-Franklin Joint School District, for the property at 8965 S. Carrollton Dr. with the following conditions:

1. That all relevant Code requirements remain in effect.
2. That all green infrastructure and stormwater management requirements are submitted for review and approval to the Engineering Department prior to submission of permit applications.
3. That the landscape plan is updated to incorporate the height of plants at installation and maturity.
4. That all detailed, revised plans are submitted in digital format to the Department of Community Development prior to submission of permit applications.

Owner(s): Oak Creek-Franklin Joint School District

Tax Key(s): 864-9000-000

Lot Size(s): 7.860 ac

Current Zoning District(s): I-1, Institutional

Overlay District(s): N/A

Wetlands:  Yes  No      Floodplain:  Yes  No

Comprehensive Plan: Planned Institutional

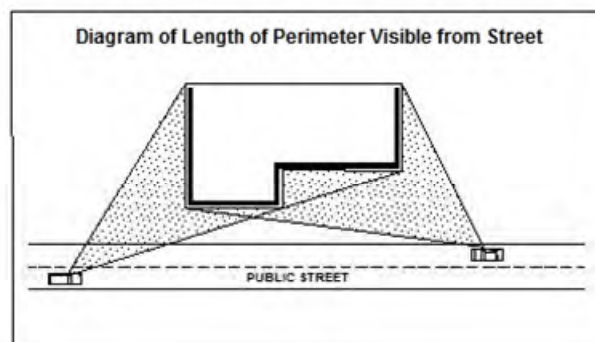
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**Background:**

The Oak Creek-Franklin Joint School District is requesting site, building, landscaping, and related plan approval for an addition to the existing building, a parking lot addition, and modifications to the existing internal access drive for Carrollton Elementary School at 8965 S. Carrollton Dr. Modifications to the existing building are proposed in the form of replacement windows with blue spandrel accents, and the access drive modification is limited to a spur to access the new addition. An additional nine (9) parking stalls are proposed immediately east of the access drive and across from the existing building, bringing the overall site total to 52. Walkways are proposed on the west to connect to the existing hard surface playground/parking lot. Both the addition and proposed parking lot meet all setback requirements.

The 2-story, ±12,000 square-foot addition on the southern portion of the existing building will include space for a gymnasium, restrooms, offices (principal, health, coach, staff), restrooms, and various storage areas. The second story will be mostly open with a mechanical area. This will be the new main entrance for the school. Proposed exterior materials include brick in colors to match the existing building, precast concrete in orange and gray, glazed block accents in blue, and three metal panel sections in blue and gray. Windows will incorporate blue spandrel and blue vision glass to match the window replacements proposed for the existing building. Per Section 17.1009(a)(2), brick veneer must be a minimum of 4 inches. The use of thin brick is not allowed. Staff is providing the suggested condition of approval for clarity as there are no details for the proposed brick other than color.

Metal panels and glazed block are not listed as approved primary building materials in the Municipal Code. Additionally, Section 17.1009(a)(2)(ii) states: “The façade of a manufacturing, commercial, office, institutional, or park building shall be finished with an aesthetically pleasing material. A minimum of seventy-five (75) percent of the visible perimeter (see diagram) shall be finished with an acceptable glass, brick or decorative masonry material.”



Materials percentages are provided on the elevations (please disregard the word “approved” for materials labels). Any modification to the above Code Sections will require a  $\frac{3}{4}$  majority approval of the Plan

Commission, “but only if supplemental design elements or improvements are incorporated into the project which compensate for the modifications of the particular standard” per Section 17.1009(e).

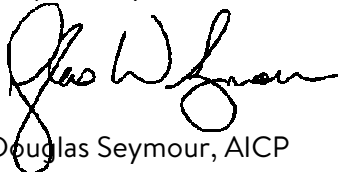
Although the landscape plans include proposed plantings around the addition and proposed parking lot, details required for Code compliance are missing (planting height, mature height). A condition of approval for revised plans to be submitted prior submission of permit applications has been provided in the suggested motion. Signs are not included in this review and are shown for general placement purposes only.

Finally, a Green Infrastructure Permit and requirements for construction within the public right-of-way must be coordinated with the Engineering Department prior to submission of building permit applications.

**Options/Alternatives:** The Plan Commission has the discretion to approve the plans as presented, approve with specified conditions, or disapprove the proposal. Should the request not be approved, Plan Commissioners must provide the Code Sections upon which the denial is based so that the Applicant may revise and resubmit (if necessary).

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Respectfully submitted:



Douglas Seymour, AICP  
Director of Community Development

Prepared:



Kari Papelbon, CFM, AICP  
Planner

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**Attachments:**

Location Map

Letter dated November 25, 2019 (1 page)

Plans

C100-C108 (9 pages)

Landscape Plan L100-L200 (2 pages)

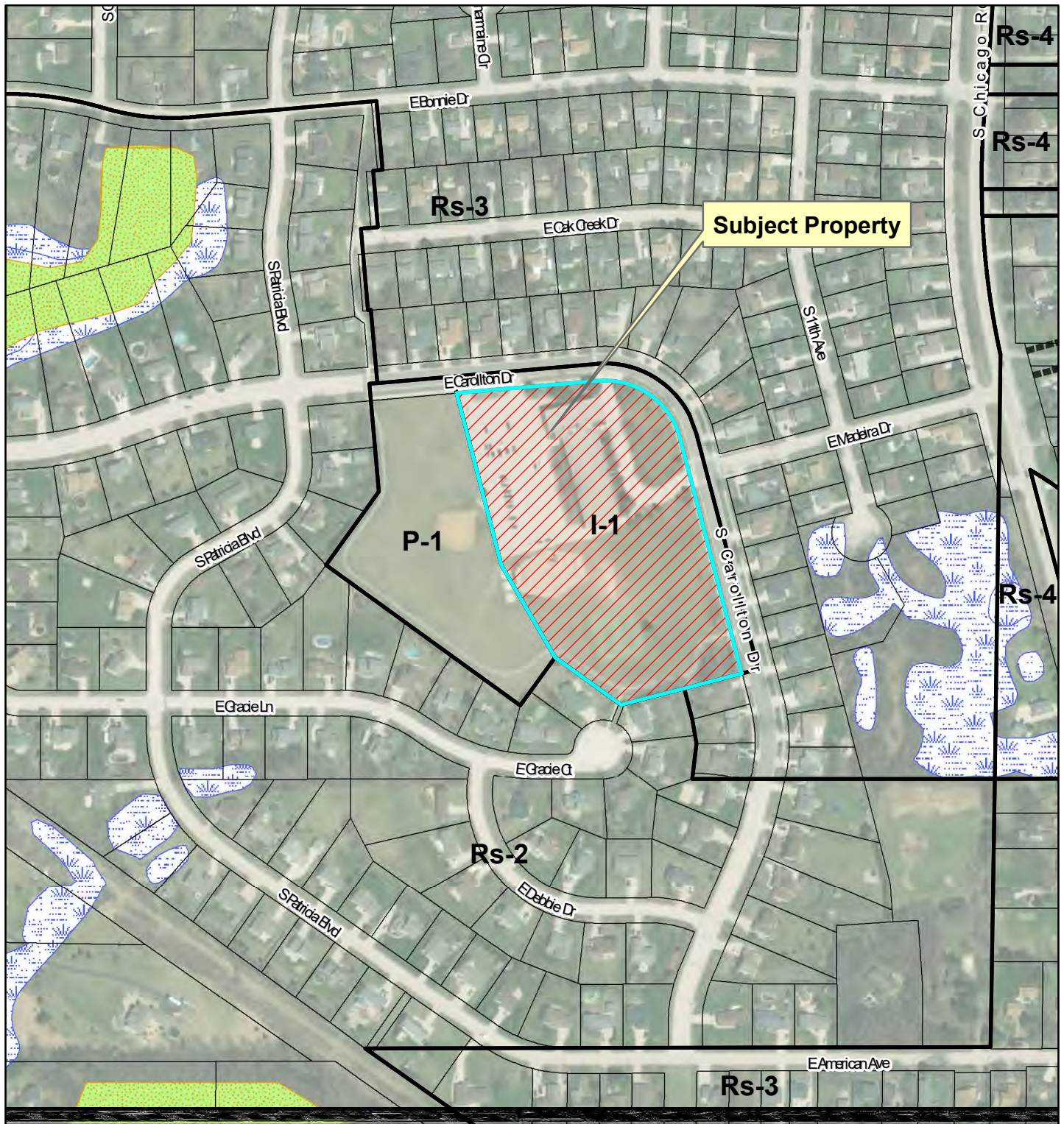
Floor Plans A200-A 202, A211-A212 (5 pages)

Elevations A400-A401 (2 pages)

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# Location Map






## 8965 S Carrollton Dr



*This map is not a survey of the actual boundary of any property this map depicts*



### Legend

-  Parcel selection
-  Environmental Corridor
-  Floodway (2008)
-  Officially Mapped Streets
-  DNR Wetlands Inventory



November 25, 2019

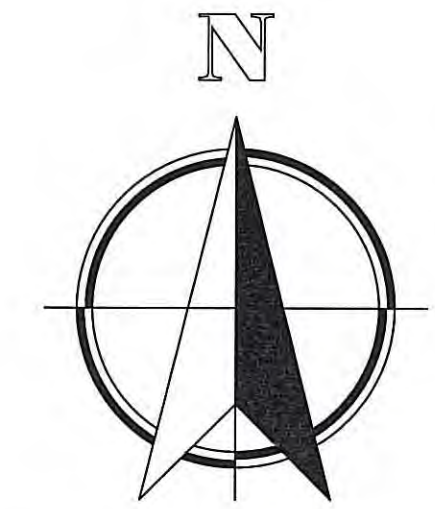
Sharon Gould  
Program Manager  
322 North Broadway Street  
Milwaukee, WI 53202

RE: Oak Creek Franklin Joint School District  
Carollton Building Addition & Renovations  
Plan Commission Site Plan Review Narrative  
Tax Key Number: 8649000000

**DESCRIPTION OF PROPOSAL:**

In November 2018, the Oak Creek – Franklin voters approved a referendum for \$60.9 Million to address needs put forth by the Oak Creek – Franklin Joint School District to address the needs in the district's 10 year facility study.

The approximate 12,000 SF two story addition will connect onto the south side of the existing school and extend south-southeast. The new at grade main entry, gymnasium, staircase, mechanical mezzanine and additional support spaces are designed to break down the scale of the addition and to compliment the design and aesthetic of the existing building and materials. Where possible the same materials are being implemented. New tan brick will be used at the entry to match the existing building and the orange precast panels with light gray precast frame at the gymnasium will match the orange brick and concrete structure of the existing building. At the new main entry, a pop of school color has been included through the use of blue glazed block and a blue metal panel canopy enhances wayfinding on the site. A cap of silver metal panel will sit atop the brick of the new main entry and accentuates the new stair and west playground student entrance. The existing windows are being replaced throughout the building with matching dark bronze window frames. At the sill of the second-floor windows, a blue spandrel panel has been included to tie the main entry color throughout the building. Clerestory windows will be cut into the north wall of the student commons and at the library media center (LMC) to introduce daylight into each space. Blue vision glass will be included within each of these new window frames. The southwest elevation of the gymnasium incorporates false blue louvers to integrate those needed in the adjacent mechanical mezzanine.



SCALE 1"=30'

**EXISTING UTILITY DATA**

STM 1 RIM 710.80 IE. 12" E 705.40 IE. 12" W 705.60	CB 1 RIM 708.94 IE. 6" S 705.54 IE. 4" E 705.54	CB 11 RIM 708.35 IE. 10" N 703.95 IE. 6" SW 704.35
STM 2 RIM 708.59 IE. 12" S 703.84 IE. 12" E 703.59 IE. 12" W 703.64	CB 2 RIM 708.51 IE. 10" E 706.86	CB 12 RIM 709.30 T.O. WATER 705.30 BOTTOM 703.25 (CAN'T SEE PIPES)
STM 3 RIM 709.50 IE. 21" N 702.85 IE. 18" S 703.10 IE. 12" W 703.35	CB 3 RIM 708.39 IE. 12" N 704.04 IE. 8" W 704.54	SAN 1 RIM 709.49 IE. 8" E/W 699.34 IE. 6" S 699.54
STM 4 RIM 709.29 IE. 12" E/W 704.29 IE. 12" S 704.39 IE. 10" N 704.54	CB 4 RIM 712.05 T.O. WATER 708.86 BOTTOM 706.70 (CAN'T SEE PIPES)	SAN 2 RIM 710.04 IE. 6" N 704.84 IE. 6" S 705.04
STM 5 RIM 708.65 IE. 21" NW 702.45 IE. 21" S 702.60	CB 5 RIM 708.80 IE. 12" E 704.10	SAN 3 RIM 710.85 IE. 8" E/W 700.15 IE. 4" N 700.55
STM 6 RIM 708.43 IE. 12" W 703.28 IE. 12" SE 703.08	CB 6 RIM 708.77 IE. 12" N/S 704.47	SAN 4 RIM 708.69 IE. 8" W 698.84 IE. 8" SE 698.79
STM 7 RIM 708.89 IE. 21" N 703.29 IE. 18" S 703.29 IE. 10" SW 703.99	CB 7 RIM 707.23 IE. 24" NE 701.83 IE. 21" SE 702.08 IE. 12" NW 702.13	SAN 5 RIM 708.04 IE. 8" NW/SE 698.39 IE. 8" NE 698.09
STM 8 RIM 708.92 IE. 18" N 703.52 IE. 12" S 703.57 IE. 12" E 703.87	CB 8 RIM 707.35 IE. 24" NE 701.70 IE. 24" SW 701.75	SAN 6 RIM 708.89 IE. 8" NW 698.84 IE. 8" S 698.79
STM 9 RIM 709.08 IE. 12" N/S 704.83 IE. 4" W 706.48 IE. 10" W 705.48	CB 9 RIM 708.89 IE. 10" S 704.79	SAN 7 RIM 709.25 IE. 8" N 700.10 IE. 8" S 700.15
STM 10 RIM 708.21 IE. 10" NW 704.26	CB 10 RIM 708.21 IE. 10" NW 704.26	

**BENCH MARKS**

- CUT SQUARE ON LIGHTPOLE BASE LOCATED BETWEEN THE WEST PARKING LOT AND THE SOUTH OF THE WEST BUILDING ENTRANCE. ELEVATION: 714.14
- TOP NUT ON HYDRANT LOCATED ON THE SOUTH LINE OF CAROLLTON DRIVE OPPOSITE THE NORTH SIDE OF THE SCHOOL NEAR A 12" TREE. ELEVATION: 712.52
- TOP NUT ON HYDRANT LOCATED NORTH OF THE SOUTH END OF THE LOOP ROAD ENTRANCE TO THE SCHOOL ON CAROLLTON DRIVE. ELEVATION: 712.35

**UTILITY NOTE**

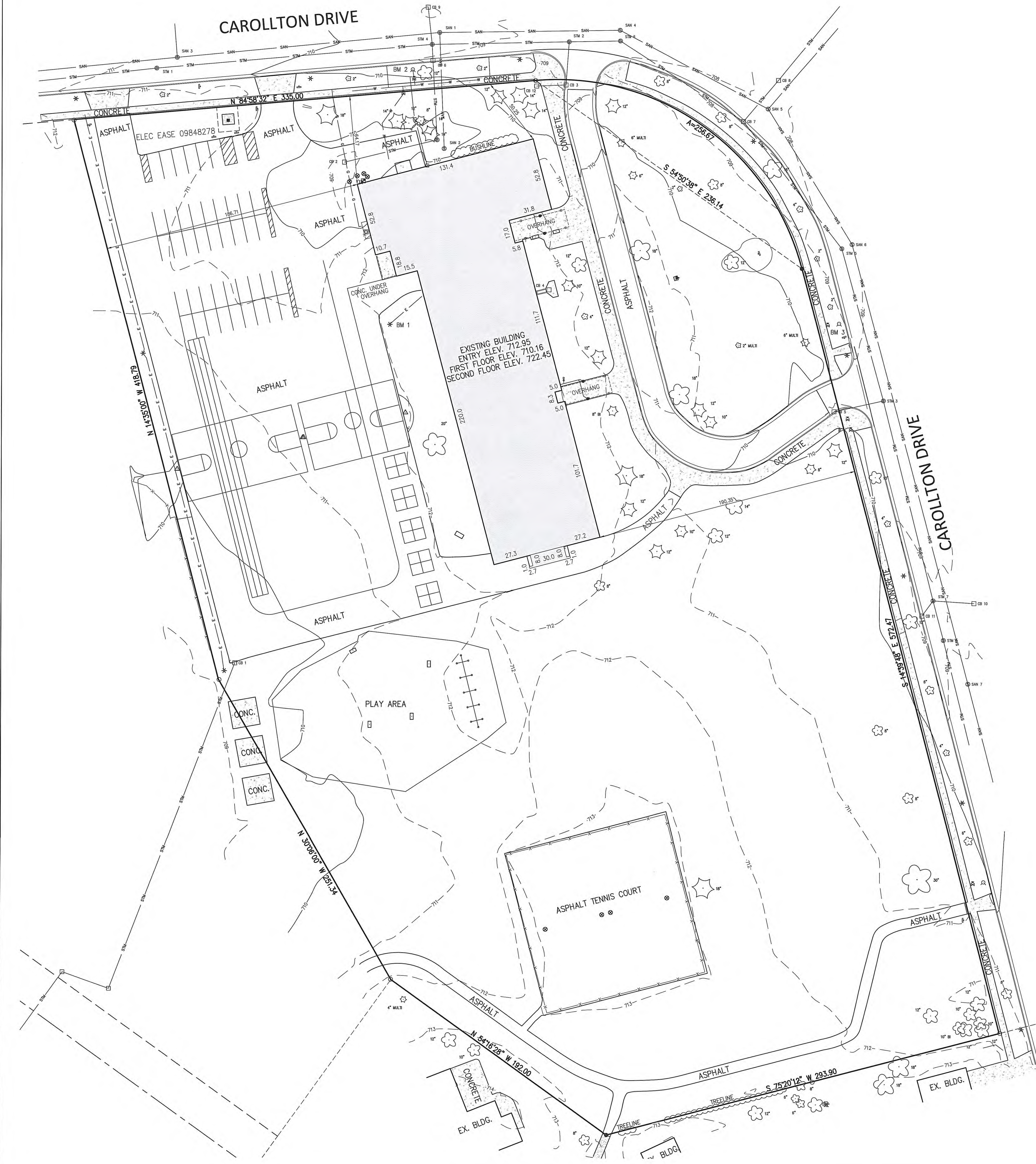
EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE TYPE, LOCATION, SIZE AND ELEVATION OF UNDERGROUND UTILITIES AS THEY DEEM NECESSARY FOR PROPOSED UTILITY CONNECTIONS AND / OR TO AVOID DAMAGE THERETO, CONTRACTOR SHALL CALL "DIGGER'S HOTLINE" PRIOR TO ANY CONSTRUCTION.

BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, BASED UPON NAD 1927.  
ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1929.  
FIELD WORK: 12-11-18 BY: JWR / DMB  
01-17-19, 01-27-19, 01-29-19 BY: JWP / CRJ



**LEGEND:**

● DOWNSPOUT	— SAN — SANITARY SEWER	⊕ DECIDUOUS TREE	⊕ CONIFEROUS TREE
⊕ STORM MANHOLE	□ PARK BENCH	— G — GAS MAIN	⊕ SET CUT CROSS
□ CATCH BASIN	Y CLEAN OUT	— E — ELECTRIC LINE	○ FOUND 1.25" IRON PIPE
— STM — STORM SEWER	— E — ELECTRIC LINE	▶ FLAG POLE	○ SET 5/8" REBAR
⊕ SANITARY MANHOLE	★ LIGHT POLE	▲ BASKETBALL HOOP	□ COMMUNICATION BOX
⊕ HYDRANT	⊕ MISC. MANHOLE	⊕ GUARD POST	■ PAD MOUNT TRANSFORMER
⊕ WATER VALVE	⊕ ELECTRIC PEDESTAL	— X — FENCE	
— W — WATER MAIN	⊕ ELECTRIC METER	⊕ GAS METER	



**OAK CREEK FRANKLIN  
JOINT SCHOOL DISTRICT  
CAROLLTON ELEMENTARY SCHOOL  
BUILDING ADDITIONS AND RENOVATIONS**  
**BID PACKAGE #**  
 8965 S CAROLLTON DR  
 OAK CREEK, WI 53154

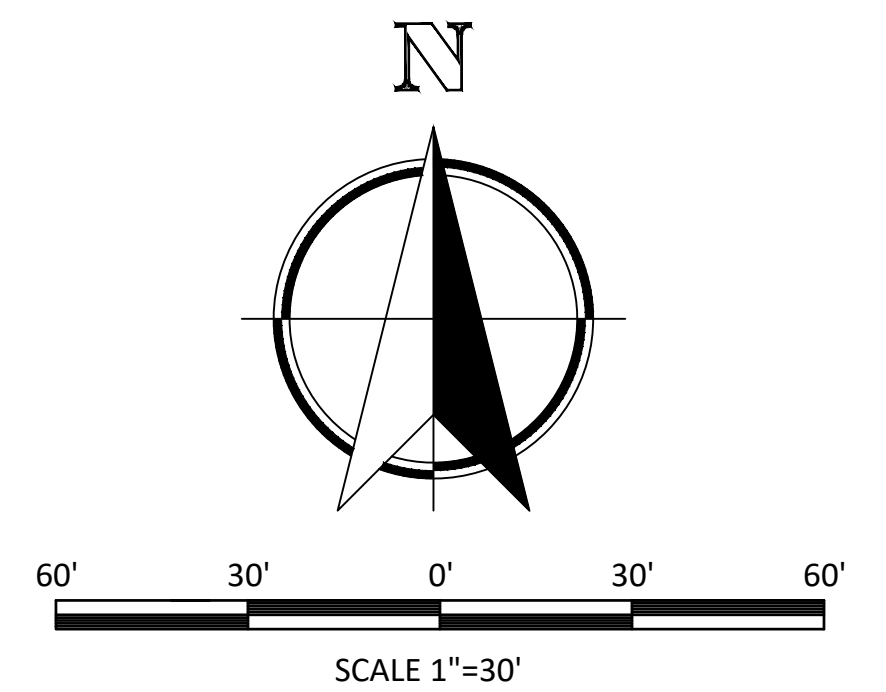
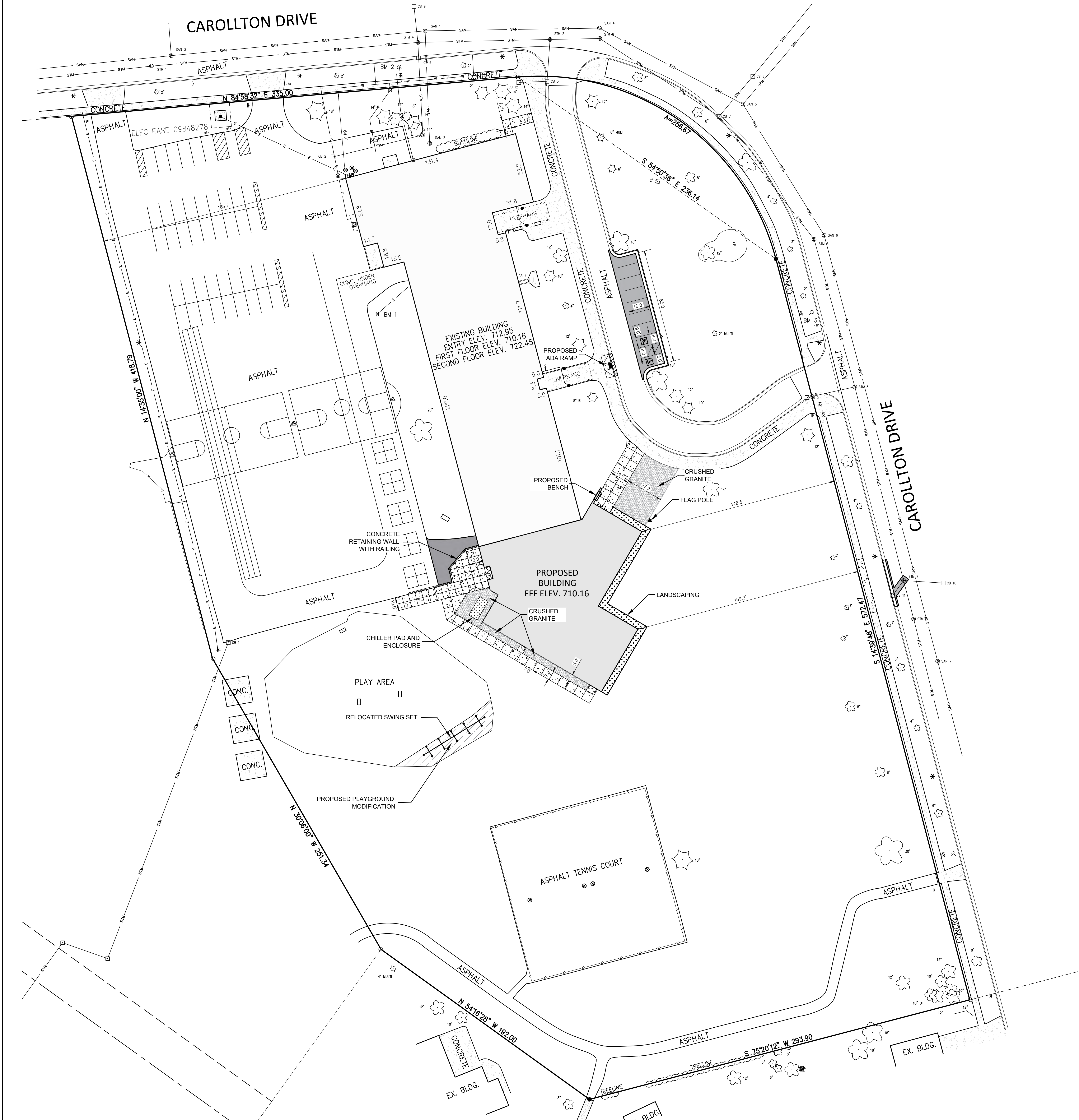
Date	Revision Description

**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	WS2-PM3
DRAWN BY	SCB	CHECKED BY	JJC

DRAWING TITLE  
**EXISTING CONDITIONS**

DRAWING NUMBER  
**C100**  
CES  
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**OAK CREEK FRANKLIN JOINT SCHOOL DISTRICT  
 CARROLLTON ELEMENTARY SCHOOL  
 BUILDING ADDITIONS AND RENOVATIONS**

**BID PACKAGE #**  
 8965 S CAROLLTON DR  
 OAK CREEK, WI 53154

**SITE DATA**

PARCEL NUMBER:	8649000000
<b>PERVIOUS SURFACE CALCULATIONS</b>	
TOTAL PARCEL	339,159 S.F.
EXISTING IMPERVIOUS SURFACE AREA:	131,347 S.F. (38.7%)
EXISTING GREEN SPACE AREA:	207,812 S.F. (61.3%)
PROPOSED IMPERVIOUS SURFACE AREA:	144,807 S.F. (42.7%)
PROPOSED GREEN SPACE AREA:	194,352 S.F. (57.3%)

**UTILITY NOTE**

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BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, BASED UPON NAD 1927.  
 ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1929.  
 FIELD WORK: 01-27-19, 01-27-19, 01-29-19 BY: JWP / CRL



**LEGEND:**

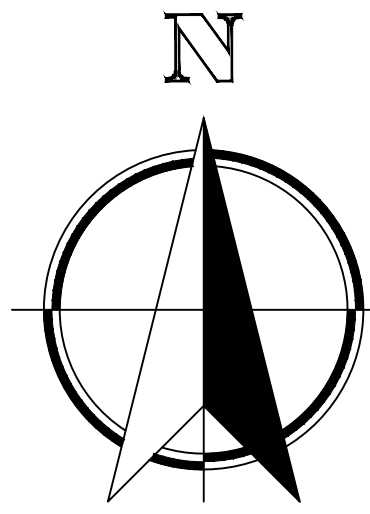
● DOWNSPOUT	— SAN — SANITARY SEWER	⊗ DECIDUOUS TREE	⊗ CONIFEROUS TREE
⊙ STORM MANHOLE	□ PARK BENCH	— G — GAS MAIN	⊗ SET CUT CROSS
□ CATCH BASIN	⊙ CLEAN OUT	⊙ SIGN	⊙ SET 5/8" REBAR
— STM — STORM SEWER	— E — ELECTRIC LINE	⊙ LIGHT POLE	⊙ BASKETBALL HOOD
⊙ SANITARY MANHOLE	⊙ LIGHT POLE	⊙ FLAG POLE	⊙ COMMUNICATION BOX
⊙ HYDRANT	⊙ MISC. MANHOLE	⊙ GUARD POST	⊙ PAD MOUNT TRANSFORMER
⊙ WATER VALVE	⊙ ELECTRIC PEDESTAL	— X — FENCE	
— W — WATER MAIN	⊙ ELECTRIC METER	⊙ GAS METER	

**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	W52-PM3
DRAWN BY	TRV	CHECKED BY	JJC

DRAWING TITLE  
**DIMENSIONED SITE PLAN**

DRAWING NUMBER  
**C101**  
 CES  
 © Nexus Solutions, LLC



60' 30' 0' 30' 60'

SCALE 1"=30'

**SITE DEMOLITION LEGEND**

- REMOVE ASPHALT PAVEMENT & BASE
- REMOVE CONCRETE PAVEMENT & BASE
- REMOVE BUILDING ENTRANCE
- SAW CUT PAVEMENT (FULL DEPTH)
- REMOVE CONCRETE CURB & GUTTER (TO THE NEAREST JOINT)
- CLEAR & GRUB ISOLATED TREES

**DEMOLITION NOTES**

THE CONTRACTOR IS RESPONSIBLE FOR THE DEMOLITION, REMOVAL, AND DISPOSAL AT A LOCATION APPROVED (BY ALL GOVERNING AUTHORITIES) OF ALL STRUCTURES, PADS, WALLS, FLUMES, FOUNDATIONS, PAVEMENTS, DRIVES, DRAINAGE STRUCTURES, UTILITIES, ETC., SUCH THAT THE IMPROVEMENTS SHOWN ON THE REMAINING PLANS CAN BE CONSTRUCTED. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO SUITABLE MATERIAL AND BROUGHT TO GRADE WITH SUITABLY COMPACTED STRUCTURAL FILL MATERIAL PER THE SPECIFICATIONS.

THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL DEBRIS FROM THE SITE AND DISPOSING THE DEBRIS IN A LAWFUL MANNER AND OBTAINING ALL PERMITS REQUIRED FOR DEMOLITION, SITE CLEARING, AND DISPOSAL.

THE CONTRACTOR SHALL COORDINATE WITH RESPECTIVE UTILITY COMPANIES PRIOR TO THE REMOVAL AND/OR RELOCATION OF UTILITIES. THE CONTRACTOR SHALL COORDINATE WITH THE UTILITY COMPANY CONCERNING PORTIONS OF WORK WHICH MAY BE PERFORMED BY THE UTILITY COMPANY'S FORCES AND ANY FEES WHICH ARE TO BE PAID TO THE UTILITY COMPANY FOR THEIR SERVICES. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES.

THE LOCATIONS OF ALL EXISTING UTILITIES SHOWN ON THIS PLAN HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE LAND SURVEYOR AND ENGINEER OF RECORD ASSUME NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES FOR ON-SITE LOCATIONS OF EXISTING UTILITIES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COORDINATION AND DISCONNECTION OF UTILITY SERVICES TO THE EXISTING BUILDINGS PRIOR TO DEMOLITION (OR MODIFICATION) OF THE BUILDINGS.

ALL EXISTING SEWERS, PIPING, AND UTILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK.

ELECTRICAL, TELEPHONE, CABLE, WATER, FIBER OPTIC CABLE, AND/OR GAS LINES NEEDING TO BE REMOVED OR RELOCATED SHALL BE COORDINATED WITH THE AFFECTED UTILITY COMPANY. ADEQUATE TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY IS NECESSARY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CALL DIGGERS HOTLINE AT 1-800-242-8511 A MINIMUM OF 3 WORKING DAYS PRIOR TO EXCAVATION ACTIVITIES TO LOCATE AND MARK ALL UNDERGROUND UTILITIES.

IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HIRE A PRIVATE UTILITY LOCATING SERVICE TO LOCATE AND MARK ALL UNDERGROUND PRIVATE UTILITIES.

CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH SIGNS, FENCING, BARRICADES, ENCLOSURES, ETC. (AND OTHER APPROPRIATE BEST MANAGEMENT PRACTICES) AS APPROVED BY THE CONSTRUCTION MANAGER. TEMPORARY CLOSURE OF ANY PUBLIC ROADWAY OR SIDEWALK SHALL BE APPROVED BY THE AUTHORITY HAVING JURISDICTION.

CONTINUOUS ACCESS SHALL BE MAINTAINED FOR THE SURROUNDING PROPERTIES AT ALL TIMES DURING THE COURSE OF WORK.

PRIOR TO DEMOLITION OCCURRING, ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.

EXISTING ITEMS TO REMAIN INCLUDING, BUT NOT LIMITED TO, FENCES, SIGNS, UTILITIES, BUILDINGS, TREES, PAVEMENTS, AND LIGHT POLES SHALL BE CAREFULLY PROTECTED DURING THE DEMOLITION PROCESS. ANY DAMAGE SUSTAINED TO ITEMS TO REMAIN IN PLACE SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE DISTRICT.

PROPERTY CORNERS AND BENCHMARKS SHALL BE CAREFULLY PROTECTED UNTIL THEY HAVE BEEN REFERENCED BY A PROFESSIONAL LAND SURVEYOR. PROPERTY MONUMENTS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE DISTRICT.

CONTRACTOR SHALL LIMIT PAVEMENT REMOVALS TO ONLY THOSE AREAS WHERE IT IS NECESSARY AS SHOWN ON THESE CONSTRUCTION PLANS. CONCRETE SIDEWALK AND CURB & GUTTER IS TO BE REMOVED TO NEAREST JOINT IN ORDER TO ACCOMMODATE PROPOSED IMPROVEMENTS. IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENTS AND OR OTHER IMPROVEMENTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPAIR OF DAMAGED PAVEMENT AND OTHER ITEMS AT NO ADDITIONAL COST TO THE DISTRICT.

IF PREVIOUSLY UNIDENTIFIED HAZARDOUS, CONTAMINATED MATERIALS, OR OTHER ENVIRONMENTAL RELATED CONDITIONS ARE DISCOVERED, STOP WORK IMMEDIATELY AND NOTIFY THE PROJECT CONSTRUCTION MANAGER FOR ACTION TO BE TAKEN. DO NOT RESUME WORK UNTIL SPECIFICALLY AUTHORIZED BY THE CONSTRUCTION MANAGER.

AT THE COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL ABANDONED, EXCESS, WASTE, STOCKPILED AND SPOIL MATERIAL IN ACCORDANCE WITH SECTION 205.3.12 OF THE "STATE SPECIFICATIONS". THIS WORK SHALL BE DONE AT THE CONTRACTOR'S EXPENSE.

SEE ELECTRICAL PLANS FOR SITE LIGHTING DEMOLITION.

**UTILITY NOTE**

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BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, BASED UPON NAD 1927.

ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1928.

FIELD WORK: 12-11-18, 01-27-19, 01-29-19 BY: JWP / OHL

**LEGEND:**

- |                   |                      |                 |                       |
|-------------------|----------------------|-----------------|-----------------------|
| DOWNSPOUT         | SAN — SANITARY SEWER | DECIDUOUS TREE  | CONIFEROUS TREE       |
| STORM MANHOLE     | PARK BENCH           | G — GAS MAIN    | SET CUT CROSS         |
| CATCH BASIN       | CLEAN OUT            | SIGN            |                       |
| STM — STORM SEWER | E — ELECTRIC LINE    | FLAG POLE       |                       |
| SANITARY MANHOLE  | LIGHT POLE           | BASKETBALL HOOP | COMMUNICATION BOX     |
| HYDRANT           | MISC. MANHOLE        | GUARD POST      | PAD MOUNT TRANSFORMER |
| WATER VALVE       | ELECTRIC PEDESTAL    | FENCE           |                       |
| W — WATER MAIN    | ELECTRIC METER       | GAS METER       |                       |



**OAK CREEK FRANKLIN  
JOINT SCHOOL DISTRICT  
CAROLLTON ELEMENTARY SCHOOL  
BUILDING ADDITIONS AND RENOVATIONS**

**BID PACKAGE #  
8965 S CAROLLTON DR  
OAK CREEK, WI 53154**

Date	Revision Description

**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	W52-PM3
DRAWN BY	TRV	CHECKED BY	JJC

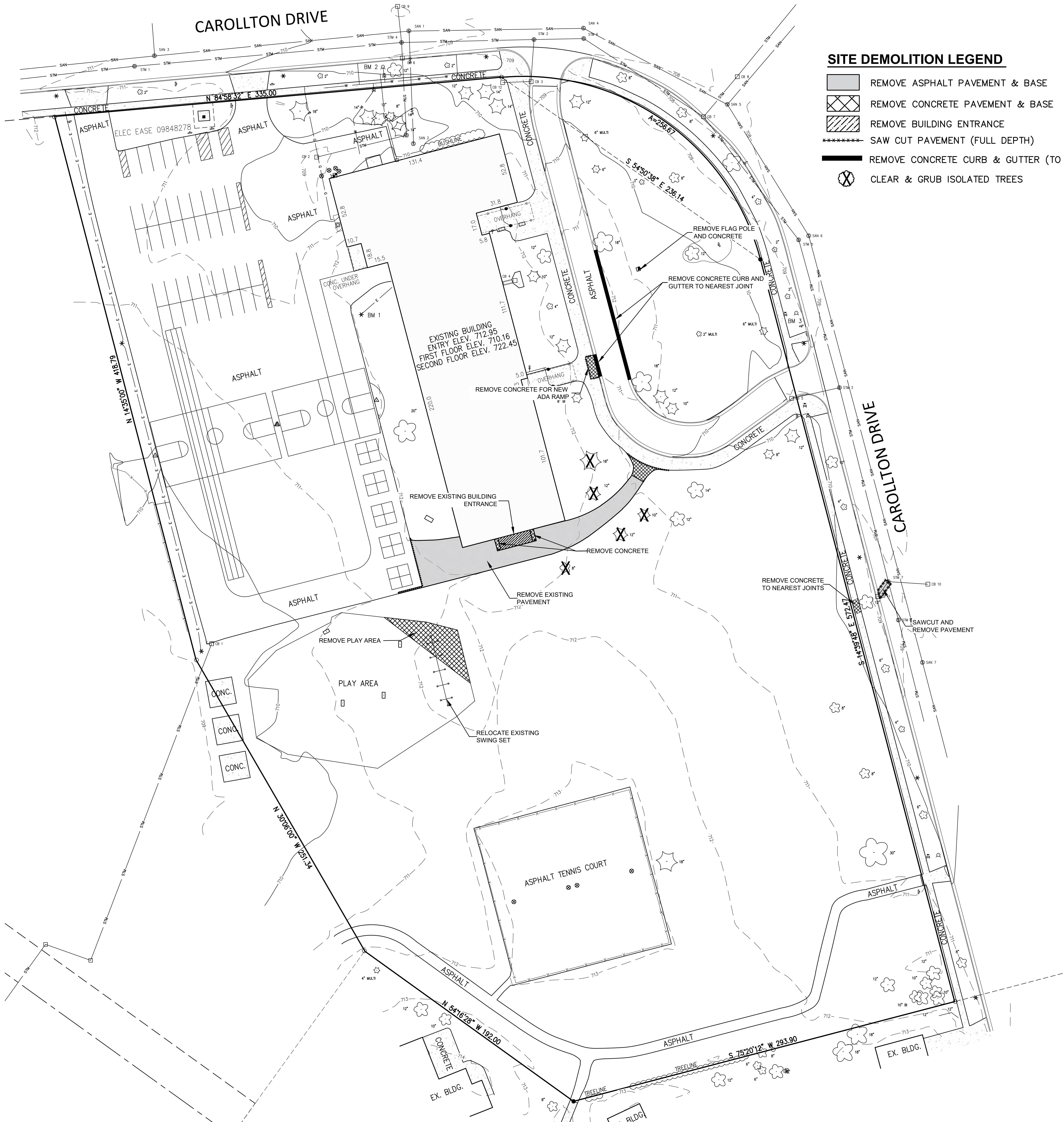
**DRAWING TITLE  
SITE DEMOLITION PLAN**

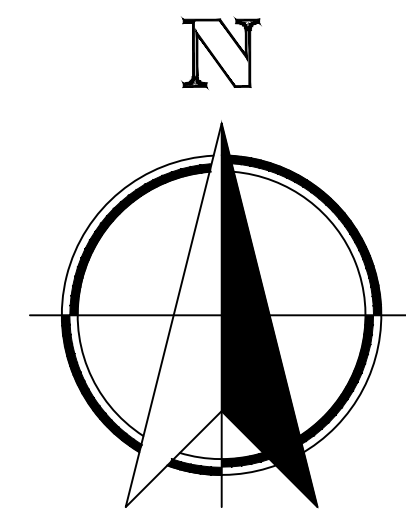
DRAWING NUMBER

**C102**

CES

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**SITE GRADING & EROSION CONTROL LEGEND**

- 692 — EXISTING CONTOURS
- 702 — PROPOSED CONTOURS
- STONE TRACKING PAD
- EROSION MAT CLASS 1, TYPE B
- STORM INLET PROTECTION
- SILT FENCE
- DRAINAGE SWALE CENTERLINE
- FINISHED YARD GRADE

**EROSION & SEDIMENT CONTROL NOTES**

THE EROSION AND SEDIMENT CONTROL PROVISIONS DETAILED ON THE DRAWINGS AND SPECIFIED HEREIN ARE THE MINIMUM REQUIREMENTS FOR EROSION CONTROL.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL PREPARE ANY REVISIONS, ADJUSTMENTS OR PROPOSED ALTERATIONS TO THE CONSTRUCTION SEQUENCING AND/OR EROSION AND SEDIMENT CONTROL PLANS. THE CONTRACTOR IS RESPONSIBLE TO NOTIFY DESIGN ENGINEER OF RECORD AND REGULATORY OFFICIALS OF ANY CHANGES TO THE EROSION CONTROL AND STORMWATER MANAGEMENT PLANS. MODIFICATIONS TO THE APPROVED EROSION CONTROL DESIGN IN ORDER TO MEET UNFORESEEN FIELD CONDITIONS IS ALLOWED IF MODIFICATIONS CONFORM TO BEST MANAGEMENT PRACTICES (BMP'S). ALL SIGNIFICANT DEVIATIONS FROM THE PLANS MUST BE SUBMITTED AND APPROVED BY THE CITY OF OAK CREEK.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION, MAINTENANCE, REPAIR AND REMOVAL OF ALL EROSION CONTROL DEVICES REQUIRED FOR THE PROJECT WHICH SHALL BE DONE IN ACCORDANCE WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (DNR) TECHNICAL STANDARDS (REFERRED TO AS BMP'S) AND CITY OF OAK CREEK ORDINANCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL CONTROL MEASURES WHICH MAY BE NECESSARY TO MEET UNFORESEEN FIELD CONDITIONS. SEE CITY OF OAK CREEK AND WDNR EROSION CONTROL PERMITS FOR ADDITIONAL DETAILS OR REQUIREMENTS.

ALL EROSION AND SEDIMENT CONTROL MEASURES AND DEVICES SHALL BE INSPECTED BY THE CONTRACTOR AS REQUIRED IN THE WISCONSIN ADMINISTRATIVE CODE (SPS 380.21) AND MAINTAINED PER SPS 380.22.

INSPECTIONS AND MAINTENANCE OF ALL EROSION CONTROL MEASURES SHALL BE ROUTINE (ONCE PER WEEK MINIMUM) TO ENSURE PROPER FUNCTION OF EROSION CONTROLS AT ALL TIMES. SEDIMENT AND EROSION CONTROL MEASURES ARE TO BE IN WORKING ORDER AT THE END OF EACH WORK DAY. THE CONTRACTOR SHALL CHECK THE EROSION AND SEDIMENT CONTROL PRACTICES FOR MAINTENANCE NEEDS AT ALL THE FOLLOWING INTERVALS UNTIL THE SITE IS STABILIZED:

- A. AT LEAST WEEKLY.
- B. WITHIN 24 HOURS AFTER A RAINFALL EVENT OF 0.5 INCHES OR GREATER. A RAINFALL EVENT SHALL BE CONSIDERED TO BE THE TOTAL AMOUNT OF RAINFALL RECORDED IN ANY CONTINUOUS 24-HOUR PERIOD. ALL EROSION AND SEDIMENT CONTROL ITEMS SHALL BE INSPECTED WITHIN 24 HOURS OF ALL RAIN EVENTS EXCEEDING 0.5 INCHES IMMEDIATELY REPAIR ANY DAMAGE OBSERVED DURING THE INSPECTION.

THE CONTRACTOR SHALL MAINTAIN A MONITORING RECORD WHEN THE LAND DISTURBING CONSTRUCTION ACTIVITY INVOLVES ONE OR MORE ACRES. THE MONITORING RECORD SHALL CONTAIN AT LEAST THE FOLLOWING INFORMATION:

- A. THE CONDITION OF THE EROSION AND SEDIMENT CONTROL PRACTICES AT THE INTERVALS SPECIFIED ABOVE.
- B. A DESCRIPTION OF THE MAINTENANCE CONDUCTED TO REPAIR OR REPLACE EROSION AND SEDIMENT CONTROL PRACTICES. EROSION AND SEDIMENT CONTROL INSPECTIONS AND ENFORCEMENT ACTIONS MAY BE CONDUCTED BY WDNR, THE CITY OF OAK CREEK OR THEIR AUTHORIZED AGENTS DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT.

EROSION AND SEDIMENT CONTROL INSPECTIONS AND ENFORCEMENT ACTIONS MAY BE CONDUCTED BY WDNR, THE CITY OF OAK CREEK OR THEIR AUTHORIZED AGENTS DURING AND AFTER THE CONSTRUCTION OF THIS PROJECT. ADDITIONAL EROSION CONTROL MEASURES, AS REQUESTED BY STATE OR LOCAL INSPECTORS AND/OR THE ENGINEER OF RECORD, SHALL BE INSTALLED WITHIN 24 HOURS OF REQUEST.

ALL SEDIMENT AND EROSION CONTROL DEVICES, INCLUDING PERIMETER EROSION CONTROL MEASURES SUCH AS CONSTRUCTION ENTRANCES, SILT FENCE AND EXISTING INLET PROTECTION SHALL BE INSTALLED PRIOR TO COMMENCING EARTH DISTURBING ACTIVITIES. THE CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES UNTIL THE SITE HAS ESTABLISHED A VEGETATIVE COVER AND IS STABILIZED.

INSTALL SILT FENCE PER SECTION 626 OF THE "STATE SPECIFICATIONS" AND WDNR TECHNICAL STANDARD 1056 AT THE LOCATIONS SHOWN ON THE PLAN. ERECT SILT FENCE PRIOR TO STARTING A CONSTRUCTION OPERATION THAT MIGHT CAUSE SEDIMENTATION OR SILTATION AT THE SITE OF THE PROPOSED SILT FENCE. CONTRACTOR SHALL INSTALL SILT FENCING AT DOWNSLOPE SIDE OF STOCKPILES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REMOVAL OF ALL REQUIRED SILT FENCE MATERIAL.

THE CONTRACTOR IS RESPONSIBLE FOR CONTROLLING WIND EROSION (DUST) DURING CONSTRUCTION AT HIS/HER EXPENSE (WHEN NECESSARY OR AS REQUIRED BY LOCAL INSPECTORS AND/OR ENGINEER OF RECORD).

EROSION CONTROL FOR UTILITY CONSTRUCTION (STORM SEWER, SANITARY SEWER, WATER MAIN, ETC.):

- A. PLACE EXCAVATED TRENCH MATERIAL ON THE HIGH SIDE OF THE TRENCH.
- B. BACKFILL, COMPACT AND STABILIZE THE TRENCH IMMEDIATELY AFTER PIPE CONSTRUCTION.
- C. ANY WATER PUMPED FROM PITS, TRENCHES, WELLS OR PONDS SHALL BE DISCHARGED INTO A SEDIMENTATION BASIN OR FILTERING TANK IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1061 AND BMP'S PRIOR TO RELEASE INTO THE STORM SEWER, RECEIVING STREAM OR DRAINAGE DITCH. PUMPED WATER CAN BE TREATED IN FILTER BAGS, STONE FILTERS OR SIMILAR DEVICES. QUALITY OF PUMPED WATER SHALL BE CONTINUOUSLY MONITORED DURING PUMPING OPERATIONS.

CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT ALL LOCATIONS OF VEHICLE INGRESS/EGRESS POINTS. CONTRACTOR IS RESPONSIBLE TO COORDINATE LOCATION(S) WITH THE PROPER AUTHORITIES, PROVIDE NECESSARY FEES AND OBTAIN ALL REQUIRED APPROVALS OR PERMITS. ADDITIONAL CONSTRUCTION ENTRANCES, OTHER THAN SHOWN ON THE PLANS, MUST HAVE PRIOR APPROVAL BY THE CITY OF OAK CREEK.

DITCH CHECKS AND APPLICABLE EROSION NETTING/MATTING SHALL BE INSTALLED IMMEDIATELY AFTER COMPLETION OF GRADING EFFORTS WITHIN DITCHES/SWALES TO PREVENT SOIL TRANSPORTATION.

ALL EXPOSED SOIL AREAS THAT WILL NOT BE BROUGHT TO FINAL GRADE OR ON WHICH LAND DISTURBING ACTIVITIES WILL NOT BE PERFORMED FOR A PERIOD GREATER THAN 14 DAYS AND REQUIRE VEGETATIVE COVER FOR LESS THAN 1 YEAR, REQUIRE TEMPORARY SEEDING FOR EROSION CONTROL. SEEDING FOR EROSION CONTROL SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1059 AND CITY OF OAK CREEK ORDINANCE.

ALL DISTURBED SLOPES EXCEEDING 5:1, SHALL BE STABILIZED WITH CLASS 1, TYPE B EROSION MATTING OR APPLICATION OF A WISCONSIN DEPARTMENT OF TRANSPORTATION (WisDOT) APPROVED (POLYMER) SOIL STABILIZATION TREATMENT OR A COMBINATION THEREOF, AS REQUIRED. EROSION MATTING AND/OR NETTING USED ON-SITE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND WDNR TECHNICAL STANDARDS 1052.

PAVED SURFACES ADJACENT TO CONSTRUCTION SITE VEHICLE ACCESS SHALL BE SWEEPED AND/OR SCRAPPED TO REMOVE ACCUMULATED SOIL, DIRT AND/OR DUST AT THE END OF EACH WORK DAY AND AS REQUESTED BY THE CITY OF OAK CREEK.

EROSION CONTROL MEASURES SHALL BE REMOVED ONLY AFTER SITE CONSTRUCTION IS COMPLETE WITH ALL SOIL SURFACES HAVING AN ESTABLISHED VEGETATIVE COVER.

**UTILITY NOTE**

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BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, BASED UPON NAD 1927.

ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1928.  
 FIELD WORK: 12-11-18, BY: JWR / DMR  
 01-17-19, 01-27-19, 01-29-19 BY: JWP / CIL

**LEGEND:**

- DOWNSPOUT
- SAN — SANITARY SEWER
- DECIDUOUS TREE
- STORM MANHOLE
- PARK BENCH
- G — GAS MAIN
- CATCH BASIN
- CLEAN OUT
- SIGN
- STM — STORM SEWER
- E — ELECTRIC LINE
- SANITARY MANHOLE
- LIGHT POLE
- FLAG POLE
- HYDRANT
- MISC. MANHOLE
- BASKETBALL HOOP
- WATER VALVE
- ELECTRIC PEDESTAL
- GUARD POST
- W — WATER MAIN
- ELECTRIC METER
- FENCE
- GAS METER
- CONIFEROUS TREE
- SET CUT CROSS
- SET 5/8" REBAR
- COMMUNICATION BOX
- PAD MOUNT TRANSFORMER

**OAK CREEK FRANKLIN  
 JOINT SCHOOL DISTRICT  
 CAROLLTON ELEMENTARY SCHOOL  
 BUILDING ADDITIONS AND RENOVATIONS**

**BID PACKAGE #  
 8965 S CAROLLTON DR  
 OAK CREEK, WI 53154**

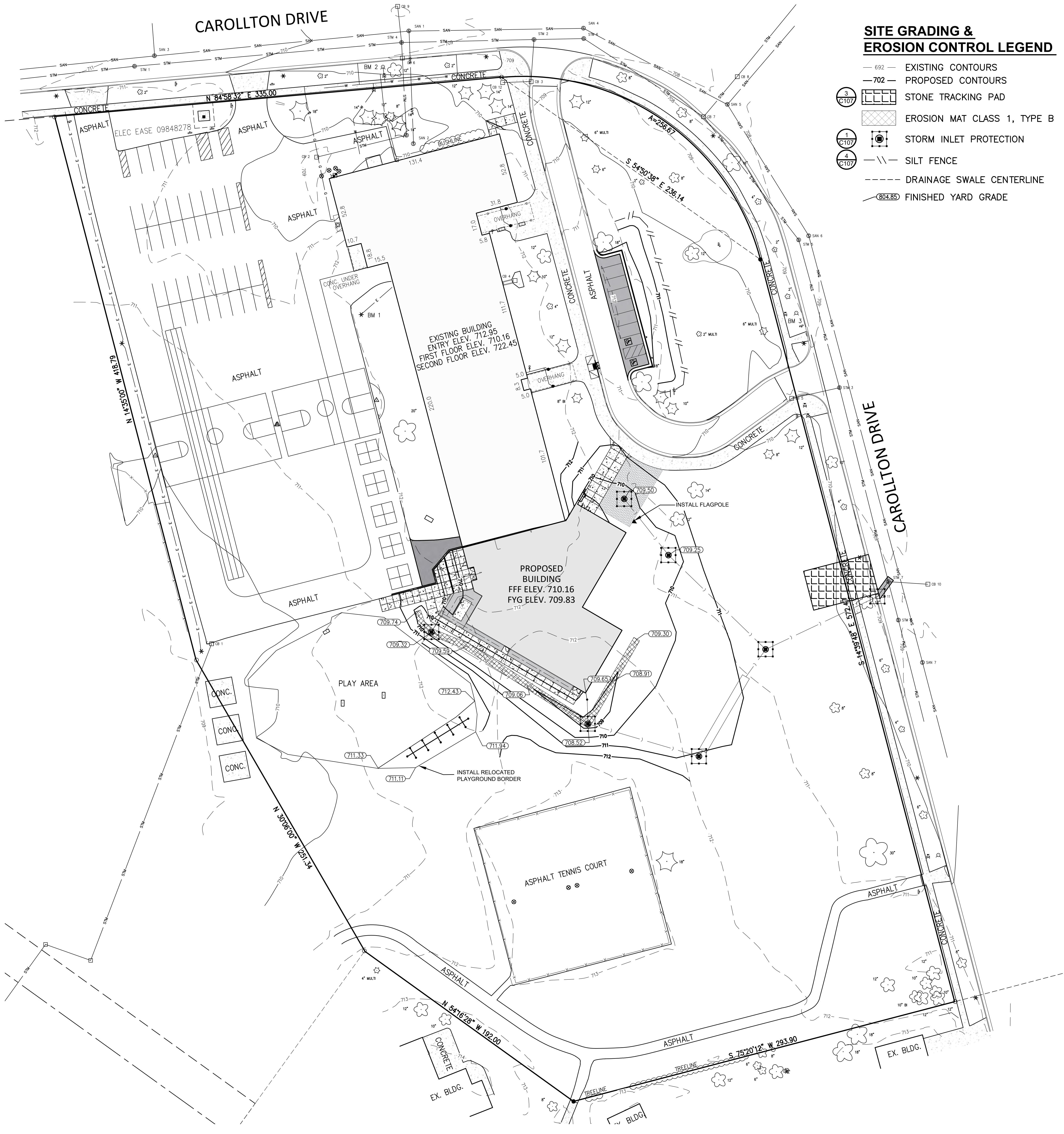
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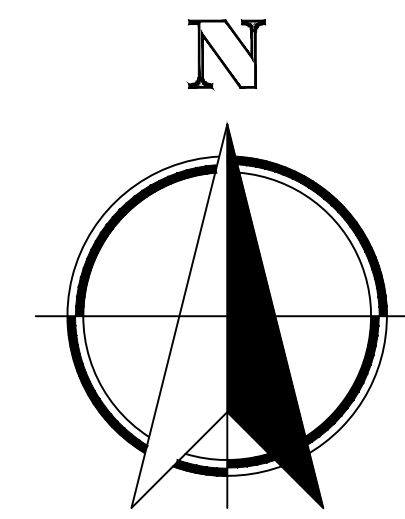
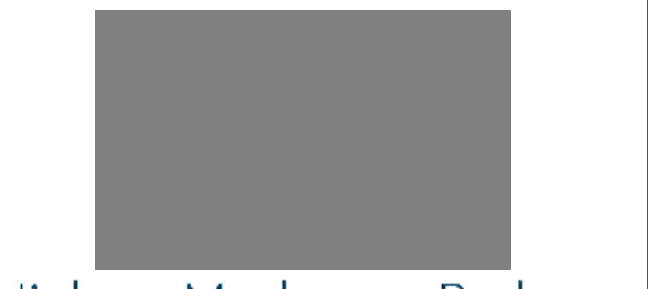
**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	W52-PM3
DRAWN BY	TRV	CHECKED BY	JJC

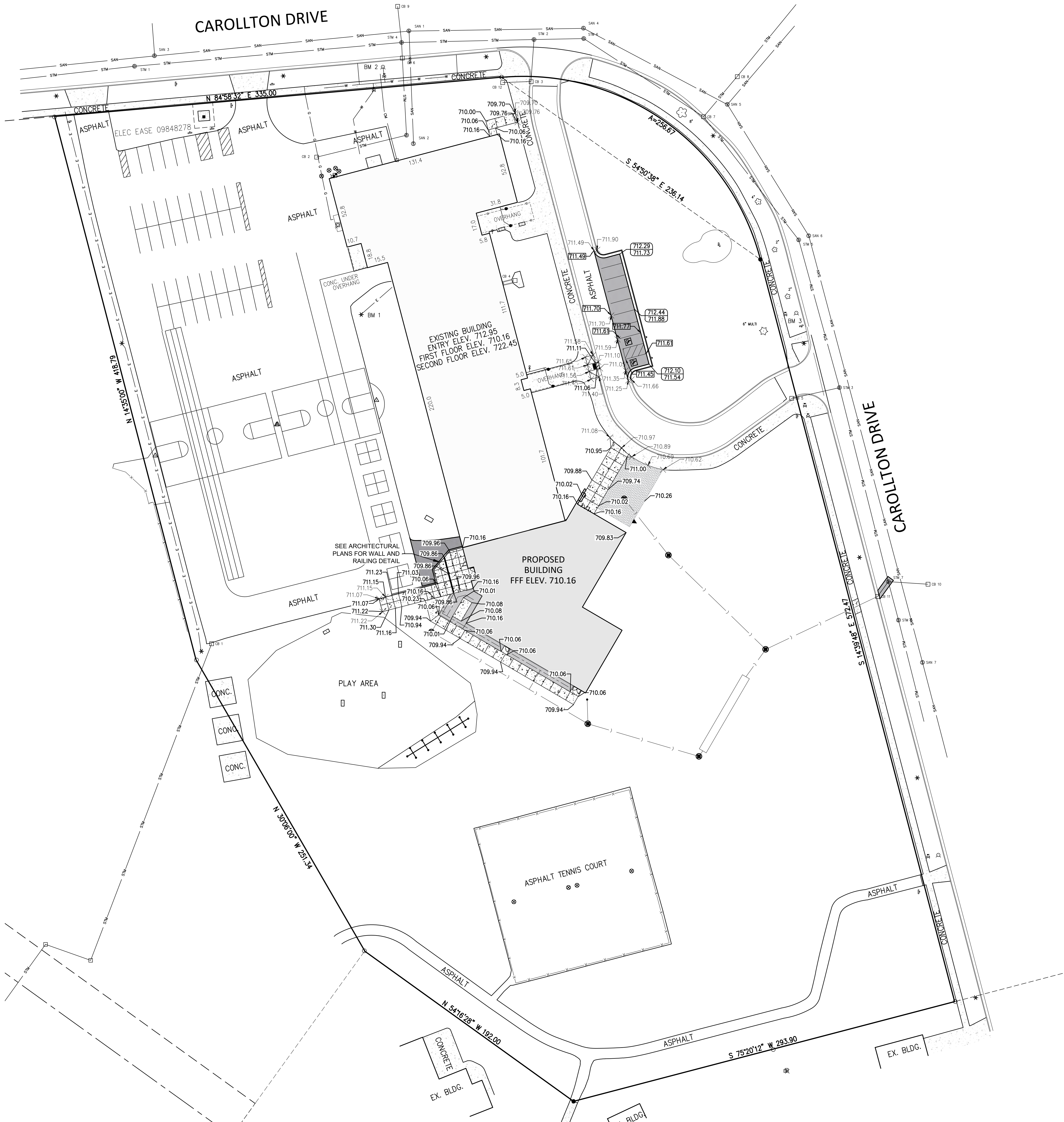
DRAWING TITLE  
**SITE GRADING & EROSION CONTROL PLAN**

DRAWING NUMBER  
**C103**  
 CES  
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60' 30' 0' 30' 60'  
SCALE 1"=30'



**EXISTING PAVEMENT NOTES**

ALL EXISTING PAVEMENT ADJACENT TO PROPOSED IMPROVEMENTS SHALL BE CRACK FILLED, SEAL COATED AND STRIPED IN ACCORDANCE WITH THE PAVEMENT MARKING PLAN.

**PAVEMENT GRADING LEGEND**

- 804.85 EXISTING SPOT GRADES
- 804.85 FINISHED PAVEMENT GRADES
- 804.85 FINISHED SIDEWALK/GRAVEL GRADES
- 804.85 TOP OF CURB/FINISHED SIDEWALK GRADE
- 804.85 FINISHED PAVEMENT GRADE
- MEDIUM-DUTY ASPHALT PAVEMENT
- LIGHT-DUTY CONCRETE PAVEMENT
- 18" VERTICAL FACE, REJECTING PAN, CURB & GUTTER
- 30" DEPRESSED HEAD, CURB & GUTTER

**UTILITY NOTE**

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BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, BASED UPON NAD 1927.  
ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1929  
FIELD WORK: 12-11-19, 01-27-19, 01-29-19 BY: JWP / CIL



- LEGEND:**
- DOWNSPOUT
  - SANITARY SEWER
  - DECIDUOUS TREE
  - CONIFEROUS TREE
  - STORM MANHOLE
  - PARK BENCH
  - GAS MAIN
  - SET CUT CROSS
  - CATCH BASIN
  - CLEAN OUT
  - SIGN
  - FOUND 1.25" IRON PIPE
  - STORM SEWER
  - ELECTRIC LINE
  - FLAG POLE
  - SET 5/8" REBAR
  - SANITARY MANHOLE
  - LIGHT POLE
  - BASKETBALL HOOP
  - COMMUNICATION BOX
  - HYDRANT
  - MISC. MANHOLE
  - GUARD POST
  - PAD MOUNT TRANSFORMER
  - WATER VALVE
  - ELECTRIC PEDESTAL
  - FENCE
  - WATER MAIN
  - ELECTRIC METER
  - GAS METER

**OAK CREEK FRANKLIN  
JOINT SCHOOL DISTRICT  
CAROLLTON ELEMENTARY SCHOOL  
BUILDING ADDITIONS AND RENOVATIONS**  
 BID PACKAGE #  
 8965 S CAROLLTON DR  
 OAK CREEK, WI 53154

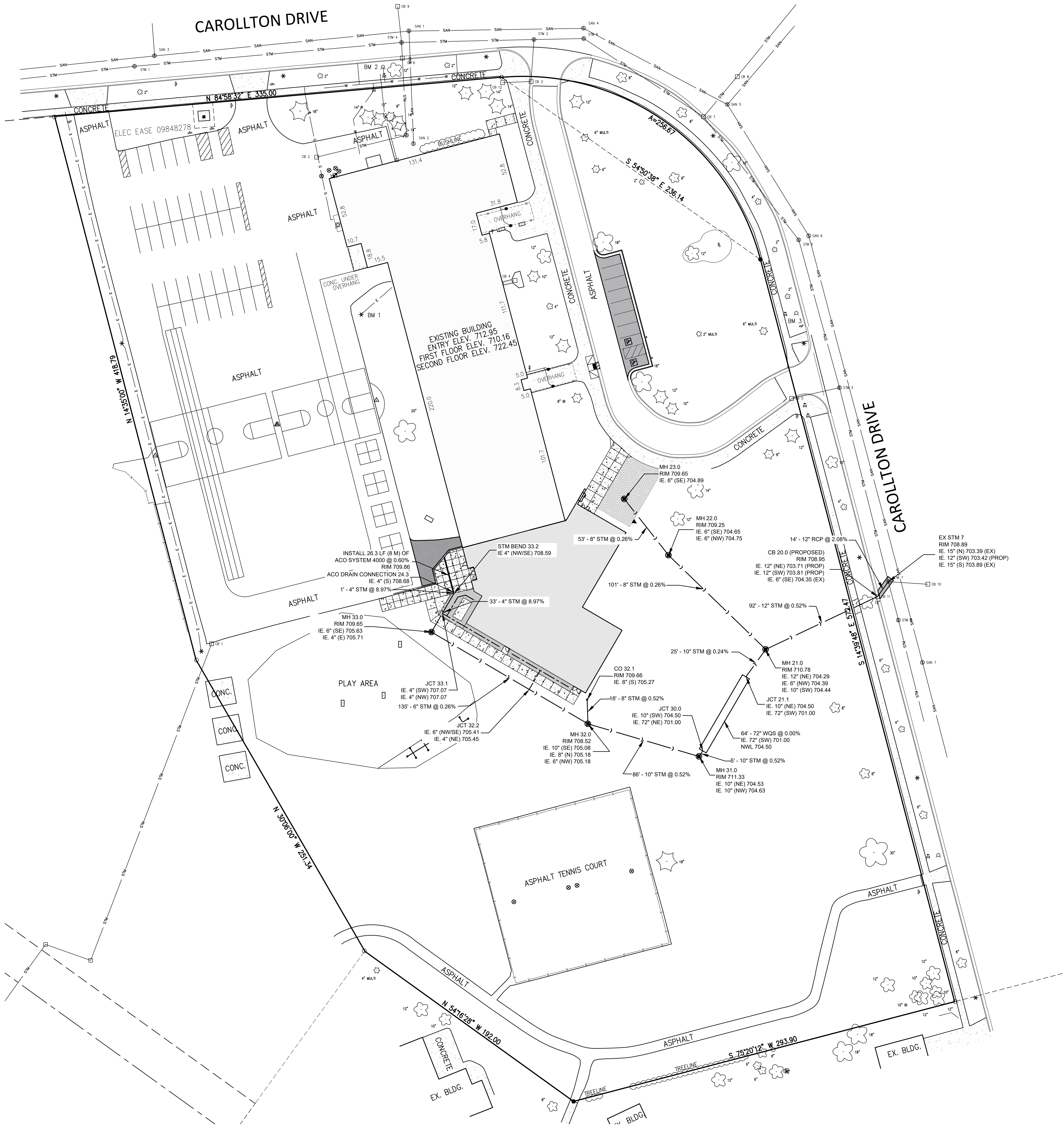
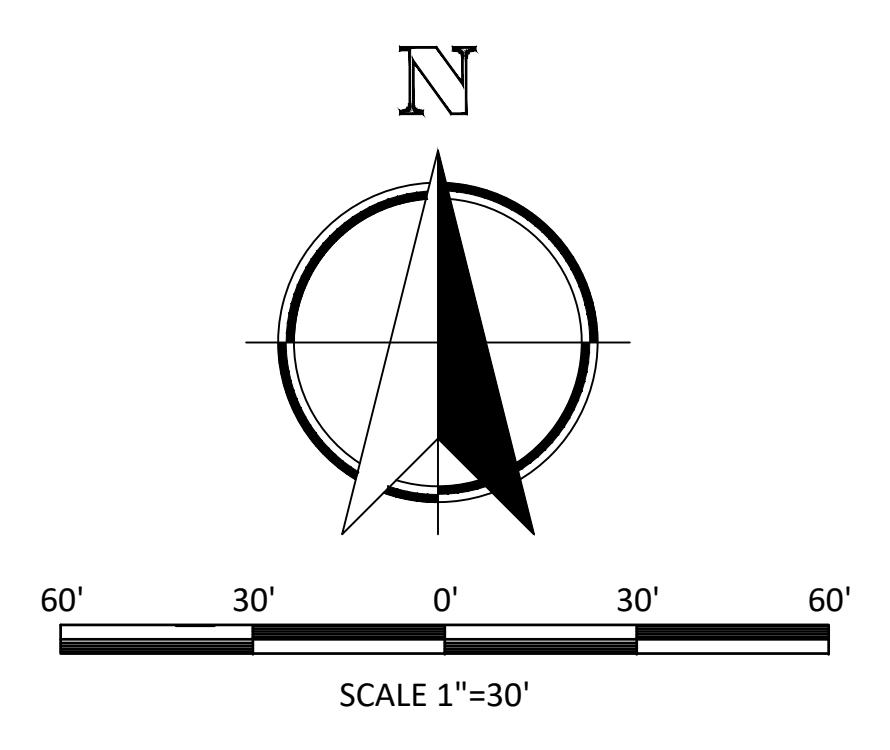
Date	Revision Description

**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	W52-PM3
DRAWN BY	TRV	CHECKED BY	JJC

DRAWING TITLE  
**PAVEMENT GRADING PLAN**

DRAWING NUMBER  
**C104**  
CES  
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**PROPOSED UTILITY LEGEND**

- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- EXISTING STORM SEWER
- EXISTING SANITARY SEWER
- EXISTING WATER MAIN

**REFERENCES**

EROSION CONTROL, EARTHWORK, SITE GRADING AND PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE "STATE OF WISCONSIN, STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION", CURRENT EDITION, HEREIN REFERRED TO AS THE "STATE SPECIFICATIONS".

SANITARY SEWER AND WATER MAIN CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN", 6TH EDITION, DECEMBER 22, 2003 WITH ADDENDA NO. 1 AND NO. 2, HEREIN REFERRED TO AS THE "STANDARD SPECIFICATIONS".

**UTILITY CONSTRUCTION GENERAL NOTES**

CONTRACTOR SHALL VERIFY ALL ELEVATIONS, LOCATIONS AND SIZES OF EXISTING SANITARY AND STORM SEWERS, WATER MAINS, GAS & ELECTRIC LINES OR OTHER UTILITIES PRIOR TO STARTING CONSTRUCTION. AS-BUILT (FIELD) DATA SHALL BE USED TO CHECK ALL PROPOSED UTILITY CROSSINGS FOR CONFLICTS.

CONTRACTOR SHALL CONTACT DIGGER'S HOTLINE A MINIMUM OF 72 HOURS BEFORE THE START OF CONSTRUCTION TO IDENTIFY ADJACENT UNDERGROUND UTILITIES. THE LOCATION OF EXISTING PRIVATE UTILITIES MAY NOT BE SHOWN ON THE PLANS AND SHOULD BE LOCATED BY THE OWNER PRIOR TO CONSTRUCTION.

ANY WATER PUMPED FROM PITS, TRENCHES, WELLS OR PONDS SHALL BE TREATED FOR SEDIMENT REMOVAL PRIOR TO DISCHARGE OFF-SITE. PUMPING OPERATIONS SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1061. PUMPED WATER CAN BE TREATED IN RETENTION BASINS, FILTER BAGS, STONE FILTERS OR BY OTHER WDNR APPROVED METHODS. QUALITY OF PUMPED WATER SHALL BE CONTINUOUSLY MONITORED DURING PUMPING OPERATIONS.

THE EXACT LOCATION OF ALL BUILDING LATERALS, ROOF DRAIN RISERS AND DOWNSPOUTS (IF APPLICABLE) SHALL BE PER THE ARCHITECTURAL OR MECHANICAL DRAWINGS.

**STORM SEWER NOTES**

STORM SEWERS IN THE ROADWAY WERE SIZED IN ACCORDANCE WITH SPS TABLE 382.36-4 "MAXIMUM CAPACITY OF STORM WATER HORIZONTAL CONVEYANCE PIPING FOR CONCRETE, ASTM C76 AND ASTM C141". ANY MATERIAL APPROVED BY THE CITY OF OAK CREEK AND THE WISCONSIN DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES MAY BE USED AT THE SLOPES AND SIZES DESIGNED.

ALL OTHER STORM SEWERS (EXCEPT WITHIN THE ROADWAY) WERE SIZED IN ACCORDANCE WITH SPS TABLE 382.36-1 "MAXIMUM CAPACITY OF STORM WATER CONVEYANCE PIPING FOR PVC, ASTM D1785", D2665, F891 and ABS, ASTM D1527, D2661, F628. ALL STORM SEWERS WITHIN THE PUBLIC ROADWAY WERE SIZED IN ACCORDANCE WITH SPS TABLE 382.36-4 "MAXIMUM CAPACITY OF STORM WATER CONVEYANCE PIPING FOR CONCRETE, ASTM C76 AND ASTM C141". ANY MATERIAL APPROVED BY THE CITY OF OAK CREEK AND THE WISCONSIN DEPARTMENT OF SAFETY AND PROFESSIONAL SERVICES MAY BE USED AT THE SLOPES AND SIZES DESIGNED.

STORM SEWER, ROOF DRAIN AND STORM BUILDING SEWER PIPE AND TUBING MATERIALS SHALL CONFORM TO SPS 384.30 OF THE WISCONSIN ADMINISTRATIVE CODE. REINFORCED CONCRETE PIPE (RCP) AND POLYVINYL CHLORIDE (PVC) MATERIALS SHALL BE SELECTED FROM TABLE 384.30-6. CORRUGATED HIGH DENSITY POLYETHYLENE (HDPE) PIPE MATERIAL (IF SELECTED) SHALL MEET THE REQUIREMENTS OF AASHTO M-252 FOR 4"-10" DIAMETER SIZES AND AASHTO M294 FOR 12"-48" DIAMETER SIZES.

**UNDERGROUND DETENTION NOTES**

THE UNDERGROUND DETENTION / WATER QUALITY SYSTEM SHALL BE MANUFACTURED AND INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN ON THESE PLANS.

A PRE-CONSTRUCTION MEETING SHALL BE CONDUCTED WITH THE DETENTION SYSTEM MANUFACTURER AND THE CONTRACTOR PRIOR TO PIPE INSTALLATION. A REGISTERED PROFESSIONAL ENGINEER LICENSED IN THE STATE OF WISCONSIN EMPLOYED BY THE MANUFACTURER MUST BE PRESENT AT THE PRE-CONSTRUCTION MEETING.

ACCESS RISERS TO BE "ROUND OPTION" REINFORCED CONCRETE MANHOLE CAPS PER D4 ON SHEET C111 AND SHALL BE FURNISHED WITH A NEENAH R-2080 TYPE "D" BOLTED FRAME AND GRATE COVER (UNLESS OTHERWISE NOTED).

**UTILITY NOTE**

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BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, BASED UPON NAD 1927.  
 ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1929  
 FIELD WORK: 12-11-19, 01-27-19, 01-29-19 BY: JWP / CHL

- LEGEND:**
- DOWNSPOUT
  - STORM MANHOLE
  - CATCH BASIN
  - SANITARY MANHOLE
  - HYDRANT
  - WATER VALVE
  - WATER MAIN
  - SANITARY SEWER
  - PARK BENCH
  - CLEAN OUT
  - ELECTRIC LINE
  - LIGHT POLE
  - MISC. MANHOLE
  - ELECTRIC PEDESTAL
  - ELECTRIC METER
  - DECIDUOUS TREE
  - GAS MAIN
  - SIGN
  - BASKETBALL HOOP
  - GUARD POST
  - FENCE
  - GAS METER
  - CONIFEROUS TREE
  - SET CUT CROSS
  - FOUND 1.25" IRON PIPE
  - SET 5/8" REBAR
  - COMMUNICATION BOX
  - PAD MOUNT TRANSFORMER

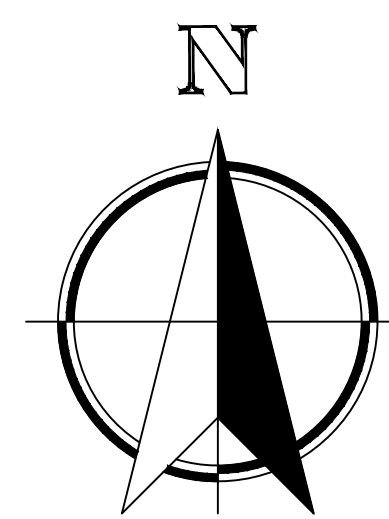
**OAK CREEK FRANKLIN  
 JOINT SCHOOL DISTRICT  
 CARROLLTON ELEMENTARY SCHOOL  
 BUILDING ADDITIONS AND RENOVATIONS**  
 BID PACKAGE #  
 8965 S CAROLLTON DR  
 OAK CREEK, WI 53154

Date	Revision Description

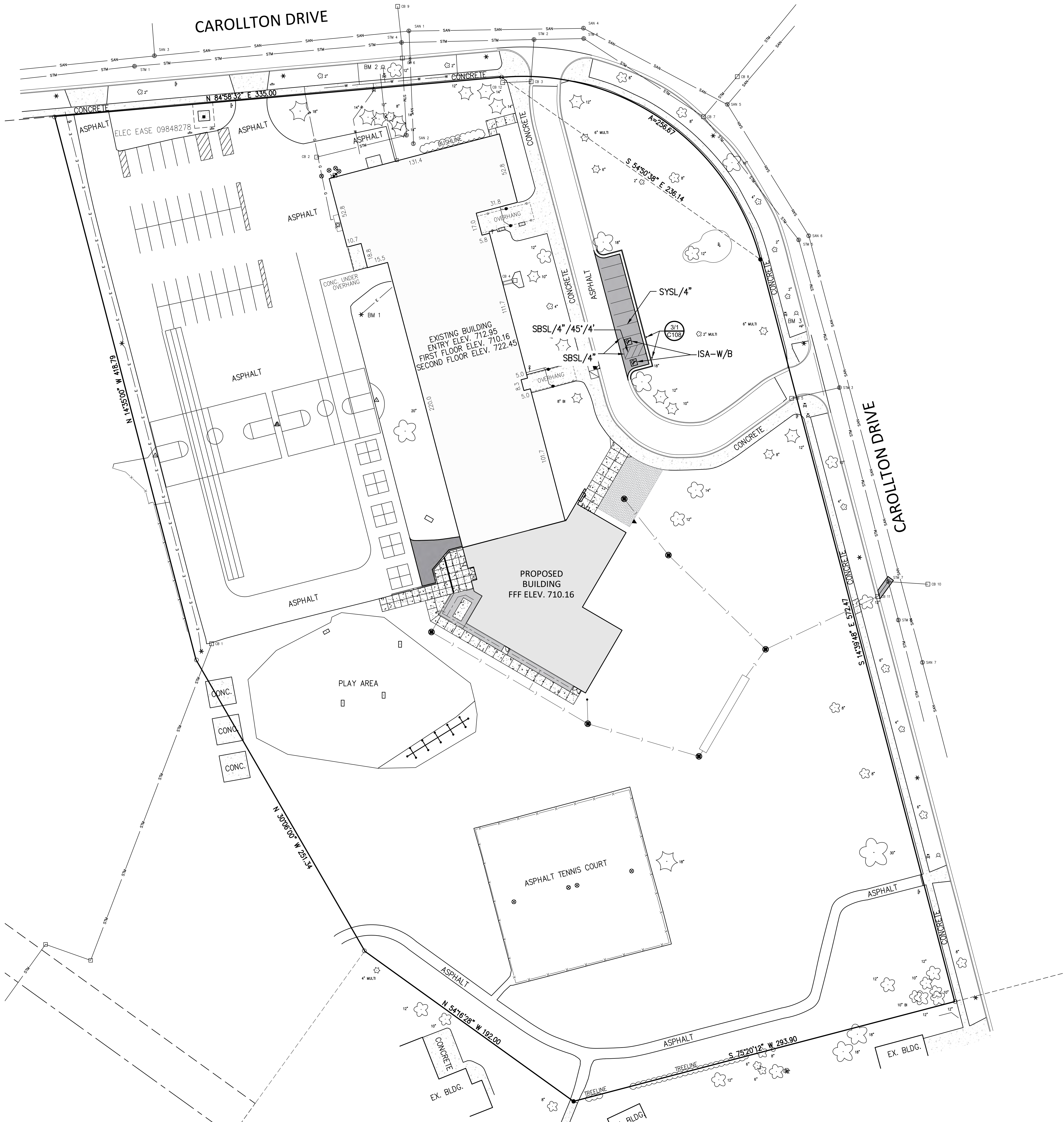
**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	W52-PM3
DRAWN BY	TRV	CHECKED BY	JJC

DRAWING TITLE  
**SITE UTILITY PLAN**  
 DRAWING NUMBER  
**C105**  
 CES  
 © Nexus Solutions, LLC



60' 30' 0' 30' 60'  
SCALE 1"=30'



**PAVEMENT MARKING LEGEND**

- SYSL/4" - SINGLE YELLOW SOLID LINE / 4" WIDE EACH
- SYDL/4" - SINGLE YELLOW DASHED LINE / 4" WIDE EACH
- SYSL/4"/45"/4" - SINGLE YELLOW SOLID LINE / 4" WIDE EACH, 45°, 4' O.C.
- SWSL/2" - SINGLE WHITE SOLID LINE / 2" WIDE EACH
- ISA-W/B - INTERNATIONAL SYMBOL FOR ACCESSIBILITY - WHITE ON BLUE BACKGROUND
- SBSL/4" - SINGLE BLUE SOLID LINE / 4" WIDE EACH
- SBSL/4"/45"/4" - SINGLE BLUE SOLID LINE / 4" WIDE EACH, 45°, 4' O.C.

**SIGN / POST LEGEND**

- = SIGN (DETAIL 3) MOUNTED ON POST (DETAIL 1) AS SHOWN ON SHEET C106

**UTILITY NOTE**

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BEARING BASE: GRID NORTH, WISCONSIN COORDINATE SYSTEM, SOUTH ZONE, BASED UPON NAD 1927.  
ALL ELEVATIONS REFER TO NATIONAL GEODETIC DATUM OF 1929  
FIELD WORK: 12-11-18, BY: JWR / DMH  
01-17-19, 01-27-19, 01-29-19 BY: JWP / CHL



LEGEND:

DOWNSPOUT	SAN - SANITARY SEWER	DECIDUOUS TREE	CONIFEROUS TREE
STORM MANHOLE	PARK BENCH	GAS MAIN	SET CUT CROSS
CATCH BASIN	CLEAN OUT	SIGN	FOUND 1.25" IRON PIPE
STORM SEWER	E - ELECTRIC LINE	FLAG POLE	SET 5/8" REBAR
SANITARY MANHOLE	LIGHT POLE	BASKETBALL HOOP	COMMUNICATION BOX
HYDRANT	MISC. MANHOLE	GUARD POST	PAD MOUNT TRANSFORMER
WATER VALVE	ELECTRIC PEDESTAL	FENCE	
WATER MAIN	ELECTRIC METER	GAS METER	

**OAK CREEK FRANKLIN  
JOINT SCHOOL DISTRICT  
CAROLLTON ELEMENTARY SCHOOL  
BUILDING ADDITIONS AND RENOVATIONS**  
 BID PACKAGE #  
 8965 S CAROLLTON DR  
 OAK CREEK, WI 53154

Date	Revision Description

**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	W52-PM3
DRAWN BY	TRV	CHECKED BY	JJC

DRAWING TITLE  
**PAVEMENT MARKING & SIGNAGE PLAN**  
 DRAWING NUMBER  
**C106**  
 CES  
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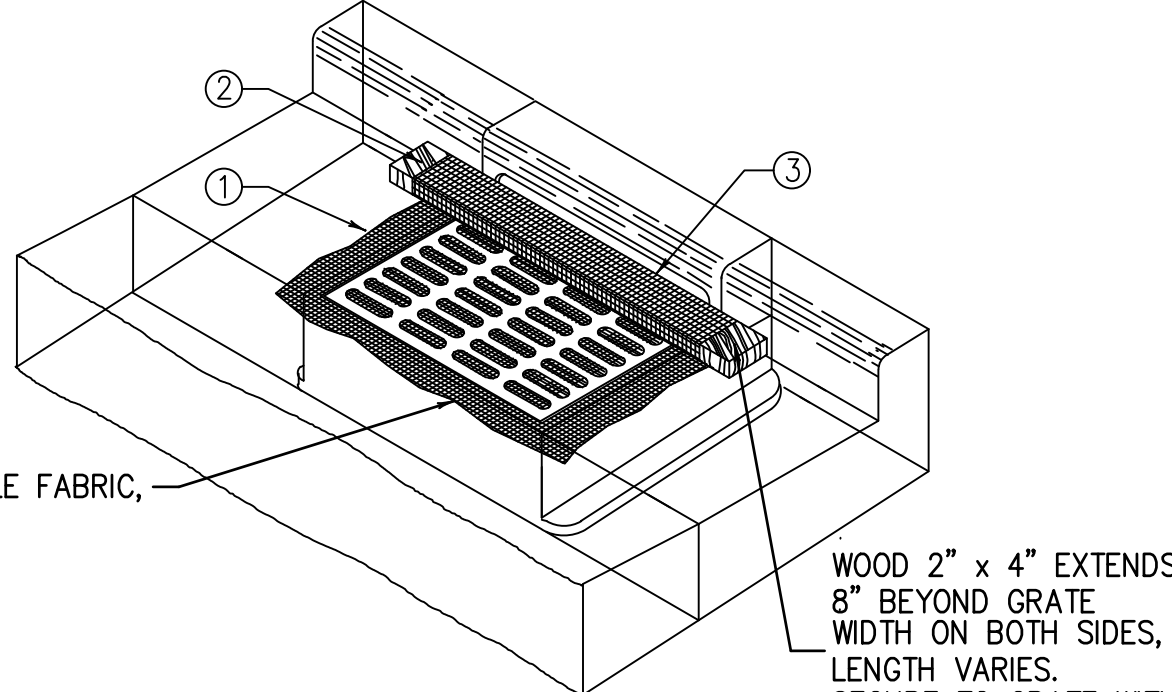
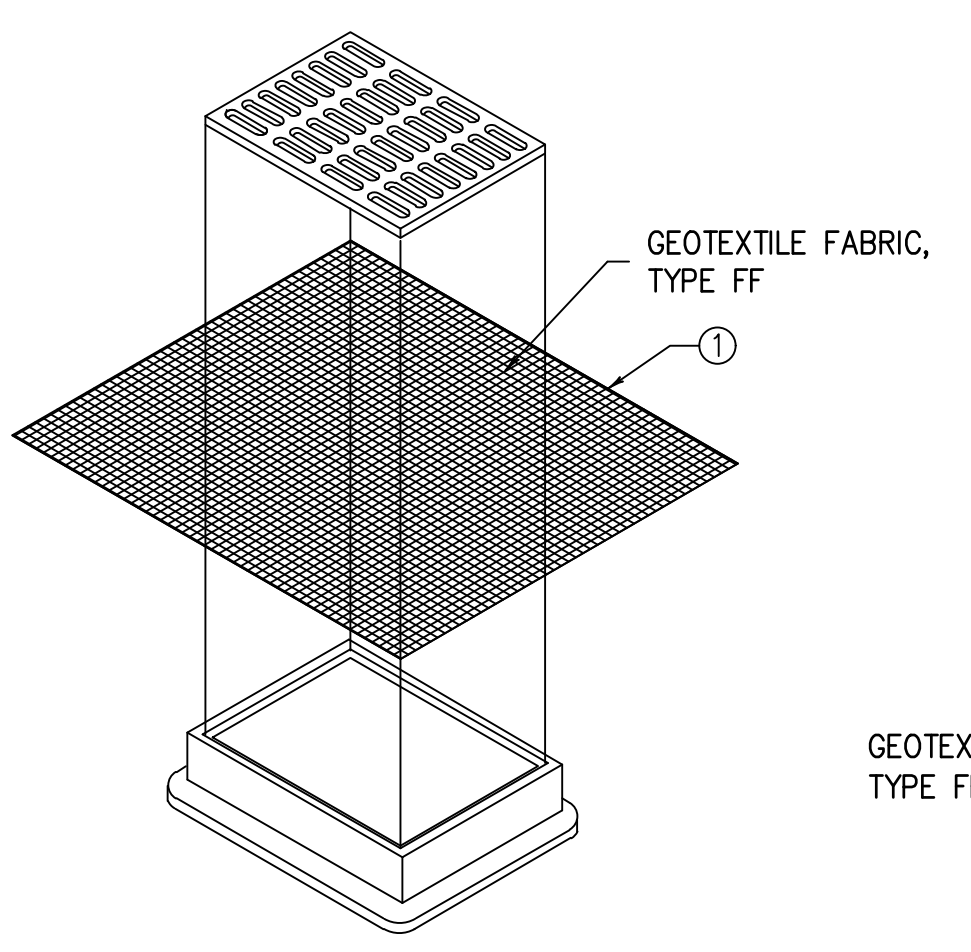


**INSTALLATION NOTES**

TYPE B & C  
 TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.  
 THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**GENERAL NOTES**

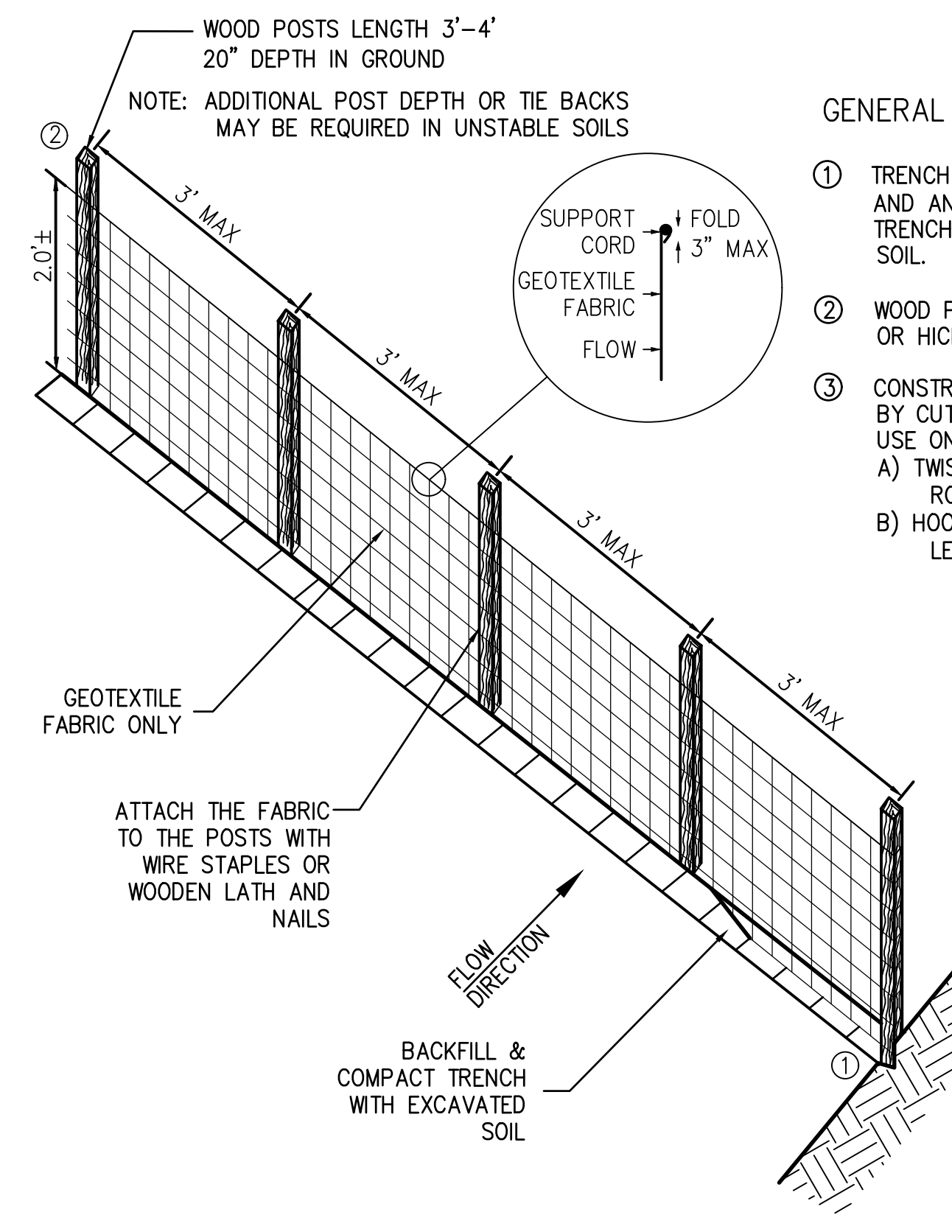
- MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE W DOT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED. WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.
- FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
  - FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES.
  - THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING. FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B (WITHOUT CURB BOX)**  
 (CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)

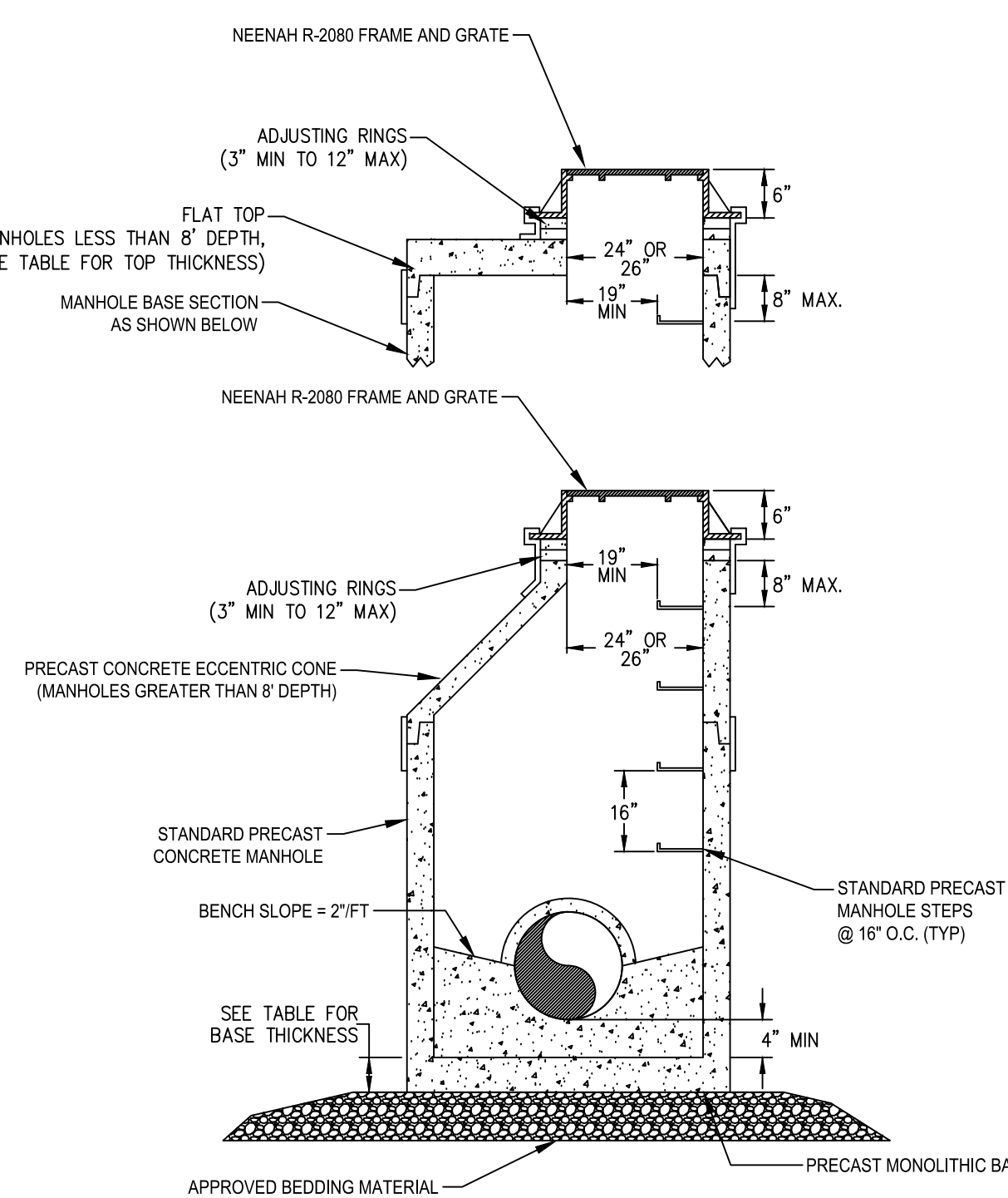
**INLET PROTECTION, TYPE C (WITH CURB BOX)**  
 (CAN BE INSTALLED IN ANY INLET WITH A CURB BOX)

**1 TYPICAL STORMWATER INLET PROTECTION DETAIL**  
 NOT TO SCALE



- GENERAL NOTES - SILT FENCE**
- TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
  - WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/2" x 1 1/2" OF OAK OR HICKORY.
  - CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE. BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS:
    - TWIST METHOD --- OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES,
    - HOOK METHOD --- HOOK THE END OF EACH SILT FENCE LENGTH.

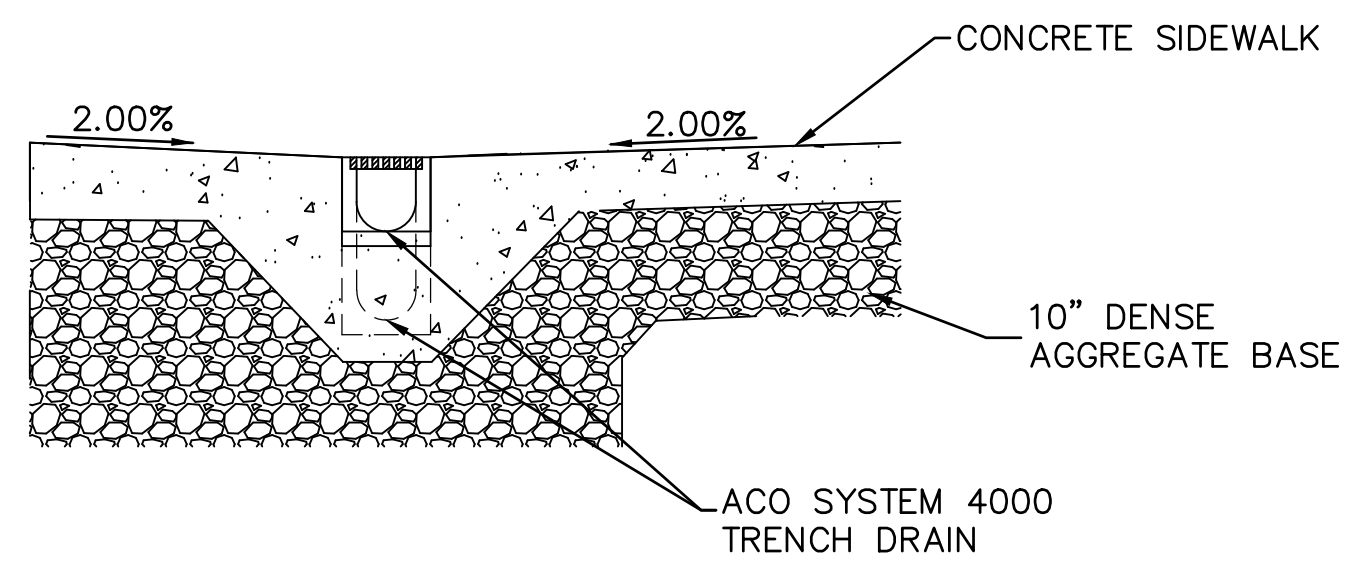
**4 TYPICAL SILT FENCE DETAIL**  
 NOT TO SCALE



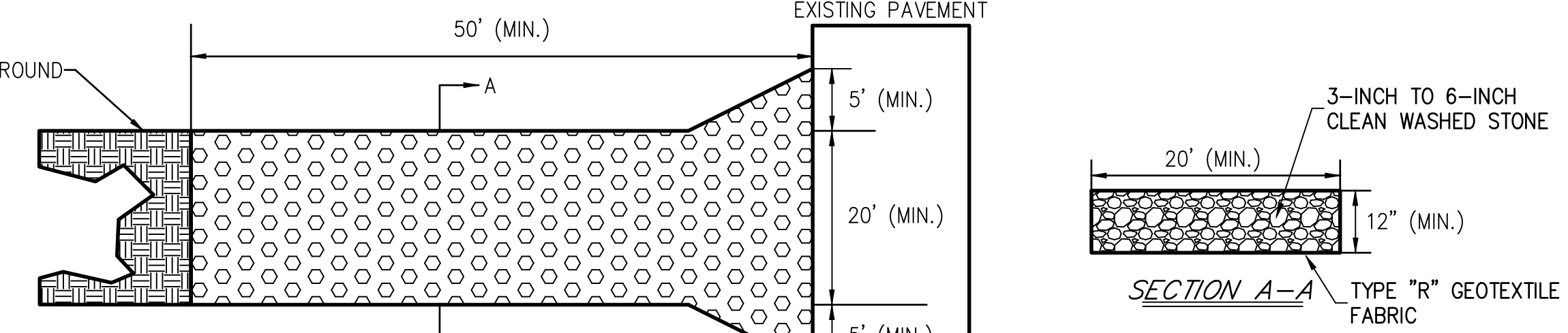
STRUCTURE DIAMETER	MIN WALL THICKNESS*	MIN BASE AND TOP THICKNESS*
4'	5"	6"
5'	6"	8"
6'	7"	8"
7'	8"	8"
8' AND GREATER	9"	8"

\* MINIMUM THICKNESS SHALL NOT BE LESS THAN THAT REQUIRED TO MEET AASHTO H-20 LOADINGS

**2 STANDARD MANHOLE (MH) DETAIL**  
 NOT TO SCALE



**11 ACO SYSTEM 4000 TRENCH DRAIN DETAIL**  
 NOT TO SCALE



NOTE: TRACKING MATS SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

**3 TRACKING PAD DETAIL**  
 NOT TO SCALE

**OAK CREEK FRANKLIN JOINT SCHOOL DISTRICT CAROLLTON ELEMENTARY SCHOOL BUILDING ADDITIONS AND RENOVATIONS**  
 BID PACKAGE # 8965 S CAROLLTON DR OAK CREEK, WI 53154

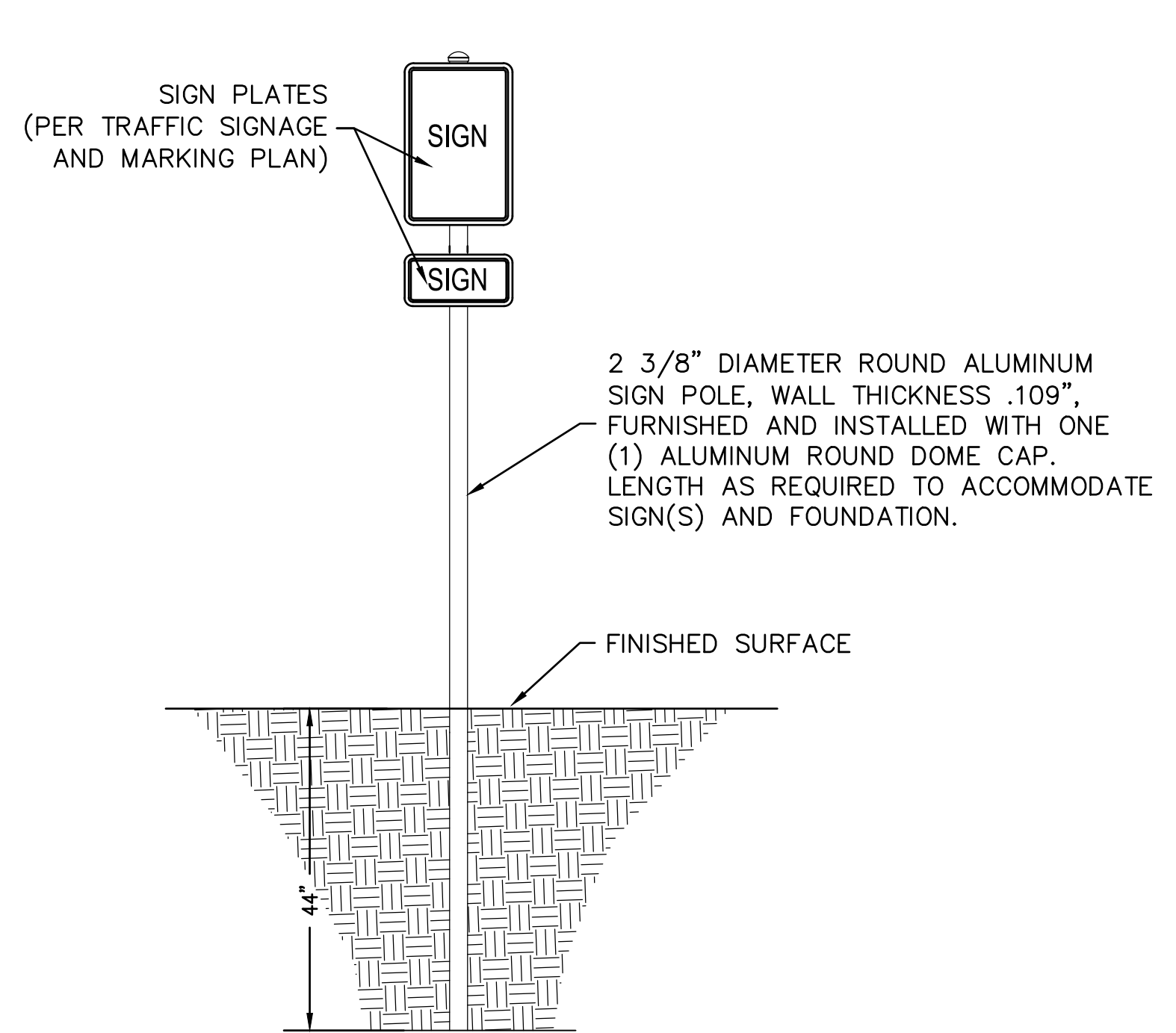
Date	Revision Description

**CITY REVIEW SET**

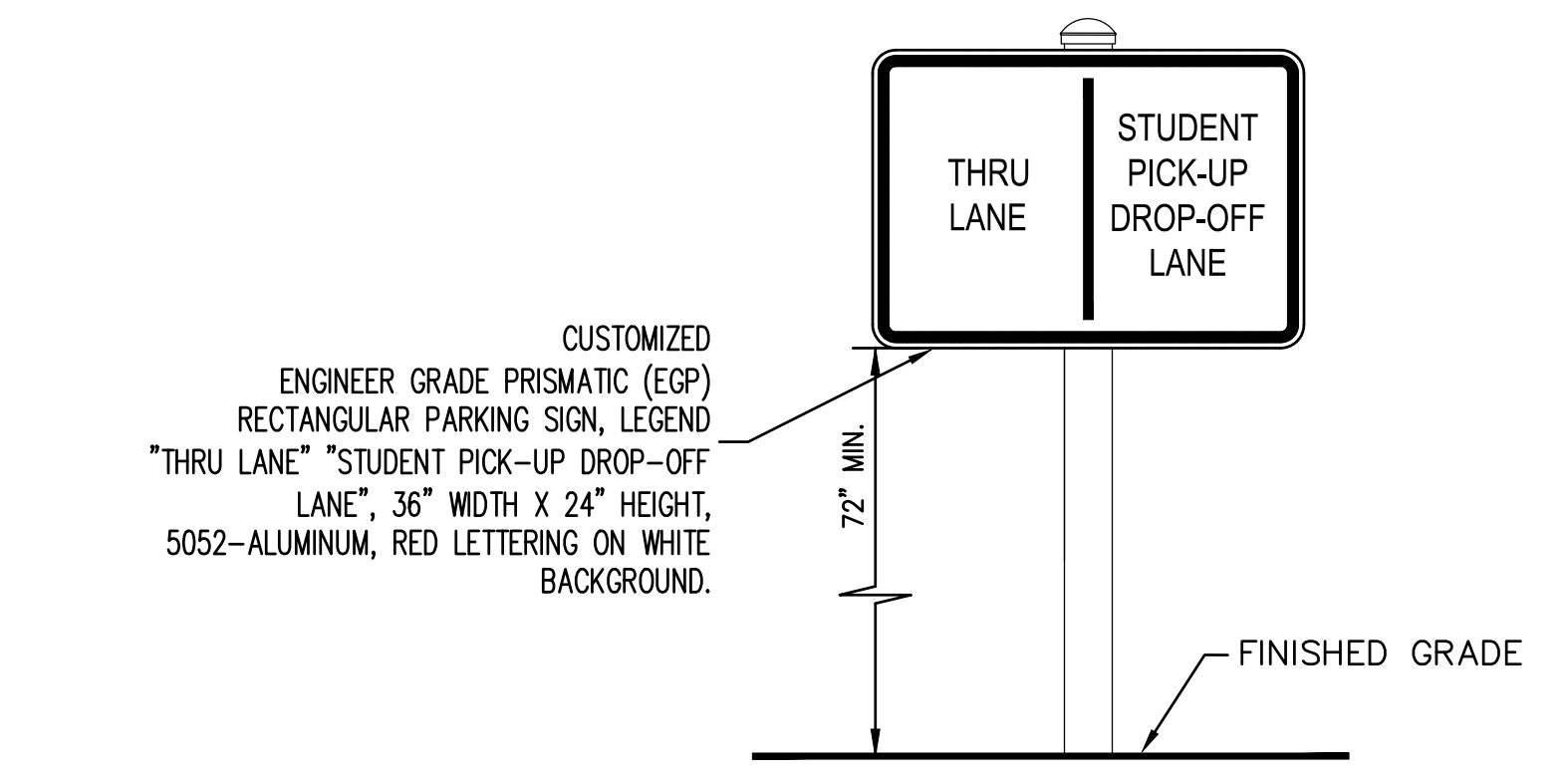
DATE	11-22-2019	PROJECT #	W52-PMJ
DRAWN BY	TRV	CHECKED BY	JJC

DRAWING TITLE  
**TYPICAL SECTIONS AND CONSTRUCTION DETAILS**

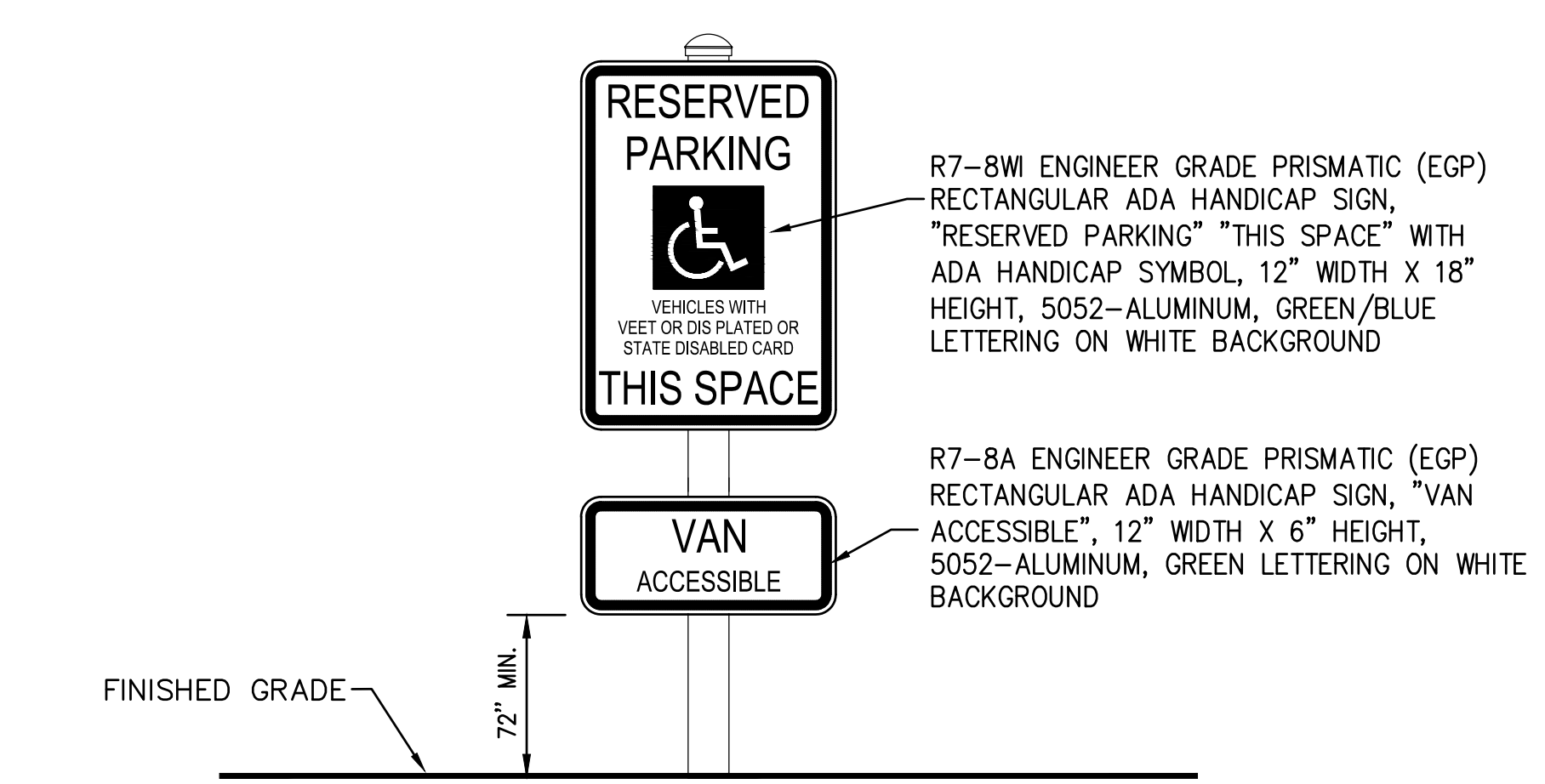
DRAWING NUMBER  
**C107**  
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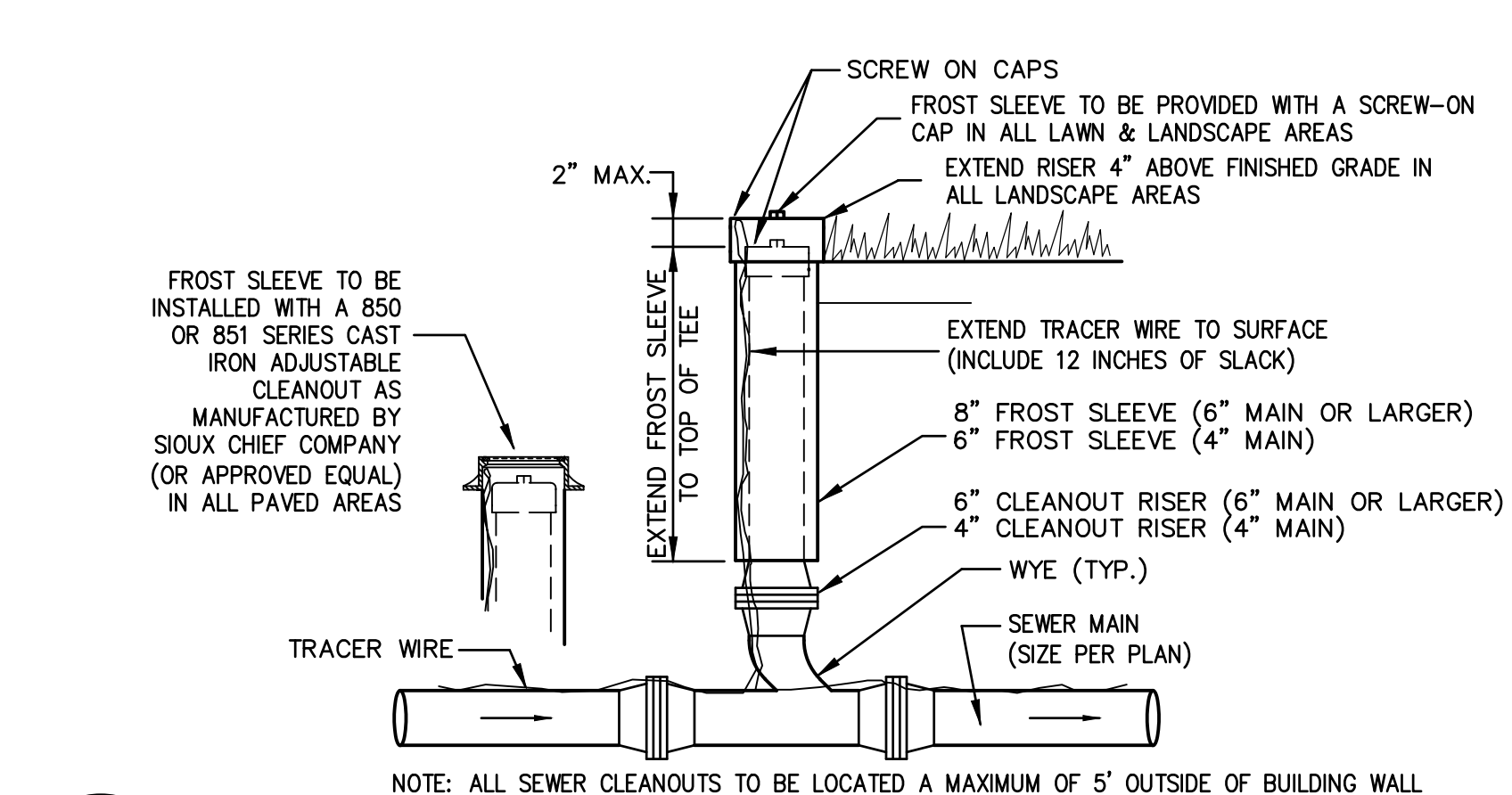
**1 GALVANIZED ROUND SIGN POST DETAIL**  
NOT TO SCALE



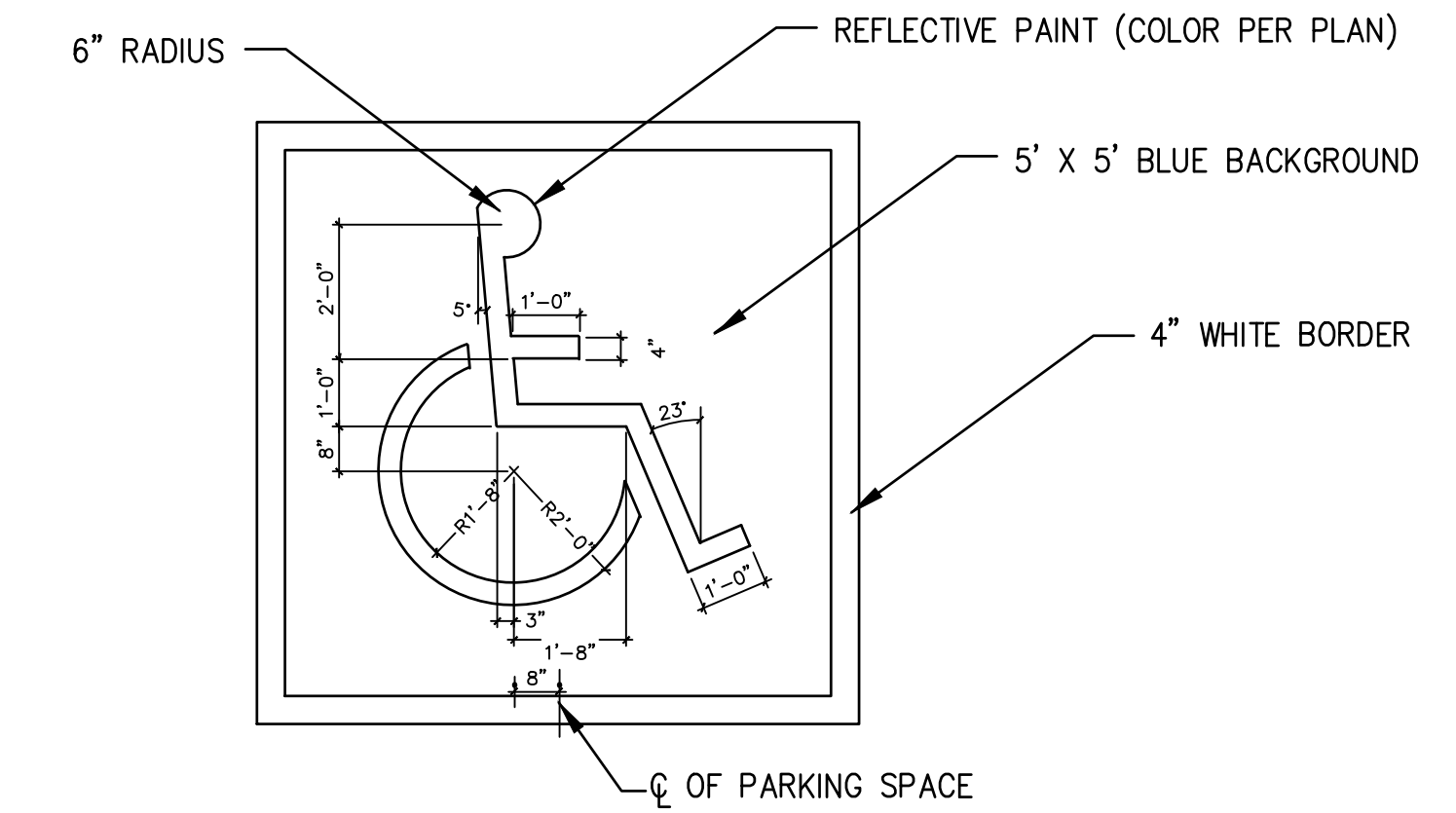
**2 "THRU LANE" "STUDENT PICK-UP DROP-OFF LANE" SIGN DETAIL**  
NOT TO SCALE



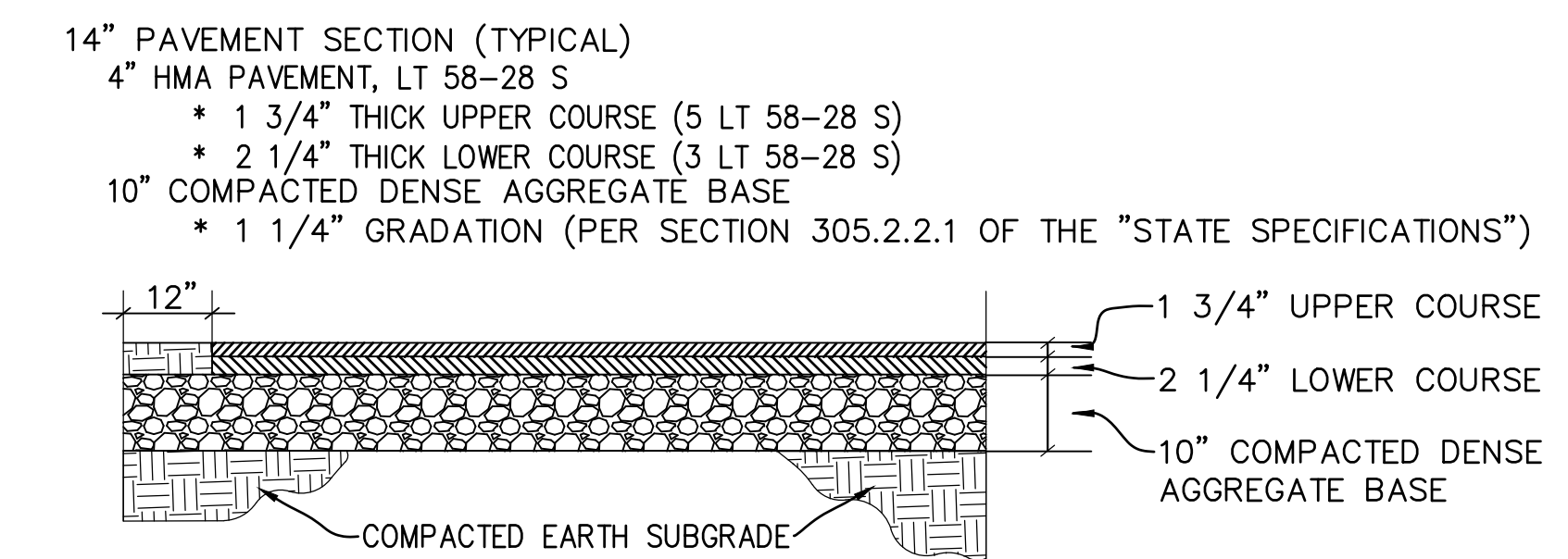
**3 "VAN ACCESSIBLE" ADA RESERVED PARKING SIGN DETAIL**  
NOT TO SCALE



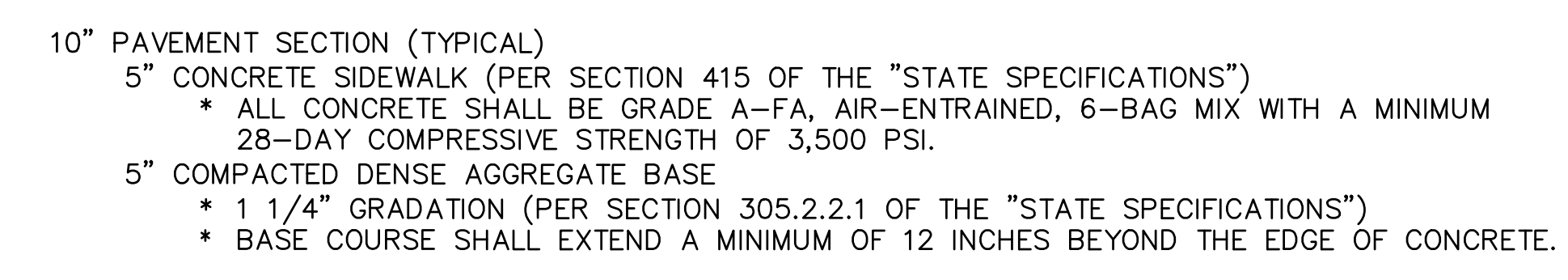
**4 SEWER CLEANOUT RISER DETAIL**  
NOT TO SCALE



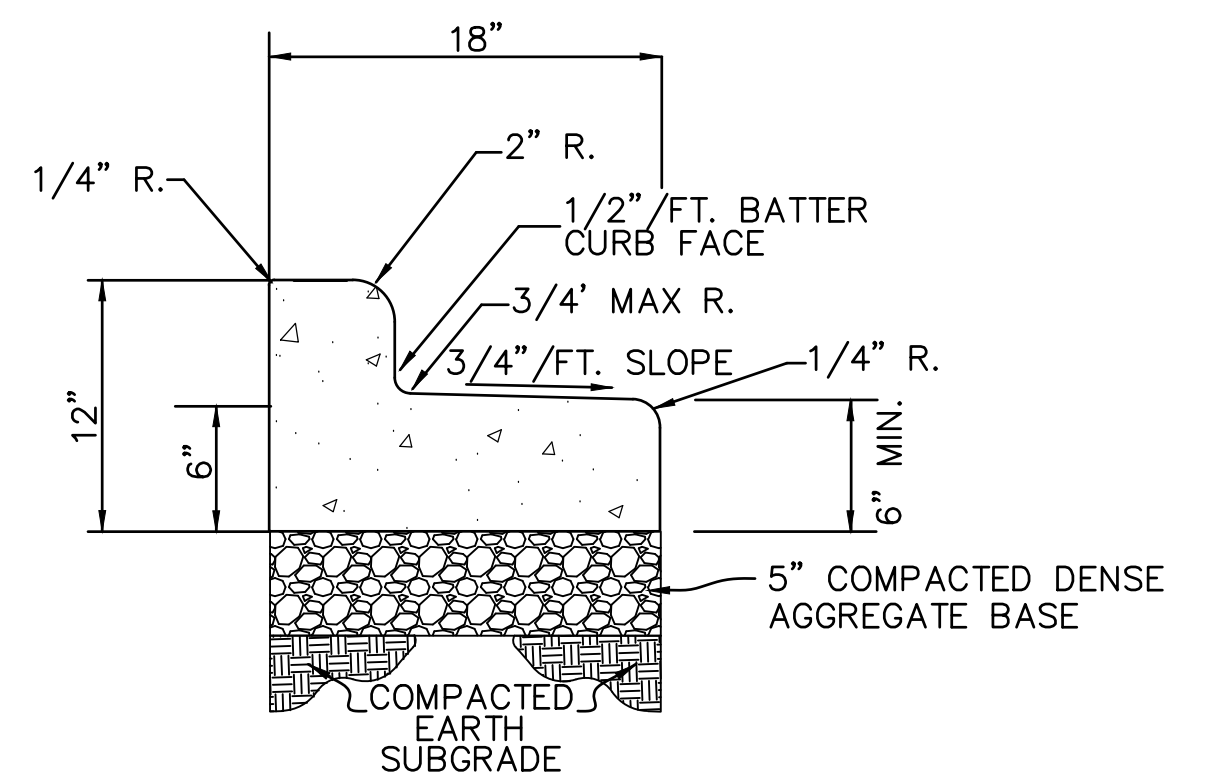
**5 PAINTED INTERNATIONAL SYMBOL FOR ACCESSIBILITY (DETAIL)**  
NOT TO SCALE



**6 ASPHALT PAVEMENT - TYPICAL SECTION**  
NOT TO SCALE

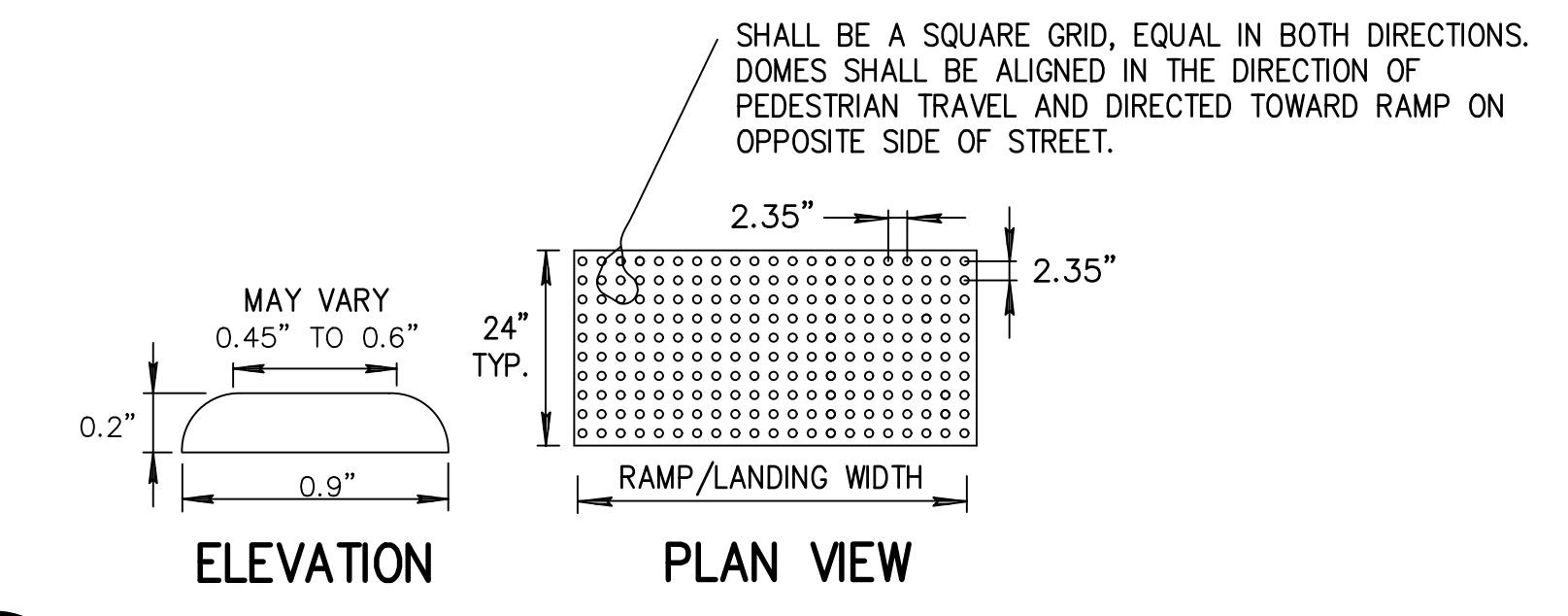


**7 LIGHT-DUTY CONCRETE PAVEMENT (TYPICAL SECTION)**  
NOT TO SCALE

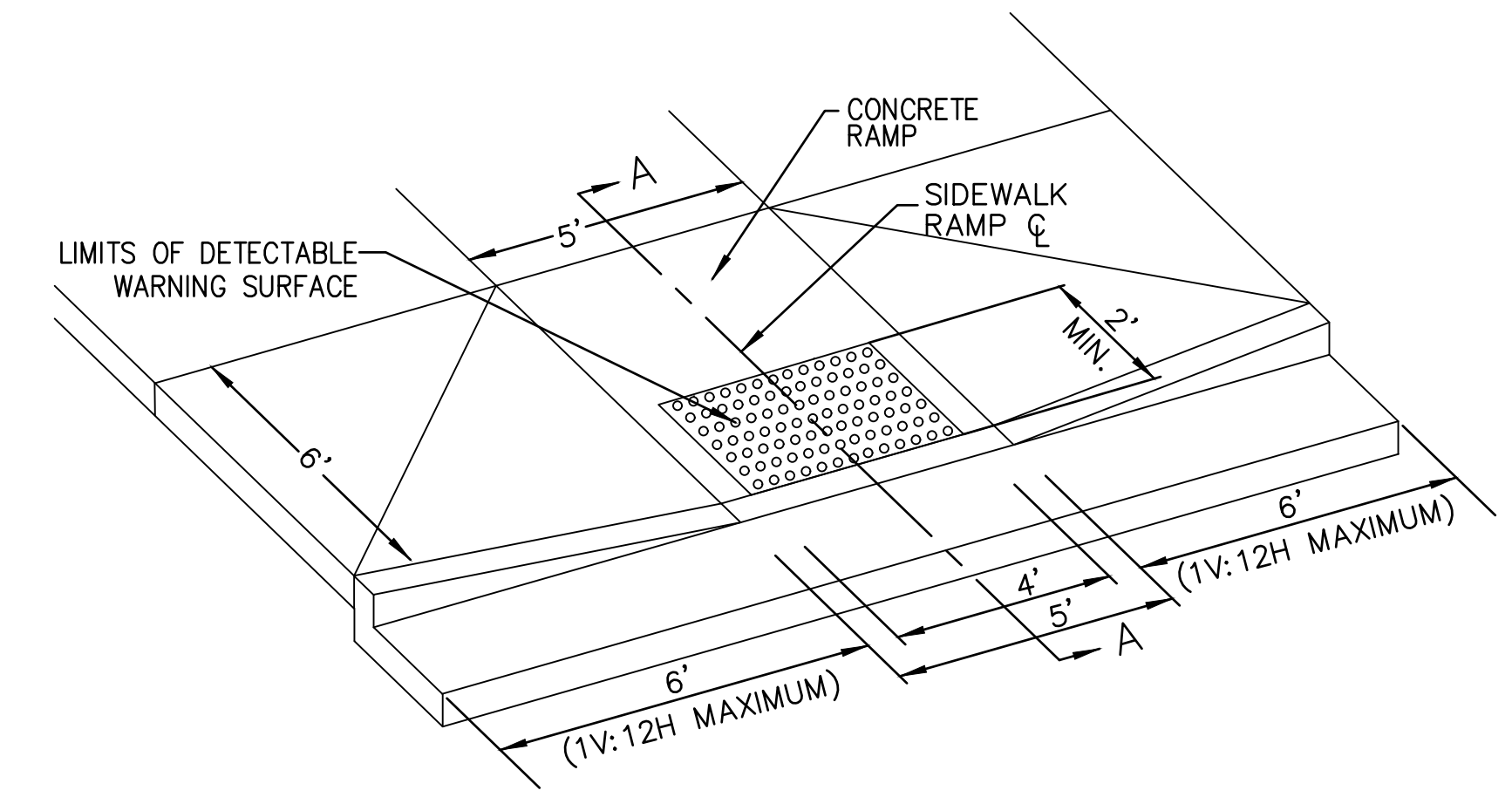


**8 18" VERTICAL FACE CURB AND GUTTER DETAIL**  
NOT TO SCALE

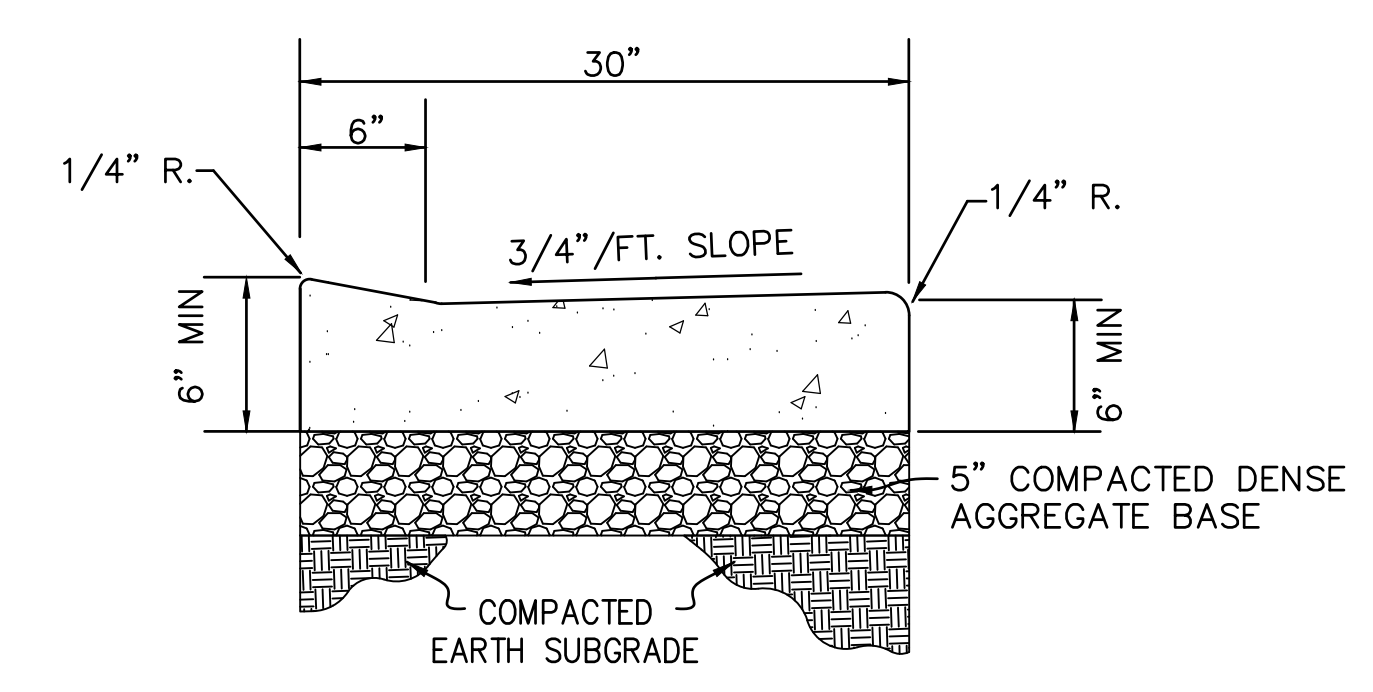
- NOTES:**
- THIS WORK WILL CONSIST OF FURNISHING ALL MATERIAL, EQUIPMENT AND LABOR NECESSARY FOR THE PLACEMENT OF DETECTABLE WARNING DEVICES, COMPLETE AND READY FOR SERVICE AT ALL NEW SIDEWALK CURB RAMP.
  - THE DEVICES SHALL COMPLY WITH THE DETECTABLE WARNINGS ON WALKING SURFACES SECTION OF THE AMERICANS WITH DISABILITIES ACT (TITLE 49 CFR TRANSPORTATION, PART 37.9 STANDARDS FOR ACCESSIBLE TRANSPORTATION FACILITIES, APPENDIX A, SECTION 4.29.2 DETECTABLE WARNINGS ON WALKING SURFACES.)
  - DETECTABLE WARNING SURFACES SHALL EXTEND 24 INCHES (610 MM) MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP FLUSH SURFACE (GENERALLY 48 INCHES WIDE).
  - THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB OR EDGE OF PAVEMENT IS 6 INCHES (150 MM) MINIMUM AND 8 INCHES (205 MM) MAXIMUM FROM THE FACE OF THE CURB OR EDGE OF PAVEMENT.
  - DOMES SHALL BE ALIGNED ON A SQUARED GRID, ALIGNED IN ROWS PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. DOMES MUST NOT BE SKEWED DIAGONALLY TO THE DIRECT OF TRAVEL.
  - AVAILABLE MANUFACTURERS: SUBJECT TO COMPLIANCE WITH REQUIREMENTS, MANUFACTURERS OFFERING PRODUCTS THAT MAY BE INCORPORATED IN THE WORK INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING:
    - CAST IN PLACE REPLACEABLE TACTILE WARNING SURFACE TILES AS MANUFACTURED BY ADA SOLUTIONS, INC., CHELMSFORD, MA OR PRE-APPROVED EQUAL.
    - THE COLOR OF THE DETECTABLE WARNING FIELD SHALL BE SELECTED BY THE ARCHITECT.
  - THE SPECIFICATIONS OF THE CONCRETE SEALANT AND RELATED MATERIALS SHALL BE IN STRICT ACCORDANCE WITH THE GUIDELINES SET BY THEIR RESPECTIVE MANUFACTURERS.



**9 DETECTABLE WARNING SURFACE**  
NOT TO SCALE



**10 CURB AND GUTTER - 72" TAPER ACCESSIBLE RAMP DETAIL**  
NOT TO SCALE



**11 30" TYPE "D" DEPRESSED HEAD CONCRETE CURB AND GUTTER DETAIL**  
NOT TO SCALE

**NEXUS SOLUTIONS**  
MADISON, WI  
MILWAUKEE, WI  
MAPLE GROVE, MN

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**Nielsen Madsen + Barber**  
CIVIL ENGINEERS AND LAND SURVEYORS  
1458 Horizon Blvd, Suite 200, Racine, WI, 53406  
Tele: (262)634-5588 Website: www.nmbcs.net

**OAK CREEK FRANKLIN JOINT SCHOOL DISTRICT  
CAROLLTON ELEMENTARY SCHOOL  
BUILDING ADDITIONS AND RENOVATIONS**

**BID PACKAGE #  
8965 S CAROLLTON DR  
OAK CREEK, WI 53154**

Date	Revision Description

**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	W52-PM3
DRAWN BY	TRV	CHECKED BY	JJC

DRAWING TITLE  
**TYPICAL SECTIONS AND CONSTRUCTION DETAILS**

DRAWING NUMBER  
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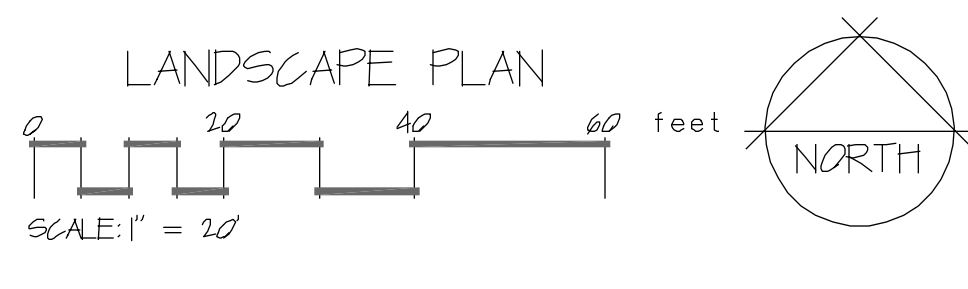
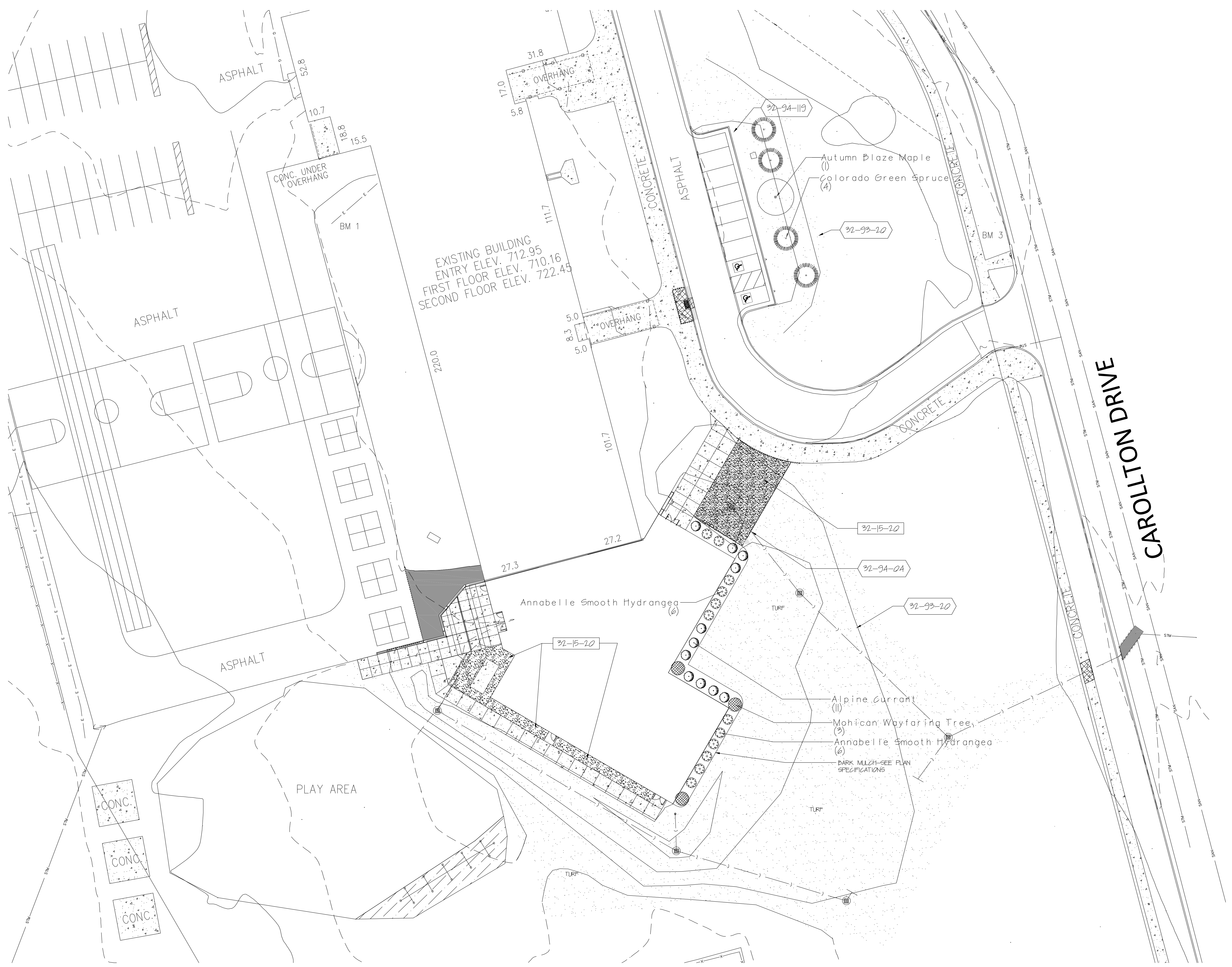
Date	Revision Description

**CITY REVIEW SET**

DATE	11-22-2019	PROJECT #	WS2-PM3
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DRAWING TITLE  
**LANDSCAPE PLAN**

DRAWING NUMBER  
**L100**  
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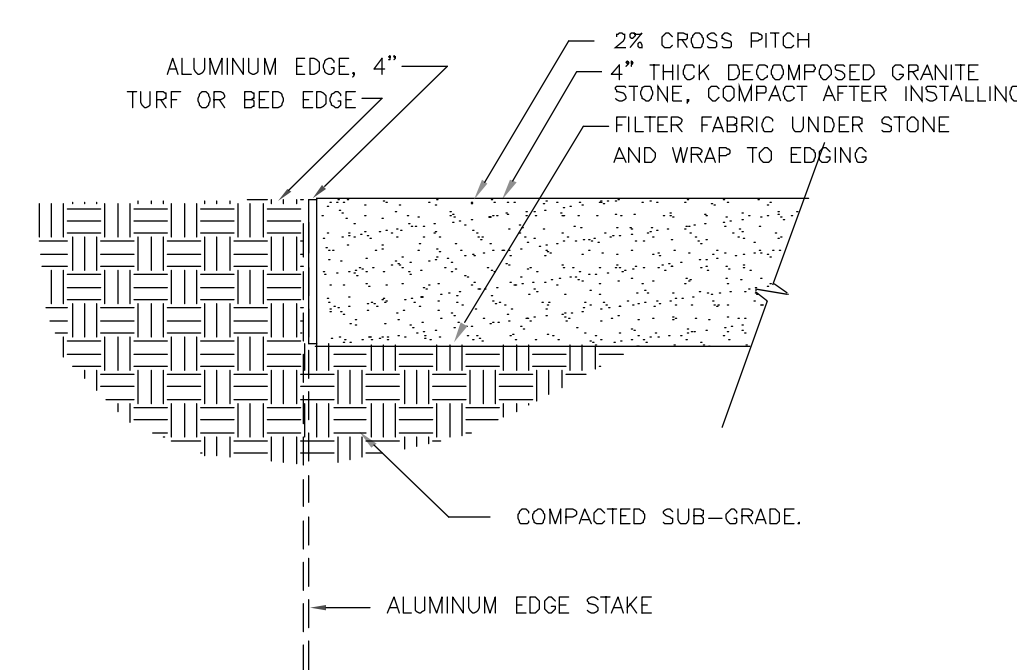


**PLANT SCHEDULE**

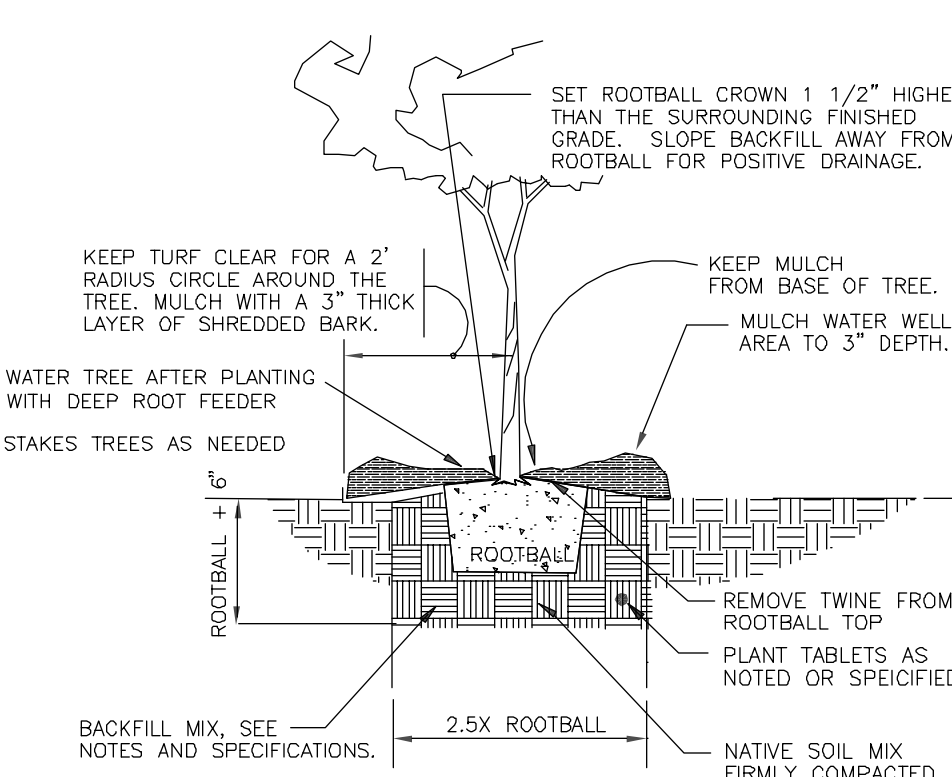
TREES	COMMON NAME	SIZE	CONTAINER	QTY	REMARKS
Acer freemanii 'Autumn Blaze'	Autumn Blaze Maple	2" Cal.	B&B	1	50' MATURE HEIGHT, 40' SPREAD
EVERGREEN TREES	COMMON NAME	SIZE	CONTAINER	QTY	REMARKS
Picea pungens 'Colorado Green'	Colorado Green Spruce	6'		4	45' MATURE HEIGHT, 18' SPREAD
SHRUBS	COMMON NAME	SIZE	CONTAINER	QTY	REMARKS
Hydrangea arborescens 'Annabelle'	Annabelle Smooth Hydrangea	5 gal		12	5' MATURE HEIGHT, 5' SPREAD
Ribes alpinum	Alpine Currant	24"		11	5' MATURE HEIGHT, 4' SPREAD
Viburnum lantana 'Mohican'	Mohican Wayfaring Tree	4'		3	5' MATURE HEIGHT, 4' SPREAD

**REFERENCE NOTES SCHEDULE**

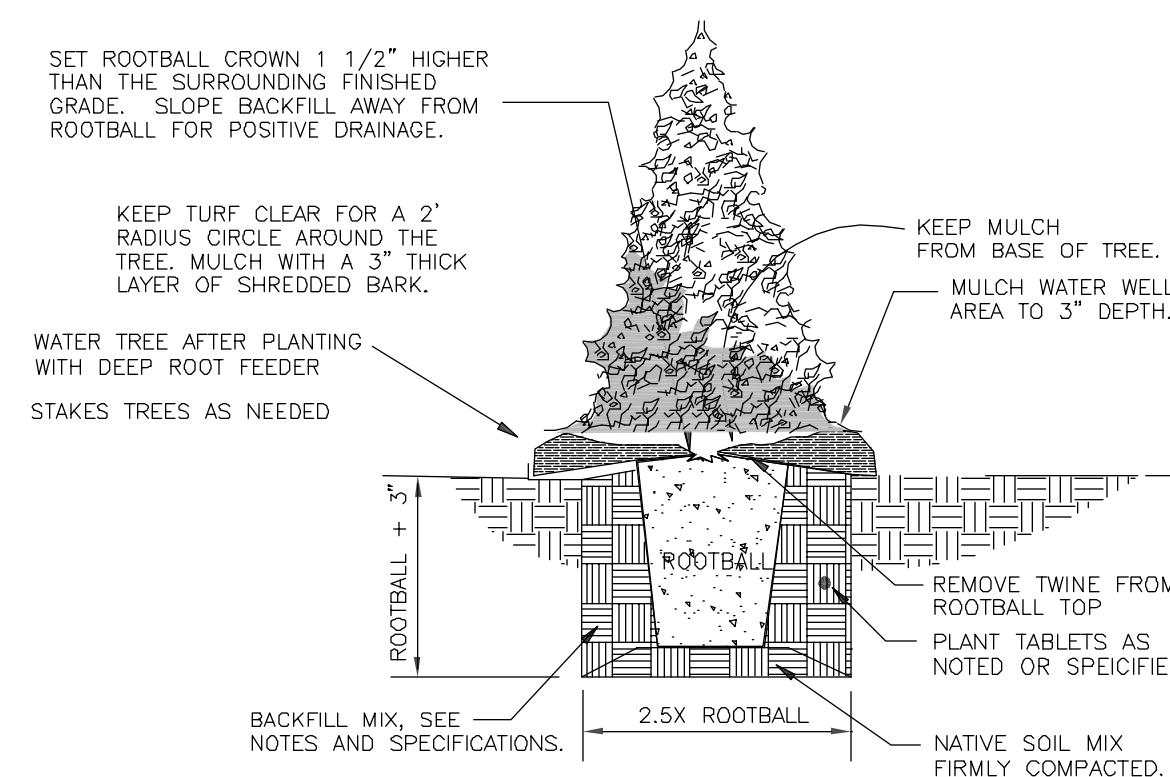
SYMBOL	AGGREGATE SURFACE DESCRIPTION	QTY
32-15-20	COMPOSTED GRANITE MULCH, 4" THICKNESS OVER WEED FABRIC	2,150 sf
SYMBOL	PLANTING DESCRIPTION	QTY
32-93-20	TURF-SEED AND DN EROSION BLANKET	33,855 sf
SYMBOL	PLANTING ACCESSORIES DESCRIPTION	QTY
32-94-04	EDGE, ALUMINUM EDGING, 16" LENGTH NON PAINTED	80 lf
32-94-119	SHREDDED BARK MULCH WITH PRE-EMERGENT HERBICIDE	300 sf
32-95-0	EDGE, SHOVEL CUT BED EDGE, 4" DEPTH-SEE DETAIL	165 lf



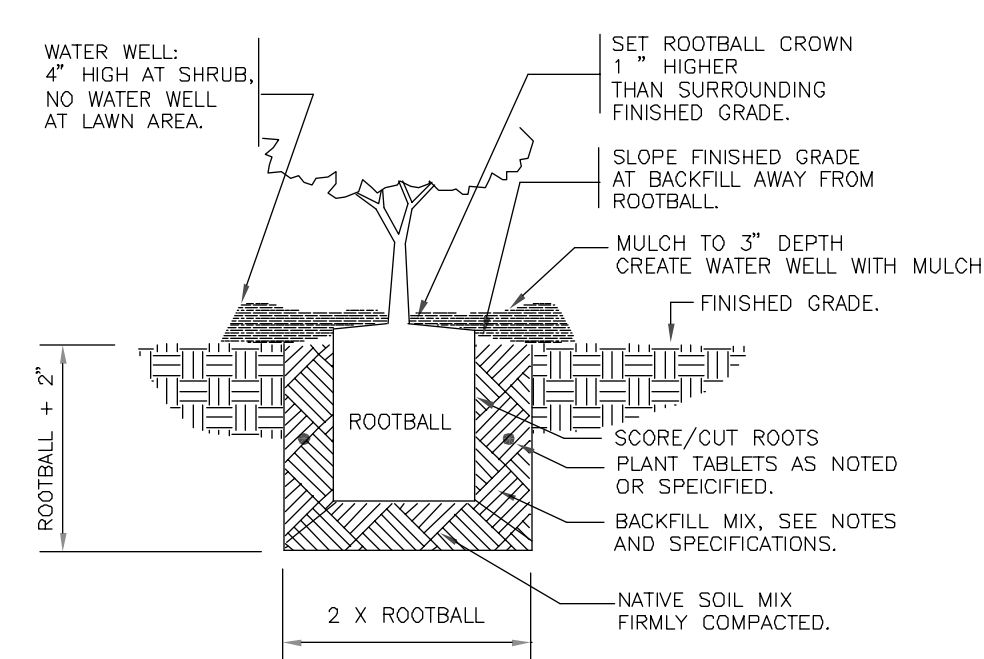
**206** EDGE AT DECOMPOSED GRANITE PATH  
 9" = 1'-0"



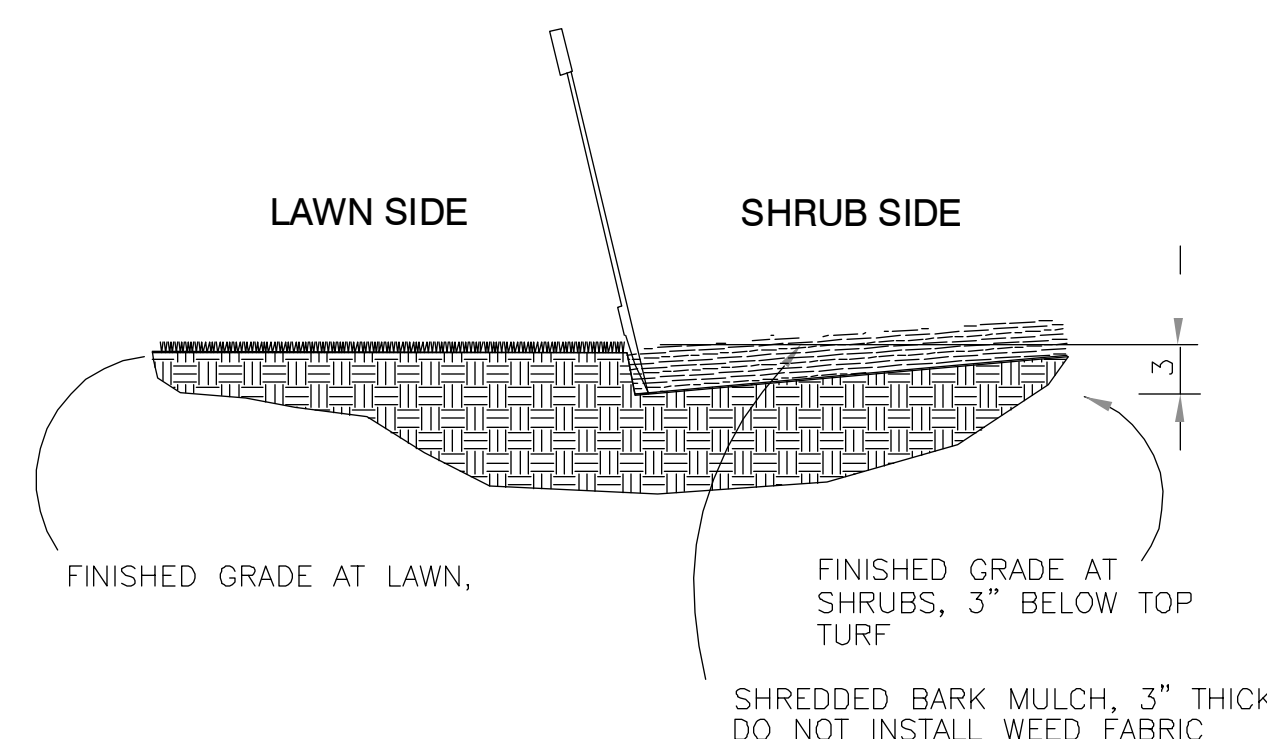
**100** TREE PLANTING DETAIL  
 1" = 1'-0"



**102** EVERGREEN PLANTING DETAIL  
 1" = 1'-0"



**103** SHRUB PLANTING  
 1" = 1'-0"



**201** SHOVEL CUT BED EDGE  
 9" = 1'-0"

**GENERAL LANDSCAPE NOTES:**

- Topsoil return to depth of 4" minimum is by excavating contractor. Berms (if applicable) are by others. Returned topsoil to have no rock larger than 1", construction debris and/or roots in the soil. Contact general contractor if soil is not acceptable for proper plant growth.
- Always contact Diggers Hotline (800-242-8511) or JULIE 811 (or 1-800-892-0123) before proceeding with any work.
- Landscape contractor is required to visit the site and review all civil plans related to the project. The civil plans take precedence over the landscape plans.
- Plant material to be of the highest quality available and should not include # 2 grade trees, evergreens or shrubs. Landscape contractor is to verify plant quantities due to changes in the overall phase 1 landscape plan.
- Labeled plants have precedence over the plant table. Verify quantity with a hand takeoff of the plan. Any substitutions of plant type, quantity or size must be approved by city forester.
- Planting beds shall receive a 3" layer of high quality non-dyed shredded hardwood mulch. 3" diameter tree rings shall be installed around all trees and evergreens in the turf areas. Perennial and annual beds shall receive between a 1-2" layer of shredded bark mulch.
- Spade cut plant beds and tree rings with a 4" deep shovel cut.
- Perennial and annual beds to have a 2" layer of compost mulch incorporated 6" deep into the planting bed before installation of plants.
- Seeded lawn areas to have high quality Bluegrass seed blend for sunny areas, shade areas to have a Bluegrass and Fescue blend of seed. See civil plans for turf restoration. Apply a 10-10-10 starter fertilizer after turf has germinated. Follow manufactures direction on fertilizer application rates.
- Sodded turf (if applicable) to be installed in staggered fashion with tight joints. Sod to be rolled and watered to a depth of 3-4" immediately upon laying of the turf. Stake sod on slopes of less than 3:1 grade. Peat sod is not acceptable.
- Erosion blanket shall be installed on seeded slopes with a grade of 3:1 or less. 90 day single net, double net or Turf Reinforcement Mats shall be installed per the required use. Follow manufactures stapling guidelines to ensure proper stabilization. Install erosion blanket for dormant seed applications (after November 1st) or mid-summer installations or where ever applicable to promote healthy turf establishment.
- Landscape contractor is responsible to maintain the site for a period of 45 days after substantial completion of project. This will include watering, mowing of turf areas as needed, weeding plant beds, maintaining a clean site and other activities to ensure proper growth of the landscape.
- If an irrigation system is not installed a temporary irrigation system shall be set up for a period of 30 days to water lawn areas. Install drip irrigation for plant beds. Install timers that will enable the new turf areas to receive enough water to properly germinate seed. Owner to provide access to water from outside of building to facilitate proper watering. Seed areas may require additional time for proper establishment.
- Warranty of plants, trees, evergreens, shrubs shall be for a period of 18 months from date of substantial completion. Perennials, ornamental grasses, annuals shall be guaranteed for one (1) growing season. One replacement will be required of each dead plant at the end of the warranty period.

**OAK CREEK FRANKLIN  
 JOINT SCHOOL DISTRICT  
 CAROLLTON ELEMENTARY SCHOOL  
 BUILDING ADDITIONS AND RENOVATIONS**  
 BID PACKAGE #  
 8965 S CAROLLTON DR  
 OAK CREEK, WI 53154

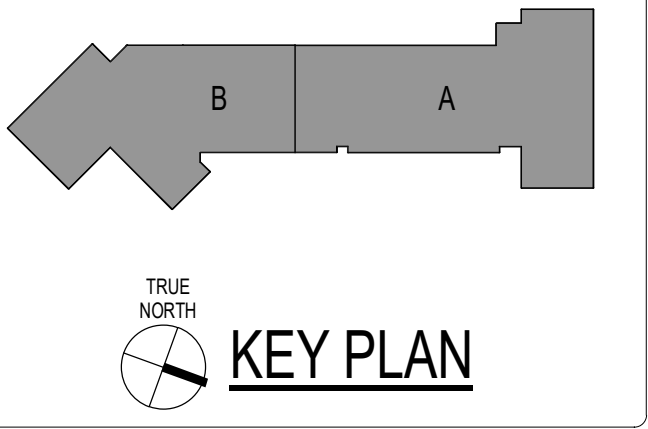
Date	Revision Description

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**DRAWING TITLE  
 LANDSCAPE PLAN**

**DRAWING NUMBER  
 L200**  
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**OAK CREEK - FRANKLIN  
JOINT SCHOOL DISTRICT  
CAROLLTON ELEMENTARY SCHOOL  
BUILDING ADDITION AND RENOVATION**

8965 S Carrollton Dr., Oak  
Creek, WI 53154

**FLOOR PLAN SYMBOLS LEGEND**

	EXISTING WALLS TO REMAIN		NEW WALL/PARTITION
	EXISTING DOOR TO REMAIN		NEW DOOR
	SECTION REFERENCE		EXISTING DOOR RECEIVING NEW WORK - REFER TO DOOR SCHEDULE
	EXTERIOR ELEVATION		DETAIL REFERENCE
	INTERIOR ELEVATION		EQUIPMENT
	FLOOR PLAN NOTE		WINDOW TYPE
	CONSTRUCTION LIMITS		WALL/PARTITION TYPE
	ONE HOUR RATED FIRE PARTITION		FLOOR DRAIN - PITCH FLOOR TO DRAIN
	TWO HOUR RATED FIRE BARRIER		SEMI-RECESSED FIRE EXTINGUISHER

**FLOOR PLAN GENERAL NOTES**

A. DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED WALL TO FACE OF FINISHED WALL (NOMINAL).

B. VERIFY ALL DIMENSIONS AND CONDITIONS AT JOB SITE. PORTIONS OF EXISTING CONSTRUCTION MAY HAVE BEEN REMOVED BY OWNER.

C. MAINTAIN CONTINUOUS UTILITY SERVICE TO ALL SPACES IN THE BUILDING NOT AFFECTED BY THIS WORK. COORDINATE WITH OWNER ANY DISRUPTION IN SERVICES REQUIRED TO PERFORM WORK OR TO MODIFY EXISTING PIPING, DUCTWORK OR ANY ASSOCIATED EQUIPMENT.

D. CONTRACTOR TO VERIFY FLOOR TO FLOOR HEIGHTS.

**FLOOR PLAN NOTES**

NOTE #	FLOOR PLAN NOTE
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**EXTERIOR WALL TYPE SCHEDULE**

MARK	ASSEMBLY DESCRIPTION
1A.3	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 5/8" GYPSUM SHEATHING, 4" IG BA (EDIT FOR THICKNESS) AND GAUGE) GALVANIZED COLD FORMED STEEL STUDS @ 16" OC AND ONE LAYER 5/8" GYPSUM BOARD @ INTERIOR FACE.
1J.2	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 5/8" GYPSUM SHEATHING, 4" IG BA (EDIT FOR THICKNESS) AND GAUGE) GALVANIZED COLD FORMED STEEL STUDS @ 16" OC AND ONE LAYER 5/8" GYPSUM BOARD @ INTERIOR FACE.
3A.1	MASONRY CAVITY WALL CONSISTING OF 4" FACE BRICK (EDIT FOR OTHER MATERIALS), 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR AND VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-PIECE) HORIZONTAL MASONRY JOINT REINFORCING @ 16" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3A.2	MASONRY CAVITY WALL CONSISTING OF 4" FACE BRICK (EDIT FOR OTHER MATERIALS), 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR AND VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-PIECE) HORIZONTAL MASONRY JOINT REINFORCING @ 16" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3A.3	MASONRY CAVITY WALL CONSISTING OF 4" GLAZED FACE BRICK, 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-PIECE) HORIZONTAL MASONRY JOINT REINFORCING @ 16" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3J.1	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3J.2	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING ON 4" METAL STUDS @ 16" O.C., 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3K.1	PANEL WALL SYSTEM CONSISTING OF 1-5/8" MCM PANEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING, GALVANIZED 2" FURRING AND 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
4Z.1	12" CAST IN PLACE CONCRETE WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED REINFORCING); REFER TO STRUCTURAL DETAILS.
9H.1	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 4" PATTERNED CONCRETE EXTERIOR FACE (EDIT FOR PATTERN: SMOOTH, RIBBED, RAKED, RANDOM, ETC.) WITH EXPOSED LIMESTONE AGGREGATE AT EXTERIOR FACE (EDIT FOR FINISH).
9H.2	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 8" ARCHITECTURAL PRECAST PANEL WITH EXPOSED AGGREGATE FINISH AT EXTERIOR FACE.
9J.4	INSULATED ARCHITECTURAL PRECAST CONCRETE KNOCK-OUT PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 1/2" CORRUGATED METAL SING; (EDIT FOR FINISH).

**INTERIOR PARTITION SCHEDULE**

MARK	ASSEMBLY DESCRIPTION	FIRE RATING	UL	INSULATION	STC
B00	3-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	3-1/2" SOUND	-
B10	6" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	FULL WIDTH SOUND	-
G00	1-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
G00	3-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
SK0	8" CONCRETE BLOCK.	-	-	-	-
SN0	8" CONCRETE BLOCK.	1 HR	-	-	-
SN1	8" CONCRETE BLOCK.	2 HR	-	-	-
SN2	8" CONCRETE BLOCK.	2 HR	-	-	-
SS0	12" CONCRETE BLOCK.	2 HR	-	-	-
SS2	12" CONCRETE BLOCK.	2 HR	-	-	-
ZK1	8" GLAZED CONCRETE BLOCK STACK BOND.	1 HR	-	-	-
ZN1	8" GLAZED CONCRETE BLOCK STACK BOND.	1 HR	-	-	-

**GYPSUM BOARD PARTITIONS GENERAL NOTES**

A. ALL GYPSUM BOARD PARTITIONS SHALL BE (BLD) UNLESS OTHERWISE NOTED ON FLOOR PLAN.

B. GYPSUM BOARD PARTITION DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED PARTITION TO FACE OF FINISHED PARTITION (NOMINAL).

C. REFER TO GYPSUM BOARD SPECIFICATION FOR LOCATION AND TYPE(S) OF GYPSUM BOARD MATERIAL REQUIRED.

D. PROVIDE FIRE RATED GYPSUM BOARD AT ALL FIRE RATED PARTITIONS.

E. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FRESTOP ALL FIRE RATED PARTITIONS.

F. EXTEND ALL GYPSUM BOARD PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE. AT METAL DECK CONSTRUCTION ABOVE PROVIDE SLP JOINT BETWEEN TOP OF PARTITION AND UNDERSIDE OF METAL DECK / STRUCTURAL STEEL MEMBER ABOVE. REFER TO DETAIL.

**MASONRY PARTITIONS GENERAL NOTES**

A. MASONRY PARTITIONS INDICATED WITH THE FOLLOWING HATCH PATTERN:

B. ALL MASONRY PARTITIONS SHALL BE 8" CONCRETE BLOCK UNLESS OTHERWISE NOTED OR DIMENSIONED. REFER TO FLOOR PLAN FOR PARTITION THICKNESS.

C. PROVIDE UL RATED CONCRETE BLOCK AT ALL FIRE RATED PARTITIONS.

D. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FRESTOP ALL RATED PARTITIONS.

E. EXTEND CONCRETE BLOCK PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE (OR PRECAST PLANK ABOVE IF APPLICABLE). PROVIDE HORIZONTAL MASONRY JOINT REINFORCEMENT AT 16" OC VERTICALLY. REFER TO STRUCTURAL DRAWINGS FOR VERTICAL REINFORCEMENT REQUIREMENTS.

Date	Revision Description

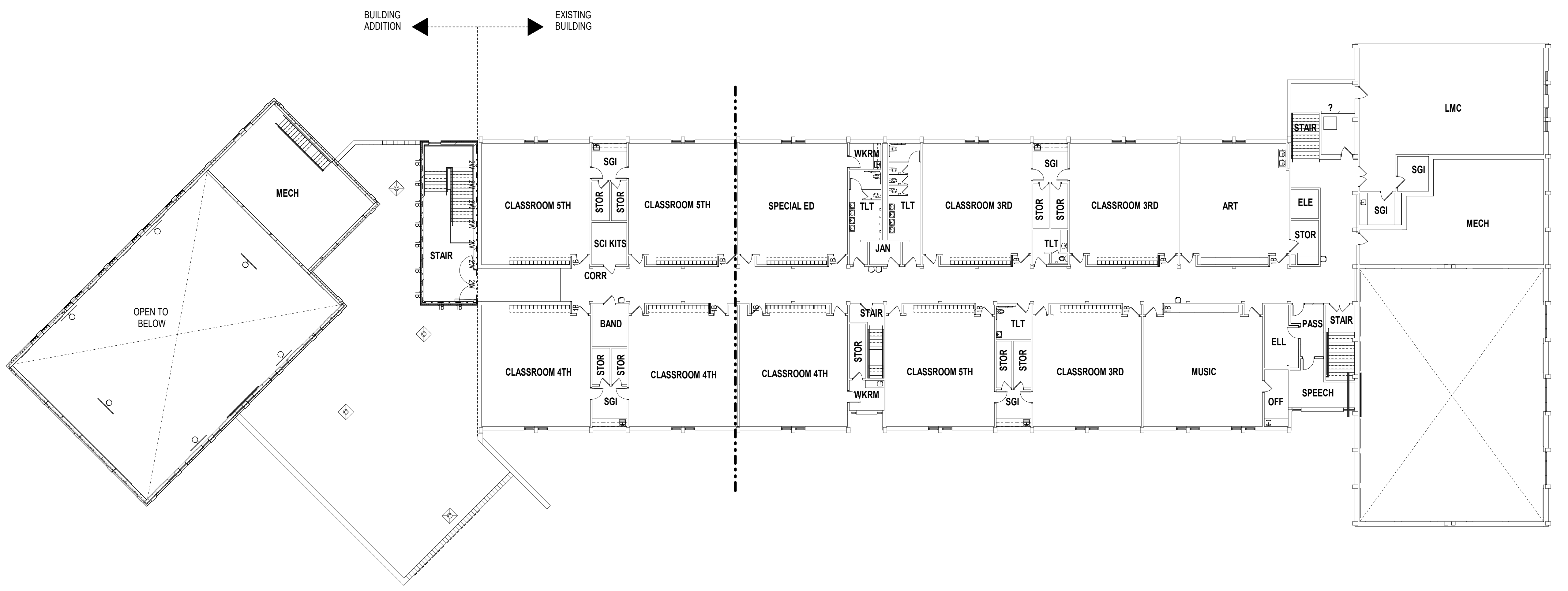
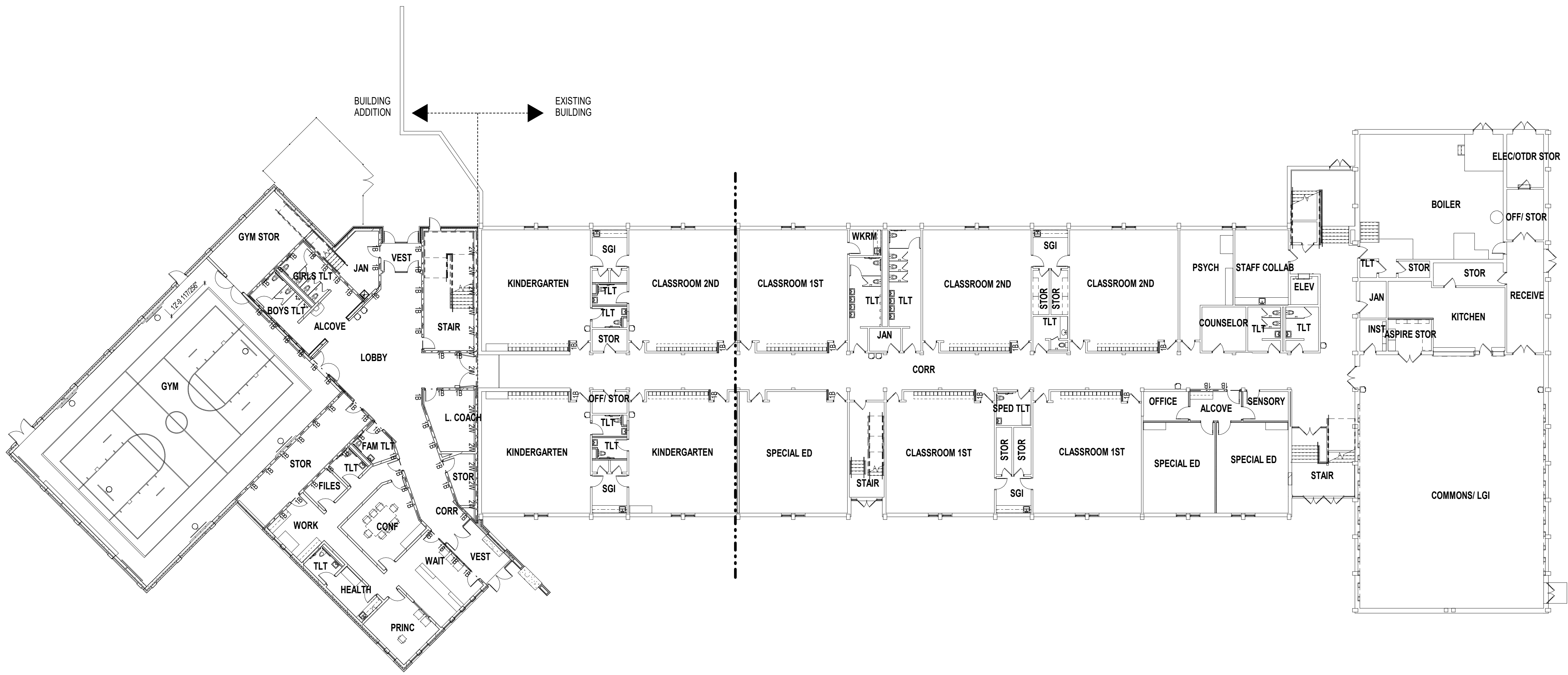
**PRELIMINARY DOCUMENTS**

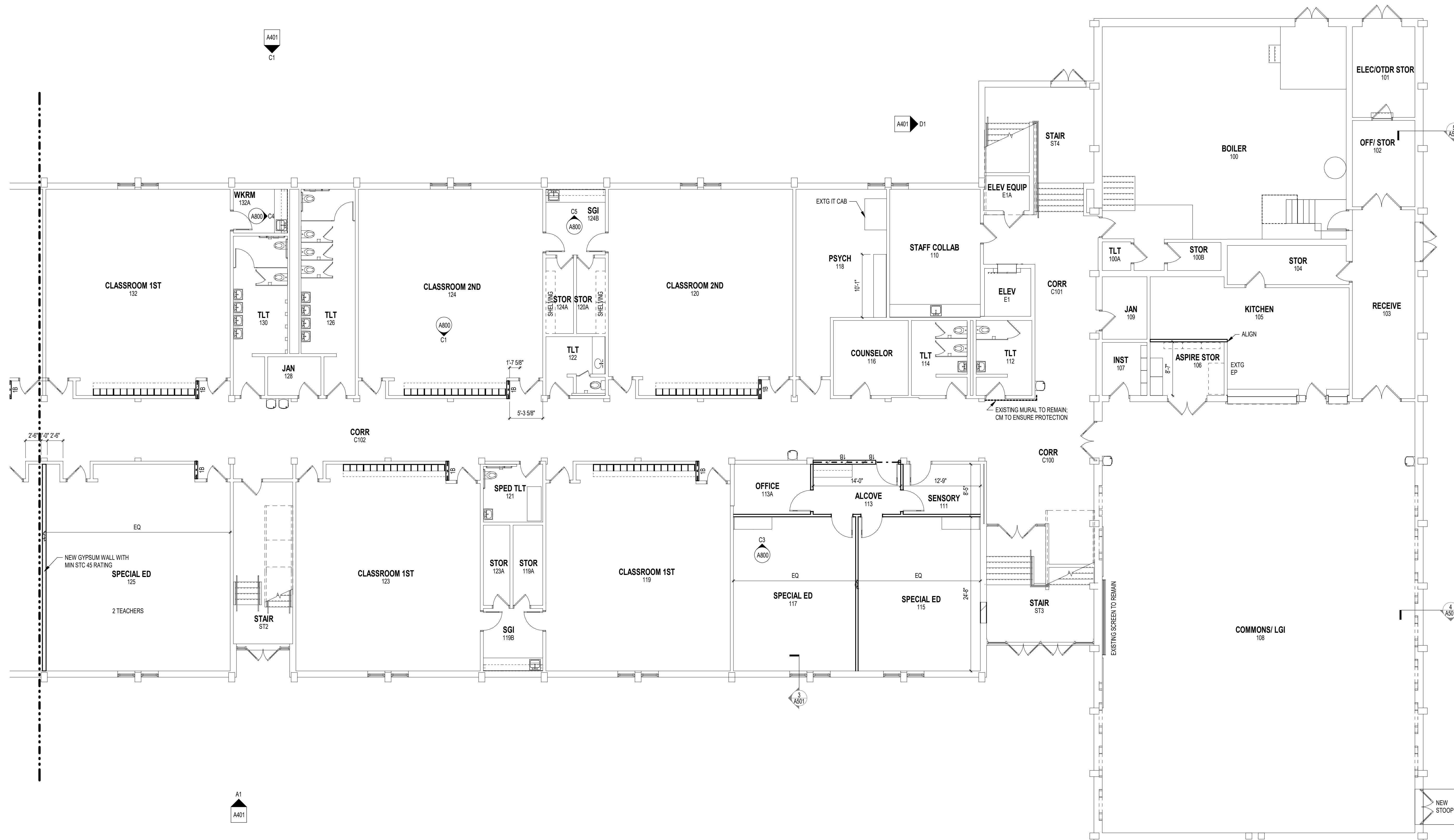
DATE	01-03-2020	PROJECT #	W52-PM3
DRAWN BY	PRA	CHECKED BY	PRA

DRAWING TITLE  
**OVERALL FLOOR PLANS**

DRAWING NUMBER  
**A200**  
CES  
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**FLOOR PLAN SYMBOLS LEGEND**

	EXISTING WALLS TO REMAIN		NEW WALL/PARTITION
	EXISTING DOOR TO REMAIN		NEW DOOR
	SECTION REFERENCE		EXISTING DOOR RECEIVING NEW WORK - REFER TO DOOR SCHEDULE
	EXTERIOR ELEVATION		DETAIL REFERENCE
	INTERIOR ELEVATION		EQUIPMENT
	FLOOR PLAN NOTE		WINDOW TYPE
	CONSTRUCTION LIMITS		WALL/PARTITION TYPE
	1P - 1P ONE HOUR RATED FIRE PARTITION		FLOOR DRAIN - PITCH FLOOR TO DRAIN
	2B - 2B TWO HOUR RATED FIRE BARRIER		SEMI-RECESSED FIRE EXTINGUISHER

**FLOOR PLAN GENERAL NOTES**

A. DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED WALL TO FACE OF FINISHED WALL (NOMINAL).

B. VERIFY ALL DIMENSIONS AND CONDITIONS AT JOB SITE. PORTIONS OF EXISTING CONSTRUCTION MAY HAVE BEEN REMOVED BY OWNER.

C. MAINTAIN CONTINUOUS UTILITY SERVICE TO ALL SPACES IN THE BUILDING NOT AFFECTED BY THIS WORK. COORDINATE WITH OWNER ANY DISRUPTION IN SERVICES REQUIRED TO PERFORM WORK OR TO MODIFY EXISTING PIPING, DUCTWORK OR ANY ASSOCIATED EQUIPMENT.

D. CONTRACTOR TO VERIFY FLOOR TO FLOOR HEIGHTS

**FLOOR PLAN NOTES**

NOTE #	FLOOR PLAN NOTE

**EXTERIOR WALL TYPE SCHEDULE**

MARK	ASSEMBLY DESCRIPTION
1A.3	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-Piece) HORIZONTAL MASONRY JOINT REINFORCING @ 18" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
1J.2	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-Piece) HORIZONTAL MASONRY JOINT REINFORCING @ 18" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3A.1	MASONRY CAVITY WALL CONSISTING OF 4" FACE BRICK (EDIT FOR OTHER MATERIALS), 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR AND VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-Piece) HORIZONTAL MASONRY JOINT REINFORCING @ 18" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3A.2	MASONRY CAVITY WALL CONSISTING OF 4" FACE BRICK (EDIT FOR OTHER MATERIALS), 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR AND VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-Piece) HORIZONTAL MASONRY JOINT REINFORCING @ 18" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3A.3	MASONRY CAVITY WALL CONSISTING OF 4" GLAZED FACE BRICK, 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-Piece) HORIZONTAL MASONRY JOINT REINFORCING @ 18" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3J.1	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3J.2	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING ON 4" METAL STUDS @ 16" O.C., 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3K.1	PANEL WALL SYSTEM CONSISTING OF 1-5/8" MCM PANEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING, GALVANIZED 2" FURRING AND 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
4Z.1	12" CAST IN PLACE CONCRETE WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED REINFORCING). REFER TO STRUCTURAL DETAILS.
9H.1	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 4" PATTERNED CONCRETE EXTERIOR FACE (EDIT FOR PATTERN: SMOOTH, RIBBED, RAKED, RANDOM, ETC.) WITH EXPOSED LIMESTONE AGGREGATE AT EXTERIOR FACE. (EDIT FOR FINISH)
9H.2	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 8" ARCHITECTURAL PRECAST PANEL WITH EXPOSED AGGREGATE FINISH AT EXTERIOR FACE.
5J.4	INSULATED ARCHITECTURAL PRECAST CONCRETE KNOCK-OUT PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 1/2" CORRUGATED METAL Siding. (EDIT FOR FINISH)

**INTERIOR PARTITION SCHEDULE**

MARK	ASSEMBLY DESCRIPTION	FIRE RATING	UL	INSULATION	STC
B00	3/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	3-1/2" SOUND	-
B10	6" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	FULL WIDTH SOUND	-
G00	1-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
G00	3/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
SK0	8" CONCRETE BLOCK	-	-	-	-
SN0	8" CONCRETE BLOCK	-	-	-	-
SN1	8" CONCRETE BLOCK	1 HR	-	-	-
SN2	8" CONCRETE BLOCK	2 HR	-	-	-
SS0	12" CONCRETE BLOCK	-	-	-	-
SS2	12" CONCRETE BLOCK	2 HR	-	-	-
ZK1	6" GLAZED CONCRETE BLOCK STACK BOND	-	-	-	-
ZN1	8" GLAZED CONCRETE BLOCK STACK BOND	1 HR	-	-	-

**GYPSUM BOARD PARTITIONS GENERAL NOTES**

A. ALL GYPSUM BOARD PARTITIONS SHALL BE (BLO) UNLESS OTHERWISE NOTED ON FLOOR PLAN.

B. GYPSUM BOARD PARTITION DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED PARTITION TO FACE OF FINISHED PARTITION (NOMINAL).

C. REFER TO GYPSUM BOARD SPECIFICATION FOR LOCATION AND TYPE(S) OF GYPSUM BOARD MATERIAL REQUIRED.

D. PROVIDE FIRE RATED GYPSUM BOARD AT ALL FIRE RATED PARTITIONS.

E. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FRESTOP ALL FIRE RATED PARTITIONS.

F. EXTEND ALL GYPSUM BOARD PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE. AT METAL DECK CONSTRUCTION ABOVE PROVIDE SLP JOINT BETWEEN TOP OF PARTITION AND UNDERSIDE OF METAL DECK / STRUCTURAL STEEL MEMBER ABOVE. REFER TO DETAIL.

**MASONRY PARTITIONS GENERAL NOTES**

A. MASONRY PARTITIONS INDICATED WITH THE FOLLOWING HATCH PATTERN:

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**REVISIONS**

Date	Revision Description

**PRELIMINARY DOCUMENTS**

DATE	01-03-2020	PROJECT #	W52-PM3
DRAWN BY	Emer	CHECKED BY	Checker
DRAWING TITLE			
FIRST FLOOR FLOOR PLAN - AREA A			
DRAWING NUMBER			
A201			
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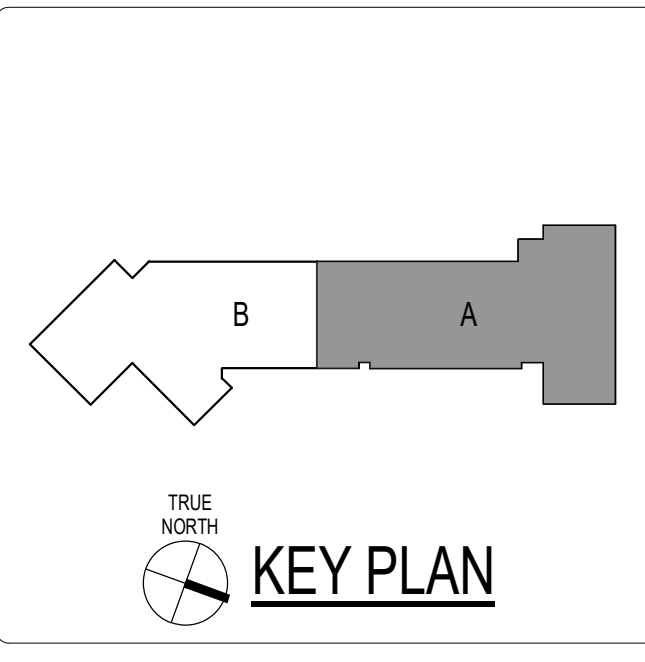
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**OAK CREEK - FRANKLIN JOINT SCHOOL DISTRICT CAROLLTON ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATION**

8965 S Carrollton Dr, Oak Creek, WI 53154

NOT FOR CONSTRUCTION

**NEXUS SOLUTIONS®**  
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 1000 MAIN STREET | MAPLE GROVE, MINNESOTA 55127 | 763.429.0000

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 pra project number - 180325-05

**FLOOR PLAN SYMBOLS LEGEND**

	EXISTING WALLS TO REMAIN		NEW WALL/PARTITION
	EXISTING DOOR TO REMAIN		NEW DOOR
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	FLOOR PLAN NOTE		WINDOW TYPE
	CONSTRUCTION LIMITS		WALL/PARTITION TYPE
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	TWO HOUR RATED FIRE BARRIER		SEMI-RECESSED FIRE EXTINGUISHER

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**FLOOR PLAN NOTES**

NOTE #	FLOOR PLAN NOTE

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1J.2	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 5/8" GYPSUM SHEATHING, 1/4" GA (EDIT FOR THICKNESS AND GAUGE) GALVANIZED COLD FORMED STEEL STUDS @ 16" OC AND ONE LAYER 5/8" GYPSUM BOARD @ INTERIOR FACE.
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4Z.1	12" CAST IN PLACE CONCRETE WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED REINFORCING). REFER TO STRUCTURAL DETAILS.
9H.1	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 4" PATTERNED CONCRETE EXTERIOR FACE (EDIT FOR PATTERN, SMOOTH, RIBBED, RAKED, RANDOM, ETC.) WITH EXPOSED LIMESTONE AGGREGATE AT EXTERIOR FACE. (EDIT FOR FINISH).
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**INTERIOR PARTITION SCHEDULE**

MARK	ASSEMBLY DESCRIPTION	FIRE RATING	UL	INSULATION	STC
B00	3-1/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	3-1/2" SOUND	-
B01	1" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	FULL WIDTH SOUND	-
G00	1-1/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
G60	3-1/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
S00	8" CONCRETE BLOCK.	-	-	-	-
S01	8" CONCRETE BLOCK.	1HR	-	-	-
S02	8" CONCRETE BLOCK.	2HR	-	-	-
S50	12" CONCRETE BLOCK.	-	-	-	-
S52	12" CONCRETE BLOCK.	2HR	-	-	-
Z01	8" GLAZED CONCRETE BLOCK STACK BOND.	-	-	-	-
Z01	8" GLAZED CONCRETE BLOCK STACK BOND.	1HR	-	-	-

**GYPSUM BOARD PARTITIONS GENERAL NOTES**

A. ALL GYPSUM BOARD PARTITIONS SHALL BE (BLO) UNLESS OTHERWISE NOTED ON FLOOR PLAN.

B. GYPSUM BOARD PARTITION DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED PARTITION TO FACE OF FINISHED PARTITION (NOMINAL).

C. REFER TO GYPSUM BOARD SPECIFICATION FOR LOCATION AND TYPE(S) OF GYPSUM BOARD MATERIAL REQUIRED.

D. PROVIDE FIRE RATED GYPSUM BOARD AT ALL FIRE RATED PARTITIONS.

E. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FIRESTOP ALL FIRE RATED PARTITIONS.

F. EXTEND ALL GYPSUM BOARD PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE. AT METAL DECK CONSTRUCTION ABOVE PROVIDE SLP JOINT BETWEEN TOP OF PARTITION AND UNDERSIDE OF METAL DECK / STRUCTURAL STEEL MEMBER ABOVE. REFER TO DETAIL.

**MASONRY PARTITIONS GENERAL NOTES**

A. MASONRY PARTITIONS INDICATED WITH THE FOLLOWING HATCH PATTERN:

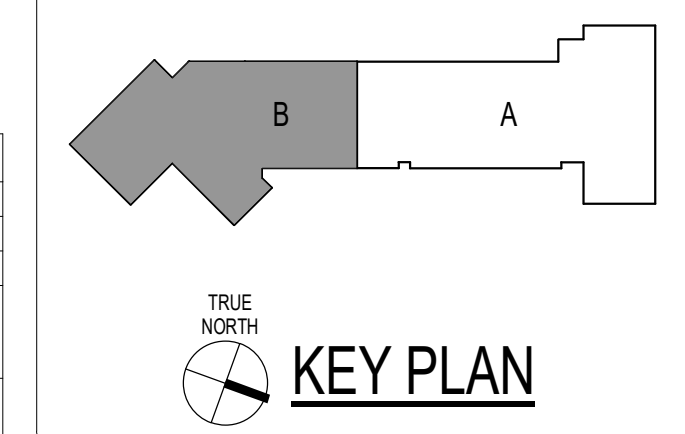
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**FIRST FLOOR PLAN - AREA B**  
 1/8" = 1'-0"



**OAK CREEK - FRANKLIN JOINT SCHOOL DISTRICT CAROLLTON ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATION**

8965 S Carrollton Dr, Oak Creek, WI 53154

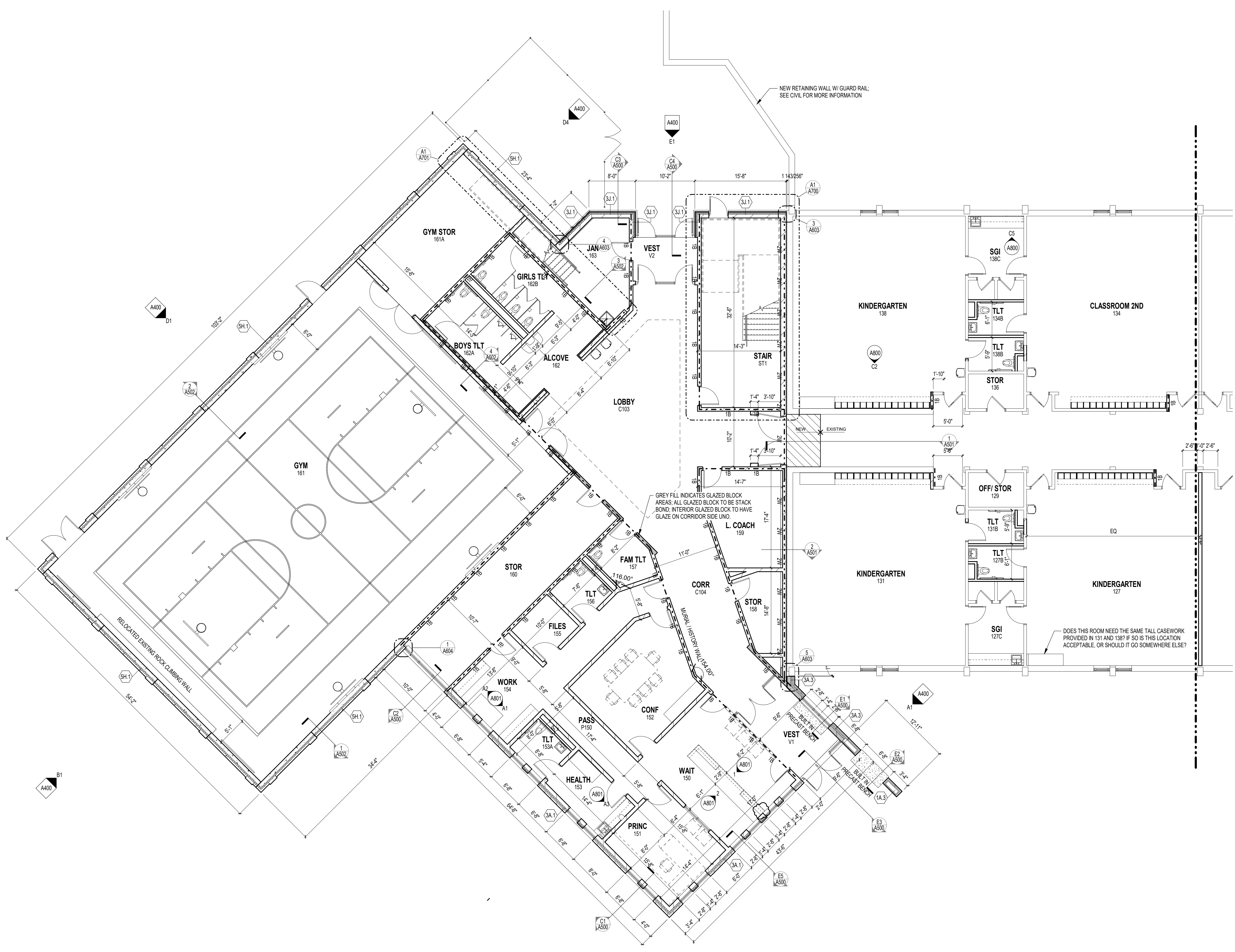
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08-31-17	CBXX

**PRELIMINARY DOCUMENTS**

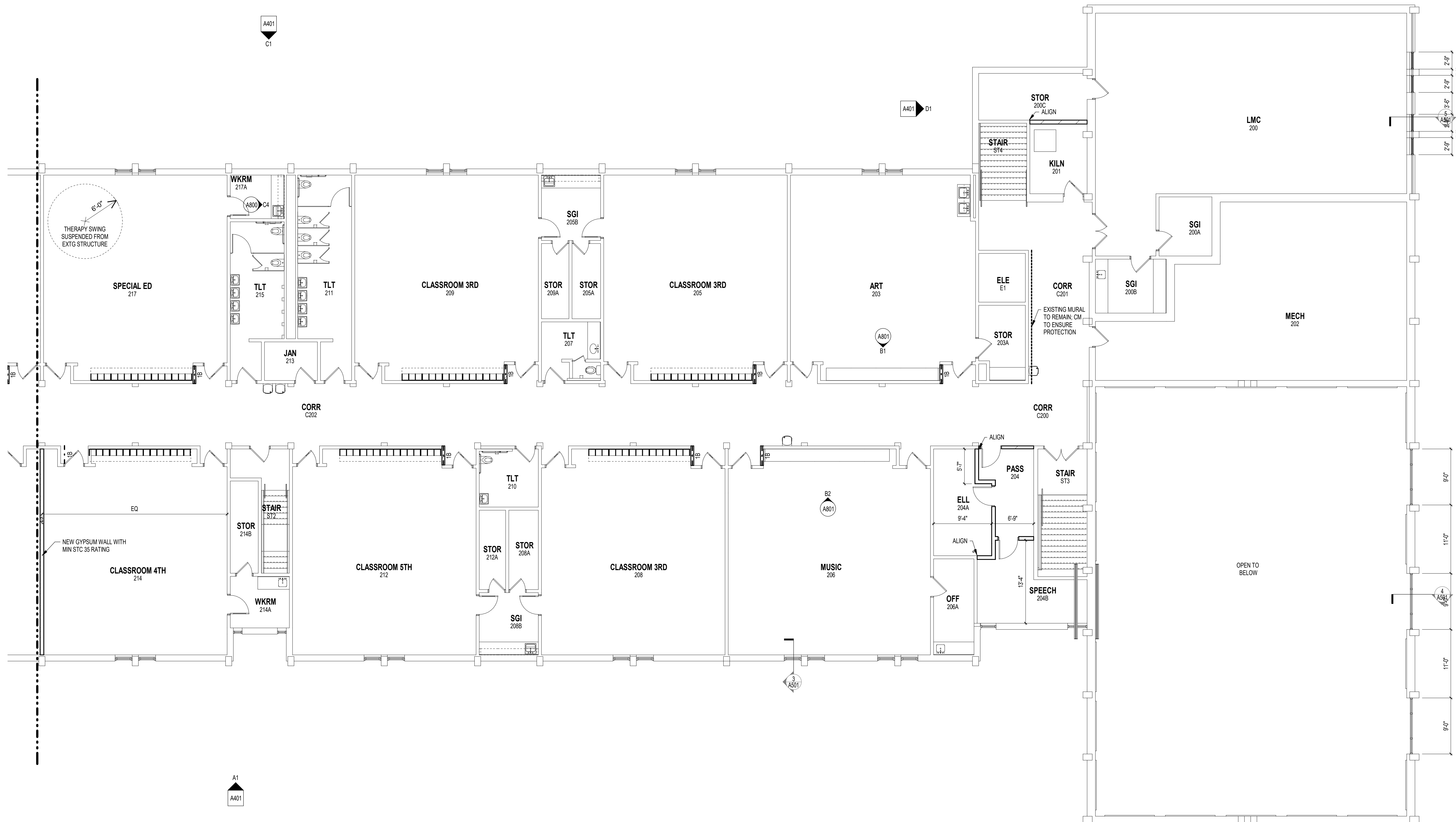
DATE	PROJECT #	W52-PM3
01-03-2020		
DRAWN BY: Emer	CHECKED BY: PRA	

DRAWING TITLE  
**FIRST FLOOR FLOOR PLAN - AREA B**

DRAWING NUMBER  
**A202**  
 CES  
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**FLOOR PLAN SYMBOLS LEGEND**

	EXISTING WALLS TO REMAIN		NEW WALL/PARTITION
	EXISTING DOOR TO REMAIN		NEW DOOR
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	EXTERIOR ELEVATION		DETAIL REFERENCE
	INTERIOR ELEVATION		EQUIPMENT
	FLOOR PLAN NOTE		WINDOW TYPE
	CONSTRUCTION LIMITS		WALL/PARTITION TYPE
	1P 1P ONE HOUR RATED FIRE PARTITION		FLOOR DRAIN - PITCH FLOOR TO DRAIN
	2B 2B TWO HOUR RATED FIRE BARRIER		FESR SEMI-RECESSED FIRE EXTINGUISHER

**FLOOR PLAN GENERAL NOTES**

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B. VERIFY ALL DIMENSIONS AND CONDITIONS AT JOB SITE. PORTIONS OF EXISTING CONSTRUCTION MAY HAVE BEEN REMOVED BY OWNER.

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**FLOOR PLAN NOTES**

NOTE #	FLOOR PLAN NOTE

**EXTERIOR WALL TYPE SCHEDULE**

MARK	ASSEMBLY DESCRIPTION
1A.3	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 5/8" GYPSUM SHEATHING, 4" X 6" GA (EDIT FOR THICKNESS AND GAUGE) GALVANIZED COLD FORMED STEEL STUDS @ 16" OC AND ONE LAYER 5/8" GYPSUM BOARD @ INTERIOR FACE.
1J.2	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 5/8" GYPSUM SHEATHING, 4" X 6" GA (EDIT FOR THICKNESS AND GAUGE) GALVANIZED COLD FORMED STEEL STUDS @ 16" OC AND ONE LAYER 5/8" GYPSUM BOARD @ INTERIOR FACE.
3A.1	MASONRY CAVITY WALL CONSISTING OF 4" FACE BRICK (EDIT FOR OTHER MATERIALS), 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR AND VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-PIECE) HORIZONTAL MASONRY JOINT REINFORCING @ 16" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3A.2	MASONRY CAVITY WALL CONSISTING OF 4" FACE BRICK (EDIT FOR OTHER MATERIALS), 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR AND VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-PIECE) HORIZONTAL MASONRY JOINT REINFORCING @ 16" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3A.3	MASONRY CAVITY WALL CONSISTING OF 4" GLAZED FACE BRICK, 1-3/4" AIR SPACE, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL WITH ADJUSTABLE (TWO-PIECE) HORIZONTAL MASONRY JOINT REINFORCING @ 16" OC (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE CAVITY DRAINAGE MATERIAL, FLASHING, CAVITY WEEPSVENTS @ 24" OC AND MASONRY EXPANSION AND CONTROL JOINTS. COMPARTMENTALIZE THE CAVITY AND PROVIDE CAVITY WEEPSVENTS AT TOP/BOTTOM OF CAVITY. REFER TO DETAIL XWXXX.
3J.1	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3J.2	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING ON 4" METAL STUDS @ 16" O.C., 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3K.1	PANEL WALL SYSTEM CONSISTING OF 1-5/8" MCM PANEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING, GALVANIZED 2" FURRING AND 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
4Z.1	12" CAST IN PLACE CONCRETE WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED REINFORCING); REFER TO STRUCTURAL DETAILS.
9H.1	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 4" PATTERNED CONCRETE EXTERIOR FACE (EDIT FOR PATTERN, SMOOTH, RIBBED, RAKED, RANDOM, ETC.) WITH EXPOSED LIMESTONE AGGREGATE AT EXTERIOR FACE. (EDIT FOR FINISH).
9H.2	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 8" ARCHITECTURAL PRECAST PANEL WITH EXPOSED AGGREGATE FINISH AT EXTERIOR FACE.
9J.4	INSULATED ARCHITECTURAL PRECAST CONCRETE KNOCK-OUT PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 1/2" CORRUGATED METAL SING. (EDIT FOR FINISH).

**INTERIOR PARTITION SCHEDULE**

MARK	ASSEMBLY DESCRIPTION	FIRE RATING	UL	INSULATION	STC
B00	3/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	3-1/2" SOUND	-
B10	6" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	FULL WIDTH SOUND	-
G00	1-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
G00	3/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
S00	8" CONCRETE BLOCK	-	-	-	-
S10	8" CONCRETE BLOCK	1 HR	-	-	-
S20	8" CONCRETE BLOCK	2 HR	-	-	-
S30	12" CONCRETE BLOCK	-	-	-	-
S52	12" CONCRETE BLOCK	2 HR	-	-	-
ZK1	6" GLAZED CONCRETE BLOCK STACK BOND	-	-	-	-
ZN1	8" GLAZED CONCRETE BLOCK STACK BOND	1 HR	-	-	-

**GYPSUM BOARD PARTITIONS GENERAL NOTES**

A. ALL GYPSUM BOARD PARTITIONS SHALL BE (BLO) UNLESS OTHERWISE NOTED ON FLOOR PLAN.

B. GYPSUM BOARD PARTITION DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED PARTITION TO FACE OF FINISHED PARTITION (NOMINAL).

C. REFER TO GYPSUM BOARD SPECIFICATION FOR LOCATION AND TYPE(S) OF GYPSUM BOARD MATERIAL REQUIRED.

D. PROVIDE FIRE RATED GYPSUM BOARD AT ALL FIRE RATED PARTITIONS.

E. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FIRESTOP ALL FIRE RATED PARTITIONS.

F. EXTEND ALL GYPSUM BOARD PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE. AT METAL DECK CONSTRUCTION ABOVE PROVIDE SLP JOINT BETWEEN TOP OF PARTITION AND UNDERSIDE OF METAL DECK / STRUCTURAL STEEL MEMBER ABOVE. REFER TO DETAIL.

**MASONRY PARTITIONS GENERAL NOTES**

A. MASONRY PARTITIONS INDICATED WITH THE FOLLOWING HATCH PATTERN:

B. ALL MASONRY PARTITIONS SHALL BE 8" CONCRETE BLOCK UNLESS OTHERWISE NOTED OR DIMENSIONED. REFER TO FLOOR PLAN FOR PARTITION THICKNESS.

C. PROVIDE UL RATED CONCRETE BLOCK AT ALL FIRE RATED PARTITIONS.

D. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FIRESTOP ALL RATED PARTITIONS.

E. EXTEND CONCRETE BLOCK PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE (OR PRECAST PLANK ABOVE IF APPLICABLE). REFER TO DETAIL. PROVIDE HORIZONTAL MASONRY JOINT REINFORCEMENT AT 16" OC VERTICALLY. REFER TO STRUCTURAL DRAWINGS FOR VERTICAL REINFORCEMENT REQUIREMENTS.

**PRELIMINARY DOCUMENTS**

Date	Revision	Description

**SECOND FLOOR PLAN - AREA A**

DRAWING NUMBER: **A211**  
CES  
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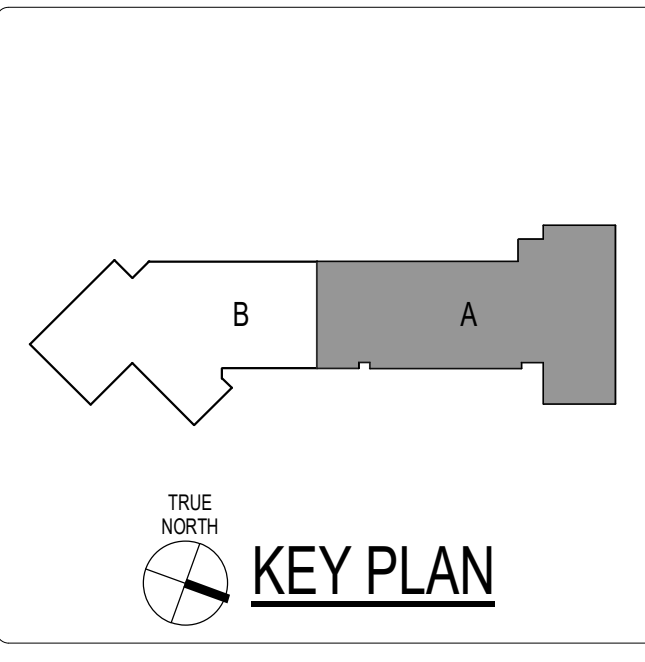
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**OAK CREEK - FRANKLIN JOINT SCHOOL DISTRICT CAROLLTON ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATION**

8965 S Carrollton Dr, Oak Creek, WI 53154

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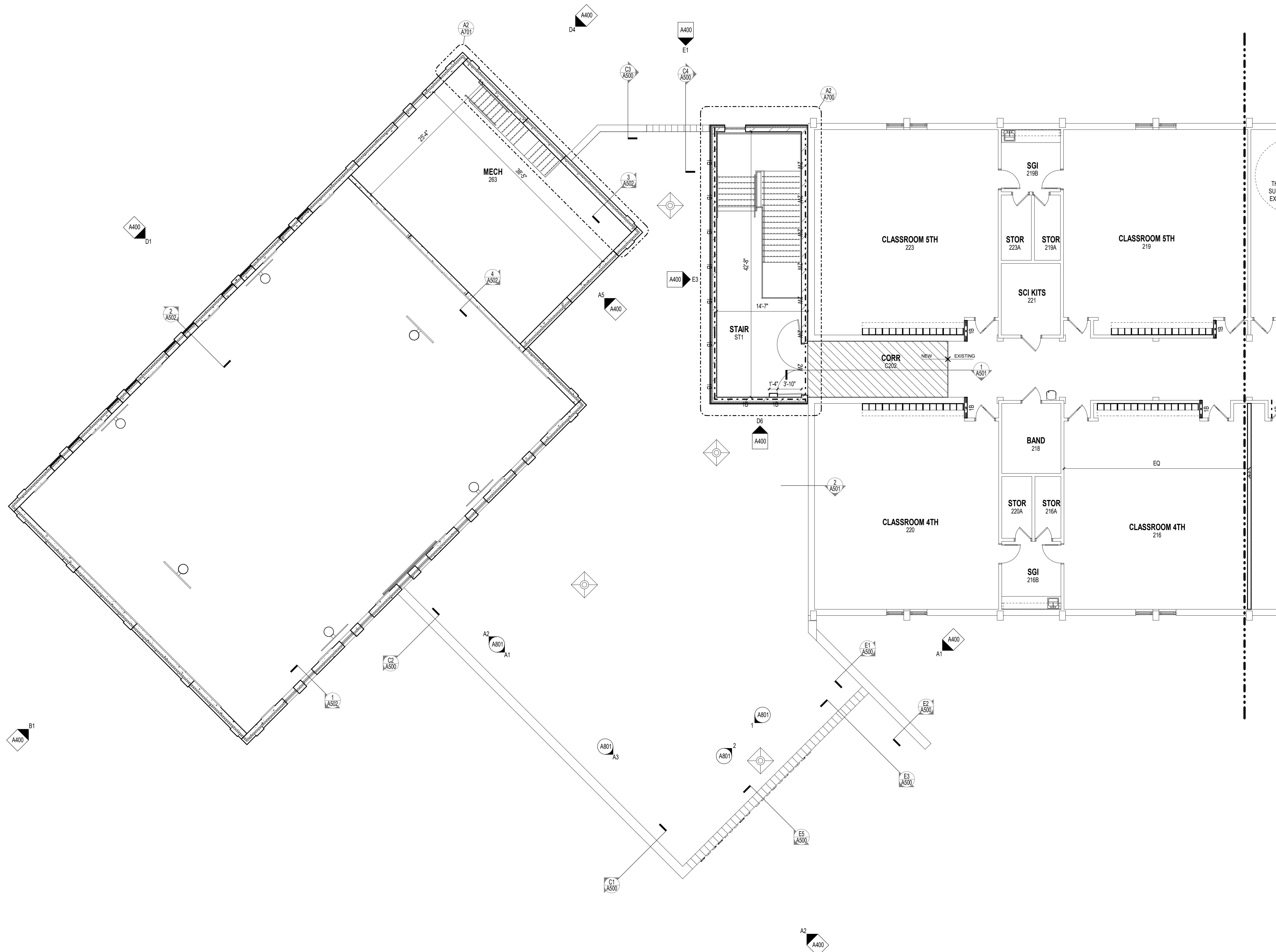
**PRELIMINARY DOCUMENTS**

DATE	01-03-2020	PROJECT #	W52-PM3
DRAWN BY	Emer Fallis	CHECKED BY	Checker

DRAWING TITLE: **SECOND FLOOR PLAN - AREA A**

DRAWING NUMBER: **A211**  
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**FLOOR PLAN SYMBOLS LEGEND**

	EXISTING WALLS TO REMAIN		NEW WALL PARTITION
	EXISTING DOOR TO REMAIN		NEW DOOR
	SECTION REFERENCE		EXISTING DOOR RECEIVING NEW WORK - REFER TO DOOR SCHEDULE
	EXTERIOR ELEVATION		DETAIL REFERENCE
	INTERIOR ELEVATION		EQUIPMENT
	FLOOR PLAN NOTE		WINDOW TYPE
	CONSTRUCTION LIMITS		WALL PARTITION TYPE
	ONE HOUR RATED FIRE PARTITION		FLOOR DRAIN - PITCH FLOOR TO DRAIN
	TWO HOUR RATED FIRE BARRIER		SEMI-RECESSED FIRE EXTINGUISHER

**FLOOR PLAN GENERAL NOTES**

A. DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED WALL TO FACE OF FINISHED WALL (NOMINAL).

B. VERIFY ALL DIMENSIONS AND CONDITIONS AT JOB SITE. PORTIONS OF EXISTING CONSTRUCTION MAY HAVE BEEN REMOVED BY OWNER.

C. MAINTAIN CONTINUOUS UTILITY SERVICE TO ALL SPACES IN THE BUILDING NOT AFFECTED BY THIS WORK. COORDINATE WITH OWNER ANY DISRUPTION IN SERVICES REQUIRED TO PERFORM WORK OR TO MODIFY EXISTING PIPING, DUCTWORK OR ANY ASSOCIATED EQUIPMENT.

D. CONTRACTOR TO VERIFY FLOOR TO FLOOR HEIGHTS.

**FLOOR PLAN NOTES**

NOTE #	FLOOR PLAN NOTE

**EXTERIOR WALL TYPE SCHEDULE**

MARK	ASSEMBLY DESCRIPTION
1A.3	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 5/8" GYPSUM SHEATHING, 1" IG (EDIT FOR THICKNESS AND GAUGE) GALVANIZED COLD FORMED STEEL STUDS @ 16" OC AND ONE LAYER 5/8" GYPSUM BOARD @ INTERIOR FACE.
1J.2	PANEL WALL SYSTEM CONSISTING OF 1-1/2" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 5/8" GYPSUM SHEATHING, 1" IG (EDIT FOR THICKNESS AND GAUGE) GALVANIZED COLD FORMED STEEL STUDS @ 16" OC AND ONE LAYER 5/8" GYPSUM BOARD @ INTERIOR FACE.
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3J.1	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3J.2	PANEL WALL SYSTEM CONSISTING OF 1" METAL PANEL, 7/8" HAT CHANNEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING ON 4" METAL STUDS @ 16" O.C., 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
3K.1	PANEL WALL SYSTEM CONSISTING OF 1-5/8" MCM PANEL, AIR AND WATER RESISTIVE BARRIER ON 1/2" PLYWOOD SHEATHING, GALVANIZED 2" FURRING AND 3" RIGID INSULATION, SPRAY APPLIED AIR/VAPOR BARRIER SYSTEM ON 8" CONCRETE MASONRY UNIT BACK-UP WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED VERTICAL REINFORCING). PROVIDE MASONRY EXPANSION AND CONTROL JOINTS AS REQUIRED.
4Z.1	12" CAST IN PLACE CONCRETE WALL (REFER TO STRUCTURAL DRAWINGS FOR REQUIRED REINFORCING). REFER TO STRUCTURAL DETAILS.
9H.1	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 4" PATTERNED CONCRETE EXTERIOR FACE (EDIT FOR PATTERN, SMOOTH, RIBBED, RAKED, RANDOM, ETC.) WITH EXPOSED LIMESTONE AGGREGATE AT EXTERIOR FACE. (EDIT FOR FINISH).
9H.2	INSULATED ARCHITECTURAL PRECAST CONCRETE WALL PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 8" ARCHITECTURAL PRECAST PANEL WITH EXPOSED AGGREGATE FINISH AT EXTERIOR FACE.
5J.4	INSULATED ARCHITECTURAL PRECAST CONCRETE KNOCK-OUT PANEL SYSTEM CONSISTING OF 8" STRUCTURAL PANEL, 3" RIGID INSULATION AND 1/2" CORRUGATED METAL SING. (EDIT FOR FINISH).

**INTERIOR PARTITION SCHEDULE**

MARK	ASSEMBLY DESCRIPTION	FIRE RATING	UL	INSULATION	STC
B00	3-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	3-1/2" SOUND	-
B10	6" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD @ EACH FACE.	-	-	FULL WIDTH SOUND	-
G00	1-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
G60	3-5/8" STEEL STUDS @ 16" OC ONE LAYER 5/8" GYPSUM BOARD.	-	-	-	-
SK0	8" CONCRETE BLOCK	-	-	-	-
SN0	8" CONCRETE BLOCK	-	-	-	-
SN1	8" CONCRETE BLOCK	1 HR	-	-	-
SN2	8" CONCRETE BLOCK	2 HR	-	-	-
SS0	12" CONCRETE BLOCK	-	-	-	-
SS2	12" CONCRETE BLOCK	2 HR	-	-	-
ZK1	8" GLAZED CONCRETE BLOCK STACK BOND	-	-	-	-
ZN1	8" GLAZED CONCRETE BLOCK STACK BOND	1 HR	-	-	-

**GYPSUM BOARD PARTITIONS GENERAL NOTES**

A. ALL GYPSUM BOARD PARTITIONS SHALL BE (BLO) UNLESS OTHERWISE NOTED ON FLOOR PLAN.

B. GYPSUM BOARD PARTITION DIMENSIONS ON FLOOR PLAN ARE BASED ON FACE OF FINISHED PARTITION TO FACE OF FINISHED PARTITION (NOMINAL).

C. REFER TO GYPSUM BOARD SPECIFICATION FOR LOCATION AND TYPE(S) OF GYPSUM BOARD MATERIAL REQUIRED.

D. PROVIDE FIRE RATED GYPSUM BOARD AT ALL FIRE RATED PARTITIONS.

E. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FIRESTOP ALL FIRE RATED PARTITIONS.

F. EXTEND ALL GYPSUM BOARD PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE. AT METAL DECK CONSTRUCTION ABOVE PROVIDE SLP JOINT BETWEEN TOP OF PARTITION AND UNDERSIDE OF METAL DECK / STRUCTURAL STEEL MEMBER ABOVE. REFER TO DETAIL.

**MASONRY PARTITIONS GENERAL NOTES**

A. MASONRY PARTITIONS INDICATED WITH THE FOLLOWING HATCH PATTERN:

B. ALL MASONRY PARTITIONS SHALL BE 8" CONCRETE BLOCK UNLESS OTHERWISE NOTED OR DIMENSIONED. REFER TO FLOOR PLAN FOR PARTITION THICKNESS.

C. PROVIDE UL RATED CONCRETE BLOCK AT ALL FIRE RATED PARTITIONS.

D. SEAL ALL WALL PENETRATIONS AT PERIMETER AND FIRESTOP ALL RATED PARTITIONS.

E. EXTEND CONCRETE BLOCK PARTITIONS FULL HEIGHT TO UNDERSIDE OF STEEL DECK ABOVE (OR PRECAST PLANK ABOVE IF APPLICABLE). REFER TO DETAIL. PROVIDE HORIZONTAL MASONRY JOINT REINFORCEMENT AT 16" OC VERTICALLY. REFER TO STRUCTURAL DRAWINGS FOR VERTICAL REINFORCEMENT REQUIREMENTS.

**SECOND FLOOR PLAN - AREA B**  
18" = 1'-0"

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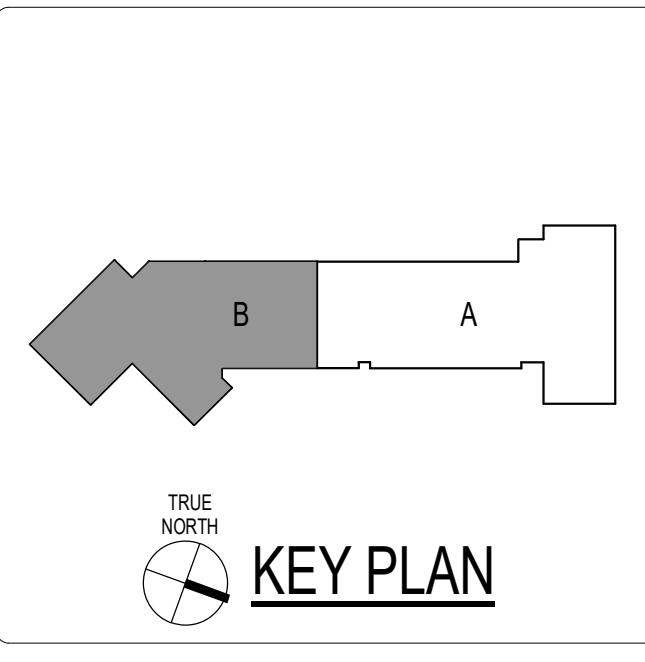
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**OAK CREEK - FRANKLIN JOINT SCHOOL DISTRICT CAROLLTON ELEMENTARY SCHOOL BUILDING ADDITION AND RENOVATION**

8965 S Carrollton Dr, Oak Creek, WI 53154

Date	Revision Description

**PRELIMINARY DOCUMENTS**

DATE	01-03-2020	PROJECT #	W52-PM3
DRAWN BY	Ener	CHECKED BY	Checker
DRAWING TITLE			
<b>SECOND FLOOR FLOOR PLAN - AREA B</b>			
DRAWING NUMBER			
<b>A212</b>			
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**EXTERIOR ELEVATIONS SYMBOLS LEGEND**

SECTION REFERENCE  
 ELEVATION NOTE  
 DETAIL REFERENCE  
 WINDOW TYPE  
 CONSTRUCTION KEYNOTE

**EXTERIOR FINISH PATTERNS** BRICK AND CONCRETE TO MATCH EXISTING COLORS

GLAZED BLOCK	PROFILED METAL PANEL
BRICK - COLOR 1	FLUSH 12" PANEL - COLOR 1
BRICK - COLOR 2	FLUSH 12" PANEL - COLOR 2
PRECAST - COLOR 1	COMPOSITE METAL PANEL
PRECAST - COLOR 2	

**EXTERIOR ELEVATIONS GENERAL NOTES**

A. PAINT ALL EXPOSED STEEL LINTELS TO MATCH ADJACENT MASONRY COLOR

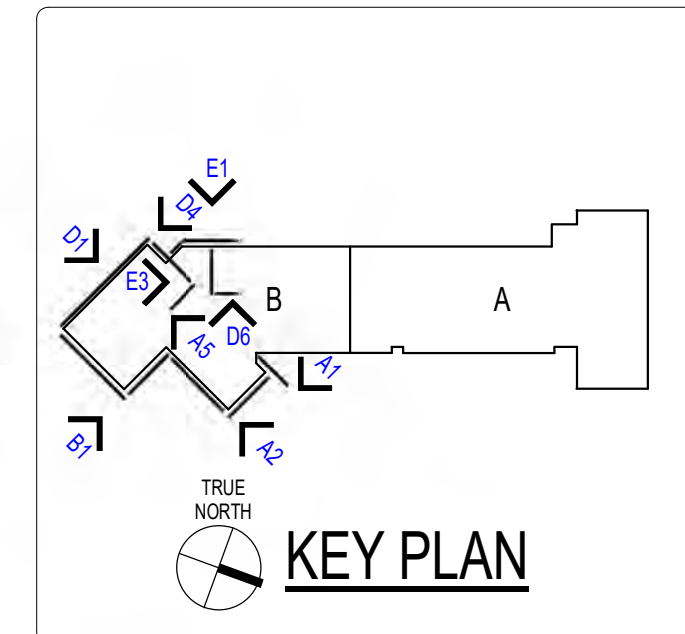
B. REFER TO SHEET A891 FOR WINDOW FRAME ELEVATIONS

C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES.

**OVERALL EXTERIOR MATERIAL PERCENTAGES**

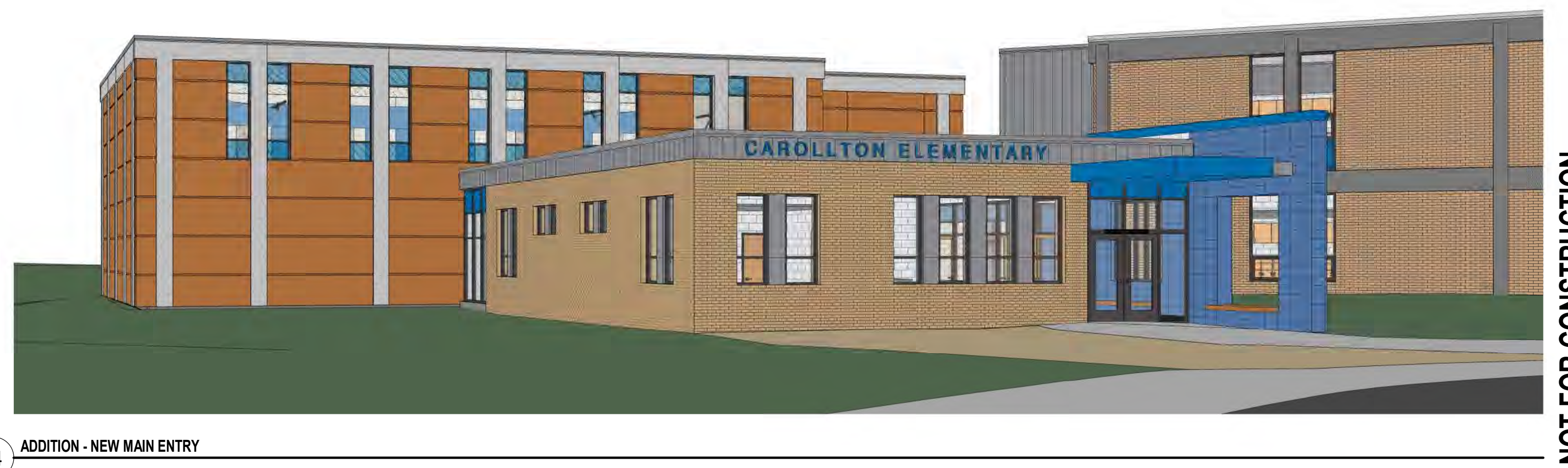
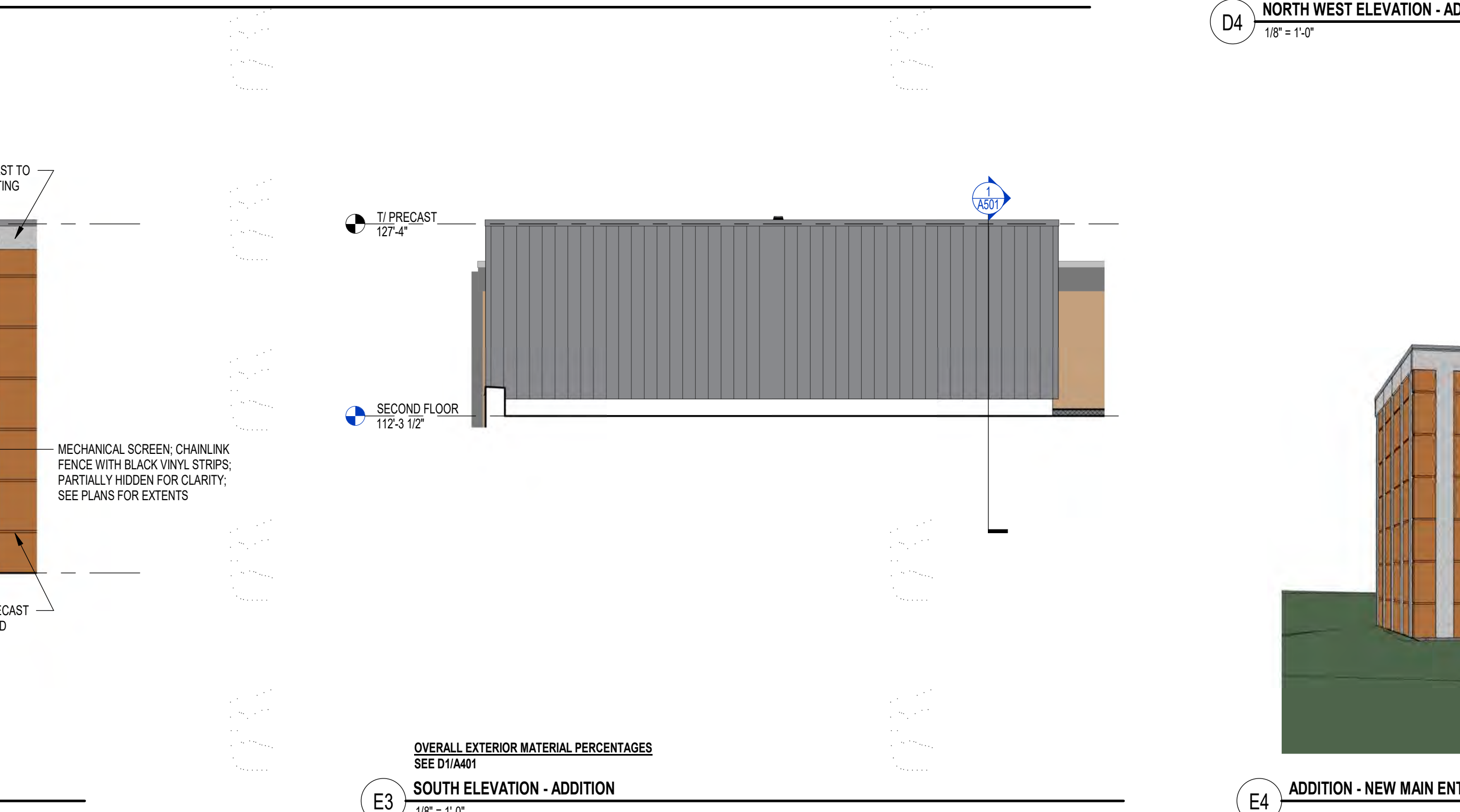
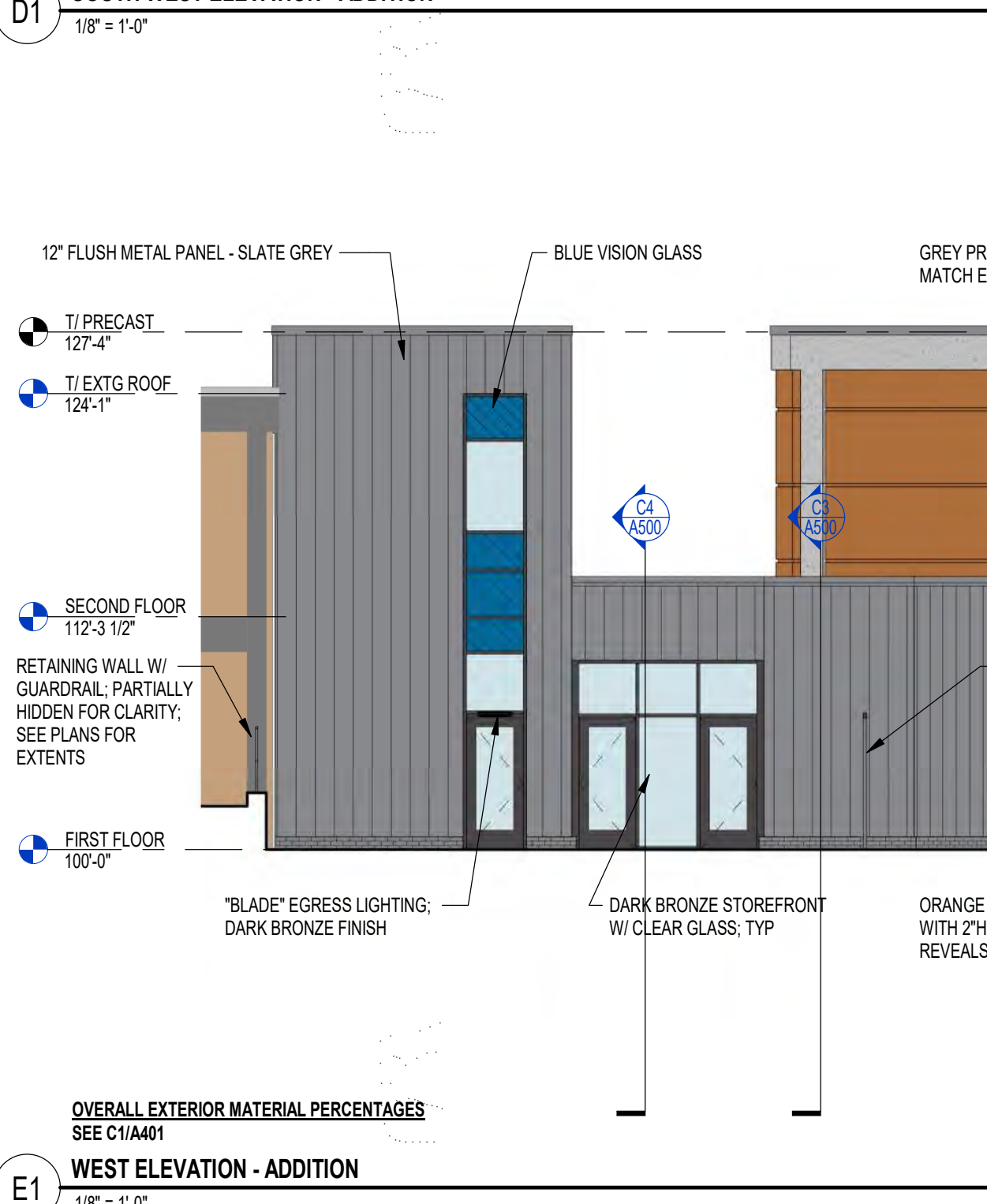
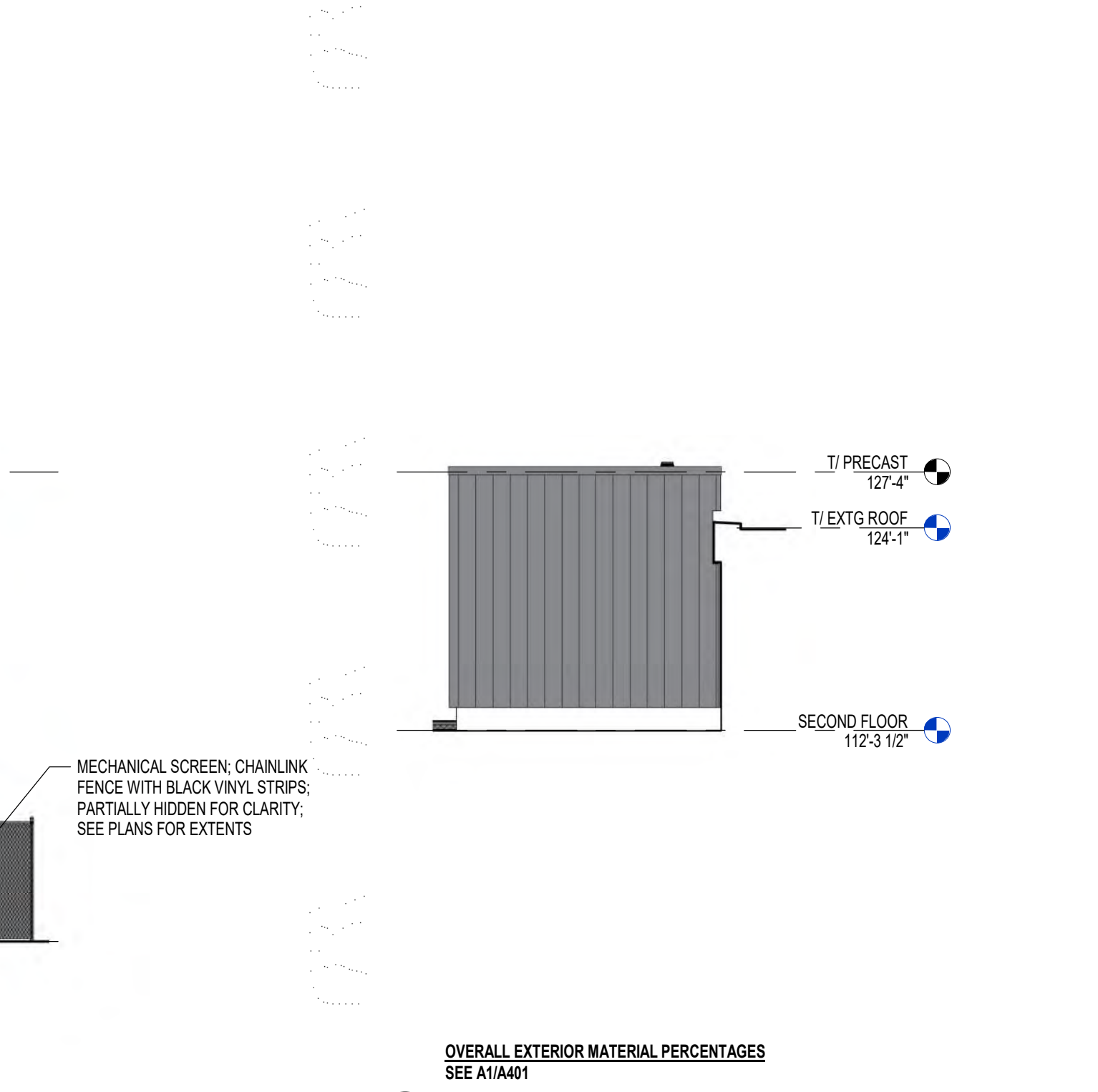
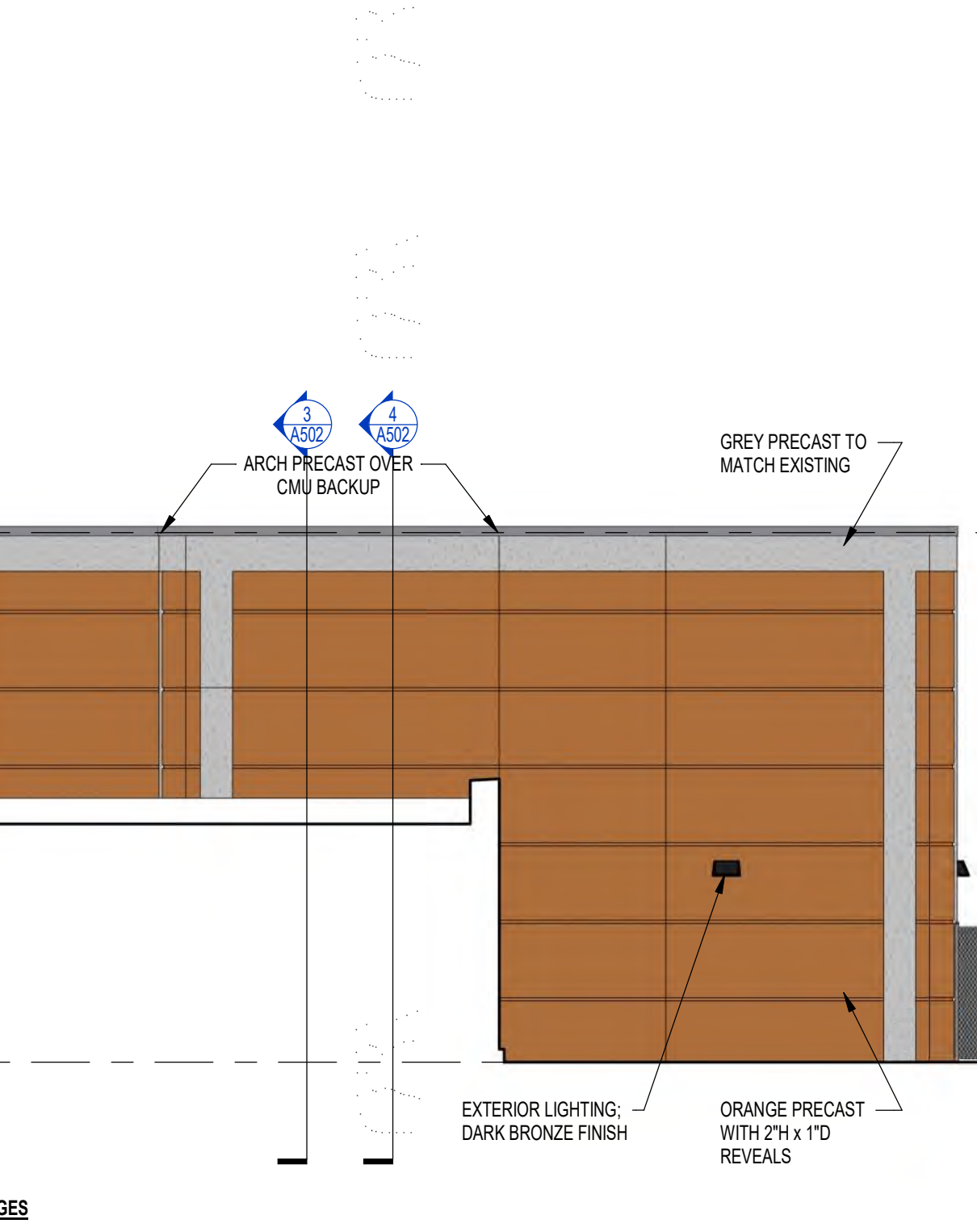
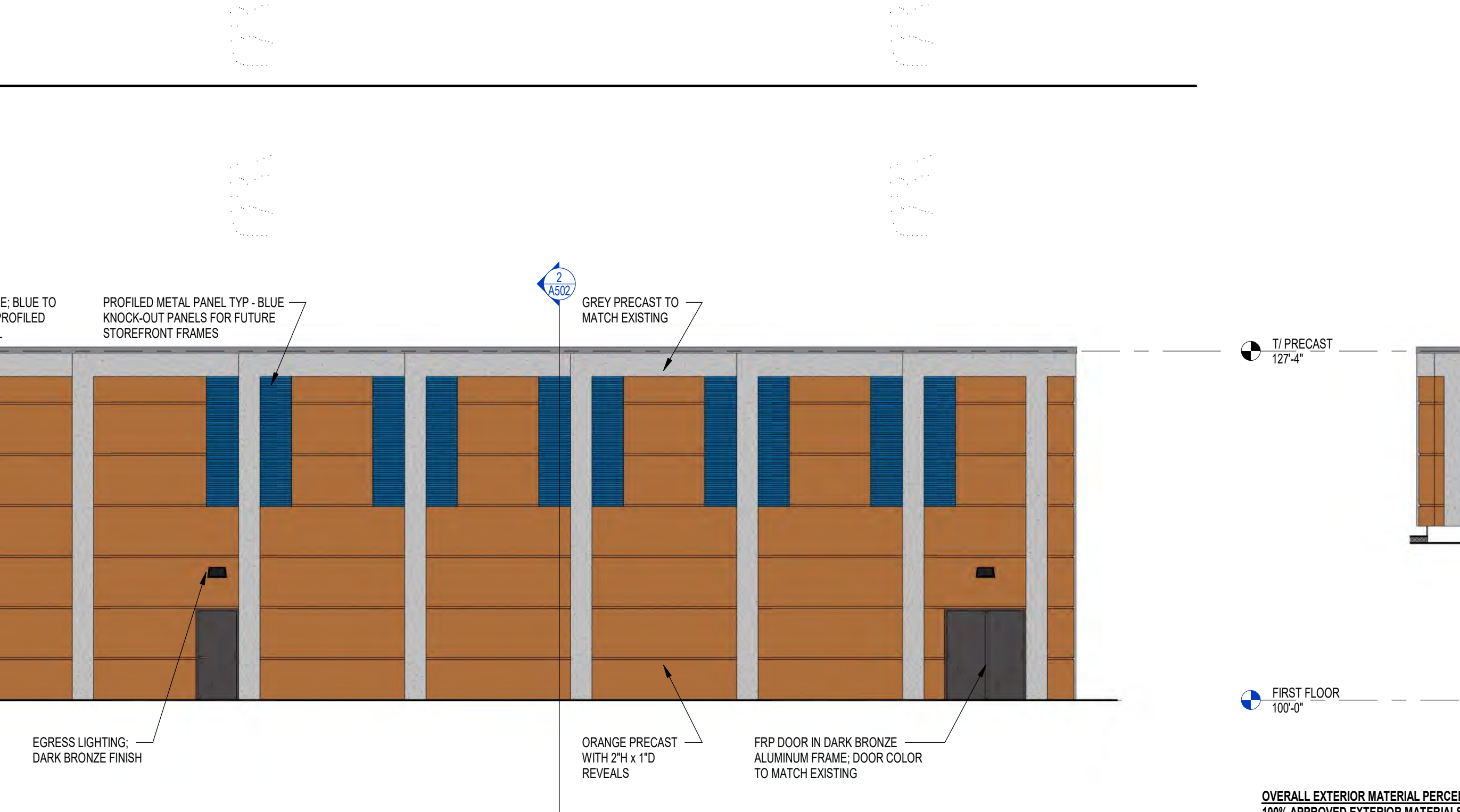
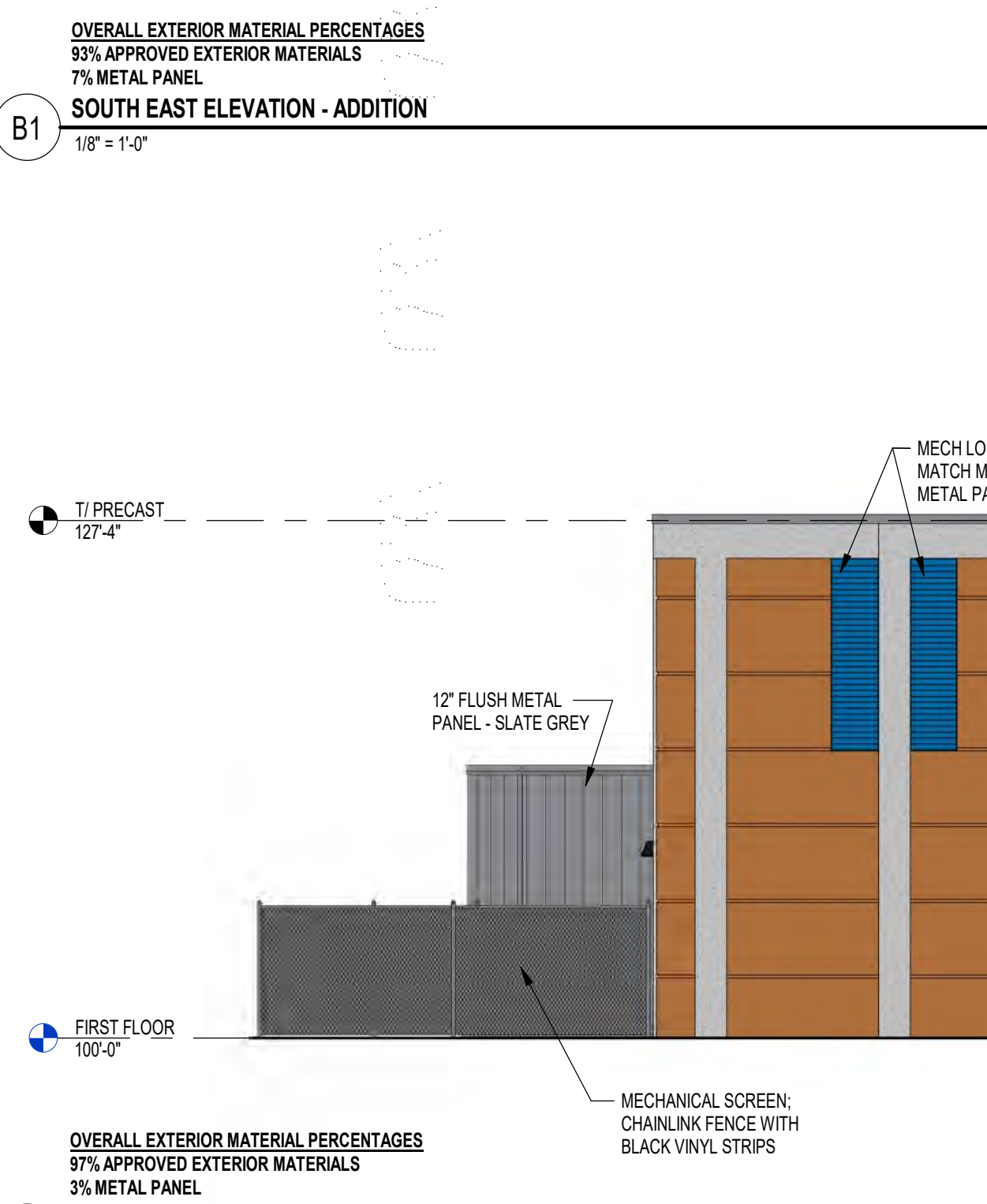
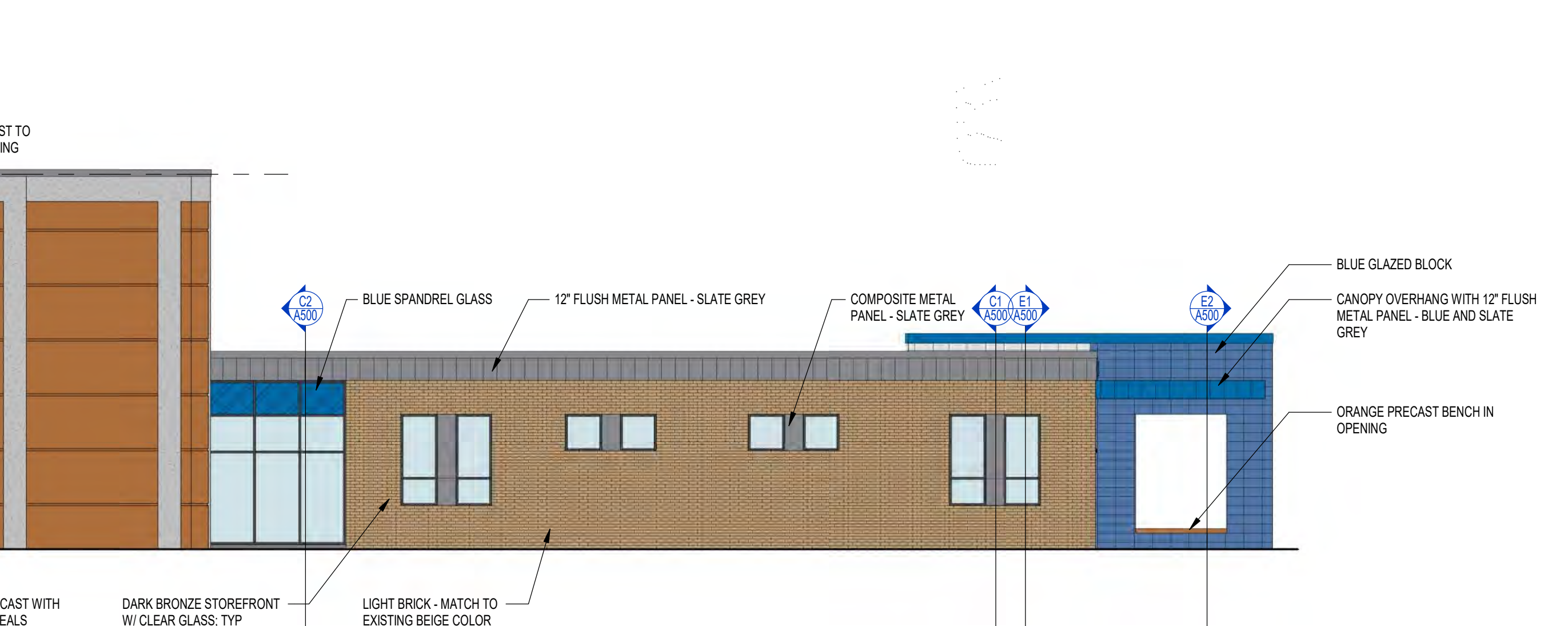
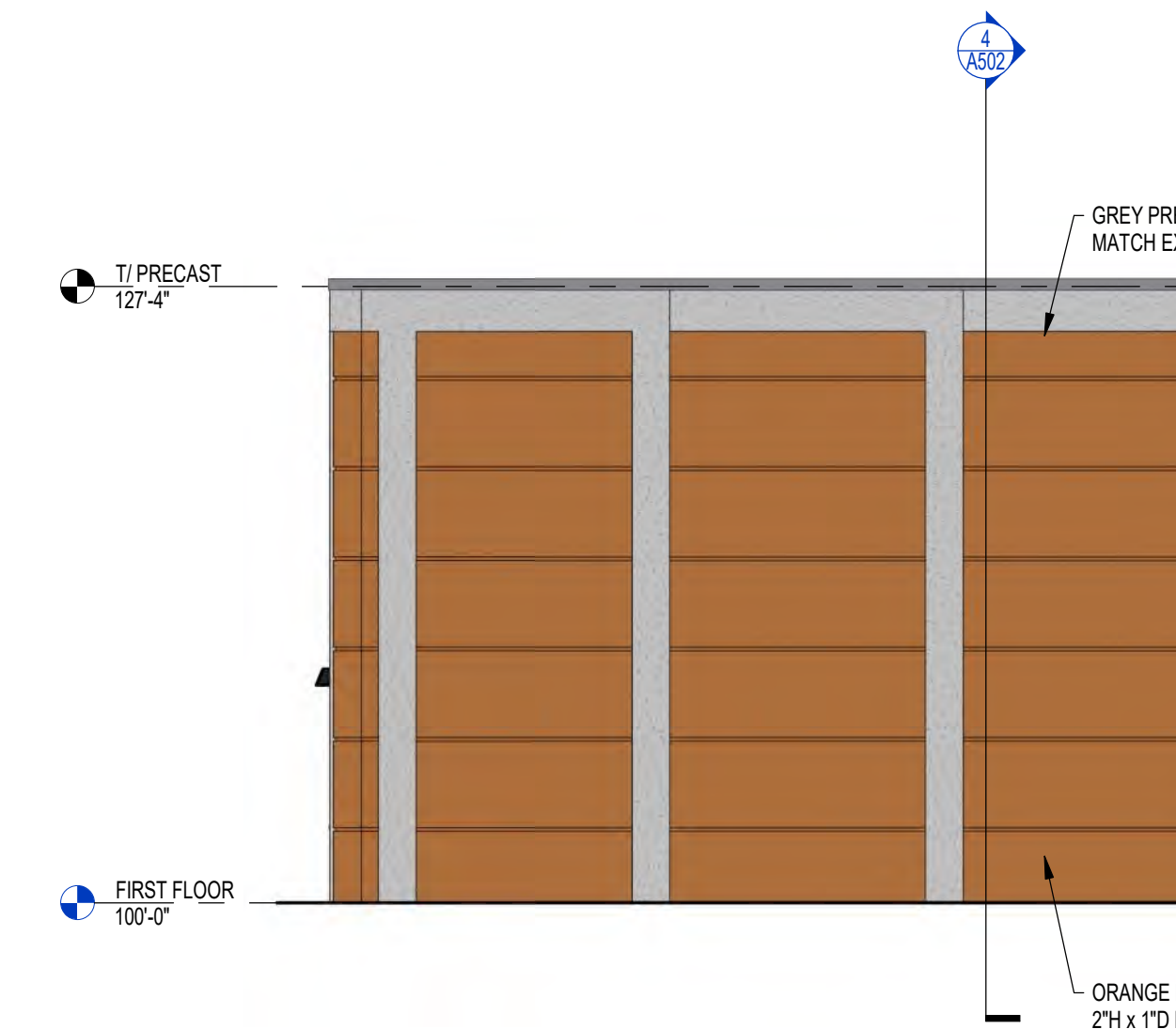
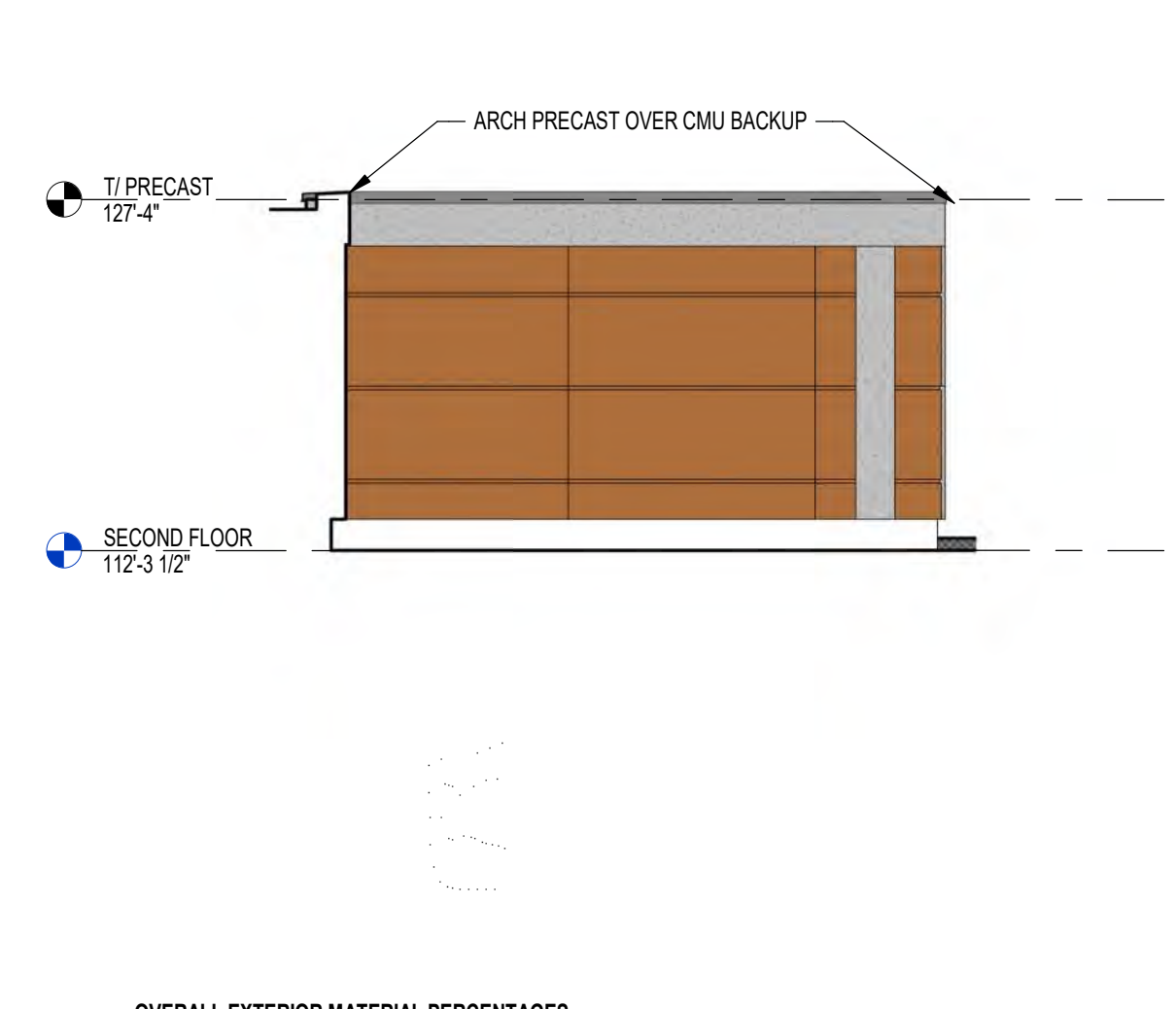
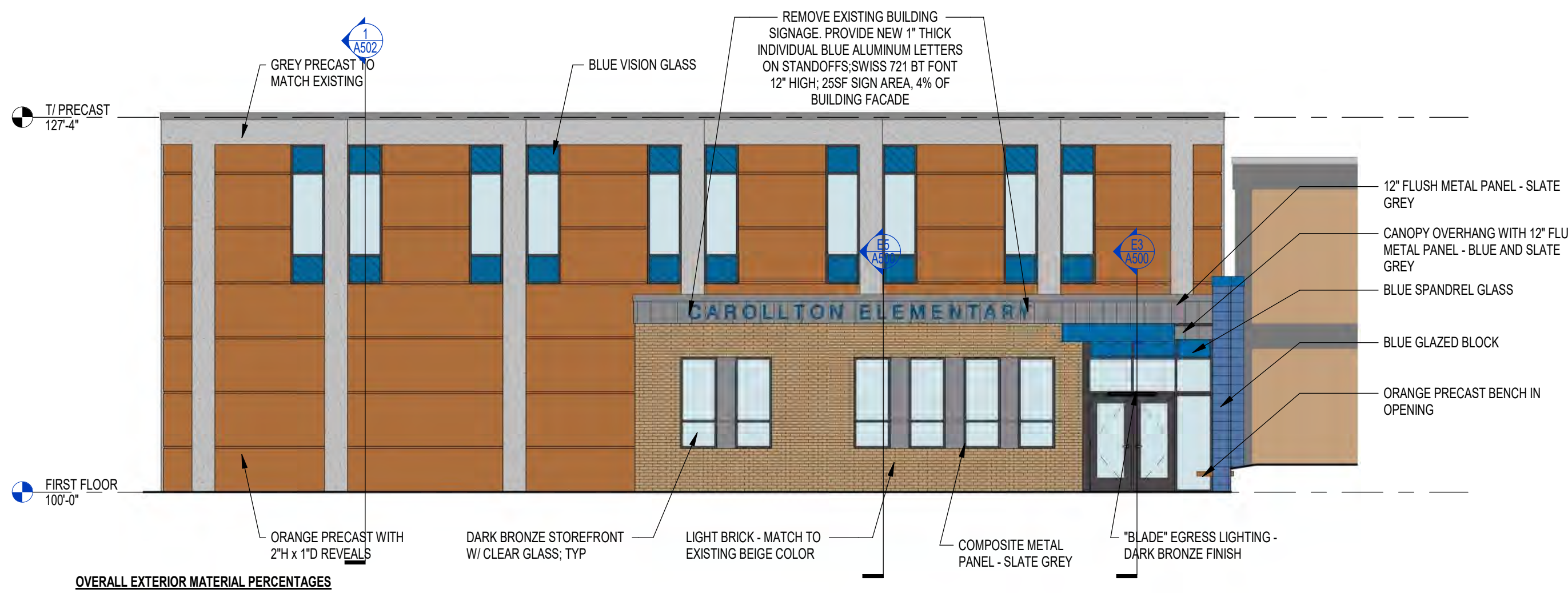
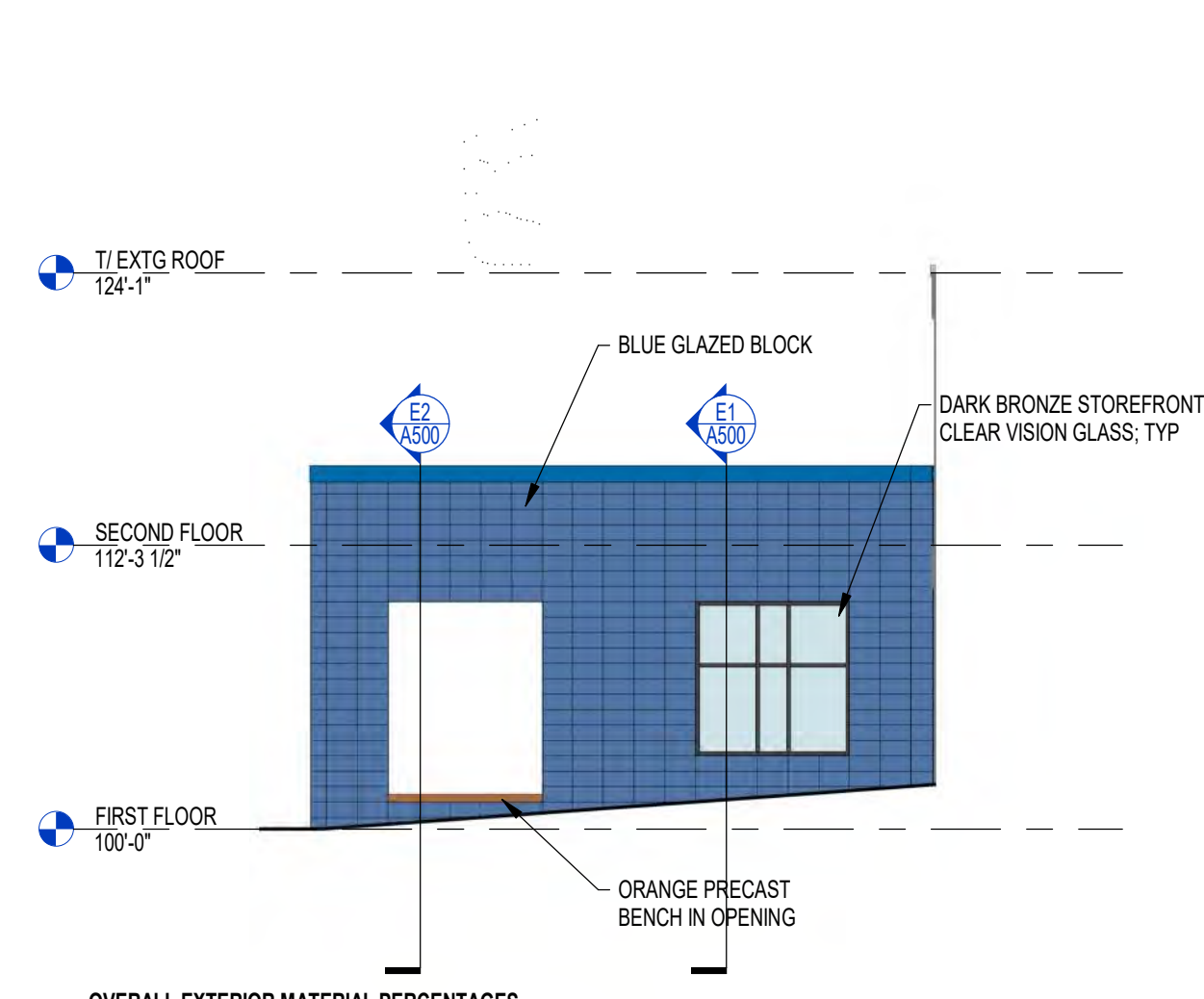
84% APPROVED EXTERIOR MATERIALS  
 16% METAL PANEL

NOTE #	EXTERIOR ELEVATION NOTES
	EXTERIOR ELEVATION NOTE



OAK CREEK - FRANKLIN JOINT SCHOOL DISTRICT  
 CAROLLTON ELEMENTARY SCHOOL  
 BUILDING ADDITION AND RENOVATION

8965 S Carrollton Dr, Oak Creek, WI 53154



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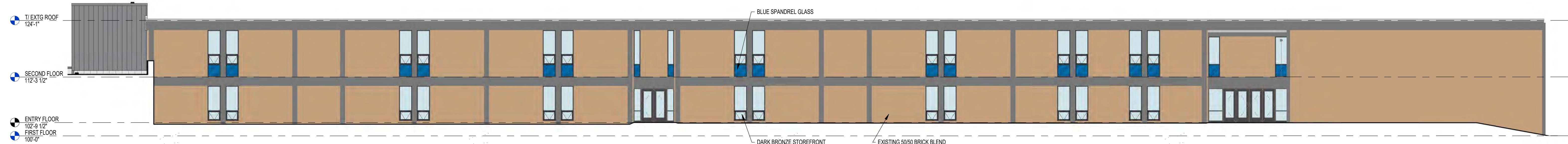
Date	Revision Description

**PRELIMINARY DOCUMENTS**

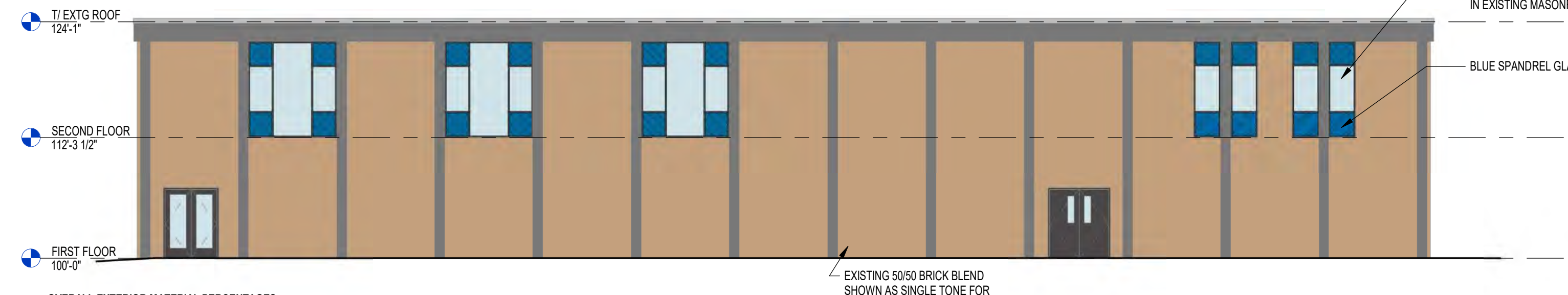
DATE	01-03-2020	PROJECT #	W52-PM3
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DRAWING TITLE  
**EXTERIOR ELEVATIONS ADDITION**

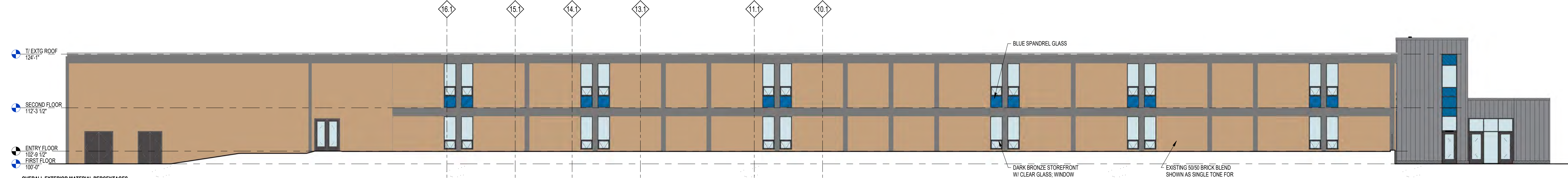
DRAWING NUMBER  
**A400**  
 CES  
 © Nexus Solutions, LLC



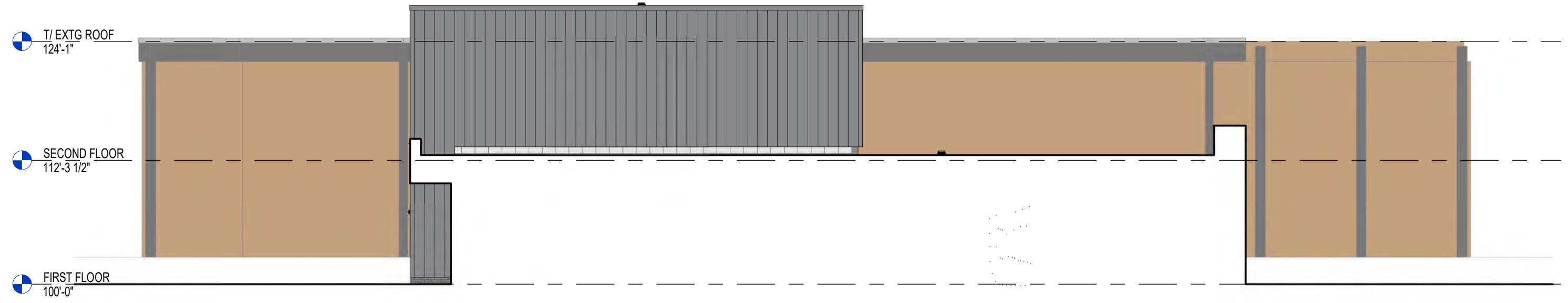
**A1 EAST ELEVATION - EXISTING**  
 1" = 10'-0"



**B1 NORTH ELEVATION - EXISTING**  
 1" = 10'-0"



**C1 WEST ELEVATION - EXISTING**  
 1" = 10'-0"



**D1 SOUTH ELEVATION - EXISTING**  
 1" = 10'-0"

NOTE #	EXTERIOR ELEVATION NOTES

**EXTERIOR ELEVATIONS SYMBOLS LEGEND**

- DTL SH - SECTION REFERENCE
- DTL - DETAIL REFERENCE
- ALD - WINDOW TYPE
- BLO - CONSTRUCTION KEYNOTE
- - ELEVATION NOTE

**EXTERIOR FINISH PATTERNS** BRICK AND CONCRETE TO MATCH EXISTING COLORS

- GLAZED BLOCK
- BRICK - COLOR 1
- BRICK - COLOR 2
- PRECAST - COLOR 1
- PRECAST - COLOR 2
- PROFLED METAL PANEL
- FLUSH 12" PANEL - COLOR 1
- FLUSH 12" PANEL - COLOR 2
- COMPOSITE METAL PANEL

**EXTERIOR ELEVATIONS GENERAL NOTES**

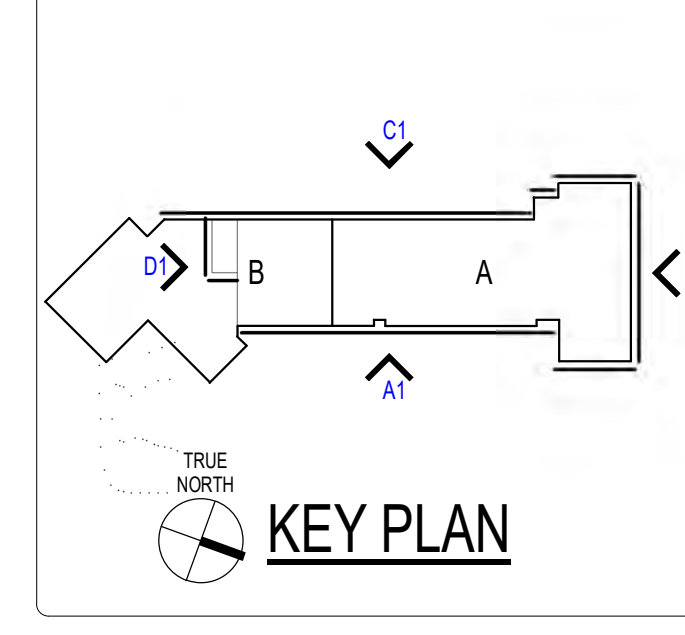
A. PAINT ALL EXPOSED STEEL LITTELS TO MATCH ADJACENT MASONRY COLOR

B. REFER TO SHEET A891 FOR WINDOW FRAME ELEVATIONS

C. SEALANT COLORS TO MATCH ADJACENT FINISHED SURFACES

**OVERALL EXTERIOR MATERIAL PERCENTAGES**

94% APPROVED EXTERIOR MATERIALS  
 6% METAL PANEL



**OAK CREEK - FRANKLIN JOINT SCHOOL DISTRICT  
 CAROLLTON ELEMENTARY SCHOOL  
 BUILDING ADDITION AND RENOVATION**

8965 S Carrollton Dr, Oak Creek, WI 53154

Date	Revision Description

**PRELIMINARY DOCUMENTS**

DATE	01-03-2020	PROJECT #	W52-PM3
DRAWN BY	JNW	CHECKED BY	Checker

DRAWING TITLE  
**EXTERIOR ELEVATIONS EXISTING**

DRAWING NUMBER  
**A401**  
 CES  
 © Nexus Solutions, LLC



**NOT FOR CONSTRUCTION**



## PLAN COMMISSION REPORT

Proposal: Conditional Use Permit Amendment – Storage of Vehicles for Sale

Description: Conditional Use Permit Amendment request to allow storage of inventory vehicles for sale on the property at 561 W. College Ave.

Applicant(s): Christian Orr, Carvana LLP

Address(es): 561 W. College Ave.

**Suggested Motion:** That the Plan Commission recommends that the Common Council approves a Conditional Use Permit Amendment to allow outdoor storage of vehicles for sale on the property at 561 W. College Ave., after a public hearing.

Owner(s): PETRICHOR HOLDINGS, LLC

Tax Key(s): 718-9002-000

Lot Size(s): 5.000 ac

Current Zoning District(s): M-1, Manufacturing

Overlay District(s): CU

Wetlands:  Yes  No      Floodplain:  Yes  No

Comprehensive Plan: Planned Industrial

### Background:

The Applicant, with authorization and support from the landowner, is requesting recommendation of approval for a proposed amendment to the existing Conditional Use Permit (CUP) for the property at 561 W. College Ave. Plan Commissioners may recall that a CUP was approved by the Common Council in November of 2012 for automobile service and outdoor storage of rental vehicles on the property. Key in that approval are the term “rental vehicles” and Section 8(D) of the Conditions and Restrictions, which states: “The outdoor storage area shall be used only for fleet vehicles normally associated with a commercial care rental operation...” Use of the property for the sale of vehicles was not included in the original approval.

Carvana is requesting the amendment to allow for the operation of their business and storage of inventory vehicles for sale on the property. Unlike a traditional vehicle dealership, Carvana’s operations do not include onsite sales; rather, customers choose their vehicles from an online inventory, with direct delivery to the customer following the final transaction. Inventory of trade-ins received is also organized online, and deliveries to the site will occur within the existing fenced parking area (west lot) south of the building between 7:00 AM and 8:00 PM. Delivery to customers from the site will occur by appointment during the same hours.

Between 4 and 8 employees will be onsite at any given time. Per the submitted plan, over 18 parking stalls are available for employees. Current average inventory stored onsite is approximately 30 vehicles, with capacity up to 85 vehicles. Vehicles sold online are stored an average of 1-4 days before delivery. Preparation of the vehicles for sale include inspection, minor service, and cleaning.

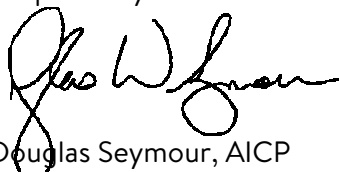
The existing CUP allows for the storage of vehicles in the fenced area, but does not allow for storage of semi-trucks/trailers, recreational vehicles, construction vehicles, or equipment. This condition will remain in effect for the property and all tenants. Automobile service is also allowed in the existing CUP; however, engine repair, body repair, and painting will not be recommended as allowed uses. Additionally, staff have included a clarification within the proposed amended Conditions and Restrictions that no sales will take place at the facility. The intent of this clarification is to distinguish the site from a vehicle dealership operation. No site or exterior building modifications, with the exception of potential future wall signs, are proposed.

If the Commission is comfortable with the proposed Conditional Use Permit Amendment request and the draft Conditions and Restrictions, the appropriate action would be to recommend approval to the Common Council.

**Options/Alternatives:** The Plan Commission has the discretion to recommend or not recommend Common Council approval of the Conditional Use Permit Amendment request, or to amend the proposed Conditions and Restrictions. Should the request not be recommended for Council approval, Plan Commissioners must provide the Code Sections upon which the denial is based, and the Applicant may choose to request Council approval without recommendation. In that case, the Council would have the authority to approve the request and the Conditions and Restrictions.

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Respectfully submitted:



Douglas Seymour, AICP  
Director of Community Development

Prepared:



Kari Papelbon, CFM, AICP  
Planner

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**Attachments:**

Location Map

Ord. 2665, Conditions and Restrictions (7 pages)

Letter dated December 17, 2019 (2 pages)

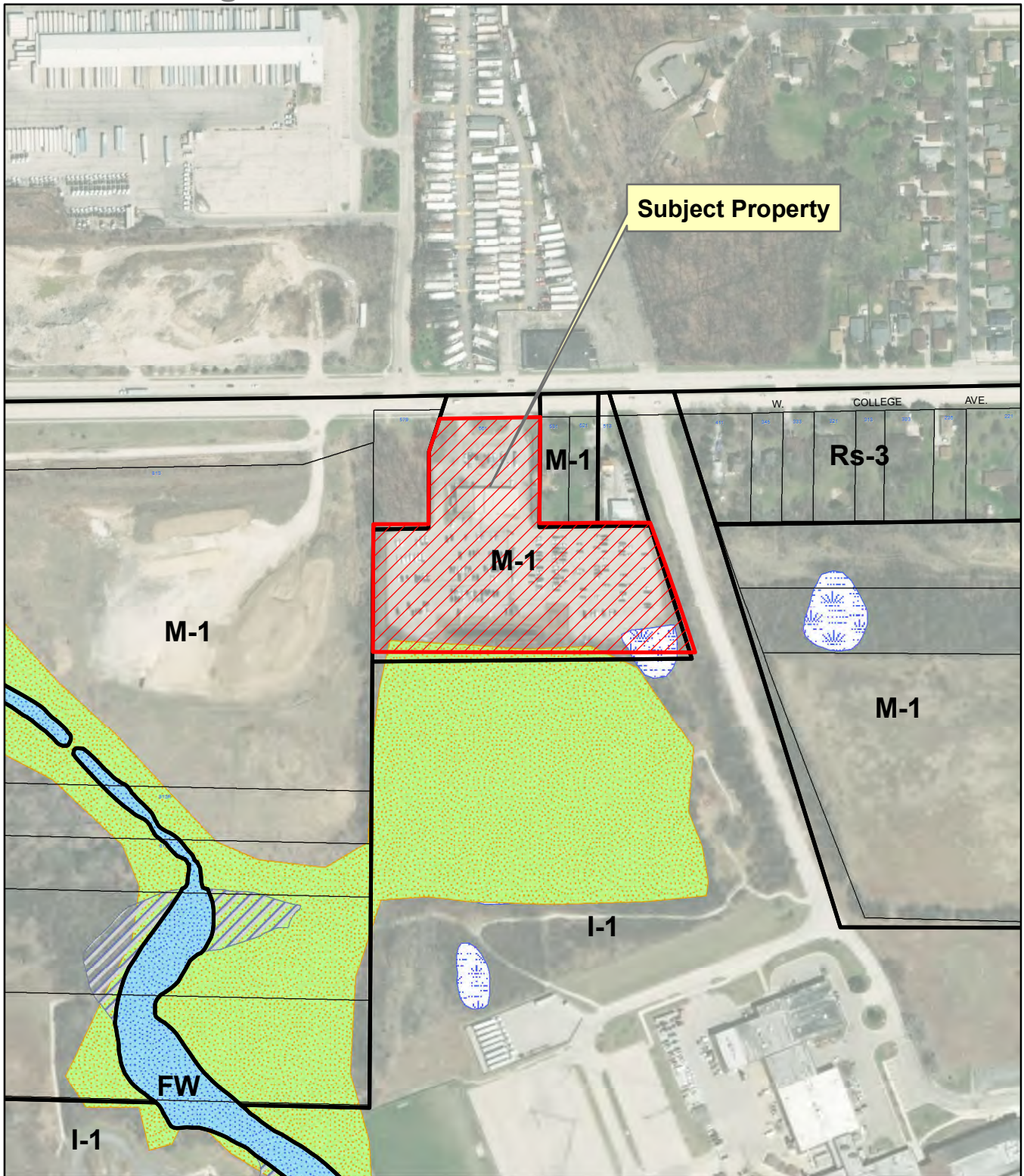
Existing Site Plan approved 12-12-17 (1 page)

Proposed Site Plan (1 page)

Proposed Amended Conditions and Restrictions

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# Notification Map 561 W. College Ave

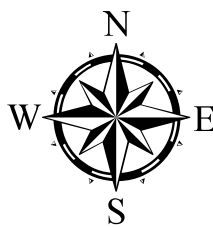


This map is not a survey of the actual boundary of any property this map depicts



**OAKCREEK**  
— WISCONSIN —

Department of Community Development



## Legend

- Parcel selection
- DNR Wetlands Inventory
- Floodway (2008)
- Flood Plain (2008)
- Environmental Corridor

City of Oak Creek - Conditional Use Permit  
Conditions and Restrictions



Applicant: DTG Operations, LLC

Property Address: 545, 561, and 605 W. College Avenue

Tax Key Number: 718-9978, 718-9997, 718-9975

Conditional Use: Automobile Service &

Outdoor storage of rental vehicles

Approved by Plan Commission: October 23, 2012

Approved by Common Council: November 20, 2012

## 1. LEGAL DESCRIPTION

This conditional use shall be confined to the following legally described parcels:

561 W. College Avenue - That part of the Northeast 1/4 of Section 5, in Township 5 North, Range 22 East, in the City of Oak Creek, County of Milwaukee, State of Wisconsin, bounded and described as follows: beginning at a point 8 rods East of the Northwest corner of said 1/4 Section; thence 20 rods South more or less to the South line of the North 1/2 of the North 1/2 of the North 1/2 of said 1/4 Section; thence 8 rods East; thence 20 rods North more or less; thence 8 rods West to a point of beginning, excepting therefrom the North 33 feet and further excepting that portion of said premises, bounded and described as follows: beginning at a point on the West line of said parcel said point being 132 feet East of the Northwest corner of said 1/4 Section and 33 feet South of the North line of said 1/4 Section; thence South 100 feet along the West line of said parcel; thence Northeasterly 105.7 feet to a point on the Southerly right-of-way line of West College Avenue; thence West 32 feet to the point of beginning; and further excepting that part conveyed in deed recorded May 7, 1986, as Document No. 5912108. Also excepting therefrom, that part of the Northeast 1/4 of Section 5, Township 5 North, Range 22 East, in the City of Oak Creek, County of Milwaukee, State of Wisconsin, bounded and described as follows: commencing at a point in the West line of said 1/4 Section, 33 feet South of, measured at right-angles to, the North line of said 1/4 Section; thence East and parallel with the North line of said 1/4 Section, 164 feet to the point of beginning; thence Southwesterly along a straight line (the Southwesterly-most point of which is in the East line of the West 132 feet of said 1/4 Section, measured parallel with the North line of said 1/4 Section, and 100 feet South of, measured along said East line, a point in said East line which is 33 feet South of, measured at right-angles to, to the North line of said 1/4 Section) to a point 55 feet South of, measured at right-angles to, the North line of said 1/4 Section; thence East and parallel with the North line of said 1/4 Section to a point 264 feet East of, measured parallel with the North line of said 1/4 Section, the West line of said 1/4 Section, thence North and parallel with the West line of said 1/4 Section to a point 33 feet South of, measured at right angles to, the North line of said 1/4 Section; thence West and parallel with the North line of said 1/4 Section to the point of beginning.

605 W. College Avenue - That part of the North 20 acres of the South 60 acres of the North 1/2 of the Northeast 1/4 of Section 5, Township 5 North, Range 22 East, in the City of Oak Creek, County of Milwaukee, State of Wisconsin, lying West of the Chicago, North Shore and Milwaukee Railroad right of way and more particularly described as follows: Commencing at the Northwest corner of said Northeast 1/4 Section; thence South 0 deg 22' 35" West along the West line of said 1/4 Section 306.32 feet to the place of beginning of the lands to be described; thence North 89 deg. 36' 40" East, 665.52 feet to a point on the West line of the C.N.S. & M. Railroad right of way; thence Southeasterly along the West line of said right of way; 330.73 feet along the arc of a circle whose center is to the East and whose chord bears South 19 deg. 08' 57" East, 330.71 feet; thence North 89 deg. 53' 00" West, 776.00 feet to a point on the West line of said 1/4 Section; thence North 0 deg. 22' 35" East along said West line 306.32 feet to the place of beginning

545 W. College Avenue - All that part of the North 1/2 of the North 1/4 of the Northeast 1/4 of Section 5, Township 5 North, Range 22 East, in the City of Oak Creek, County of Milwaukee, State of Wisconsin, bounded and described as follows: Commencing at a point in the North line of the Northeast 1/4 of Section 5, 264 feet East of the Northwest 1/4 of said 1/4 Section; running thence South parallel to the West line 20 rods (330 feet) more or less to a point in the South line of the North 1/2 of the North 1/4 of the Northeast 1/4 of Section 5; running thence East 135 feet on and along the South line of the North 1/2 of the North 1/4 of the Northeast 1/4 of said Section; thence North 20 rods (330 feet) more or less to a point in the North line of the Northeast 1/4 of said Section; thence West on and along the North line of said 1/4 Section 135 feet to the place of beginning, excepting therefrom that part conveyed in Warranty Deed Document No. 5944290.

## 2. REQUIRED PLANS, EASEMENTS, AGREEMENTS AND PUBLIC IMPROVEMENTS

A. A precise detailed site plan for the area affected by the conditional use shall be submitted to, and approved by, the Plan Commission prior to the issuance of any building or occupancy permits. This plan shall show and describe the following:

### 1) General Development Plan

- a) detailed building locations with setbacks
- b) square footage of building
- c) areas for future expansion
- d) area to be paved
- e) access drives (width and location)
- f) sidewalk locations
- g) parking layout and traffic circulation
  - i) location
  - ii) number of employees
  - iii) number of spaces
  - iv) dimensions
  - v) setbacks

- h) location of loading berths
- i) location of sanitary sewer (existing and proposed)
- j) location of water (existing and proposed)
- k) location of storm sewer (existing and proposed) including detention/retention basins if needed
- l) location of wetlands (field verified)
- m) location, square footage and height of signs

### 2) Landscape Plan

- a) screening plan for outdoor storage
- b) number, initial size and type of plantings
- c) parking lot screening/berming



- 3) **Building Plan**
  - a) architectural elevations
  - b) building floor plans
  - c) materials of construction
  
- 4) **Lighting Plan**
  - a) types of fixtures
  - b) mounting heights
  - c) type of poles
  - d) photometrics of proposed fixtures
  
- 5) **Grading, Drainage and Stormwater Management Plan**
  - a) contours (existing and proposed)
  - b) location of storm sewer (existing and proposed)
  - c) location of stormwater management and water quality structures and basins
  
- 6) **Fire Protection**
  - a) location of existing and proposed fire hydrants (public and private)
  - b) interior floor plan
  - c) materials of construction

- B. All plans for new buildings, additions, or exterior remodeling shall be submitted to the Plan Commission for their review and approval prior to the issuance of a building permit.
- C. For any new buildings or structures and additions, site grading and drainage, stormwater management and erosion control plans shall be submitted to the City Engineer for approval, if required. The City Engineer's approval must be received prior to the issuance of any building permits.
- D. Plans and specifications for any necessary public improvements within developed areas (e.g. sanitary sewer, water main, storm sewer, etc.) shall be subject to approval by the City Engineer.
- E. If required by the City of Oak Creek, public easements for telephone, electric power, sanitary sewer, storm sewer and water main shall be granted. Said easements shall be maintained free and clear of any buildings, structures, trees or accessory outdoor appurtenances. Shrubbery type plantings shall be permitted; provided there is access to each of the aforementioned systems and their appurtenances.
- F. All new electric, telephone and cable TV service wires or cable shall be installed underground within the boundaries of this property.
- G. For each stage of development, detailed landscaping plans showing location, types and initial plant sizes of all evergreens, deciduous trees and shrubs, and other landscape features such as statuary, art forms, water fountains, retaining walls, etc., shall be submitted to the Plan Commission for approval prior to the issuance of a building permit.

### 3. PARKING AND ACCESS

- A. Parking requirements for this project shall be provided in accordance with Section 17.0403 of the Municipal Code. Community Development Staff may authorize reductions in parking stall area and drive aisle width for the rear storage lot since it is not accessible to the public.

### 4. LIGHTING

All plans for new outdoor lighting shall be reviewed and approved by the Electrical Inspector in accordance with Section 17.0808 of the Municipal Code.

### 5. LANDSCAPING

- A. Parking Lot Screening. Those parking areas for five (5) or more vehicles if adjoining a residential zoning district line or public right-of-way shall be screened from casual view by an earth berm, a solid wall, fence, evergreen planting of equivalent visual density or other effective means approved by the City Plan Commission. Such fence or berm and landscaping together shall be an average of three (3) feet in height between the parking and the street right-of-way. All screening materials shall be placed and maintained at a minimum height of three (3) feet.
  - 1. At least one ornamental deciduous tree, no less than 2.5" caliper, shall be incorporated into the design for every 35 linear feet of public street frontage.
  - 2. At least 25% of the total green space area shall be landscaped utilizing plant materials, other than maintained turf, that contribute to ground coverage.
  - 3. For purposes of determining the number of plants necessary to meet the minimum 25% ground coverage requirement, plant types are categorized by their general size and potential mature at-grade coverage area.

<u>Plant Type</u>	<u>Area of Coverage Provided</u>
Evergreen Tree (>8' Dia.)	75 sq. ft.
Large Shrub (6-8' Dia.)	38 sq. ft.
Medium Shrub (4-6' Dia.)	20 sq. ft.
Small Shrub (2-4' Dia.)	12 sq. ft.
Perennial (4.5" Pot)	6 sq. ft.

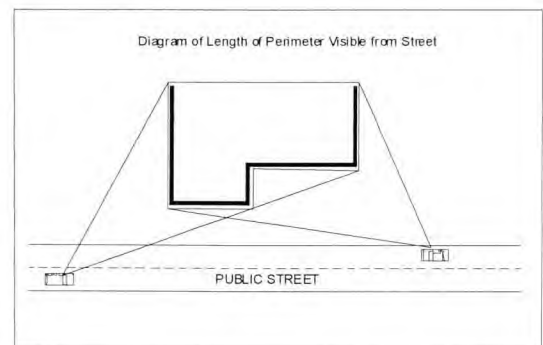
\* Note shade and ornamental trees are not considered a plant type contributing to "at grade" coverage.

4. To assure a diversity of color, texture and year-round interest, the total number of plant materials must be comprised of a minimum 25% evergreens, but no more than 70%.
  - B. Interior Landscape Area. All public off-street parking lots which serve five (5) vehicles or more shall be provided with accessory landscaped areas; which may be landscape islands, landscape peninsulas or peripheral plantings totaling not less than five (5) percent of the surfaced area for lots under 50,000 square feet in area and 10 percent for lots 50,000 square feet or larger. Landscape islands or peninsulas shall be dispersed throughout the off-street parking area. Landscape islands shall provide a minimum 30-inch clear area for vehicle overhang and snow storage. One shade tree shall be provided within the interior planting area for every 300 square feet of interior landscaping. Interior landscape areas are not required for the rear storage lots since they are not accessible by the public.
  - C. Perimeter Landscape Area. In an effort to prevent adjacent parking lots from becoming one large expanse of paving, perimeter landscaping shall be required. The perimeter strip shall be a minimum 5 feet in width. A minimum of one tree and five shrubs is required for every 35 linear feet of the perimeter of the parking area and located within the perimeter landscape area.
  - D. Landscaping Adjacent to Buildings. There shall be a minimum three-foot landscaped area provided between the edge of pavement and the entrance elevation of the building.
  - E. Screening of Trash. Trash receptacles shall not be located within the front or street yard, and shall be screened from casual view by means of screening that is compatible with the main building/structure and landscaping.
  - F. Screening of Ground Mounted Mechanical Equipment. Ground mounted mechanical equipment shall not be located within the front or street yard, and shall be screened from casual view by means of screening that is compatible with the main building/structure and landscaping.
  - G. Screening of Outdoor Parking areas – Outdoor storage areas for rental vehicles shall not be located within the front or side yard, and shall be screened from casual view by means of screening that is compatible with the main building/structure and landscaping.
  - H. Screening of Roof Mounted Mechanical Equipment - Roof mounted mechanical equipment shall be screened from casual view.
  - I. Retaining Walls. No retaining wall shall exceed four (4) feet in height unless it has been designed and its construction supervised by a Professional Engineer. A retaining wall may be stepped to achieve greater height. Each step of the wall shall be no more than four (4) feet in height and shall be set back a minimum of three (3) feet from the previous step. Acceptable materials for retaining walls are: segmental masonry type, timber, railroad ties, or concrete
  - J. Berms. Side slopes of berms shall not exceed a gradient of 1-ft. vertical to 3-ft. horizontal unless approved by the City Engineer.

- K. Buffer Yards. Appropriate buffers shall be provided between dissimilar uses as set forth in Section 17.0205 (d) of the Municipal Code. The applicant shall screen operations from the property to the east with a privacy fence or a combination of privacy fence and year round landscaping. This screening shall be approved by the Plan Commission.
- L. Submittal Requirements. A Landscape Plan (to scale) must be submitted which includes details of all proposed landscaping, buffering and screening, including the estimated cost of the landscaping. These plans shall be prepared by a landscape professional and show the location and dimensions of all existing and proposed structures, parking, drives, right-of-ways and any other permanent features, and all other information required by the Plan Commission, including but not limited to the following:
1. A plant list and coverage chart showing the location, quantity, size (at time of planting and at maturity), spacing and the scientific and common names of all landscape materials used.
  2. The location and type of existing trees over four (4) inches in diameter (measured six (6) inches above the ground) within the area to be developed.
  3. The location and percent of slope of all proposed berms using one (1) foot contours.
  4. Detailed sections showing elevations of all proposed architectural features, such as walls, lighting or water features.
  5. Methods used in staking, mulching, wrapping or any other early tree care used.
  6. The Plan Commission shall impose time schedules for the completion of buildings, parking areas, open space utilization, and landscaping. The Plan Commission may require appropriate sureties to guarantee that improvements will be completed on schedule.

## 6. ARCHITECTURAL STANDARDS

- A. No building shall be permitted if the design or exterior appearance is of such unorthodox or abnormal character in relation to its surroundings as to be unsightly or offensive to generally accepted taste and community standards.
- B. No building shall be permitted where any exposed facade is not constructed or faced with a finished material which is aesthetically compatible with the other facades of surrounding properties and presents an attractive appearance to the public. Predominant exterior building materials must be of high quality. Acceptable exterior materials include split face concrete masonry, decorative block, 4-inch brick veneer, 4-inch stone veneer, cut stone panels, pre-cast concrete wall panels, and terra cotta. Proposals to use other materials, including cement fiber products or cultured stone shall require a  $\frac{3}{4}$  majority of the Plan Commission. Materials such as smooth-faced concrete block, EIFS products (such as Dryvit) or pre-fabricated steel panels are not permitted as a primary exterior building material and shall only be allowed as an accent material comprising no more than 25 percent of the visible perimeter of the building.



- C. The facade of a manufacturing, commercial, office, institutional, or park building shall be finished with an aesthetically pleasing material. A minimum of seventy-five (75) percent of the visible perimeter (see diagram) shall be finished with an acceptable glass, brick or decorative masonry material.
- D. Material and color samples shall be submitted to the Plan Commission for review and approval.
- E. The Plan Commission has the discretion to adjust this minimum for building additions.
- F. The relative proportion of a building to its neighboring buildings or to other existing buildings shall be maintained or enhanced when new buildings are built or when existing buildings are remodeled or altered.
- G. Each principal building shall have a clearly defined, highly visible customer entrance with features such as canopies or porticos, arcades, arches, wing walls, and integral planters.
- H. Sides of a building that are visible from adjoining residential properties and/or public streets should contribute to the pleasing scale features of the building by featuring characteristics similar to the front façade of the building.
- I. Dumpsters and other trash receptacles shall be fenced and/or screened from view from street rights-of-way and adjacent residential uses.
- J. The Plan Commission shall impose time schedules for the completion of buildings, parking areas, open space utilization, and landscaping. The Plan Commission may require appropriate sureties to guarantee that improvements will be completed on schedule; as well as the approved protection of the identified wetlands and woodlands on the approved plan.

7. BUILDING AND PARKING SETBACKS

	Front and Street Setback	Rear Setback	Side Setback
Principal Structure	40 ft.	20 ft.	20 ft.
Accessory Structure	40 ft.	5 ft.	5 ft.
Off-street Parking	40 ft.	10 ft.	10 ft.

8. MAINTENANCE AND OPERATION

- A. The number, size, location and screening of appropriate solid waste collection units shall be subject to approval of the Plan Commission as part of the required site plan(s). Solid waste collection and recycling shall be the responsibility of the owner.
- B. Removal of snow from off-street parking areas, walks and access drives shall be the responsibility of the owners.
- C. Long-term storage of rental vehicles shall be limited to the rear/southern parking lot. The front portion of the property may be used for short term rental vehicle storage such as vehicles being dropped off, picked up, cleaned, or maintained. The Zoning Administrator staff may authorize temporary parking of fleet vehicles on the front portion of the property for up to 90 days if the southern parking area is not completed

by May 1, 2013. Any request longer than 90 days shall require Plan Commission approval.

- D. The outdoor storage area shall be used only for fleet vehicles normally associated with a commercial car rental operation. There shall be no storage of semi-trucks or trailers, recreational vehicles, and construction vehicles or equipment permitted.

9. SIGNS

All signs shall conform to the provisions of Sec. 17.0706 of the Municipal Code. All signs must be approved by the Plan Commission as part of the site plan review process.

10. PERMITTED USES

- A. All permitted uses in the M-1, Manufacturing zoning district
- B. Automobile service & repair
- C. Outdoor storage of rental vehicles.
- D. Usual and customary accessory uses to the above listed permitted uses.

11. TIME OF COMPLIANCE

The operator of the conditional use(s) shall begin installing or constructing the elements required in these conditions and restrictions for the conditional use(s) within twenty-four (24) months from the date of adoption of the ordinance authorizing the issuance of a conditional use permit. This conditional use approval shall expire within twelve (12) months after commencing construction, if the structure(s) and paved area(s) for Phase 1 are not substantially completed. The applicant shall re-apply for a conditional use approval, prior to recommencing work or construction.

12. OTHER REGULATIONS

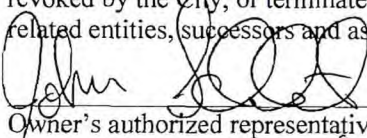
Compliance with all other applicable City, State and Federal regulations not heretofore stated or referenced, is mandatory.

13. REVOCATION

Upon project completion, should an applicant, his heirs, successors or assigns, fail to comply with the conditions and restrictions of the approval issued by the Common Council, the Conditional Use approval may be revoked. The process for revoking an approval shall generally follow the procedures for approving a Conditional Use as set forth in Section 17.1007 of the Municipal Code.

14. ACKNOWLEDGEMENT

The approval and execution of these conditions and restrictions shall confirm acceptance of the terms and conditions hereof by the owner, and these conditions and restrictions shall run with the property unless revoked by the City, or terminated by mutual agreement of the City and the owner, and their subsidiaries, related entities, successors and assigns.

  
\_\_\_\_\_  
Owner's authorized representative

12/12/12  
\_\_\_\_\_  
Date

John Schlueter  
\_\_\_\_\_  
(please print name)



17 December 2019

Mr. Doug Seymour  
Director of Community Development  
City of Oak Creek  
8040 South 6<sup>th</sup> Street  
Oak Creek, WI 53154

**Re: Carvana LLC – Conditional Use Amendment  
561 West College Avenue**

Dear Mr. Seymour:

Earlier this year Carvana was seeking the addition of a new separate suite number for its delivery hub location at 561 West College Avenue (the “Property”). In that process we were contacted by the City’s Community Development Department concerning the existing conditional use permit (the “Existing CUP”) for auto service and outdoor storage of vehicles for the Property. We were advised that the Existing CUP needs to be updated to formally allow Carvana’s storage, staging, and delivery of pre-sold vehicles, and trade-ins. The permitted functions and use terminology in the Existing CUP is very close to Carvana’s proposed operation, but a little overly specific to rental cars. Kari Papelbon provided us with the Existing CUP, and under her recommendation, I would like to respectfully submit the following Conditional Use Amendment application (the “CUP Amendment”).

### **Carvana Overview**

Carvana is a publically traded online automotive retailer that operates on a robust online platform ([www.carvana.com](http://www.carvana.com)) of over 22,000 vehicle selection across the country. Buyers make their vehicle selection using 360° views of the interior and exterior of the vehicle. Vehicles are clean titles that have undergone an extensive 150-point inspection and repair process, and typically under 90,000 miles. Once they have made their vehicle selection and completed the purchase transaction portion, customers schedule a specific delivery time slot that can be made in as little as 24 hours. The Oak Creek area doesn’t currently have one of our proprietary Car Vending Machine centers, so customer vehicles are delivered from the regional inspection center to local final-leg delivery hubs (like what is hosted at the Property); thereafter, the vehicles are delivered to the customer’s office or home. Customers are given a 7-day or 400 mile test-to-own period where, for whatever reason, they can schedule a return pickup if necessary. Customers can also trade in their vehicles using the Carvana’s online portal, delivery scheduling options

### **Site Operation Overview**

Carvana’s use of the Property is limited to delivery hub site. The use consists of in-bound receiving, storing, staging, and delivery of vehicles purchased online, and receiving and outbound of trade-ins. In-bound multi-car haulers deliver pre-sold inventory between 7 am and 8 pm in accordance with existing noise ordinances, typically between 7-8 am. Unloading inventory occurs in the back lot behind the building providing a visual and audible barrier from street front and adjacent properties, minimizing presence of operation during typical business hours. Individual

vehicle deliveries from this location to customers occurs daily between 7 am to 8 pm. Deliveries are by appointment only, and most typically occur between 10 am and 7 pm. The number of employees for current operations is 4-8 depending on shift demand. The number of employee parking stalls provided in front of the building and adjacent in the back are 18 (designated in the site plan concept with the letter 'E') with ample additional available parking. The current average number of vehicles stored in preparation for delivery is 30, but the site could easily accommodate up to 85 vehicles in the future. The site plan submitted with this CUP Amendment illustrates that these projections are only a portion of the total stalls approved in the Existing CUP and less than half the current approved capacity. Pre-sold vehicles are stored for approximately one to four days. The total number of stalls provided is shown at 182, which is fewer than shown on the Existing CUP to allow maneuvering around the back of the lot away from surrounding view.

Ms. Papelbon advises that the City received complaints of stray trash on the Property prior to Carvana's occupancy of the site. Carvana takes great pride in the overall maintenance and aesthetics of all of its sites. Trash and refuse at the Property will be disposed of appropriately in the enclosed dumpster on the Property. Upkeep of the Property, including litter collection and routine maintenance will be ongoing.

We also understand that the City has received intermittent noise complaints relative to the site prior to Carvana's occupancy of the Property. As with trash and refuse management, Carvana will take all appropriate measures to contain noise from its operations. The requested conditions in the CUP Amendment are limited in terms of the duration of hours of operation. Loading of vehicles and related activities will occur only during approved times.

#### **CUP Amendment**

Carvana requests to amend the Existing CUP to incorporate the operation described above. The Existing CUP states that the *outdoor storage area shall be used only for fleet vehicles normally associated with a commercial car rental operation*. Additionally, permitted uses include *automobile service & repair; outdoor storage of rental vehicles; and usual and customary accessory uses to the above listed permitted uses*. Carvana's operation is a less invasive land use than those in the Existing CUP, and minimizes overall impact through its lean Property operational needs and online platform.

Carvana respectfully requests that its uses, similar in nature to the Existing CUP, be expanded from the Existing CUP's rental car operation to include outdoor auto storage for Carvana's inventory honoring the existing approved lot capacity, delivery-fulfillment of sold vehicles, auto sale trade-ins, and usual and customary accessory uses associated therewith.

Thank you,

Christian Orr  
Development Project Manager  
1930 Rio Salado Parkway  
Tempe, AZ 85281  
(801) 310-9977 | [Christian.Orr@carvana.com](mailto:Christian.Orr@carvana.com)







**City of Oak Creek – Conditional Use Permit (CUP)**  
**DRAFT AMENDED Conditions and Restrictions**

**Applicant:** Christian Orr, Carvana  
Enterprise Rent-A-Car (former DTG Operations)

**Approved by Plan Commission:** TBD

**Property Address:** 561 W. College Ave.

**Approved by Common Council:** TBD  
(TBD, Amending Ord. # 2665)

**Tax Key Number:** 718-9002-000

**Conditional Use:** Automobile Service (no engine/body repair or paint); Outdoor storage of vehicles

1. LEGAL DESCRIPTION

CERTIFIED SURVEY MAP NO 8522 NE 1/4 SEC 5-5-22 LOT 1.

2. REQUIRED PLANS, EASEMENTS, AGREEMENTS AND PUBLIC IMPROVEMENTS

A. All requirements of the City of Oak Creek Municipal Code, as amended, are in effect.

B. A precise detailed site plan for the area affected by the Conditional Use shall be submitted to, and approved by, the Plan Commission prior to the issuance of any building or occupancy permits. This plan shall show and describe the following:

1) **General Development Plan**

- a) Detailed building/structure location(s) with setbacks
- b) Square footage of all buildings/structures
- c) Area(s) for future expansion
- d) Area(s) to be paved
- e) Access drive(s) (width and location)
- f) Sidewalk location(s)
- g) Parking layout and traffic circulation
  - i) Location(s) and future expansion
  - ii) Number of employees & clients
  - iii) Number of parking spaces
  - iv) Dimensions
  - v) Setbacks
- h) Location(s) of loading berth(s)
- i) Location of sanitary sewer (existing & proposed)
- j) Location of water (existing & proposed)
- k) Location of storm sewer (existing & proposed)
- l) Location(s) of wetlands (field verified)
- m) Location(s) and details of sign(s)
- n) Location(s) and details of proposed fences/gates

2) **Landscape Plan**

- a) Screening plan, including parking lot screening/berming
- b) Number, initial size, and type of plantings
- c) Percentage open/green space

3) **Building Plan**

- a) Architectural elevations (w/dimensions)
- b) Building floor plans
- c) Materials of construction (including colors)

4) **Lighting Plan**

- a) Types & color of fixtures
- b) Mounting heights
- c) Types & color of poles
- d) Photometrics of proposed fixtures

5) **Grading, Drainage and Stormwater Management Plan**

- a) Contours (existing & proposed)
- b) Location(s) of storm sewer (existing and proposed)
- c) Location(s) of stormwater management structures and basins (if required)

6) **Fire Protection**

- a) Locations of existing & proposed fire hydrants
- b) Interior floor plan(s)
- c) Materials of construction

C. All plans for new buildings, additions, exterior remodeling, site modifications, and landscaping shall be submitted to the Plan Commission for their review and approval prior to the issuance of a building or occupancy permit.

D. For any new buildings, additions, structures, and site modifications, site grading and drainage, stormwater management, and erosion control plans shall be submitted to the City Engineer for approval, if required. The City Engineer's approval must be received prior to the issuance of any building permits.

- E. All new electric, telephone and cable TV service wires or cable shall be installed underground within the boundaries of this property.
- F. For each stage of development, detailed landscaping plans showing location, types and initial plant sizes of all evergreens, deciduous trees and shrubs, and other landscape features such as statuary, art forms, water fountains, retaining walls, etc., shall be submitted to the Plan Commission for approval prior to the issuance of a building or occupancy permit.

### 3. SITE & USE RESTRICTIONS, MAINTENANCE & OPERATION REQUIREMENTS

- A. Deliveries of vehicles for sale for the Carvana operation shall occur between the hours of 7:00 AM and 8:00 PM.
- B. There shall be no sale of vehicles onsite. All transactions for inventory vehicles shall occur online or by prior arrangement.
- C. There shall be no public access to the fenced and screened storage areas.
- D. No pole signs, pennant flags, light pole flags, permanent banners, or flashing/blinking signs shall be permitted as part of this Conditional Use Permit.
- E. All outdoor storage of vehicles shall be within the approved, fenced and screened parking area to the south of the existing building.
- F. Long-term storage of vehicles shall be limited to the rear/southern parking lot. The front/north parking lot may be used for short-term (less than 14 calendar days) rental vehicle storage, such as vehicles being dropped off, picked up, cleaned, or maintained. Service or repair of vehicles shall be limited to the area behind the existing fence.
- G. Engine repair, body repair, and painting of vehicles shall be prohibited onsite.
- H. The outdoor storage area shall be used only for inventory vehicles for sale for the Carvana operation and fleet vehicles normally associated with a commercial car rental operation. There shall be no storage of semi-trucks or trailers, recreational vehicles, and construction vehicles or equipment, junk/damaged/non-inventory vehicles, parts, or supplies permitted.
- I. There shall be no storage of flammable or hazardous materials except those minimum quantities necessary for the operation of the permitted principal uses. All materials shall be stored inside the building or in an area approved by the Plan Commission and Fire Department.
- J. The applicant shall screen operations from the property to the east with a privacy fence or a combination of privacy fence and year-round landscaping. This screening shall be approved by the Plan Commission.
- K. Solid waste collection and recycling shall be the responsibility of the owner.
- L. Removal of snow from off-street parking areas, walks and access drives shall be the responsibility of the landowner(s).

### 4. PARKING AND ACCESS

Parking for this development shall be provided in accordance with Sections 17.0403 & 17.0404 of the Municipal Code (as amended), Site Plans approved by the Plan Commission December 12, 2017, and the Site Plan included as Exhibit A of these Conditions and Restrictions.

5. LIGHTING

All plans for new outdoor lighting shall be reviewed and approved by the Electrical Inspector in accordance with Section 17.0808 of the Municipal Code (as amended).

6. SETBACKS

	Front and Street Setback	Rear (North) Setback	Side Setback
Principal Structure	40 ft	20 ft	20 ft
Accessory Structure*	40 ft	5 ft	5 ft
Parking	30 ft	10 ft	10 ft

\*No accessory structures shall be permitted in the front yard or in required buffer yards.

7. TIME OF COMPLIANCE

The operator of the Conditional Use shall commence work in accordance with these Conditions and Restrictions for the Conditional Use within twelve (12) months from the date of adoption of the ordinance authorizing the issuance of a Conditional Use Permit. This Conditional Use approval shall expire within twelve (12) months after the date of adoption of the ordinance if an occupancy permit has not been issued for this use. The applicant shall re-apply for a Conditional Use approval prior to recommencing work or construction.

8. OTHER REGULATIONS

Compliance with all other applicable City, State, DNR and Federal regulations, laws, Code, ordinances, and orders, as amended, not heretofore stated or referenced, is mandatory.

9. VIOLATIONS & PENALTIES

Any violations of the terms of this Conditional Use Permit shall be subject to enforcement and the issuance of citations in accordance with Section 1.20 of the City of Oak Creek Code of Ordinances (as amended). If the owner, applicant or operator of the Conditional Use is convicted of two or more violations of these conditions and restrictions or any other municipal ordinances within any 12-month period the City shall have the right to revoke this Conditional Use Permit, subject to the provisions of paragraph 9 herein. Nothing herein shall preclude the City from commencing an action in Milwaukee County Circuit Court to enforce the terms of this Conditional Use Permit or to seek an injunction regarding any violation of this Conditional Use Permit or any other city ordinances.

10. REVOCAION

Should an applicant, his heirs, successors or assigns, fail to comply with the conditions and restrictions of the approval issued by the Common Council, the Conditional Use approval may be revoked. The process for revoking an approval shall generally follow the procedures for approving a Conditional Use as set forth in Section 17.1007 of the Municipal Code (as amended).

11. ACKNOWLEDGEMENT

The approval and execution of these conditions and restrictions shall confirm acceptance of the terms and conditions hereof by the owner, and these conditions and restrictions shall run with the property unless revoked by the City, or terminated by mutual agreement of the City and the owner, and their subsidiaries, related entities, successors and assigns.

\_\_\_\_\_  
Owner / Authorized Representative Signature

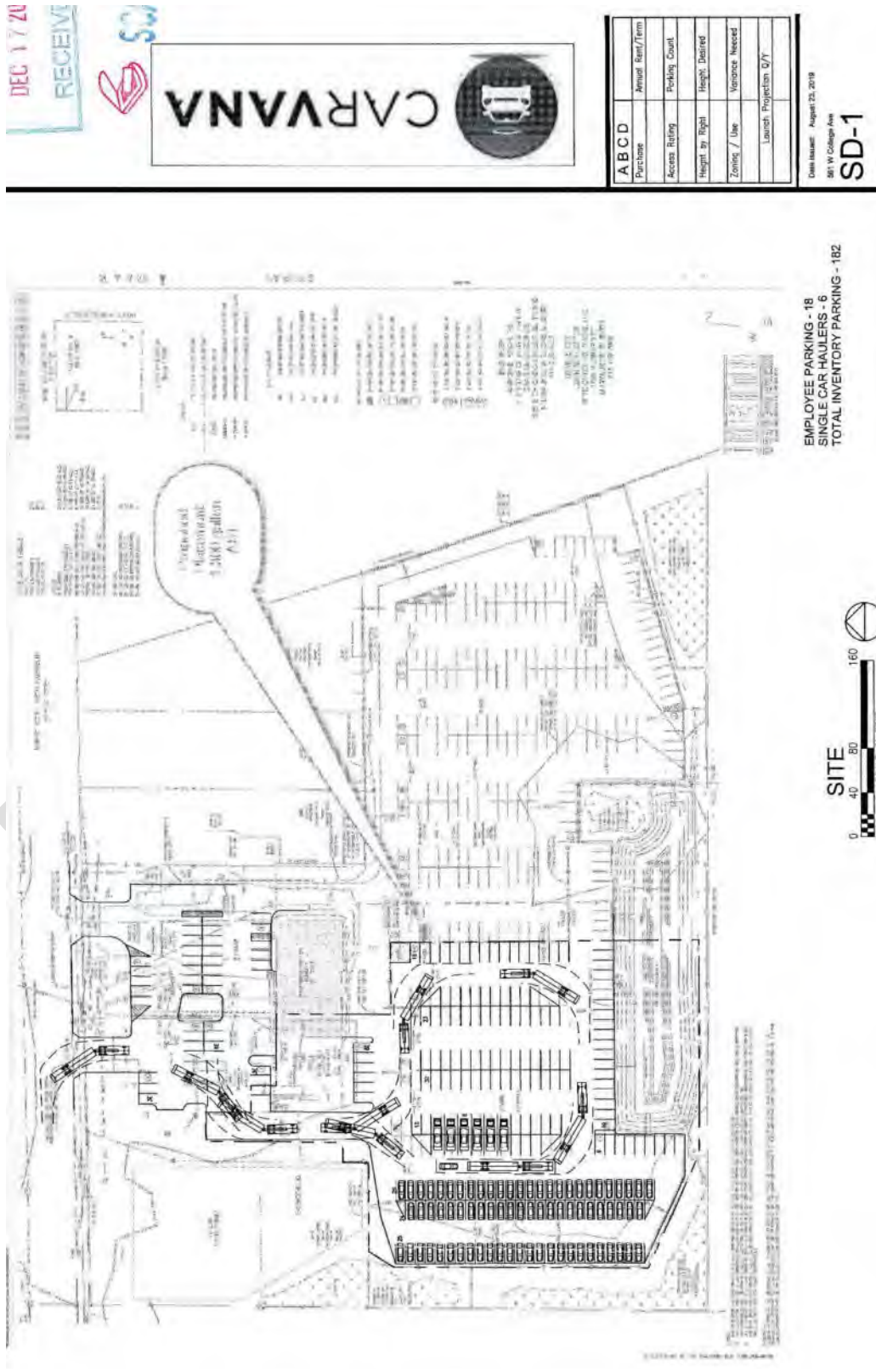
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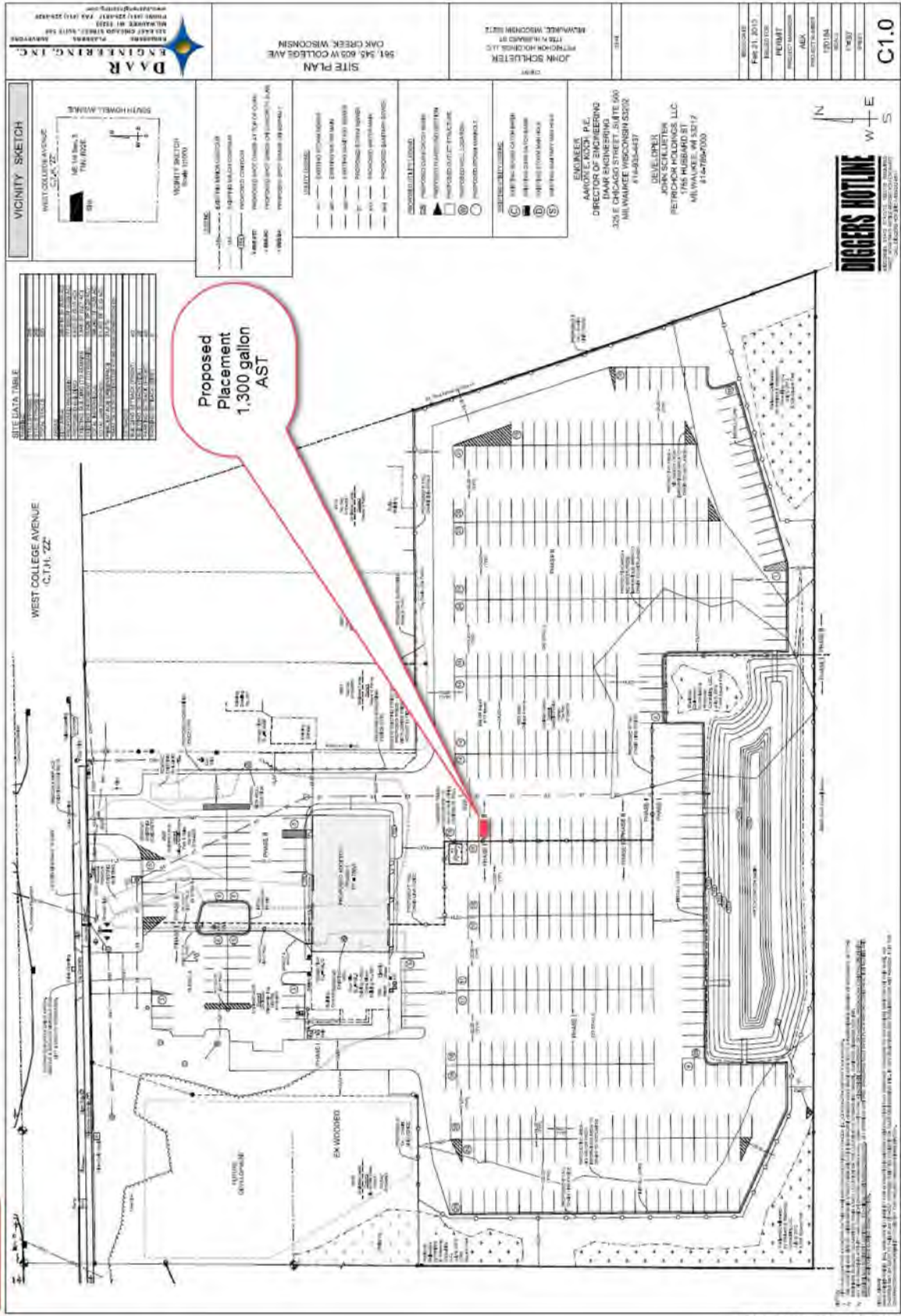
**EXHIBIT A: SITE PLAN**

(Detailed plans in accordance with these Conditions and Restrictions and the City of Oak Creek Municipal Code must be approved by the Plan Commission.)



**EXHIBIT B: SITE PLAN APPROVED 12-12-17 (FOR REFERENCE)**

**APPROVED** *How Pipelton* PC Decision Date: 12-12-17.







## PLAN COMMISSION REPORT

Proposal: Conditional Use Permit – Restaurant with drive-through facility

Description: Conditional Use Permit review for a proposed restaurant with drive-through facility on the property at 7902 S. Main St.

Applicant(s): Thomas McKenzie, Panera, LLC

Address(es): 7902 S. Main St.

**Suggested Motion:** That the Plan Commission recommends that the Common Council does not approve a Conditional Use Permit for a restaurant with drive-through facility on the property at 7902 S. Main St. due to the following:

1. Is not consistent with the First Generation Development Proposal within the approved General Development Plan and Regulating plan for the DTSMUPDD, Sec. 17.0334;
2. Does not fully meet the goals of the approved General Development Plan and Regulating Plan for the DTSMUPDD, Sec. 17.0334, particularly for active and walkable streets due to pedestrian safety and vehicle conflict concerns; and
3. Would require substantial redesign to meet the goals and requirements of both the approved Drexel Town Square General Development Plan and Regulating Plan for the DTSMUPDD, Sec. 17.0334, and Chapter 17.

Owner(s): DTS C1 LLC

Tax Key(s): 813-9049-000

Lot Size(s): 1.454 ac

Current Zoning District(s): DTSMUPDD

Overlay District(s): N/A

Wetlands:  Yes  No      Floodplain:  Yes  No

Comprehensive Plan: Planned Mixed Use

**Background:**

The Applicant is requesting recommendation of Conditional Use approval for a proposed Panera restaurant with a drive-through facility on the property at 7902 S. Main St. Review of the Conditional Use Permit request is governed by the General Development Plan and Regulating Plan (GDPRP) for the Drexel Town Square Mixed Use Planned Development District (DTSMUPDD) and Chapter 17 of the Municipal Code. As a reminder, this lot is located in the Mixed Use Sub-District, which is described in the regulating plan as the portion of Drexel Town Square that

*... is conceived as an urban mixed-use sub-district with a variety of residential, commercial, and mixed-use buildings. The vision for the area is to create a vertically and/or horizontally integrated mixed-use concept where the interaction of housing types and commercial uses provide the opportunity for an interesting urban experience and economically viable commercial enterprises. The southern portion of this area is occupied by a town square that will attract pedestrian traffic from all across the site. Hospitality buildings or a larger commercial office building may fit the northwest portion of this area. The southeast corner (between the city Hall and large format-retail) has the opportunity to accommodate additional development consistent with the character of the Mixed-Use Subarea.*

Drive-through and drive-up facilities are Conditional Uses in the DTSMUPDD, and may be allowed in the B5, B1, B2, C1, and C2 buildings in the Mixed Use Sub-District only if they are consistent with the site plan for the First Generation Development Proposal, and are consistent with the goals of active and walkable streets described in the DTSMUPDD.

**Project**

The proposal is for a 4,763 gross square-foot (gsf) restaurant with drive-through facility on the east side of the building. Hours of operation are proposed as follows:

Monday through Thursday	6:00 AM – 9:30 PM
Friday - Saturday	6:00 AM – 10:00 PM
Sunday	7:00 AM – 9:00 PM

Peak customer hours are during the 11:00 AM – 2:00 PM lunch timeframe. No information has been provided regarding peak customer shifts for the dine-in and drive-through portions of the proposed restaurant. It is anticipated that 55-60 employees will staff this site, with approximately 12-15 employees onsite per shift. No information has been included in the submitted narrative as to how the potential delivery and/or catering services at this location would affect the total employee count, or anticipated peak daily delivery and weekly/monthly catering volumes. This affects vehicle traffic to and from the site, and parking location reservations for delivery and/or catering vehicles.

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Direct access is prohibited from Drexel Avenue and Main Street. The proposal includes two (2) access points off of the private drive between the subject parcel and the existing mixed-use building (Forge & Flare). These access points will be discussed later in this report. Plans provided as part of the proposal depict 56 total parking stalls for the site, which will connect to the existing parking lot for the MattressFirm and PetSmart building to the east. Plan Commissioners will note that three (3) of the parking stalls will be signed for Rapid Pick Up, and one (1) stall has been identified as a drive-through pull ahead stall.

Additional details are included in the narrative and plans included with this report.

## **Staff Analysis**

### ***Parking***

In evaluating the parking requirements for a site within Drexel Town Square, an analysis of parking supply and demand is required as each project is developed. While the number of employees and general peak times for the proposed restaurant have been provided, only a note that “Panera will have both vehicle and bicycle parking on site (sic) to satisfy the needs of its customers and employees,” and a recognition that shared parking is available in the existing connected lot, are provided in the submitted narrative. Staff offers the following for consideration by the Plan Commission:

- Panera offers fast casual dining with a drive-through facility. There is no definition for fast casual in the GDPRP or Chapter 17.
- Approximate typical parking demand for sit down restaurants is 8 - 12 spaces per 1,000 gsf; for fast food restaurants, 20 spaces per 1,000 gsf (GDPRP).
  - Sit down, total gsf of building = 38-57 stalls required
  - Sit down, total gsf of building and patio = 50-75 stalls required
  - Sit down, front of house gsf only = 21-31 stalls required
  - Sit down, front of house and patio = 32-49 stalls required
  - Fast food, total gsf of building = 95 stalls required
  - Fast food, total gsf of building and patio = 125 stalls required
  - Fast food, front of house gsf only = 52 stalls required
  - Fast food, front of house and patio = 82 stalls required
- Parking requirements per Code for restaurants = one (1) space per 150 square feet of gross dining area, plus one (1) space per peak shift employee.
  - Front of house gsf only + 12-15 employees = 29-32 stalls required
  - Front of house and patio + 12-15 employees = 39-42 stalls required
- Parking requirements per Code for fast food/drive-in/drive-through restaurants = one (1) space per 50 square feet of gross dining area, plus one (1) space per peak shift employee.

- Front of house gsf only + 12-15 employees = 64-67 stalls required
- Front of house and patio + 12-15 employees = 94-97 stalls required

Absent data from the Applicant regarding customer counts at similar locations and anticipated customer counts at the proposed location, staff are unable to provide a definitive recommendation to the Plan Commission on required parking.

***Drexel Town Square Development Goals and Requirements***

This is a significant building site at the main entrance to Drexel Town Square, and one of the last three (3) parcels to develop. It is especially important that the design of this site and building(s) is in conformance with the First Generation Development Proposal and addresses the key elements of the DTSMUPDD.

The First Generation Development Proposal for Drexel Town Square is shown below.

**FIGURE 1 : FIRST GENERATION DEVELOPMENT PROPOSAL (revised)**





Plan Commissioners will note that the First Generation Development Proposal:

1. Depicts two (2) buildings along the entire Main Street frontage/BTZ (C1 and C2). The C1 building is shown as a large building either for a single tenant or multiple tenants. The C2 building is shown as a smaller building with an entrance on the southwest corner. Orientation of both buildings is toward the public street, particularly Main Street, with the intent of creating a full block and sense of enclosure for pedestrians that is continued south to the Square itself. Plan Commissioners may recall that plans for this parcel were approved in 2016 that included a multitenant commercial building extending along the full BTZ for Main Street.
2. Depicts a unified parking lot with the property to the east. This creates a single circulation pattern as if the properties were one site, and provides clear visual cues for both vehicles and pedestrians as to the circulation expectations. Plan Commissioners may recall that plans for this parcel were approved in 2016 that included a unified parking lot with the parcel to the east.
3. Does not provide for a drive-through or drive-up facility in this area. Plan Commissioners may recall that plans for this parcel were approved in 2016 that did not include drive-up or drive-through facilities.
4. Depicts one (1) driveway access/curb cut on the south (west) that is currently in place. Plan Commissioners may recall that plans for this parcel were approved in 2016 that depicted the single existing driveway.

Build-to Zone (BTZ) requirements were mentioned within the submitted narrative as being inclusive of the building, pergola, patio, bike rack, and planter boxes. While the BTZ would be specifically addressed at a future Plan Review stage, staff would like to clarify that the GDPRP states that “[a]t least 60%-90% of the

linear edge shall be **building façade**” (emphasis added). The BTZ requirement for principal buildings on corner lots is within 0-5 feet of the property line. The property line along Main Street requires at least 128 linear feet of building façade to meet the minimum BTZ requirement. As currently depicted, the building facade is 98’ 4” along the western portion of the property, portions of which are greater than 5 feet from the property line, and would have to be amended to meet BTZ requirements.

With regard to the goals for active and walkable streets, staff commends the preliminary plans including such items as outdoor patio dining with pergola, bike rack, and planter elements. Connection points to the public sidewalks provide many opportunities for pedestrian and multimodal access to the site. However, staff have several concerns when it comes to the site design and potential pedestrian-vehicle conflict. As currently designed, the building has two (2) public entrances: the main entry vestibule on the northwest corner of the building, and an entry leading to the patio dining area on the southwest corner of the building. A third door on the northeast corner of the building is shown on the submitted plans, but it is unclear whether this is a fire exit or full entry. While these entry points are convenient and strategically-placed for pedestrians utilizing the public sidewalks and patio, a majority of customers arriving by vehicle have no option but to walk through opposing lanes of vehicles arriving and departing from the site, or searching for an open parking stall. Moreover, pedestrians are directed through internal walkways and striped markings to cross the drive-through lane in one of two locations in order to get to the building itself – neither leads directly to an entry door. The site plan even shows how the pedestrian crossing would likely be blocked by a queueing vehicle, forcing a pedestrian to go around or between vehicles to get to the building. Per the GDPRP, “[d]rive-up lanes shall be designed to minimize their impact upon pedestrian circulation systems. Drive-up lanes, including the required queuing space may not impede pedestrian access to public building entrances.”

Pedestrians arriving from the southeast are also forced to cross a more than 44-foot-wide driveway apron when the GDPRP states: “In all cases, driveways and drive lands should be designed to operate without endangering the public safety,” and “When vehicular parking entries, curb cuts, and driveways cross the public walks/easements they shall not exceed 24 feet in width, except when deemed necessary to accommodate service and emergency vehicles etc.” This driveway apron is nearly twice the maximum width stated and is not necessary to accommodate emergency vehicles.

As was mentioned in the 2016 staff report for review of the multitenant building, design choices made on this site and for this building will have impacts beyond this parcel. The significant investments that have been and continue to be made within Drexel Town Square rely upon the remaining developments to uphold the same design standards, address the same key elements, and meet the same goals of the DTSMUPDD.

For the above reasons, Planning Staff have concluded that the Conditional Use Permit request for a restaurant with drive-through facility:

1. Is not consistent with the First Generation Development Proposal within the approved General Development Plan and Regulating plan for the DTSMUPDD, Sec. 17.0334;

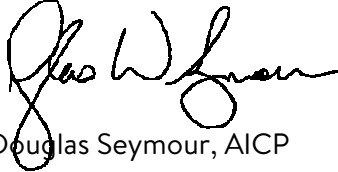
2. Does not fully meet the goals of the approved General Development Plan and Regulating Plan for the DTSMUPDD, Sec. 17.0334, particularly for active and walkable streets due to pedestrian safety and vehicle conflict concerns; and
3. Would require substantial redesign to meet the goals and requirements of both the approved Drexel Town Square General Development Plan and Regulating Plan for the DTSMUPDD, Sec. 17.0334, and Chapter 17.

Staff, therefore, do not support the proposed Conditional Use Permit request. Should the Plan Commission agree, a motion has been provided above that does not recommend Common Council approval.

**Options/Alternatives:** The Plan Commission has the discretion to recommend or not recommend Common Council approval of the Conditional Use Permit request. Should the request not be recommended for Council approval, Plan Commissioners must provide the Code Sections upon which the denial is based, and the Applicant may choose to request Council approval without recommendation. In that case, the Council would have the authority to approve the request, and remand the proposal back to the Plan Commission for Conditions and Restrictions.

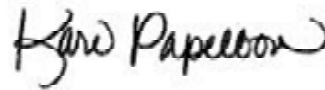
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Respectfully submitted:



Douglas Seymour, AICP  
Director of Community Development

Prepared:



Kari Papelbon, CFM, AICP  
Planner

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**Attachments:**

Location Map

Narrative (8 pages)

Site Plans

    C1.2 (1 page)

    Exhibit A/A.1 (2 pages)

    Floor Plan (1 page)

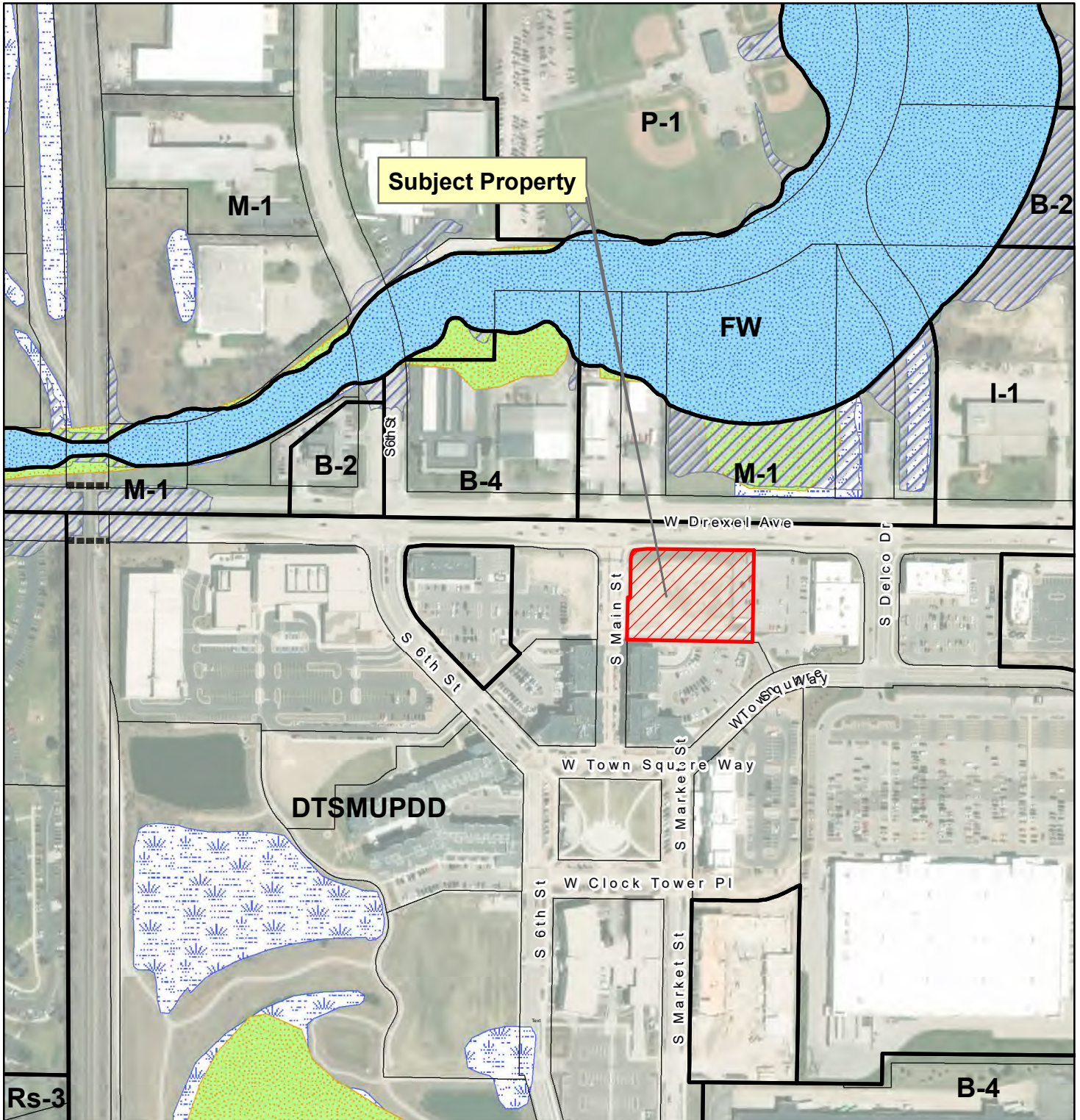
    Patio Plan (1 page)

Conceptual Elevations and Renderings (5 pages)

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# Location Map

## 7902 S. Main Street

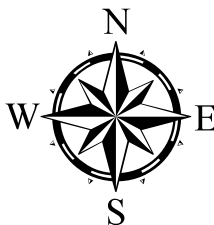


*This map is not a survey of the actual boundary of any property this map depicts*







**OAKCREEK**  
— WISCONSIN —

Department of Community Development



### Legend

-  Parcel selection
-  Officially Mapped Streets
-  Floodway (2008)
-  Flood Plain (2008)
-  Environmental Corridor
-  DNR Wetlands Inventory





**Description of Project  
and  
Statement of Reasons for the Conditional Use Permit  
in connection with a  
Restaurant with Drive-Through Facility  
at 7902 South Main Street**

**November 26, 2019**

This Description of Project and Statement of Reasons for the Conditional Use Permit Request (the “*Statement*”) is submitted by Panera, LLC (“*Panera*”), and its attorneys, Davis|Kuelthau, s.c., project architects, smartDESIGN Architecture, pllc, and project engineers, Farnsworth Group, pursuant to §§ 17.0204(c) and 17.1007, Ordinances.

Panera requests a Conditional Use Permit to operate a restaurant with drive-through facility (the “*Project*”) in the Mixed Use Sub-District of Drexel Town Square.

The Project will be located at 7902 South Main Street, an approximately 1.454-acre site on the southeast corner of the intersection of West Drexel Avenue and South Main Street in the City of Oak Creek (the “*Site*”). The Site is a highly-visible vacant lot at Drexel Town Square.

**A. INTRODUCTION TO PANERA**

Panera is an award winning restaurant brand that operates more than 2,100 bakery-café’s in the United States and Canada. Panera employs over 140,000 employees and is a leader in the burgeoning fast-casual restaurant segment.

Panera strives to offer to its customers fresh ideas about living and eating well, and a dining experience that makes its customers feel good about their food choices and themselves. Panera’s menu consists of soups, salads, entrees, sandwiches, daily fresh baked goods, and specialty drinks

(including teas, smoothies, and coffees). As part of the customer experience and meeting the varying needs of its customers, Panera offers the options of dining in, ordering meals for take-out, or utilizing the drive-through facility. All menu items are available for purchase regardless of which method the customer decides to make their order. Panera may also offer delivery and catering services from this new location.

Panera differs from a traditional quick service restaurant or fast-food restaurant as orders are prepared on demand with price points that are typically higher than a quick service or fast-food restaurant.

**B. SITE ZONING AND USE CLASSIFICATION REQUIRING CONDITIONAL USE PERMIT**

The Site is zoned as part of the Drexel Town Square Mixed Use Planned Development District (“*DTS MUPDD*”) which, pursuant to §17.0334, Ordinances, includes a list of specific permitted and conditional uses in the Drexel Town Square General Development Plan and Regulating Plan (the “*DTS Plan*”).

The DTS Plan classifies a restaurant with drive-through facility as a Conditional Use. *See* DTS Plan p. 13 (Table 1 Land Use Regulations). Accordingly, Panera requests a Conditional Use Permit to construct and operate a new restaurant with drive-through facility at Drexel Town Square.

**C. CONDITIONAL USE PERMIT STANDARDS OF REVIEW**

In 2017, the State of Wisconsin amended certain statutory zoning provisions in Act 67 creating requirements for conditional use permits in § 62.23(7)(de), Wis. Stats. Specifically, Act 67 requires the City to grant a conditional use permit if the applicant “meets or agrees to meet all of the requirements and conditions specified in the city ordinance.” *See* § 62.23(7)(de)2.a.

Further, any condition imposed by the City “must be related to the purpose of the ordinance and be based on substantial evidence.” *Id.*<sup>1</sup> Finally, any conditions imposed by the City must be reasonable. *See* § 62.23(7)(de)2.b.

The City’s review and action on proposed conditional uses pursuant to its zoning ordinance must comply with Act 67. Section 17.1007(e), Ordinances, sets forth that conditional uses are reviewed to make sure the use is in accordance with the purpose and intent of the Zoning Code, and is found to be not hazardous, harmful, offensive, or otherwise adverse to the environment or the value of the neighborhood or City.

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<sup>1</sup> Act 67 defined substantial evidence as “facts and information, other than merely personal preferences or speculation, directly pertaining to the requirements and conditions an applicant must meet to obtain a conditional use permit and that reasonable persons would accept in support of a conclusion.” *See* § 62.23(7)(de)1.b.

For developments at Drexel Town Square, the DTS Plan specifically charged the Plan Commission with interpreting and assuring compliance with the DTSMUPDD, but in doing so, the review process should “allow designers and developers reasonable flexibility in the creation of specific designs to meet current and future market and economic realities.” *See* DTS Plan p. 1 (Plan Commission Review). To allow for this reasonable degree of flexibility in use, site, and building design, the Plan Commission should make an official determination if a proposal demonstrates “substantial compliance” with the DTS Plan or its “First Generation Proposals,” and the Plan Commission and Common Council are directed to use common sense and reasonable interpretation when evaluating proposals in recognition of market conditions. *See* DTS Plan pp. 1-2.

**D. REVIEW OF PANERA APPLICATION UNDER OAK CREEK CUP ORDINANCE**

Beginning with this CUP application and accompanying materials, together with the record materials to be added to the CUP file, the information to be presented to the Plan Commission and its resulting recommendation, and the public hearing testimony to be received by the Common Council, Panera presents substantial evidence relevant and directly pertaining to the requirements and conditions in § 17.1007(e), the City’s conditional use permit ordinance, including the plan of operation details set forth below:

1. Site and Existing Structures. The Site is located at 7902 South Main Street, an approximately 1.454-acre site on the southeast corner of the intersection of West Drexel Avenue and South Main Street. *See* Sheet 1. The Site is currently a vacant lot.
2. Proposed Structures and Architectural Plans. Panera will construct a 4,763 gross square foot, freestanding bakery-café with drive-through and associated parking areas, landscaping, and other improvements specifically designed for the prominent site at Drexel Town Square in order to activate the Site and create outdoor places for visitors and residents to gather and socialize. *See* Sheets C1.2, C1.3, L1.1, and O101 - O107.1. To encourage walkability on one of the commercial street fronts, the Site features a sidewalk seating area and dining patio with pergola along Main Street as the DTS Plan encourages such uses along commercial and mixed-use street edges.

The Build-to-Zone along Main Street calls for at least 60% of the linear frontage to be building façade. *See* DTS Plan p. 3.

The Site’s frontage on Main Street measures 216’ so the minimum 60% Build-to-Zone is 130’. The proposed structures with activated space within the Build-to-Zone include:

- Restaurant building measuring 98’4” along Main Street and 53’2” along Drexel Avenue (height varies between 20’ – 23’);

- Bike rack along Main Street approximately 18’ wide x 3’ high (8 bikes);
- Wooden pergola covering part of the dining patio area (34 seats) along Main Street measuring 12’6” wide (along Main Street) x 31’6” length x 9’ high; and
- Planter wall seating area in the southwest corner of the Site anchoring the sidewalk seating area (18 seats) 44’ wide x 4’ high.

The structural elements within the Main Street Build-to-Zone total over 160’ (measuring the bike rack) for a total of 74% or over 154’ (measuring the wooden pergola) or 71%.

The architectural design starts with the placement of the restaurant building at the prominent southeast corner of Drexel Avenue and Main Street. The building meets or exceeds the minimum height requirements of the DTS Plan. Extending from the building placement, the architecture embraces the street activation tenets of the DTS Plan through the structural elements along Main Street referenced above (the sidewalk seating area anchored by the planter wall, the bike rack, and dining patio area with wooden pergola) and by prominent landscaping along the Drexel Avenue frontage.

The architectural elements include a material palette consistent with the company branding standards but complementary to the Drexel Town Square development. The bakery-café utilizes a four sided architectural approach with full masonry and large expanses of storefront glass (and spandrel where necessary for back of house areas). The corner ‘tower’ element will have a higher parapet denoting the main entrance.

On the south, a large comfortable patio will be complemented with a two-sided, indoor/outdoor fireplace. In addition, much of the dining patio will be beneath a wooden pergola system for shade as well as placemaking. A planter wall anchoring the sidewalk seating area with abundant landscaping will be at the southwest corner of the Site. All attempts were made to create an appealing, pedestrian-friendly presence on Main Street.

Please be advised that additional architectural details will be presented in the Site Plan & Architectural Review application to be filed separately.

3. Neighboring Uses. The Project is surrounded by a variety of uses. To the west of the Site is a mix of retail, service, and commercial uses (Associated Bank with drive-up teller window, Sport Clips, Bentley’s pet stuff). To the south of the Site are mixed use buildings that contain luxury apartments and commercial uses (Performance Running Outfitters, Ly Ly Nails, Roots Salon, Barre District, Forward Dental, Chocolate Factory). To the east of the Site are commercial uses

(Mattress Firm, PetSmart, Men’s Hair House, Five Guys, Orange Leaf, Potbelly, and Chick-fil-A with double lane drive-through along Drexel Avenue).

4. Access and Circulation Details. Panera’s customers and employees will access the Site via motorized vehicle (*e.g.*, car, truck, motorcycle, electric scooter, shared ride, or public transportation), non-motorized vehicle (*e.g.*, bike, scooter), and foot (*e.g.*, walking) traffic, and Panera’s Site Plan thoughtfully accommodates and encourages all modes of access. Panera seeks to provide an attractive and interactive environment for pedestrians, cyclists, and motorists that visit the Panera drive-through specifically and Drexel Town Square generally.

As shown on Sheets C1.2, C1.3, L1.1, and O101, vehicles will access the Site from one of the two driveways from the roadway on the south. Bicyclists can reach the on-site bike rack along Main Street from either Drexel Avenue or other points within Drexel Town Square. Pedestrians can access the Site from the public sidewalks along Drexel Avenue, Main Street, and the roadway on the south. The restaurant has two entrances to the building, one facing Drexel Avenue and the other facing the dining patio with pergola and sidewalk seating area along Main Street. Both entrances will conveniently accommodate those arriving by vehicle, bicycle and foot. Due to the grades of the Site and the public sidewalks, Panera will install stairways and ramps to the building entrances.

Panera’s drive-through will be a single lane with stacking room for 9 vehicles. The drive-through facility is specifically located on the east side of Panera’s building so that the drive-through lane and window are not located on the Main Street side or the Drexel Avenue side of the Site, thereby complying with the DTS Plan. *See* DTS Plan p. 7. The Landscaping Plan includes significant screening of the drive-through lane from Main Street. *See* Sheet L1.1. The drive-through is designed to operate internal to the Site in a clockwise manner originating at the south driveway entrances.

Traffic generation for the restaurant with drive-through will fit within the parameters of the design and capacity for Drexel Town Square and the Mixed Use Sub-District, and linked trips will occur by virtue of the shared parking principles at Drexel Town Square. Moreover, not all customers visiting Panera will arrive by vehicle and generate traffic. With an attractive and interactive environment for pedestrians and cyclists, such individuals from throughout Drexel Town Square and the City will visit and work at Panera.

5. Parking (Vehicles & Bicycles). As shown on the Site Plan (Sheet C1.2), Panera will have both vehicle and bicycle parking on site to satisfy the needs of its customers and employees. Approximately 56 vehicle parking stalls (of which 4 will be handicap accessible) will be directly to the east of the new restaurant and

all located outside of the required Build-to-Zones. Shared parking will also be available at the site to the east (where PetSmart and Mattress Firm are in a multi-tenant commercial building) as Panera's parking lot is designed to seamlessly connect with that existing parking lot with a consistent parking row layout. An 8-stall bike rack will also be located between the sidewalk seating area and dining patio with pergola along Main Street to the primary entrance.

6. Sewerage and Water Systems. Water and sewer utilities for the restaurant with drive-through will fit within the parameters of the design and capacity for Drexel Town Square and the Mixed Use Sub-District. *See* Sheet C3.1. Please be advised that additional utilities details will be presented in the Site Plan & Architectural Review application to be filed separately.
7. Hours of Operation. The bakery-café with drive-through will be operated during the following hours of the week:

Monday – Thursday: 6:00 a.m. – 9:30 p.m.

Friday – Saturday: 6:00 a.m. – 10:00 p.m.

Sunday -7:00 a.m. – 9:00 p.m.

Panera's peak hours of operation are during its lunch services, typically between the hours of 11:00 a.m. and 2:00 p.m.

8. Projected Number of Employees and Weekly Shifts. For this Site, Panera anticipates a total of 55-60 full and part-time employees. Panera staggers its shifts throughout the day, and typically has 12-15 employees working per shift.
9. Deliveries. All deliveries will be received from Panera's commissary and suppliers via semi-trailer truck. Panera dough is delivered on a daily basis and other supplies needed for operations are generally delivered on a semi-weekly basis. Consistent with such businesses in the area, deliveries occur overnight or early in the morning. Panera's delivery and catering orders are delivered via small-scale delivery vans or standard-size vehicles; no box trucks will be used.
10. Site Maintenance. Panera will maintain the Site in an attractive condition. Exterior landscaping will be maintained during the growing season by a third-party contractor. The dumpster area will be routinely cleaned.
11. Garbage/Recycling Removal. Trash and recycling services will occur on a regular basis by a licensed service provider. Trash is generally picked up 3-4 times per week, and recycling is picked up 2 times per week. Refuse removal typically occurs during normal business hours, and refuse pickup timing varies based on the daily routes of the local trash removal service provider. The enclosure for the trash and

recycling containers is located directly proximate to the east driveway access to the roadway on the south. *See Site Plan (Sheet C1.2).*

12. Specific DTS Plan Components. The Project is located in the Mixed-Use Sub-District of Drexel Town Square (*see DTS Plan p. 17 - Figure 3*), specifically Block C of Drexel Town Square. *See DTS Plan pp. 15-16 - Figures 1 and 2.* The Mixed-Use Sub-District consists of urban mixed-use with a variety of residential, commercial, and mixed-use buildings. The Project meets the DTS Plan standards as a high quality development that will create a vibrant, diverse, clean, and safe destination for Panera’s customers and employees through the use of DTSMUPDD-compliant and aesthetically pleasing design features, including:

- a. *A Drive-Through is Specifically Allowed in Block C.* The DTS Plan allows buildings along the north side of Blocks B and C to include drive-throughs provided they are consistent with the goals of active and walkable streets. *See DTS Plan pp. 3, 7.*

Panera’s drive-through operations will include a preview board, an interactive ordering menu board, weather-shielding menu canopy, service window with canopy, and directional signage. *See Sheets C1.2, C1.3, L1.1, O101, and Sheet O108 (Typical Drive-Through Components Specifications).* The boards and canopies are typically painted metal or aluminum. The preview and menu board island will include ground landscaping and the drive-through lane itself will be screened from Main Street and Drexel Avenue. *See Sheet L1.1.*

- b. *Street Activation and Pedestrian Connectivity.* To encourage walkability on commercial street fronts, the Site features patio areas with outdoor seating along Main Street as such use is encouraged along commercial and mixed-use street edges. These features are designed to specifically create the sense of enclosure provided by buildings and Site improvements with ground level activities linked to the streets. *See DTS Plan, p. 3.* While the Build-to-Zone is the conventional planning practice for street activation and pedestrian connectivity, Panera’s site and building design combines four sided architecture with storefront glass on the building with structural elements for the Site along Main Street (the sidewalk seating area anchored by the planter wall, the bike rack, and dining patio area with wooden pergola).
- c. *Site Landscaping.* As called for by the DTS Plan (including the Mixed Building & Landscape Zone area along Drexel Avenue per Figure 4), Panera proposes a significant amount of landscaping for the prominent location that is designed to complement that building and site features.

Specific to the drive-through, the Landscaping Plan includes substantial screening of the drive-through lane from Main Street, as well as ground landscaping within the preview and menu board island and screening from Drexel Avenue. *See* Sheet L1.1.

When all of these factors are taken together, Panera’s proposed restaurant with drive-through is consistent with – and additive to – the primary goal of the DTS Plan, which is to create a high quality, mixed-use district with the amenities, livability, and stimulating community places similar to a well-designed town center. *See* DTS Plan, p. 1. Panera has presented substantial evidence that it will fulfill the requirements and conditions in the City’s conditional use permit ordinance as well as the DTSMUPDD, and that its use will not be not hazardous, harmful, offensive, or otherwise adverse to the environment or the value of the neighborhood or City.

**E. CONCLUSION**

For the reasons set forth above and as supplemented by the information to be received by the Plan Commission and Common Council, Panera respectfully requests that City grant its application for a Conditional Use Permit.

Submitted and filed at Oak Creek, Wisconsin this 26<sup>th</sup> day of November, 2019.

**Panera, LLC**

*Thomas McKenzie*

Senior Development Project Manager

**Davis|Kuelthau, s.c.**

*Brian C. Randall, Esq.*

*Ryan M. Spott, Esq.*

Attorneys for Panera, LLC

**smartDESIGN Architecture, pllc**

*Deborah Taylor*

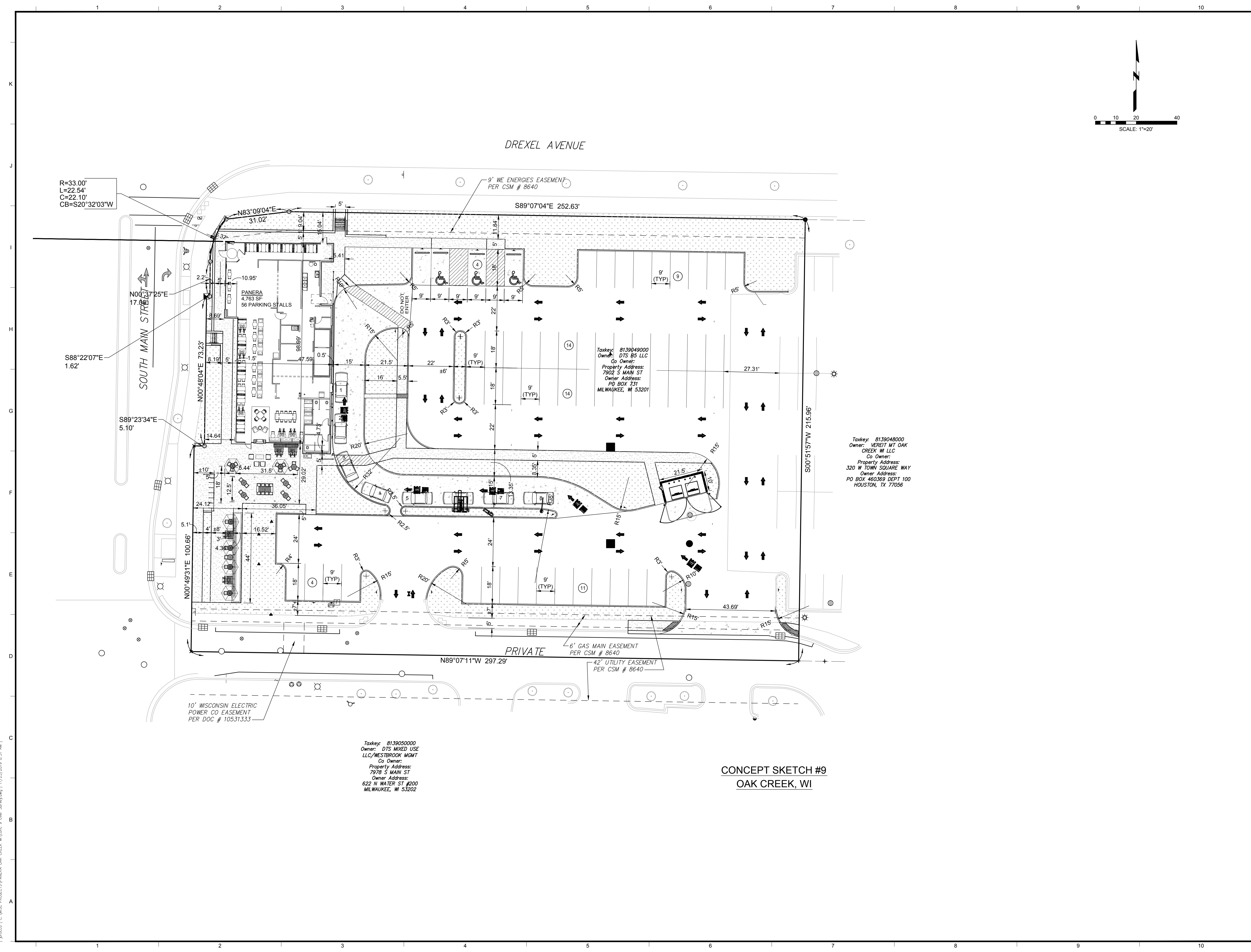
Architects for Panera, LLC

**Farnsworth Group**

*Bob Polk, PE*

Civil Engineers for Panera, LLC





R=33.00'  
L=22.54'  
C=22.10'  
CB=S20°32'03"W

SOUTH MAIN STREET  
N00°37'25"E  
17.00'

S88°22'07"E  
1.62'

S89°23'34"E  
5.10'

10' WISCONSIN ELECTRIC  
POWER CO EASEMENT  
PER DOC # 10531333

Taxkey: 8139050000  
Owner: DTS MIXED USE  
LLC/WESTBROOK MGMT  
Co Owner:  
Property Address:  
7978 S MAIN ST  
Owner Address:  
622 N WATER ST #200  
MILWAUKEE, WI 53202

9' WE ENERGIES EASEMENT  
PER CSM # 8640

DREXEL AVENUE

S89°07'04"E 252.63'

Taxkey: 8139049000  
Owner: DTS B5 LLC  
Co Owner:  
Property Address:  
7902 S MAIN ST  
Owner Address:  
PO BOX 331  
MILWAUKEE, WI 53201

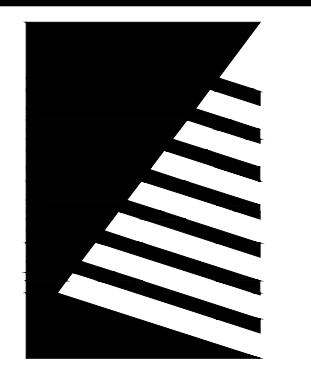
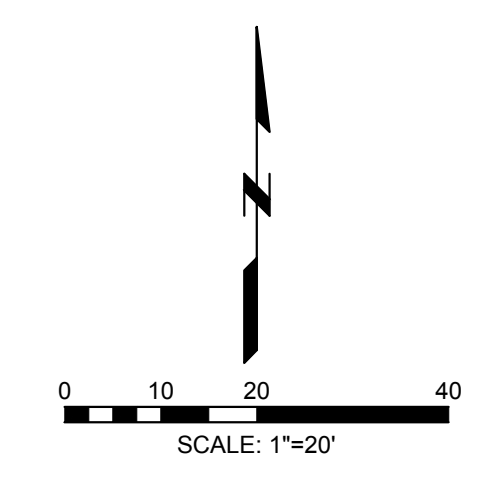
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Owner: HERIT MT OAK  
CREEK WI LLC  
Co Owner:  
Property Address:  
320 W TOWN SQUARE WAY  
Owner Address:  
PO BOX 460369 DEPT 100  
HOUSTON, TX 77056

6' GAS MAIN EASEMENT  
PER CSM # 8640

42' UTILITY EASEMENT  
PER CSM # 8640

PRIVATE  
N89°07'11"W 297.29'

CONCEPT SKETCH #9  
OAK CREEK, WI



**Farnsworth**  
GROUP

20 ALLEN AVENUE, SUITE 200  
ST LOUIS, MISSOURI 63119  
(314) 962-7900 / info@f-w.com

www.f-w.com  
Engineers | Architects | Surveyors | Scientists

ISSUE:  
# DATE: DESCRIPTION:

PROJECT:  
Panera Bread



Oak Creek, WI

DATE: 11/22/2019  
DESIGNED: JPB  
DRAWN: JPB  
REVIEWED: REP  
FIELD BOOK NO.: BMI 3320/01

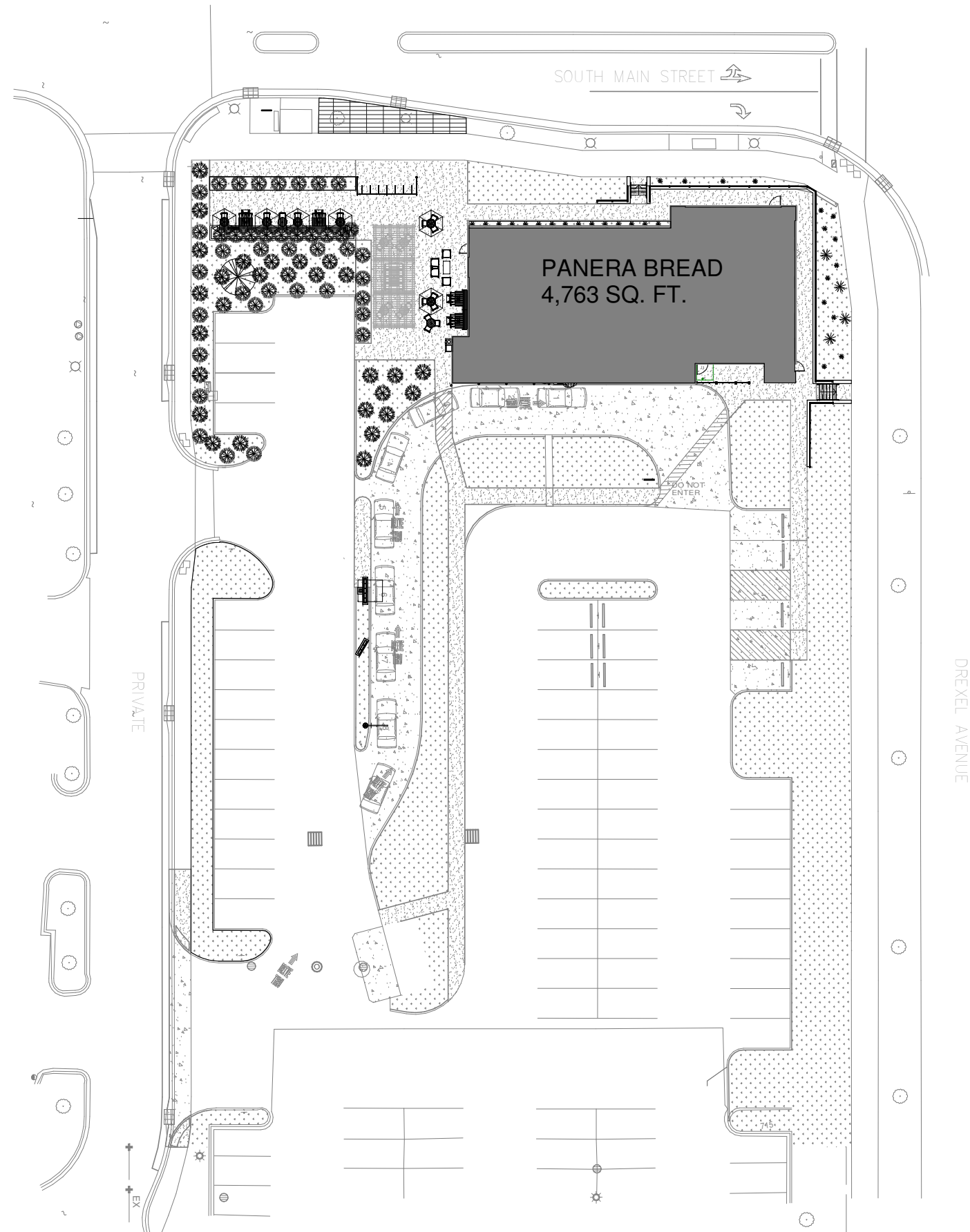
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**SITE LAYOUT PLAN**

SHEET NUMBER:

**C1.2**  
OF

PROJECT NO.: 0190687.00

I:\projects\10531333\panera\oak\_creek\w\concr 9 Over Survey.dwg | 11/22/2019 8:31 AM |



Bakery-Cafe:

# #1563

OPS  
**Bakery Cafe #1563**  
 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI



Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

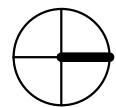
## EXHIBIT A

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 Drawn By:  
 NAM  
 Issue Date:  
 11.26.19

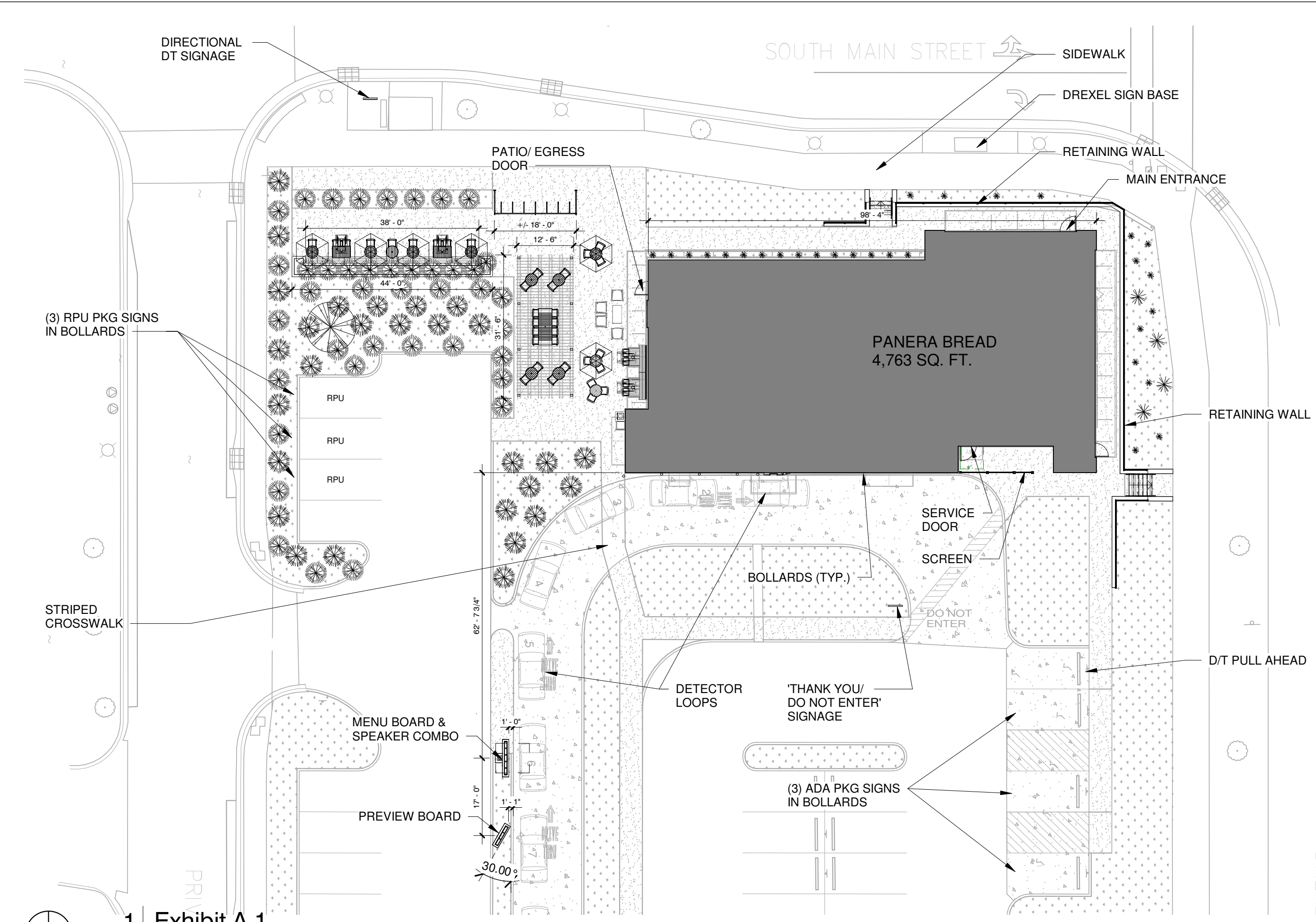
Sheet Number:

# 0101

DPM: x      DM: DAN S.      CPM: x



**1** | Exhibit A  
 1" = 40'-0"



Bakery-Cafe:

# #1563

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 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI



Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

## EXHIBIT A.1

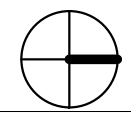
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 Drawn By:  
 NAM  
 Issue Date:  
 11.26.19

Sheet Number:  
**0102**

DPM: x      DM: DAN S.      CPM: x

### 1 Exhibit A.1

1" = 20'-0"



#1563 OAK CREEK, WI

**SQUARE FOOTAGE BREAKDOWN**

TOTAL SQUARE FEET: 4,763 SQ.FT.  
 FRONT OF HOUSE: 2,576 SQ. FT.  
 BACK OF HOUSE: 2,187 SQ. FT.  
 PATIO: 1,500 SQ. FT.

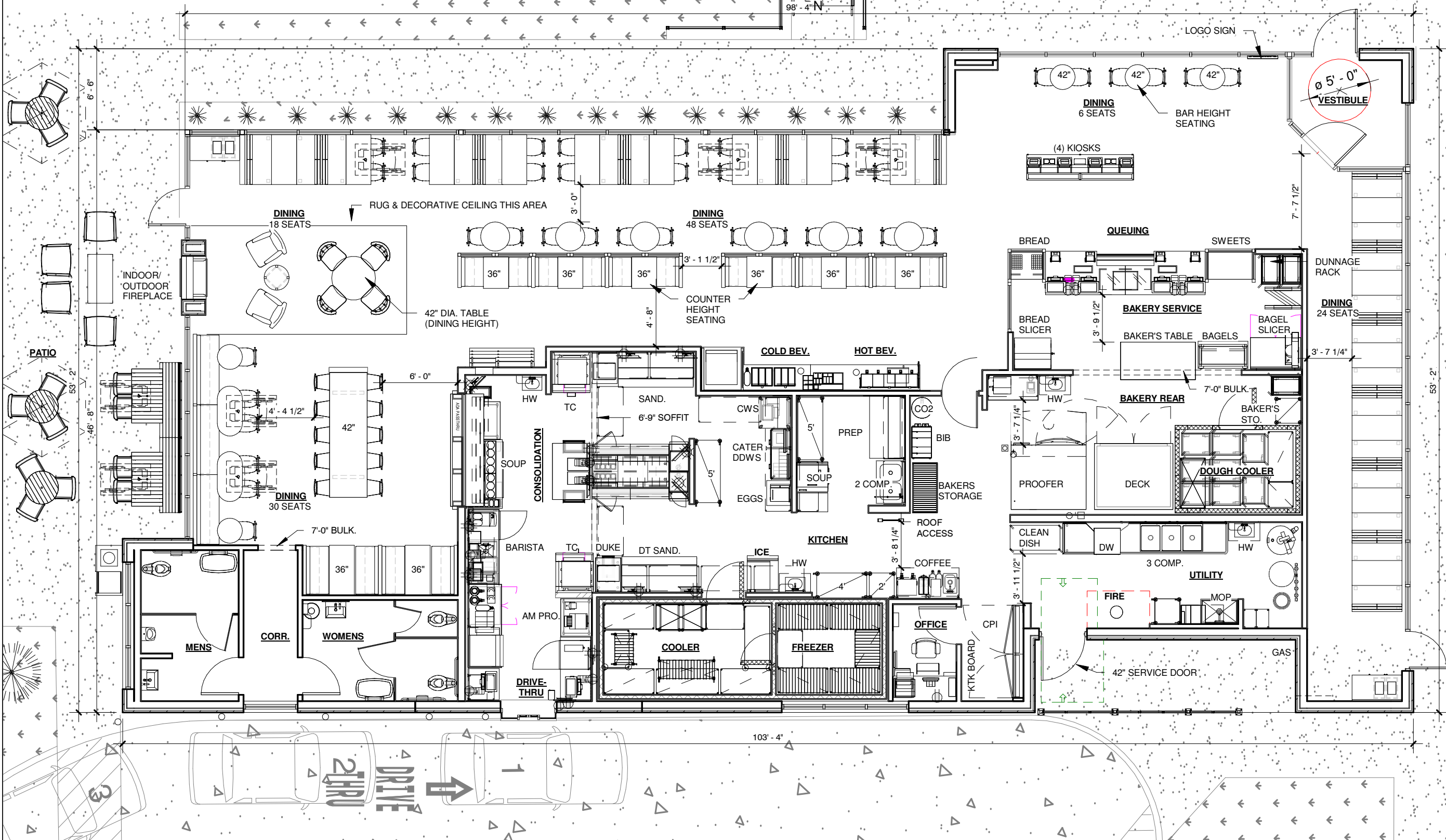
**SEATING BREAKDOWN**

INTERIOR SEAT COUNT: 126  
 INTERIOR TABLE COUNT: 39

2 TOPS: 18 46%  
 3 TOPS: 0 0%  
 4+ TOPS: 21 54%

**EXTERIOR SEATING**

EXTERIOR SEAT COUNT: 52  
 EXTERIOR TABLE COUNT: 17



Bakery-Cafe:

# #1563

**Bakery Cafe #1563**  
 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI



Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

## OPS PLAN

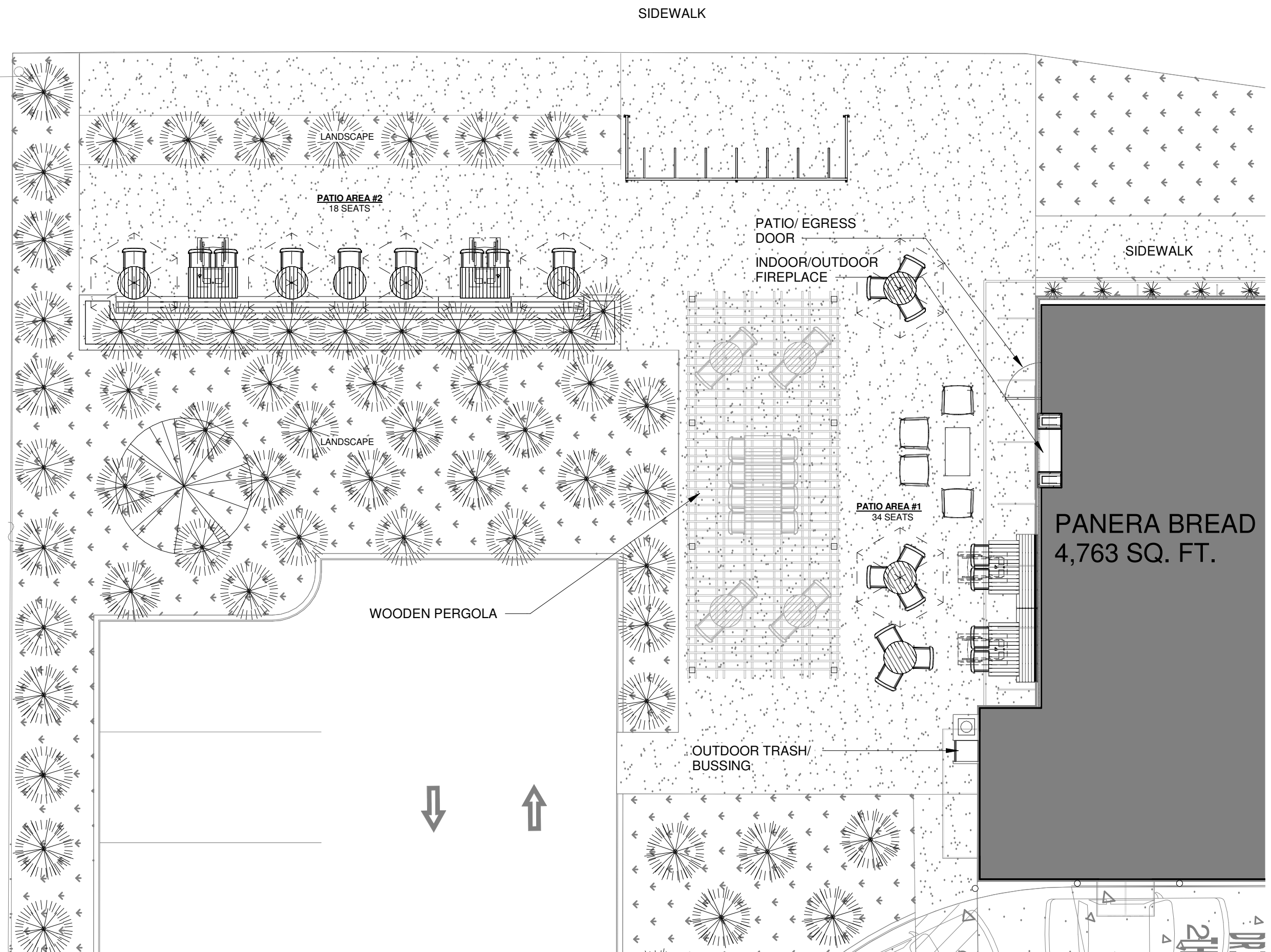
Sheet Number:

# 0103

Project Number:  
19-082C  
 Drawn By:  
NAM  
 Issue Date:  
11.26.19  
 DPM: x    DM: DAN S.    CPM: x

### 1 OPS - FLOOR PLAN

1/8" = 1'-0"



SIDEWALK

LANDSCAPE

PATIO AREA #2  
18 SEATS

PATIO/ EGRESS  
DOOR  
INDOOR/OUTDOOR  
FIREPLACE

SIDEWALK

LANDSCAPE

WOODEN PERGOLA

PATIO AREA #1  
34 SEATS

PANERA BREAD  
4,763 SQ. FT.

OUTDOOR TRASH/  
BUSSING



**1** Patio Plan  
1/8" = 1'-0"

Bakery-Cafe:

# #1563

OPS  
**Bakery Cafe #1563**  
 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI



Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

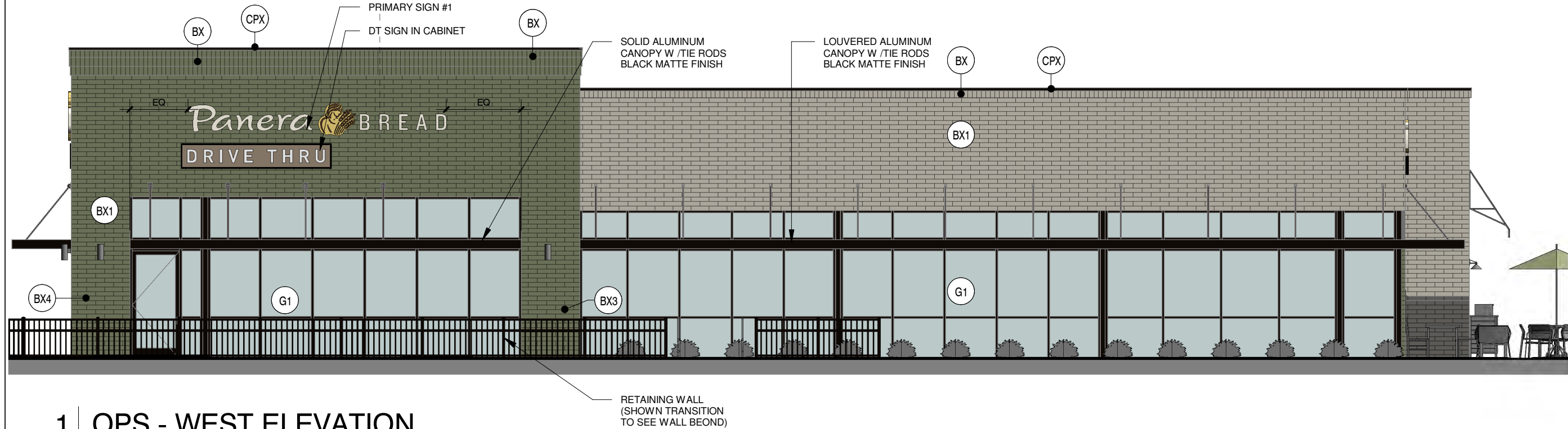
## PATIO PLAN

Sheet Number:

# 0104

Project Number:  
19-082C  
 Drawn By:  
NAM  
 Issue Date:  
11.26.19

DPM: x      DM: DAN S.      CPM: x



1 OPS - WEST ELEVATION

1/8" = 1'-0"



2 OPS - SOUTH ELEVATION

1/8" = 1'-0"

**EXTERIOR MATERIALS:**

- (BX) ENDURAMAX, SOLDIER CORNICE, COLOR: (PAINTED) BENJAMIN MOORE #HC-166 'KENDALL CHARCOAL' [P166]
- (BXX) ENDURAMAX, SOLDIER CORNICE, COLOR: (PAINTED) BENJAMIN MOORE #HC-122 'GREAT BARRINGTON GREEN' [P9]
- (BXC) ENDURAMAX, SOLDIER CORNICE, COLOR: (PAINTED) BENJAMIN MOORE #861 'SHALE' [P160]
- (BX1) ENDURAMAX, RUNNING BOND, COLOR: (PAINTED) BENJAMIN MOORE #861 'SHALE' [P160]
- (BX3) QUIK BRIK, RUNNING BOND- PAINTED, COLOR: #HC-122 GREAT BARRINGTON GREEN, P9
- (BX4) QUIK BRIK, RUNNING BOND 4X4X16 - PAINTED, COLOR: #HC-166 KENDALL CHARCOAL, P165
- (G1) ALUM. STOREFRONT, COLOR: DARK BRONZE
- (F4) FABRIC AWNING, COLOR: 'WALNUT BROWN TWEED' FABRIC
- (CPX) COPING: PRE-FINISHED, COLOR: DARK BRONZE

#1563

OPS  
**Bakery Cafe #1563**  
 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI

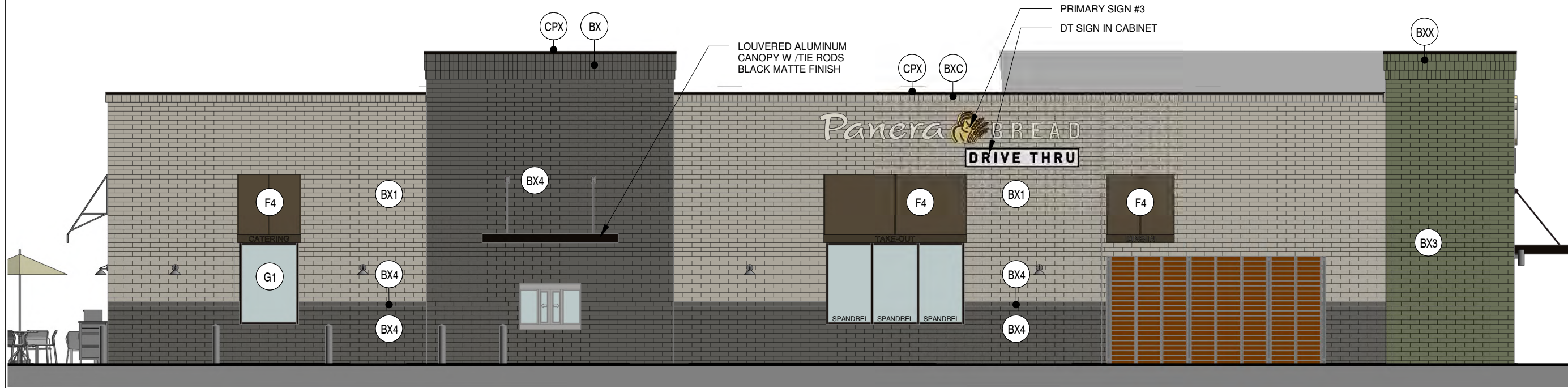


Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

**ELEVATIONS**

Project Number: 19-082C	<b>0105</b>	
Drawn By: NAM		
Issue Date: 11.26.19		
DPM: x	DM: DAN S.	CPM: x



1 OPS - EAST ELEVATION

1/8" = 1'-0"



2 OPS - NORTH ELEVATION

1/8" = 1'-0"

**EXTERIOR MATERIALS:**

- (BX) ENDURAMAX, SOLDIER CORNICE, COLOR: (PAINTED) BENJAMIN MOORE #HC-166 'KENDALL CHARCOAL' [P166]
- (BXX) ENDURAMAX, SOLDIER CORNICE, COLOR: (PAINTED) BENJAMIN MOORE #HC-122 'GREAT BARRINGTON GREEN' [P9]
- (BXC) ENDURAMAX, SOLDIER CORNICE, COLOR: (PAINTED) BENJAMIN MOORE #861 'SHALE' [P160]
- (BX1) ENDURAMAX, RUNNING BOND, COLOR: (PAINTED) BENJAMIN MOORE #861 'SHALE' [P160]
- (BX3) QUIK BRIK, RUNNING BOND- PAINTED, COLOR: #HC-122 GREAT BARRINGTON GREEN, P9
- (BX4) QUIK BRIK, RUNNING BOND 4X4X16 - PAINTED, COLOR: #HC-166 KENDALL CHARCOAL, P165
- (G1) ALUM. STOREFRONT, COLOR: DARK BRONZE
- (F4) FABRIC AWNING, COLOR: 'WALNUT BROWN TWEED' FABRIC
- (CPX) COPING: PRE-FINISHED, COLOR: DARK BRONZE

Bakery-Cafe:

#1563

OPS  
**Bakery Cafe #1563**  
 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI



Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

**ELEVATIONS,  
CONTINUED**

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19-082C  
 Drawn By:  
NAM  
 Issue Date:  
11.26.19  
 DPM: x      DM: DAN S.      CPM: x

Sheet Number:  
**0106**



1 | 3D VIEW



2 | 3D VIEW

Bakery-Cafe:

# #1563

OPS  
**Bakery Cafe #1563**  
 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI



Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

## EXTERIOR PERSPECTIVES

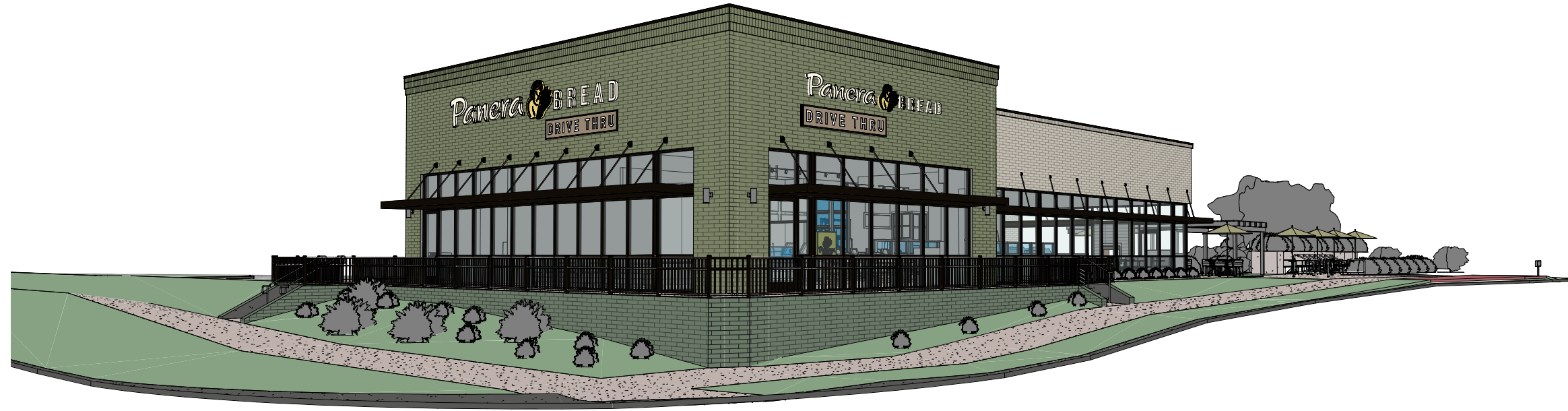
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Sheet Number:

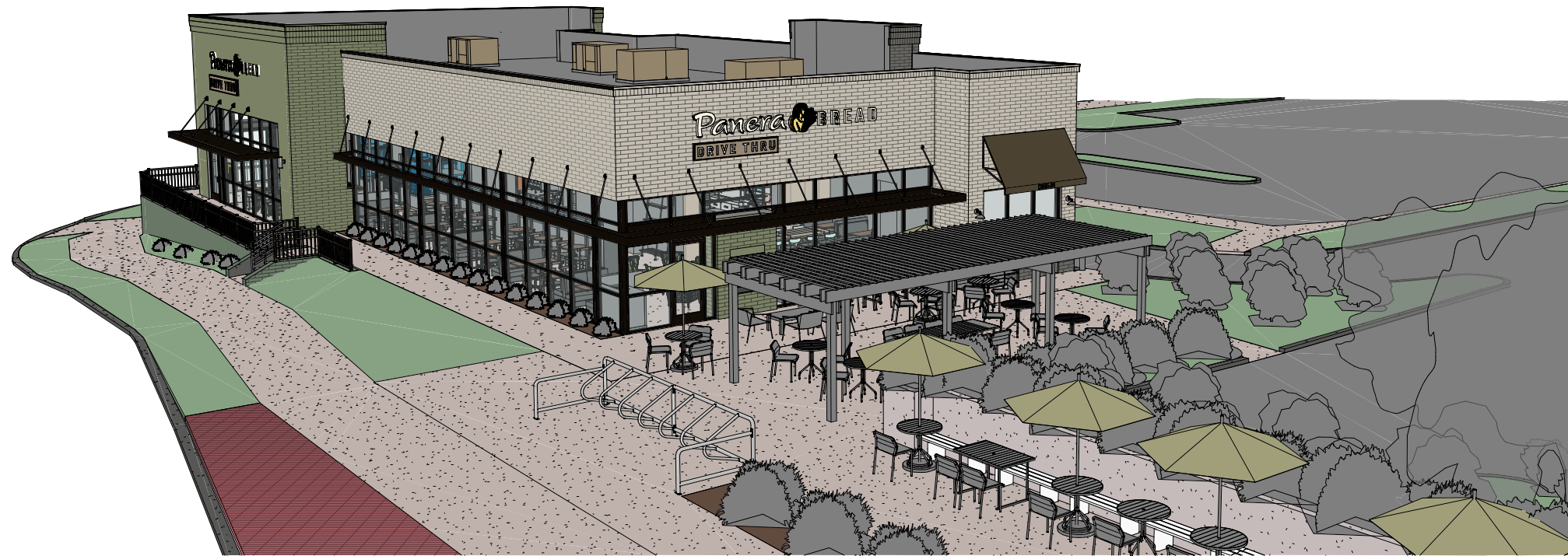
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1 | 3D VIEW



2 | 3D VIEW

Bakery-Cafe:

# #1563

OPS  
**Bakery Cafe #1563**  
 SOUTH MAIN STREET & DREXEL AVENUE  
 OAK CREEK, WI



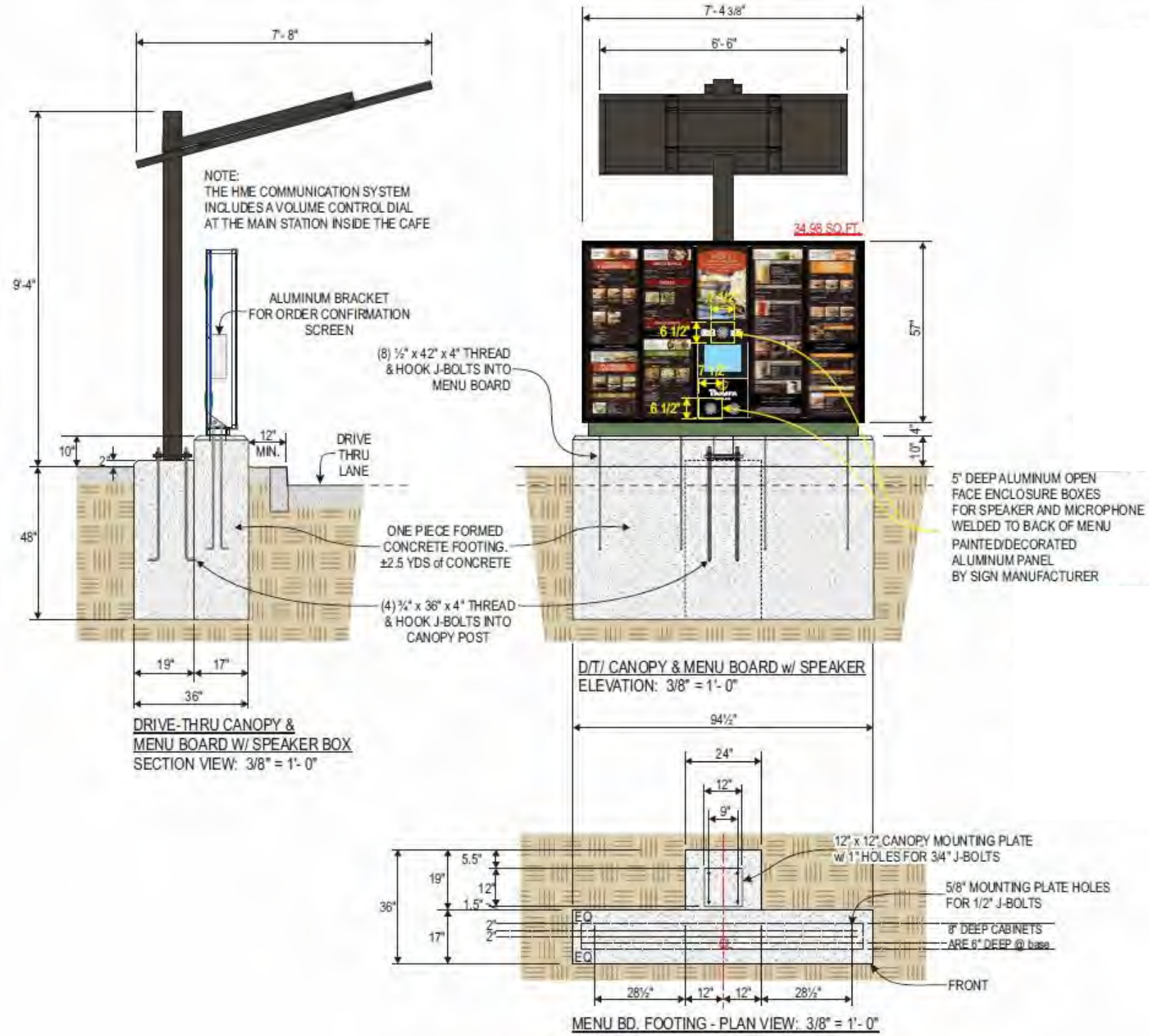
Consultant Copyright Placeholder

No.	Description	Date
1	SUBMISSION	11/26/19

## EXTERIOR PERSPECTIVES

Project Number:  
 19-082C  
 Drawn By:  
 NAM  
 Issue Date:  
 11.26.19  
 DPM: x      DM: DAN S.      x

# 0107.1



1 | MENU BOARD / SPEAKER COMBO  
12" = 1'-0"



2 | PREVIEW BOARD  
12" = 1'-0"

#1563

OPS  
**Bakery Cafe #1563**  
SOUTH MAIN STREET & DREXEL AVENUE  
OAK CREEK, WI



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No.	Description	Date
1	SUBMISSION	11/26/19

**DRIVE THRU SIGNAGE ELEVATIONS**

Project Number:  
19-082C  
Drawn By:  
NAM  
Issue Date:  
11.26.19  
DPM: x      DM: DAN S.      CPM: x

Sheet Number:  
**0108**