



Common Council Chambers
8040 S. 6TH Street
Oak Creek, WI 53154
(414) 766-7000

COMMON COUNCIL MEETING AGENDA

NOVEMBER 17, 2020

7:00 P.M.

Daniel Bukiewicz - Mayor
Steven Kurkowski – 1st District
Greg Loreck – 2nd District
Richard Duchniak – 3rd District
Michael Toman – 4th District
Kenneth Gehl – 5th District
Chris Guzikowski – 6th District

The City's Vision

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

IMPORTANT NOTICE

This meeting will be held in person and by video conference. Persons wishing to participate in the meeting may attend in person or register via <http://ocwi.org/register> prior to the start of the meeting. The webinar will start at 6:50 p.m. so those that registered may log in.

The meeting will also be live streamed on the City of Oak Creek YouTube Page via <http://ocwi.org/livestream> for those that wish to view the meeting.

Persons requiring other reasonable accommodations may contact the City at 414-766-7000. Requests should be made as far in advance as possible.

1. Call Meeting to Order / Roll Call
2. Pledge of Allegiance
3. Approval of Minutes: 11/2/20

Public Hearings (beginning at 7:00 p.m.)

Citizen input, comments and suggestions are requested on the specific item(s) identified below. Action by the Council may occur at the same meeting if so included in the agenda.

4. **Budget:** 2021 Executive Draft Budget.
5. **Ordinance:** Consider Ordinance No. 2982, adopting the 2021 budget and making appropriations (by Committee of the Whole).
6. **Comp Plan Amend:** Consider an amendment to the Comprehensive Plan, City of Oak Creek (adopted March 3, 2020) as it relates to the property at 9141 S. 13th St. (6th District).
7. **Ordinance:** Consider Ordinance No. 2988, adopting an amendment to the Comprehensive Plan, City of Oak Creek, (adopted March 3, 2020) for the property at 9141 S. 13th St. (6th District).

Visit our website at www.oakcreekwi.org for the agenda and accompanying common council reports.

New Business

8. **Motion:** Consider a *motion* to approve an Addendum to the Personnel Policy Manual (by Committee of the Whole).
9. **Motion:** Consider a *motion* to approve the 2021 health insurance rates, as suggested by the City's Employee Benefits consulting firm (by Committee of the Whole).
10. **Discussion:** Council discussion and direction to City Staff regarding the scheduling of 2021 Regular Combined Common Council meeting dates.

DEPARTMENT OF PUBLIC WORKS

11. **Motion:** Consider a *motion* to approve the recommendation of the Director of Public Works and purchase one (1) 2021, single-axle dump truck with plow equipment, spreader and pre-wett system from JX Enterprises Inc., in the amount of \$181,888 (by Committee of the Whole).

FIRE

12. **Motion:** Consider a *motion* to approve the selection of the Center for Public Safety Excellence Technical Advisor Program for strategic planning facilitation services in the amount of \$15,120 (by Committee of the Whole).

WATER & SEWER UTILITY

13. **Resolution:** Consider *Resolution* No. 12200-111720, approving a hold harmless agreement with Oak Creek Joint School District at 340 E. Puetz Rd. (Tax Key No. 827-9028-000) (2nd District).
14. **Resolution:** Consider *Resolution* No. 12201-111720, approving the First Amendment to the Driveway Easement Agreement with Guardian Credit Union at 170 W. Drexel Ave. (Tax Key No. 782-9041-000) (1st District).

ENGINEERING

15. **Resolution:** Consider *Resolution* No. 12199-111720, authorizing the issuance of a Certificate of Completion to Commerce 94 Project LLC for the construction related to the development of 9700 S. 13th St. (5th District).
16. **Motion:** Consider a *motion* to concur with the recommendations of the Traffic and Safety Commission and approve the:
 - a. installation of "NO PARKING, STOPPING, STANDING 7AM – 4 PM SCHOOL DAYS ONLY" signs on the south side of Wood Avenue between 21st Street and 20th Street and along the west side of 21st Street between Cedar Hills School property and Carrington Avenue (2nd District); and
 - b. installation of "NO PARKING ANYTIME" signs on the west side of S. Orchard Way from 130-ft north of S. Cortland Drive to cul-de-sac at northern limits of S. Orchard Way (2nd District).

LICENSE COMMITTEE

17. **Motion:** Consider a *motion* to grant the various license requests as listed on the 12/1/20 License Committee Report (by Committee of the Whole).

VENDOR SUMMARY

18. **Motion:** Consider a *motion* to approve the November 11, 2020 Vendor Summary Report in the total amount of \$586,364.69 (by Committee of the Whole).

MISCELLANEOUS

19. **Motion:** Consider a motion to convene into Closed Session pursuant to Wisconsin State Statutes Section 19.85(1)(e) to discuss proposed terms for a purchase and sale agreement for a portion of the property located at 9300 S. 5th Avenue, 4001 E. Lake Vista Blvd. and 4200 E. Lake Vista Blvd.
20. **Motion:** Consider a *motion* to reconvene into Open Session.
21. **Motion:** Consider a *motion* to take action, if required.

Adjournment.

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. 6th 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 attend 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



OAKCREEK
— WISCONSIN —

Publish 10/28/20 & 11/4/20

**CITY OF OAK CREEK
NOTICE OF PUBLIC HEARING
2021 Proposed Executive Draft Budget
Tuesday, November 17, 2020
7:00 pm**

NOTICE IS HEREBY GIVEN that on Tuesday, November 17, 2020, the Common Council of the City of Oak Creek will meet in the Civic Center Council Chambers at 8040 S. 6th Street, at 7:00 p.m. for the purpose of holding a public hearing on the 2021 Proposed Executive Draft Budget. The purpose of the public hearing is to solicit public comment on the City's 2021 Annual Property Tax Levy and Budget. This meeting will be held in person and by video conference. Persons wishing to participate in the meeting may attend in person or by video conference by registering via <http://ocwi.org/register> prior to the start of the meeting. The video conference will begin at 6:55 p.m. to allow participants to log in. Persons who wish to view the meeting live without participating may visit the City of Oak Creek YouTube Page via <http://ocwi.org/livestream>. Persons requiring other reasonable accommodations may contact the City at 414-766-7000. Requests should be made as far in advance as possible.

A summary of the 2021 Proposed Executive Draft Budget is published herewith and public notice is hereby given that the budget detail is available for public inspection at the City Clerk's office at the Oak Creek Civic Center, 8040 S. 6th Street, Oak Creek, Wisconsin, during the hours of 7:30 a.m. and 4:00 p.m. Monday through Friday.

The proposed Water and Sewer Utility Proprietary Fund Budget is not included in this notice. The Water and Sewer Utility Commission is expected to review the proposed budget at their regular meeting on Tuesday, November 10, 2020.

Dated this 21st day of October, 2020

/s/ Catherine Roeske, City Clerk

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GENERAL FUND

	2019 Actual	2020 Budget	2020 Estimated	2021 Budget	% Change
Beginning Fund Balance	\$ 8,433,649	\$ 9,402,747	\$ 9,402,747	\$ 11,089,299	
Revenues					
Taxes	\$ 13,642,419	\$ 14,411,906	\$ 14,411,906	\$ 14,905,768	3.43%
Other Taxes	\$ 2,679,196	\$ 2,214,810	\$ 2,206,158	\$ 2,342,572	5.77%
State Shared Revenues	\$ 5,935,742	\$ 5,857,034	\$ 5,855,834	\$ 5,721,615	-2.31%
Other Intergovernmental	\$ 212,873	\$ 225,548	\$ 754,083	\$ 228,983	1.52%
Licenses and Permits	\$ 2,062,293	\$ 877,725	\$ 822,925	\$ 876,475	-0.14%
Charges for Services	\$ 673,023	\$ 669,780	\$ 539,087	\$ 697,453	4.13%
Public Health and Safety	\$ 29,920	\$ 28,750	\$ 11,250	\$ 28,500	-0.87%
Commercial Revenues	\$ 1,296,719	\$ 886,840	\$ 1,001,440	\$ 793,970	-10.47%
Fines, Forfeitures & Penalties	\$ 440,911	\$ 425,000	\$ 325,000	\$ 425,000	0.00%
Revenue Offset	\$ -	\$ 1,072,525	\$ -	\$ 1,462,077	100.00%
Transfers	\$ 18,336	\$ 25,000	\$ 25,000	\$ 25,000	0.00%
Total Revenues	\$ 26,991,432	\$ 26,694,918	\$ 25,952,683	\$ 27,507,413	3.04%
Expenditures					
General Government	\$ 6,580,327	\$ 7,631,215	\$ 6,209,897	\$ 8,144,596	6.73%
Public Safety	\$ 11,121,527	\$ 11,752,582	\$ 11,434,716	\$ 12,131,803	3.23%
Health & Human Services	\$ 365,791	\$ 508,456	\$ 461,083	\$ 515,066	1.30%
Public Works	\$ 5,070,643	\$ 5,458,989	\$ 4,972,827	\$ 5,325,482	-2.45%
Culture, Recreation, & Library	\$ 1,271,807	\$ 1,343,676	\$ 1,187,608	\$ 1,390,466	3.48%
Transfers Out	\$ 1,612,239	\$ -	\$ -	\$ -	0.00%
Total Expenditures	\$ 26,022,334	\$ 26,694,918	\$ 24,266,131	\$ 27,507,413	3.04%
Revenues Over/(under) Expenditures	\$ 969,098	\$ -	\$ 1,686,552	\$ -	
Ending Fund Balance	\$ 9,402,747	\$ 9,402,747	\$ 11,089,299	\$ 11,089,299	17.94%

2021 Proposed Property Tax Levy

Taxing Fund	2018 Actual	2019 Actual	2020 Actual	2021 Proposed	% Change
General Fund	\$ 13,194,517	\$ 13,642,419	\$ 14,229,760	\$ 14,905,768	4.75%
Paramedic (EMS) Fund	\$ 3,710,502	\$ 3,626,053	\$ 3,655,849	\$ 3,874,240	5.97%
Solid Waste Fund	\$ 1,236,780	\$ 1,266,837	\$ 1,390,836	\$ 1,448,769	4.17%
Consolidated Dispatch Fund	\$ 1,269,332	\$ 1,312,570	\$ 1,406,461	\$ 1,437,760	2.23%
Debt Service Fund	\$ 850,000	\$ 850,000	\$ 850,000	\$ 1,085,000	27.65%
Total Levy	\$ 20,261,131	\$ 20,697,879	\$ 21,532,906	\$ 22,751,537	5.66%

Included in the 2021 Proposed Executive Draft Budget:
* Storm Water Fee of \$39 (no increase)

Total Direct General Obligation (GO) Debt	\$ 97,640,000
Total Direct GO Debt Per Capita	\$ 2,725
Total Direct GO Debt as a % of Equalized Value	2.55%

Equalized Value of Taxable Property 2019	\$ 3,831,003,800
GO Debt Outstanding as of April 1, 2020	\$ 100,120,000
Legal Debt Capacity (5% of Equalized Value)	\$ 191,550,190
Unused Margin of Indebtedness	\$ 91,430,190
Percent of Unused Margin of Indebtedness	47.73%

OTHER FUNDS	2019	2020	2020	2021	%
	Actual	Budget	Estimated	Budget	Change
Revenues					
Special Revenue Funds					
Solid Waste	\$ 1,408,930	\$ 1,523,869	\$ 1,521,061	\$ 1,581,744	3.80%
Grants/Donations	\$ 155,914	\$ 51,973	\$ 532,913	\$ 107,496	100.00%
WE Energies	\$ 2,257,536	\$ 2,253,000	\$ 2,251,000	\$ 2,253,500	0.02%
Special Assessment	\$ 35,004	\$ 45,000	\$ 47,000	\$ 55,000	22.22%
Economic Development	\$ 89,665	\$ 87,224	\$ 86,224	\$ 82,892	-4.97%
Low Interest Loan	\$ -	\$ 3,000	\$ -	\$ 3,000	0.00%
Health Insurance	\$ 7,545,563	\$ 6,548,268	\$ 6,548,268	\$ 6,701,038	2.33%
Paramedic (EMS)	\$ 5,289,195	\$ 5,229,435	\$ 5,119,341	\$ 5,464,149	4.49%
Storm Water Utility	\$ 990,260	\$ 1,037,100	\$ 1,036,850	\$ 1,050,654	1.31%
Police Asset Forfeiture	\$ 27,669	\$ 15,075	\$ 1,601	\$ 15,000	-0.50%
Consolidated Dispatch Services	\$ 1,627,734	\$ 1,711,605	\$ 1,746,020	\$ 1,741,148	1.73%
Tourism Commission	\$ 466,053	\$ 579,000	\$ 115,266	\$ 498,963	-13.82%
Debt Service Funds					
General Debt Service	\$ 3,727,742	\$ 3,613,375	\$ 8,034,699	\$ 4,317,980	19.50%
Debt Amortization	\$ 3,191,070	\$ 3,205,730	\$ 3,219,851	\$ 3,204,676	-0.03%
TID #6	\$ 357,871	\$ 321,198	\$ 343,629	\$ 323,640	0.76%
Capital Projects Funds					
Capital Projects	\$ 2,980,409	\$ 2,193,573	\$ 2,199,313	\$ 3,440,727	56.85%
Developer Capital Projects	\$ 7,817	\$ 63,000	\$ 5,000	\$ 58,000	-7.94%
TID #7	\$ 452,294	\$ 582,478	\$ 720,190	\$ 1,438,992	147.05%
TID #8	\$ 987,573	\$ 1,674,615	\$ 1,799,773	\$ 1,908,611	13.97%
TID #10	\$ 395,051	\$ 393,451	\$ 437,998	\$ 492,756	25.24%
TID #11	\$ 2,663,376	\$ 7,888,453	\$ 3,280,028	\$ 3,896,532	-50.60%
TID #12	\$ 5,705,130	\$ 898,186	\$ 957,263	\$ 1,150,715	28.12%
TID #13	\$ 408,305	\$ 402,058	\$ 511,870	\$ 462,001	14.91%
TID #14	\$ -	\$ 1,100,000	\$ 1,138,000	\$ 141,162	-87.17%
TID #15	\$ -	\$ 21,648	\$ 23,192	\$ 83,170	284.19%
TID #16	\$ 2,859,698	\$ 209,518	\$ 223,893	\$ 2,571,358	1127.27%
TOTAL REVENUES	\$ 43,629,859	\$ 41,651,832	\$ 41,900,243	\$ 43,044,904	3.34%

OTHER FUNDS	2019	2020	2020	2021	%
	Actual	Budget	Estimated	Budget	Change
Expenditures					
Special Revenue Funds					
Solid Waste	\$ 1,399,202	\$ 1,523,813	\$ 1,511,468	\$ 1,561,648	2.48%
Grants/Donations	\$ 109,200	\$ 40,211	\$ 500,251	\$ 107,496	100.00%
WE Energies	\$ 2,266,133	\$ 2,186,541	\$ 2,084,175	\$ 2,216,997	1.39%
Special Assessment	\$ -	\$ -	\$ -	\$ -	0.00%
Economic Development	\$ 89,487	\$ 90,880	\$ 96,224	\$ 85,346	-6.09%
Low Interest Loan	\$ -	\$ 3,000	\$ -	\$ 3,000	0.00%
Health Insurance	\$ 6,843,253	\$ 6,061,000	\$ 6,009,509	\$ 6,099,509	0.64%
Paramedic (EMS)	\$ 5,285,696	\$ 5,229,435	\$ 5,236,123	\$ 5,464,149	4.49%
Storm Water Utility	\$ 868,099	\$ 1,004,218	\$ 989,910	\$ 927,956	-7.59%
Police Asset Forfeiture	\$ 75,874	\$ 15,000	\$ 5,014	\$ 15,000	0.00%
Consolidated Dispatch Services	\$ 1,633,089	\$ 1,711,605	\$ 1,666,123	\$ 1,741,148	1.73%
Tourism Commission	\$ 541,999	\$ 526,797	\$ 469,862	\$ 527,864	0.20%
Debt Service Funds					
General Debt Service	\$ 3,559,500	\$ 3,543,188	\$ 8,005,504	\$ 2,908,566	-17.91%
Debt Amortization	\$ 3,192,347	\$ 3,200,000	\$ 3,200,000	\$ 3,200,000	0.00%
TID #6	\$ 426,604	\$ 427,500	\$ 400,000	\$ 400,000	-6.43%
Capital Projects Funds					
Capital Projects	\$ 3,061,217	\$ 2,680,073	\$ 1,309,868	\$ 4,159,830	55.21%
Developer Capital Projects	\$ 26,507	\$ 10,000	\$ 26,320	\$ 20,000	0.00%
TID #7	\$ 543,392	\$ 544,288	\$ 538,159	\$ 1,454,258	167.19%
TID #8	\$ 1,075,518	\$ 1,367,207	\$ 1,270,303	\$ 1,649,178	20.62%
TID #10	\$ 296,810	\$ 297,706	\$ 297,706	\$ 297,706	0.00%
TID #11	\$ 2,622,345	\$ 7,370,878	\$ 12,569,659	\$ 262,500	-96.44%
TID #12	\$ 5,631,407	\$ 719,576	\$ 1,212,719	\$ 1,533,193	113.07%
TID #13	\$ 216,065	\$ 402,500	\$ 107,500	\$ 1,302,500	100.00%
TID #14	\$ 2,584	\$ 1,091,250	\$ 1,141,534	\$ 148,125	100.00%
TID #15	\$ 150	\$ 10,000	\$ 10,000	\$ 10,000	100.00%
TID #16	\$ 3,248,726	\$ 437,500	\$ 2,995,000	\$ 187,500	100.00%
TOTAL EXPENDITURES	\$ 43,015,204	\$ 40,494,166	\$ 51,652,931	\$ 36,283,469	-10.40%

	Beginning 1/1/2020	Est. Ending 12/31/2020	Est. Ending 12/31/2021	Change in Equity 12/31/2021	% Change
	Fund Balance	Fund Balance	Equity	12/31/2021	Change
Solid Waste	\$ 113,813	\$ 123,406	\$ 143,502	\$ 20,096	16.28%
Grants/Donations	\$ 1,968,984	\$ 2,001,646	\$ 2,001,646	\$ -	0.00%
WE Energies	\$ 166,570	\$ 333,395	\$ 369,898	\$ 36,503	10.95%
Special Assessment	\$ 2,311,482	\$ 2,358,482	\$ 2,413,482	\$ 55,000	2.33%
Economic Development	\$ 884,726	\$ 874,726	\$ 872,272	\$ (2,454)	-0.28%
Low Interest Loan	\$ 7,825	\$ 7,825	\$ 7,825	\$ -	0.00%
Health Insurance	\$ 702,309	\$ 1,241,068	\$ 1,842,597	\$ 601,529	48.47%
Paramedic (EMS)	\$ 862,246	\$ 745,464	\$ 745,464	\$ -	0.00%
Storm Water Utility	\$ 232,051	\$ 278,991	\$ 401,689	\$ 122,698	43.98%
	Beginning 1/1/2020	Est. Ending 12/31/2020	Est. Ending 12/31/2021	Change in Equity 12/31/2021	% Change
	Fund Balance	Fund Balance	Equity	12/31/2021	Change
Police Asset Forfeiture	\$ 54,470	\$ 51,057	\$ 51,057	\$ -	0.00%
Consolidated Dispatch Services	\$ 85,975	\$ 165,872	\$ 165,872	\$ -	0.00%
Tourism Commission	\$ 241,150	\$ (113,446)	\$ (142,347)	\$ (28,901)	25.48%
General Debt Service	\$ (927,646)	\$ (898,451)	\$ 510,963	\$ 1,409,414	-156.87%

	Beginning 1/1/2020	Est. Ending 12/31/2020	Est. Ending 12/31/2021	Change in Equity 12/31/2021	% Change
	Fund Balance	Fund Balance	Equity	12/31/2021	Change
Debt Amortization	\$ 25,295	\$ 45,146	\$ 49,822	\$ 4,676	10.36%
TID #6	\$ 186,982	\$ 130,611	\$ 54,251	\$ (76,360)	-58.46%
Capital Projects	\$ 3,002,508	\$ 3,891,953	\$ 3,172,850	\$ (719,103)	-18.48%
Developer Capital Projects	\$ 62,540	\$ 41,220	\$ 79,220	\$ 38,000	92.19%
TID #7	\$ 1,492	\$ 183,523	\$ 168,257	\$ (15,266)	-8.32%
TID #8	\$ (1,164,639)	\$ (635,169)	\$ (375,736)	\$ 259,433	-40.84%
TID #10	\$ 789,728	\$ 930,020	\$ 1,125,070	\$ 195,050	20.97%
TID #11	\$ 4,335,893	\$ (4,953,738)	\$ (1,319,706)	\$ 3,634,032	-73.36%
TID #12	\$ 623,477	\$ 368,021	\$ (14,457)	\$ (382,478)	-103.93%
	Beginning 1/1/2020	Est. Ending 12/31/2020	Est. Ending 12/31/2021	Change in Equity 12/31/2021	% Change
	Fund Balance	Fund Balance	Equity	12/31/2021	Change
TID #13	\$ 459,049	\$ 863,419	\$ 22,920	\$ (840,499)	100.00%
TID #14	\$ (20,085)	\$ (23,619)	\$ (30,582)	\$ (6,963)	100.00%
TID #15	\$ (17,337)	\$ (4,145)	\$ 69,025	\$ 73,170	100.00%
TID #16	\$ (432,695)	\$ (3,203,802)	\$ (819,944)	\$ 2,383,858	100.00%



COMMON COUNCIL REPORT

Item: Ordinance No. 2982 Adopting the 2021 Budget and Making Appropriations

Recommendation: That the Common Council adopt Ordinance No. 2982, an Ordinance Adopting the 2021 Budget and Making Appropriations

Fiscal Impact: The 2021 Budget makes appropriations and establishes a City tax levy of \$22,751,537.

- Critical Success Factor(s):**
- Vibrant and Diverse Cultural Opportunities
 - Thoughtful Development and Prosperous Economy
 - Safe, Welcoming, and Engaged Community
 - Inspired, Aligned, and Proactive City Leadership
 - Financial Stability
 - Quality Infrastructure, Amenities, and Services
 - Not Applicable

Background: Per the requirements of Section 3.01 of the Municipal Code of the City of Oak Creek, the various departments have undergone a budget review and process with the City Administrator, Common Council, and the public. The action of the attached ordinance sets the appropriations and establishes the City tax levy of \$22,751,537.

Options/Alternatives: The Common Council may choose to delay the approval of the 2021 Budget, however that would delay the establishment of the City tax levy and tax rate creation.

Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Prepared:

Jamie Strobl
Assistant Comptroller

Fiscal Review:

Jamie Strobl
Assistant Comptroller

Attachments: Ordinance No. 2982, 2021 General Fund Budget Summary, Historical City of Oak Creek Tax Levy, & Public Hearing Notice published in the newspaper

ORDINANCE NO. 2982

BY: _____

AN ORDINANCE ADOPTING THE
2021 BUDGET AND MAKING APPROPRIATIONS

The Common Council of the City of Oak Creek does hereby ordain as follows:

SECTION 1: As per the requirements of Section 3.01 of the Municipal Code of the City of Oak Creek, the various departments of the municipal government of the City of Oak Creek, having prior hereto duly submitted and filed with the City Administrator an itemized statement of disbursements made to carry out the power and duties of such department during the preceding fiscal year, and a detailed statement of the receipts and disbursements on account of any special fund under the supervision of the department during such year, and of the conditions and management of such fund, together with detailed estimates of the same matters of the respective departments of the City for the current fiscal year, and for the ensuing fiscal year, all formulated in budget form as is required by statutes, and the budget so formulated in detail, prior to the determination of the sum to be financed in whole or in part, by a general property tax, funds on hand and estimated revenues from all sources was available for public inspection and a summary of such budget was duly published in a newspaper of general circulation and a public hearing was held on Tuesday, November 17, 2020 at the City Hall at 7:00 p.m., where all residents and taxpayers were afforded an opportunity to be heard on all matters pertaining to said proposed budget.

SECTION 2: The Common Council of the City of Oak Creek does hereby adopt the budget hereinafter set out in detail and hereby appropriates under the requirements of the Purchasing Policy for corporate purposes and sums of money or so much thereof as may be needed and deemed necessary to defray all expenses and liabilities for municipal purposes of the fiscal year, commencing on the 1st day of January, 2021 and ending the 31st day of December, 2021.

SECTION 3: The Common Council of the City of Oak Creek does hereby order that a copy of the budget hereby adopted be published in summary form and this ordinance of said budget shall be effective immediately after passage and publication.

Introduced this ___ day of _____, 2020.

Passed and adopted this ___ day of _____, 2020.

President, Common Council

Approved this ___ day of _____, 2020.

Mayor

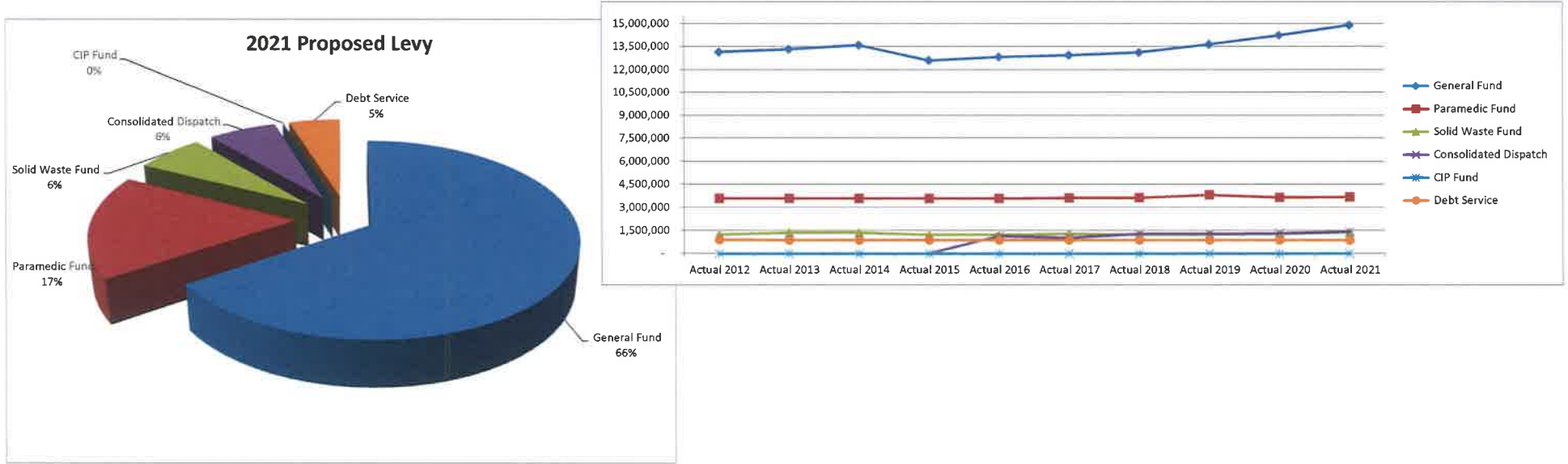
ATTEST:

City Clerk

Vote: Ayes _____ Noes _____

Taxing Fund	Actual 2011	Actual 2012	Actual 2013	Actual 2014	Actual 2015	Actual 2016	Actual 2017	Actual 2018	Actual 2019	Actual 2020	Actual 2021
General Fund	13,159,145	13,145,595	13,323,340	13,587,782	12,597,175	12,825,700	12,941,185	13,116,162	13,642,419	14,229,760	14,905,768
Paramedic Fund	3,551,590	3,551,590	3,551,590	3,551,590	3,551,590	3,589,590	3,602,939	3,788,857	3,626,053	3,655,849	3,874,240
Solid Waste Fund	1,235,185	1,362,185	1,362,185	1,212,185	1,212,185	1,292,438	1,213,054	1,236,780	1,266,837	1,390,836	1,448,769
Consolidated Dispatch	-	-	-	-	1,118,458	1,009,045	1,270,902	1,269,332	1,312,570	1,406,461	1,437,760
CIP Fund	-	-	-	-	-	-	-	-	-	-	-
Debt Service	873,500	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	850,000	1,085,000
Total City Tax Levy	18,819,420	18,909,370	19,087,115	19,201,557	19,329,408	19,566,773	19,878,080	20,261,131	20,697,879	21,532,906	22,751,537

Percentage Increase -0.22% 0.48% 0.94% 0.60% 0.67% 1.23% 1.59% 1.93% 2.16% 4.03% 5.66%



Fund / Department	2018 Actual	2019 Budget	2019 Actual	2020 Budget	2020 Projected	2021 Budget
General Fund Summary						
Beginning Balance	\$ 8,212,130	\$ 8,433,649	\$ 8,433,649	\$ 9,402,747	\$ 9,402,747	\$ 11,089,299
Revenues				\$ 16,626,716		\$ 17,248,340
Taxes	\$ 13,116,163	\$ 13,642,419	\$ 13,642,419	\$ 14,411,906	\$ 14,411,906	\$ 14,905,768
Other Taxes	\$ 2,217,859	\$ 2,451,156	\$ 2,679,196	\$ 2,214,810	\$ 2,206,158	\$ 2,342,572
State Shared Revenues	\$ 5,915,042	\$ 5,945,105	\$ 5,935,742	\$ 5,857,034	\$ 5,855,834	\$ 5,721,615
Other Intergovernmenta	\$ 148,228	\$ 207,999	\$ 212,873	\$ 225,548	\$ 754,083	\$ 228,983
Licenses and Permits	\$ 1,731,760	\$ 817,225	\$ 2,062,293	\$ 877,725	\$ 822,925	\$ 876,475
Charges for Services	\$ 676,481	\$ 627,300	\$ 673,023	\$ 669,780	\$ 539,087	\$ 697,453
Public Health and Safet	\$ 60,212	\$ 26,865	\$ 29,920	\$ 28,750	\$ 11,250	\$ 28,500
Commercial Revenues	\$ 1,734,836	\$ 1,239,840	\$ 1,737,630	\$ 1,311,840	\$ 1,326,440	\$ 1,218,970
Revenue Offset	\$ -	\$ 746,631	\$ -	\$ 1,072,525	\$ -	\$ 1,462,077
Transfers	\$ 25,127	\$ 14,000	\$ 18,336	\$ 25,000	\$ 25,000	\$ 25,000
Total Revenues	\$ 25,625,708	\$ 25,718,540	\$ 26,991,432	\$ 26,694,918	\$ 25,952,683	\$ 27,507,413
Expenditures						
General Government	\$ 5,974,302	\$ 7,217,780	\$ 6,580,327	\$ 7,631,215	\$ 6,209,897	\$ 8,144,596
Public Safety	\$ 10,998,168	\$ 11,372,950	\$ 11,121,527	\$ 11,752,582	\$ 11,434,716	\$ 12,131,803
Health	\$ 428,177	\$ 488,265	\$ 365,791	\$ 508,456	\$ 461,083	\$ 515,066
Public Works	\$ 5,032,987	\$ 5,373,322	\$ 5,070,643	\$ 5,458,989	\$ 4,972,827	\$ 5,325,482
Leisure Services	\$ 1,160,577	\$ 1,266,223	\$ 1,271,807	\$ 1,343,676	\$ 1,187,608	\$ 1,390,466
Transfers Out	\$ 1,809,978	\$ -	\$ 1,612,239	\$ -	\$ -	\$ -
Total Expenditures	\$ 25,404,189	\$ 25,718,540	\$ 26,022,334	\$ 26,694,918	\$ 24,266,131	\$ 27,507,413
Revenues Over/(under) Expenditures	\$ 221,519	\$ -	\$ 969,098	\$ -	\$ 1,686,552	\$ -
Ending Fund Balance	\$ 8,433,649	\$ 8,433,649	\$ 9,402,747	\$ 9,402,747	\$ 11,089,299	\$ 11,089,299

6

Publish October 14, 2020

**OFFICIAL NOTICE
NOTICE OF PUBLIC HEARING
BEFORE THE OAK CREEK COMMON COUNCIL**

IMPORTANT NOTICE

This meeting will be held both in person and by video conference. Persons wishing to participate in the video conference, including applicants and their representatives, must register via <http://ocwi.org/register> prior to the meeting. The video conference will begin at 6:55 PM to allow participants to log in.

Persons who wish to view the meeting live without participating may visit the City of Oak Creek YouTube page at <http://ocwi.org/livestream>.

Persons requiring other reasonable accommodations may contact the City at 414-766-7000. Requests should be made as far in advance as possible, preferably a minimum of 48 hours.

PURPOSE: The purpose of this public hearing is to consider an amendment to the Comprehensive Plan, City of Oak Creek (Adopted March 3, 2020) as it relates to the property at 9141 S. 13th St.

Date:
November 17, 2020

Time:
7:00 p.m.

Place:
Oak Creek Civic Center (City Hall)
8040 South 6th Street
Oak Creek, WI 53154
Common Council Chambers and Zoom (see above)

Applicant:
John Schlueter, Frontline Commercial Real Estate

Property Owner(s):
APA 9141, LLC

Tax Key No.
877-9010-000

Property location:
9141 S. 13th St.

Proposal:
The proposed amendment would change the Land Use Plan and category for the property at 9141 S. 13th St. from Commercial to Business Park.

The Common Council has scheduled other public hearings for November 17, 2020 at 7:00 PM. This hearing may begin at 7:00 PM or as soon as possible following the conclusion of other public hearings.

Any person(s) with questions regarding the proposed change(s) may call the Department of Community Development at (414) 766-7027 during regular business hours.

Dated this 7th day of October, 2020.

Date of Notice: September 2, 2020
CITY OF OAK CREEK COMMON COUNCIL
By: Daniel J. Bukiewicz, Mayor

Public Notice

PLEASE NOTE: 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, or by writing to the ADA Coordinator at the Health Department, City Hall, 8040 South 6th 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.

COMMON COUNCIL REPORT

Item: Comprehensive Plan Amendment - 9141 S. 13th St.

Recommendation: That the Council adopts Ordinance 2988, an ordinance adopting an amendment to the Comprehensive Plan, City of Oak Creek (adopted March 3, 2020) for the property at 9141 S. 13th St.

Fiscal Impact: The amendment to the Comprehensive Plan, City of Oak Creek (adopted March 3, 2020) is the first of many steps in the entitlement process to allow development on this property. Approval would give the Council the discretion to approve land uses at this location that may enhance the tax base. Impact fees and permit application fees from the development of the property would provide additional positive fiscal impact for the City. The property is not part of a TID.

Critical Success Factor(s):

- Vibrant and Diverse Cultural Opportunities
- Thoughtful Development and Prosperous Economy
- Safe, Welcoming, and Engaged Community
- Inspired, Aligned, and Proactive City Leadership
- Financial Stability
- Quality Infrastructure, Amenities, and Services
- Not Applicable

Background: The request before the Common Council is to amend the Land Use Plan in the Comprehensive Plan, City of Oak Creek (adopted March 3, 2020) from "Commercial" to "Business Park" for the parcel at 9141 S. 13th St. Council should be aware that the Plan Commission's review of the request was in two parts:

1. A public hearing on September 8, 2020, where the Plan Commission reviewed and considered a request by the Applicant to amend the Land Use Plan in the Comprehensive Plan, City of Oak Creek (adopted March 3, 2020) for the property from "Commercial" to "Industrial" in anticipation of a future speculative multitenant industrial development. During that review, and within the staff report, an alternative category of Business Park was offered for consideration. The Plan Commission, by a 4-3 vote, did not recommend approval of that change.
2. While the Plan Commission did not vote to recommend approval of the proposed amendment at the September 8, 2020 hearing, the result was nearly evenly split and two (2) Plan Commissioners were absent. Therefore, the vote could have been affected by the presence of those absent Commissioners. It was determined that a reconsideration would be appropriate, and the Applicant wished to present a slightly revised request that considered the concerns raised during the previous review. The reconsideration occurred during the October 13, 2020 Plan Commission meeting (no new hearing).

As explained to the Plan Commission, the reasons for the reconsideration without a new hearing before the Plan Commission were as follows:

-
1. The Plan Commission duly noticed and held a public hearing on the original request.
 2. The Applicant is formally agreeing with the suggestion from the original consideration that Business Park may be a better category for the proposal than Industrial, and incorporated comments provided at the Plan Commission hearing and by staff into the reconsideration request.
 3. Statute requires a majority approval of the entire reviewing body in order for the amendment to pass. As there were two (2) Plan Commissioners absent, the vote could be affected by their participation; hence, this is a reconsideration/continuation of review and not a new application.
 4. Since the Common Council has the ultimate review and approval authority for Comprehensive Plan amendments by Statute and Code, a hearing by that body to adopt a formal Ordinance is appropriate. This was confirmed as the preferred process in discussions with the City Attorney, and the public hearing was scheduled for November 17, 2020.

Included with this report is a copy of the full staff report presented at both the September and October Plan Commission meetings for Council consideration. Within that report is a review of the history of the subject parcel, the context of the surrounding neighborhood in term of zoning and the Land Use Plan designations in the Comprehensive Plan, and the staff evaluation of the original request and alternative Business Park option. The information contained in the report, augmented with comments from the Applicant regarding specific intentions for the property, and comments from neighbors were thoughtfully considered by the Plan Commission.

Per Wis. Stats. 62.23(3)(b), adoption of any amendment must be by a majority approval of the entire Plan Commission/decision-making body. The State of Wisconsin Smart Growth Law requires that all local land use decisions after January 1, 2010 must be consistent with the objectives, goals, and policies contained within the comprehensive plan. Approval of the change to the Comprehensive Plan would bring the Comprehensive Plan in line with the intent and goals for future development of the property at 9141 S. 13th St. Approval would not relieve the applicant from the requirement for additional reviews of the property, which may include, but may not be limited to: rezoning, Conditional Use Permit review, and site-specific plan review.

With the above in mind, the Plan Commission, by a 6-3 vote at the October 13, 2020 meeting, recommended approval of the proposed amendment to the Land Use Plan in the Comprehensive Plan to "Business Park" for the property at 9141 S. 13th St.

Options/Alternatives: This is the first step in allowing additional reviews to occur. Should the request not be approved, the Applicant may choose to substantially amend the request for reconsideration. Disapproval would not change the existing "Commercial" designation of the property, and may result in the existing vacant and underutilized conditions of the property to remain.

Respectfully submitted:



Andrew J. Vickers, MPA
City Administrator

Prepared:



Kari Papelbon, CFM, AICP
Planner

Fiscal Review:



Jamie Strobl
Assistant Comptroller

Approved:



Douglas W. Seymour, AICP
Director of Community Development

Attachments:

Ord. 2988

Location Map

Hearing Notice

Excerpted Plan Commission Minutes - September 8, 2020

Excerpted Plan Commission Minutes - October 13, 2020

Full Plan Commission Staff Report - October 13, 2020

PC Resolution 2020-01

ORDINANCE NO. 2988

BY: _____

AN ORDINANCE ADOPTING AN AMENDMENT TO THE COMPREHENSIVE
PLAN FOR THE CITY OF OAK CREEK, WISCONSIN

9141 S. 13th St.

(6th Aldermanic District)

The Common Council of the City of Oak Creek does hereby ordain as follows:

SECTION 1: Pursuant to Sections 62.23(2) and 66.1001(4) of the Wisconsin Statutes, the City of Oak Creek is authorized to prepare and adopt a comprehensive plan and an amendment to a comprehensive plan as defined in Sections 66.1001(1)(a) and 66.1001(2) of the Wisconsin Statutes.

SECTION 2: The Common Council, by the enactment of Ordinance No. 2963, formally adopted the document titled *Comprehensive Plan, City of Oak Creek* on March 3, 2020.

SECTION 3: The City of Oak Creek published a Class 1 public notice on August 5, 2020, and held a public hearing before the Plan Commission on September 8, 2020, and published a Class 1 public notice on October 14, 2020, and held a public hearing before the Common Council on November 17, 2020.

SECTION 4: The Plan Commission, by a majority vote of the entire Commission at a meeting held on October 13, 2020, adopted Resolution No. 2020-01, amending the adopted *Comprehensive Plan, City of Oak Creek* from "Commercial" to "Business Park" for the property at 9141 S. 13th St., and recommending that the Common Council adopt the amendment to the Comprehensive Plan by ordinance.

SECTION 5: The Common Council hereby adopts the proposed amendment to the *Comprehensive Plan, City of Oak Creek* from "Commercial" to "Business Park" for the property at 9141 S. 13th St.

SECTION 6: Except as herein modified, the *Comprehensive Plan, City of Oak Creek* adopted March 3, 2020 shall remain in full force and effect.

SECTION 7: The City Clerk is directed to send a copy of this ordinance and the Comprehensive Plan amendment to the parties listed in Section 66.1001(4)(b) of the Wisconsin Statutes.

SECTION 8: This ordinance shall take effect and be in force from and after its passage and publication.

Introduced this 17th day of November, 2020.

Passed and adopted this 17th day of November, 2020.

President, Common Council

Approved this 17th day of November, 2020.

Mayor

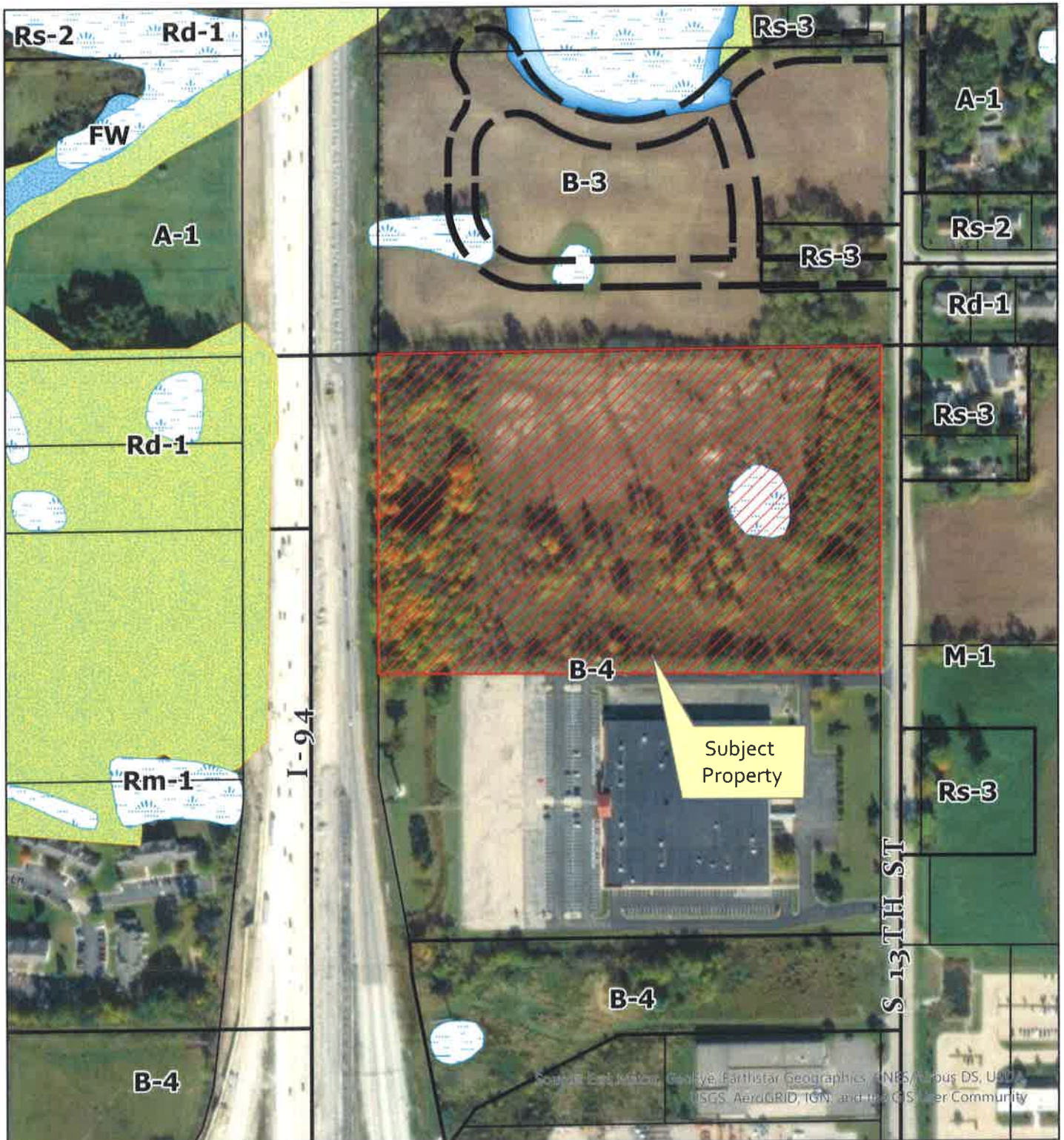
ATTEST:

City Clerk

VOTE: Ayes _____ Noes _____

Location Map

9141 S 13th St



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



Legend

- 9141 S. 13th St
- Flood Plain (2008)
- Floodway (2008)
- Environmental Corridor
- Official Street Pattern
- DNR Wetlands Inventory

Publish October 14, 2020

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Applicant:

John Schlueter, Frontline Commercial Real Estate

Property Owner(s):

APA 9141, LLC

Tax Key No.

877-9010-000

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Date of Notice: September 2, 2020

CITY OF OAK CREEK COMMON COUNCIL

By: Daniel J. Bukiewicz, Mayor

Public Notice

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**EXCERPTED MINUTES OF THE
OAK CREEK PLAN COMMISSION MEETING
TUESDAY, SEPTEMBER 8, 2020**

Alderman Guzikowski called the meeting to order at 6:00 p.m. The following Commissioners were present at roll call: Commissioner Hanna, Commissioner Sullivan, Commissioner Carrillo, Alderman Loreck, Alderman Guzikowski, Commissioner Oldani, Commissioner Siefert. Mayor Bukiewicz and Commissioner Chandler were excused. Also present: Planner Kari Papelbon, Director of Community Development Director Seymour, and Assistant Fire Chief Mike Havey.

**PUBLIC HEARING
COMPREHENSIVE PLAN AMENDMENT
JOHN SCHLUETER, FRONTLINE COMMERCIAL REAL ESTATE
9141 S. 13TH ST.
TAX KEY NO. 877-9010-000**

Planner Papelbon read the public hearing notice into the record (see Public Hearing Notice for details).

Alderman Guzikowski made the first call to speak.

John Schlueter with Frontline Commercial Real Estate, 7265 S 1st St, Oak Creek. "I'm blessed to have been a Milwaukee County resident my entire life, and I've owned commercial real estate in Oak Creek for almost 25 years. I'm married with five kids, and love calling Wisconsin home. I would like to briefly discuss what has been proposed and have permits for the property south of Steinhafel's, and then talk about the property."

Mr. Schlueter discussed the approval to construct a 95-room Avid hotel on the southern parcel (9315 S. 13th St.). Mr. Schlueter provided an update on the parcel, including the intent to begin construction this spring. However, with COVID-19, it was thought it might be a little crazy to do. Mr. Schlueter stated that he is pleased to say that he has been in discussion every month with his two partners on the development, and plan to break ground in the spring of next year. He described the current assessment is approximately \$500,000. Mr. Schlueter and his partners believe that it will be assessed in the \$13 million range once complete. Three years after opening, they hope to build a second hotel on the site, increasing the value to \$20 to \$25 million. They are hoping to start building next year.

Mr. Schlueter explained the request to change the *Comprehensive Plan* from Commercial to Industrial. He stated that the site has a pretty long history of underutilization and, unfortunately, in some cases, mistreatment. American TV purchased this property in the mid-80s and stripped the clay out of the site to use at a different location where their retail and warehouse location was. The stripping of the topsoil from the middle three quarters of the property, and reducing many feet of clay, created water issues. Also, there was quite a bit of nuisance - dumping hundreds of tires and tree debris. When they purchased the property, they cleaned it, have been working with the Department of Transportation with bringing in clean structural fill, and plan to restore the property very close to its original elevation. It is their hope to amend the Land Use Plan from Commercial to Industrial. What is being intended for the site, if allowed, would be a warehouse for clean manufacturing with a corporate headquarter. They believe this would be an excellent use of the property for a number of reasons. It would increase tax rolls from the current \$420,000 to an estimated \$16 to \$18 million. We believe that the Land Use Plan of Industrial would allow for long-term success. Oak Creek is currently blessed with significant competing retail along Howell Ave.,

the beautiful Drexel Town Square center, IKEA and surrounding IKEA. Additionally, because of COVID-19, the Amazon effect and internet retail competition in general, they are concerned about the viability of this site as retail. They hope to add a very attractive addition to the I-94 corridor, proposing construction materials of masonry and glass with significant architectural detail. They do believe industrial designation could allow for higher paying jobs than what retail could possibly offer. They are also trying to be cognizant of the needs the neighbors. Looking at the proposed site plan, with the additional fill in the northeast corner of the property, where it is adjacent to a couple of homes, the property will be ten feet below grade of the road and that will allow a very nice buffer and visual break for the neighbors. They intend to have double the landscape that you might expect for a building of this type, once again to create a welcoming environment. Per recommendations and discussion Mr. Schlueter had with some officials of Oak Creek, the lighting will be limited and the access driveway will be to employee vehicles only. Mr. Schlueter stated that he would like to share his thanks for the input that he received from members in the planning committee and certainly can answer any questions.

Alderman Guzikowski made a second call for public comment.

Dave Long stated that he has lived in Oak Creek a long time -- since the early 90 -- and grew up in South Milwaukee. He stated that he has been around here his whole life, and the land once belonged to a relative back in the 1850s. He stated that he supports it [the proposal] because he recently sold a business, which was a display business, and they supplied retail locations with fixtures and the like. The industry has changed quite a bit with what they would call the "Amazon Effect," and a lot of the retail environment has change tremendously. The number of locations of stores and stores closing - Amazon is a perfect example of what is going on in that. He stated that he was lucky to sell his business and get out of it. He stated his support because he thinks it would be a good move, it would be good for our citizens, would be good for jobs, and he is not sure if it would be a viable retail spot. The chances of that happening are less than it would have been even five years ago. He thanked the Plan Commission for their time.

Alderman Guzikowski asked if Mr. Long could state his address for the record. Mr. Long replied:"10110 S Oak Lane, Oak Creek and just down the road."

Alderman Guzikowski made a third call for public comment. There were no further comments. The hearing was closed.

**COMPREHENSIVE PLAN AMENDMENT
JOHN SCHLUETER, FRONTLINE COMMERCIAL REAL ESTATE
9141 S. 13TH ST.
TAX KEY NO. 877-9010-000**

Planner Papelbon stated that she wanted to add some staff remarks regarding the *Comprehensive Plan* Amendment consideration. The current zoning for the property is B-4, and is part of a PUD. The proposal, as we mentioned, is to change the Land Use category from Commercial to Industrial for future speculative multi-tenant industrial development that Mr. Schlueter had presented. If this is approved, this is not an endorsement of that concept plan. Future reviews would be necessary. Approval does require a majority of the entire Plan Commission. Planner Papelbon noted that there are two Plan Commissioners that are absent, and the approval will need at least five members to vote "yes" to pass this *Comprehensive Plan* Amendment.

Planner Papelbon stated that there is a bit of history of the property in terms of approvals. She mentioned that these previous approvals do not preclude any future amendment, particularly in

light of some of these changes that the applicant and Mr. Long provided, regarding neighborhood and market changes. The previous approvals do provide some insight into how the Land Use Plan in the current *Comprehensive Plan* was determined. Starting in 1979 with Ordinance 805, that affected the property at 9141 (the subject property), 9191 (Steinhafel's property), and the proposed hotel property at 9315 S. 13th Street. Those permitted uses in that what used to be called an Industrial Plan Development, or IPD, included manufacturing. However, the ordinance was superseded in 1986 by Ordinance 1151, which changed the zoning of the properties at 9141 and 9191 to Commercial Planned Development. This removed the manufacturing component of the two (2) mentioned properties in that ordinance. Then in 2020, reviewed by the Plan Commission at the end of 2019, Ordinance 2961 allowed for that hotel property to be developed. It did not remove any requirements from the previous ordinances, and requirements from Ord. 1151 apply to this property. The previous *Comprehensive Plan* (2002) identified this property for Planned Business.

Planner Papelbon provided an overview of the existing context of both the property and the surrounding area. There is currently commercial on the west side of 13th Street going all the way down to Ryan Road. Within the *Comprehensive Plan* there are two important identification definitions: Commercial is partially identified and defined as "having commercial structures with businesses selling goods and services," and Industrial "allows for a mix of warehousing distribution manufacturing and processing." The full text definition of the whole category is in the report. Planner Papelbon also pointed out that there is a significant single-family residential neighborhood that is to the north and northeast, including a couple of residential properties that are immediately across the street on that northeast corner as mentioned by Mr. Schlueter. The existing industrial on the east side is for Aldi.

Planner Papelbon described the current *Comprehensive Plan* Land Use Plan for the area (See staff report), which went through an entire review and approval process. Planner Papelbon stated that just south of Ryan Rd. is also Commercial and further south is Business Park, which includes Ryan Business Park and Creekside Corporate. The uses in the surrounding area include commercial to the south towards the intersection, Steinhafel's, the tire shop, United Rentals, the granite store, and McDonalds. To the north of the subject property is vacant land and one residence, which is zoned residential and B-3, Office and Professional Business. Planner Papelbon stated that to the east and northeast is a single-family residential neighborhood going up to Drexel, which includes Riverview Estates that has some two-family residential located kitty corner to this property. Also, Aldi located to the east and southeast. The west side of 13th Street is all zoned B-4, with parcels subject to one or more PUD agreements.

Planner Papelbon provided the staff evaluation of the *Comprehensive Plan* Amendment request to change the Land Use Plan from Commercial to Industrial (See staff report), including an alternate consideration for Business Park.

Commissioner Hanna stated that she has some concerns regarding the traffic as it is close to the Ryan Rd. and 13th Street intersection. Commissioner Hanna stated that due to the current businesses and incoming businesses in the area, there will be a significant increase in traffic in regardless of the change. She stated that she feels that it will need to be closely looked at. She also expressed that it could possibly affect the residential area to the north. Commissioner Hannah stated that she will make her decision based on that.

Commissioner Carrillo expressed concerns regarding the change and traffic. She stated that she feels since the Plan Commission took so much time reviewing the *Comprehensive Plan*, changing it would not be a good idea. She also stated that there is an industrial park nearby that would be

stated for this change. She said Commercial would bring in mostly car traffic, but with I-94 and the other businesses already bringing in a lot of trucks in the area, she does not support the change unless she hears more information.

Commissioner Siefert expressed concerns regarding the traffic and traffic patterns as well. He stated that a lot of changes have been made at the intersection of Ryan Road and 13th Street, and thinks it may create more confusion.

Commissioner Oldani asked who the owns the property.

Planner Papelbon replied Frontline Commercial Real Estate are the owners.

Commissioner Oldani stated that there will be an increase in traffic regardless of what type of use it is. He understands the concern with the residential being close, and major trucks in the area would be a bit of an issue. He stated that 13th Street has been talked about before, and now, and expressed that it probably needs to be modified. Commissioner Oldani asked Planner Papelbon to explain how the Business Park category might be a better option than Industrial.

Planner Papelbon explained that Business Park has a range of options in terms of what could be developed, and it would not be just Industrial. It could be a mix of uses such as offices, headquarters, manufacturing, research and development, or warehousing. Business Parks are reviewed for the overall development of the entire site, as well as each of the individual buildings. This ensures that the Business Parks are developed in a way that would consider the impact on the neighborhood from an aesthetic and functionality point of view. Planner Papelbon stated that the development will be reviewed in terms of the landscape and buffering, reduced lighting, the building design, the characteristics, and the site layout. She stated that this is done with all of the reviews, but Business Park will take all those details into consideration for the overall site. She stated the property could potentially be developed similarly to Creekside Corporate Business Park, across from Ryan Business Park, because it is a smaller-scale business park and a little bit larger than the subject property. These business parks tend to have multiple parcels, sometimes larger parcels, but there are no minimum lot size requirements for a Business Park designation. There is no regulatory aspect of the *Comprehensive Plan* for lot size.

Commissioner Oldani asked if the concept plan would be appropriate for the Business Park Land Use.

Planner Papelbon responded that it would be up to the Plan Commission to consider, and staff mentioned Business Park as an option in case Industrial was too much of a change. She stated that Industrial tends to include uses that could be considered "heavy" industrial, but it is not necessarily what is being proposed and would require Conditional Use Permit review. That use might be not be allowed with future reviews, but the Land Use category would allow for "heavy" industrial. Planner Papelbon stated that the Business Park category does allow that mix of uses as she mentioned before.

Commissioner Oldani asked whether any request for a change in land use would notify residents within 300 feet of the property. He also wondered if there has been any feedback from any residents.

Planner Papelbon answered yes to the notification question, and stated that she has one contact from someone inquiring what was being done.

Community Director Seymour provided additional clarification on why the staff offered Business Park as an option instead of Industrial. The recognition of the City-stated goals for a different caliber of use that differentiates itself from an industrial classification - like Southbranch and Northbranch, for example - and the newer design characteristics desired for business parks. It is important from the staff perspective there would be an understanding by the applicant, owners, future owners or developers of the caliber of development the City is seeking. Director Seymour stated that the Business Park designation to the south – Amazon – is a large user, and a big truck user. Staff would discourage pure logistics users at this property given locational differences in the two sites. He stated that the Business Park category would be better suited for the type of building they [the Applicants] are proposing.

Alderman Guzikowski said that everyone is aware of the traffic in the area, and it will not change. He mentioned that plans for development would have to find ways to work with the County and the State on traffic impacts. He was unsure if the TIA was requested.

Commissioner Carrillo asked why it is not left as commercial.

Planner Papelbon replied that is for the Plan Commission to consider – is it appropriate to change from Commercial. Planner Papelbon stated that the Business Park category is an option if the Commission does not feel that Industrial is an appropriate Land Use category for this particular property. If the Plan Commission does recommend this for approval, it will go to the Common Council, and that will provide another opportunity for residents and anybody in the area to provide input.

Aaron Koch, Pinnacle Engineering Group, 20725 Watertown Rd, Brookfield, WI, responded to the concerns regarding traffic. He stated that they have had a traffic consultant prepared a TIA that will be shared with the City staff once the County completes their review. He stated that industrial is typically the lowest generator of traffic compared to residential or commercial. Mr. Koch stated that changing from Commercial to Industrial would reduce the proposed traffic. The recommendation from the TIA is to continue the widening of the 13th Street, and that is part of the County's overall plan. Mr. Koch stated that the property has been zoned commercial for 25 years. The demand for commercial has fallen, while the demand for industrial has increased. He stated that he feels that it will be vacant for a long time because of the property size.

Mr. Schlueter stated that American TV had tried to sell the property as a commercial site, and had no luck because of the competition in the area. Mr. Schlueter stated that commercial traffic is usually greater than industrial and busiest evenings and weekends. Initially, the concept plans showed trucks on the northern portion of the property, but it was changed so that the trucks are 300 feet from the nearest house, and about 800-900 feet from York Street (which is the entrance to the subdivision). Mr. Schlueter stated that he would like to see a gorgeous building on the property, and is more than willing to work with the City to make it happen.

Alderman Loreck stated many of his questions and concerns had been raised by other Commissioners, and that he agrees that Industrial may not be appropriate. Considerations in his evaluation include proximity to residential, a large shift to Industrial, and his recollection of the Land Use goals in 2020 *Comprehensive Plan* to eliminate "piecemealing" of different land uses by parcel rather than cohesive land uses. He stated that while he would like to see commercial, he recognizes that such may not be feasible on the parcel. He stated that he would consider Business Park, but that it may still be "piecemealing" one specific parcel versus keeping a cohesive commercial designation in the corridor.

Commissioner Oldani commented that while the comment was made that the parcel has been undeveloped for many years, he has seen other properties sit around longer than 26 years and now are being developed with successful commercial uses. He stated that while he feels the time is right for commercial, that is not to say that the Applicant does not have a good plan. Commissioner Oldani asked whether the staff suggested option (#2) would have been made part of the Applicant's official request.

Planner Papelbon stated that it doesn't necessarily be a part of the Applicant's request, but they should provide their input as to whether they agree or support the option. From the discussion, Planner Papelbon stated that she thinks the applicant is willing to work with the Business Park destination.

Commissioner Oldani asked who decides what will go into the motion.

Planner Papelbon suggested that the Plan Commission have a conversation about which designation would be appropriate for the property before making the motion. If there is no consensus on the designation, then the motion will be made with either Industrial or Business Park, and that is what the decision will be based on.

Commissioner Oldani stated that he is honestly quite torn on all three. He agrees with Alderman Loreck that Commercial would bring some benefit for the residents. He stated that if Frontline has a plan that could bring jobs – it's a tough decision. He stated that the Business Park designation could also be a benefit for the residents.

Commissioner Carrillo stated her comments are similar to Commissioner Oldani's. She stated the intersection is completely different in the last six months. There may be a need to have commercial or restaurant uses to support Amazon that also have exposure to I-94. She stated that she thinks it is too early to change from Commercial because of all the recent changes in the area, and there are other options within walking distance of the property that would be suited better and match the *Comprehensive Plan*. Commissioner Carrillo stated that she is not in favor of either of the designations.

Alderman Loreck asked how long the land south of Steinhafel's sat empty before the approval for the new hotel. Alderman Loreck questioned that if this property could possibly have a hotel if it stays as Commercial.

Planner Papelbon said that there are a couple of considerations. The property was zoned Commercial in 1986, and 13th street property did not get rezoned as part of the same PUD (but could be mistaken). She stated she cannot provide an exact timeframe for how long the property was vacant. The existing PUD would have to be amended to allow for another hotel, and the recent PUD amendment for the property at 9315 [S. 13th St.] allowed for one (1) hotel. Within the PUD, which includes this property under consideration, would have to be amended to allow a hotel on this property. But it is zoned for that kind of Commercial use. Planner Papelbon mentioned there would have to be further reviews and considerations for any future commercial developments within the PUD for the 3 parcels.

Alderman Loreck stated that from what the other Commissioners are saying, it sounds like Industrial would be hard to approve. Perhaps Business Park would be difficult to approve as well, but Alderman Loreck stated that he feels that Business Park would have a better chance for approval than Industrial.

Alderman Guzikowski stated that he agrees with Alderman Loreck, and asked whether the rest of the Plan Commission agreed.

Commissioner Siepert stated his agreement.

Commissioner Sullivan stated that he supports what has been discussed by the Commission, and stated that there are large tracts of land due east and due north slated for single family residential in the *Comprehensive Plan*. A *Plan Amendment* requires a holistic approach, not just one parcel. Commissioner Sullivan asked how the change would affect those other parcels - would they also have to be amended in the future? Would industrial be appropriate directly adjacent to residential? Commissioner Sullivan stated that there have been a number of traffic, noise, and related complaints received from areas where industrial have been allowed adjacent to residential noise. He stated that he has concerns for a change to Industrial.

Alderman Guzikowski asked Commissioner Sullivan if he would support the change to Business Park. Commissioner Sullivan feels that such would be easier to handle, but he is undecided regarding support.

Alderman Guzikowski stated that he has received three (3) phone calls regarding the property, and those callers were not opposed to the proposal.

Mr. Schlueter stated that he is supportive of the Business Park designation and additional oversight. He stated that he owns a company that manufactures fabrics for tents, necessitating an exceptionally clean environment with no outdoor activities. The plan is for this headquarters to be located at this location. Mr. Schlueter compared the anticipated truck traffic to current levels at Oakview Business Park, stating that use of the City and County streets would be less for the subject site. He stated that he has the support of Gary Steinhafel, owner of Steinhafel's. Mr. Schlueter stated that his understanding was that the United Rentals property, with outdoor storage of heavy equipment, was an industrial designation. He stated that he is not proposing nor interested in having any user that would include outdoor storage, and would support the restriction in future approvals for a business park. Mr. Schlueter stated his intent for a beautiful building.

Commissioner Sullivan stated that he would be more supportive of the Business Park concept for the added City controls and owner responsibility for aesthetics, building materials, and similar considerations.

Commissioner Hanna moved that the Plan Commission adopts Resolution 2020-01, amending the Land Use Plan category in the *Comprehensive Plan, City of Oak Creek* (adopted March 3, 2020) from Commercial to Business Park for the property at 9141 S. 13th St., following review and adoption by the Common Council. Commissioner Siepert seconded. On roll call: Alderman Loreck, Alderman Guzikowski, and Commissioner Siepert voted aye; Commissioner Hannah, Commissioner Sullivan, Commissioner Carrillo, and Commissioner Oldani voted no. Motion failed.

ATTEST:



Douglas Seymour, Plan Commission Secretary

9-22-20

Date

**EXCERPTED MINUTES OF THE
OAK CREEK PLAN COMMISSION MEETING
TUESDAY, OCTOBER 13, 2020**

Mayor Bukiewicz called the meeting to order at 6:00 p.m. The following Commissioners were present at roll call: Commissioner Hanna, Commissioner Sullivan, Commissioner Carrillo, Commissioner Loreck, Mayor Bukiewicz, Alderman Guzikowski, Commissioner Oldani, Commissioner Siefert and Commissioner Chandler. Also present: Kari Papelbon, Planner. IT Manager Kevin Koenig, facilitated the video conference.

**COMPREHENSIVE PLAN AMENDMENT
9141 S. 13TH ST.
TAX KEY NO. 877-9010-000**

Planner Papelbon reminded the Commissioners that this item was reviewed at a public hearing at the beginning of September. The original request was to change the land use category of the parcel from Commercial to Industrial. Within the staff report, there was a suggestion that if Industrial was not something that could be supported by the Plan Commission, that Business Park might be an alternate consideration that might also fit within the request. That was also presented for Plan Commission review and was part of the motion. At the time we did not have a full Commission, and the split vote was four against, three in favor. Because there were two Commissioners absent, and because the statutory requirement is for a majority of the reviewing Commission to recommend approval, two absentee votes could actually change the outcome of that decision. Additionally, as was mentioned in the staff report, this is a reconsideration. The Business Park option was within the staff report, but was not the initial request. The applicant did take those comments made during the hearing into consideration, and provided some revisions based on the discussion at the last meeting. The reconsideration aspect is taking all of those details into this consideration. We are not looking at a new hearing before the Plan Commission because we have already fulfilled that requirement, and the ultimate approval authority is actually the Common Council, so there is a public hearing that has been scheduled before the Common Council in order to consider that adoption ordinance. Planner Papelbon noted this was discussed very extensively with the City Attorney, and it was determined that this was the proper course of action should the applicant wish to come back to the Plan Commission and request consideration of the full Commission before proceeding to Common Council consideration.

Planner Papelbon provided an overview for the reconsideration of a request to change the Land Use Plan category from Commercial to Business Park for the property at 9141 S. 13th St. (see staff report for details).

Mayor Bukiewicz said he felt that the Business Park designation gave the Plan Commission far more flexibility and control going forward, suggesting it could turn into office, contractor space or manufacturing. Mayor Bukiewicz added although the Comprehensive Plan was just updated in March, ultimately, the Commission has to make the right decision for what is best for the entire City of Oak Creek.

John Schlueter, Frontline Commercial Real Estate, 7625 S. 1st Street, Suite C, addressed the Commission. He said he was happy to go over the entire plan or answer questions, but felt he should first address some of the traffic concerns from the last meeting. Mr. Schlueter stated that a traffic analysis shows the current zoning would generate 7 times more traffic than the proposed zoning. (*Note: the request is not for rezoning the property*).

Alderman Guzikowski asked the Commissioners to turn to the last page of their report, and take a look at the letter sent by the neighbor stating they felt "Industrial" was the best designation for the land.

Commissioner Hanna stated that the residents should have a chance to offer their input.

Planner Papelbon replied that all neighbors within 300 feet of this proposal were informed of the meeting, and that other than the letter included in the packet, she had received no negative feedback or comments from landowners. Planner Papelbon noted that at least two neighbors spoke in favor of the proposal at the last Plan Commission meeting.

Alderman Guzikowski added that, as the Alderman for this District, he has only received positive feedback about the project.

Commissioner Carrillo said that she was one of the Commissioners that voted no to changing this [land use category]. Commissioner Carrillo wondered if the residents were really aware of what this development could be, versus what it is currently zoned for. Commissioner Carrillo also commented that she had not heard anything that would cause her to change her mind.

Alderman Loreck voiced his agreement with Mayor Bukiewicz's comments, that this seems like a good fit for the location and the [land use category] change will allow the Plan Commission a measure of control.

Commissioner Oldani expressed mixed feelings, particularly being directly across the street from a residential neighborhood. Commissioner Oldani said he felt that something commercial would better serve the residents and added that he, too, hadn't heard anything that would really change his mind.

Commissioner Siefert said that he also has mixed emotions, but finds himself leaning toward a Commercial [land use category].

Commissioner Chandler asked Mr. Schlueter if he could provide a little more information on why the change from Commercial to Business Park is the preferred option.

Mr. Schlueter explained that Commercial is largely office and retail space, and there are a number of locations throughout Oak Creek that currently offer that. Other than Steinhafel's (furniture store), the neighborhood tends to be heavier uses, such as Aldi, a commercial and industrial tire center (United Rental), which not only has heavy equipment, but also extensive outside storage. The McDonald's has parking for 16 tractor trailers, and Mr. Schlueter stated that he felt there were many more trucks going in and out of those businesses than there would be in this development. Mr. Schlueter stated the development is economically viable. Since 1986, the property has been zoned Commercial for those retail uses, and nobody has been interested in the parcel with that designation. However, with the Business Park designation, Mr. Schlueter stated that he has several people that are interested, none of which would require any outside storage. None of the trucks that would be entering or leaving the property would pass a single house. They would be forced to turn right, which is the more convenient way to get to the highway. Because of the natural grade change of 13th Street going up when you're heading north, the property is actually going to be 16 feet below grade, meaning 50% of the elevation of the building will actually be hidden by 13th Street. Mr. Schlueter stated that these warehouses and businesses need to go someplace, and one alternative would be going south on Howell Avenue to the Business Park there. To get to the highway from there, you would pass between 40 and 50 houses directly

butted up to Howell Avenue and 13th Street, whereas vehicles leaving the 13th Street property would not pass a single house. Mr. Schlueter referenced a slide of the traffic options from the 13th Street property to the highway, versus the traffic options to the highway from the Business Park on Howell Ave. The 13th Street property is 1/6th the distance from the highway, and traffic does not pass a single house.

Commissioner Chandler questioned what types of tenants would be in this building that cannot be in a commercial building.

Mr. Schlueter responded that he has owned a manufacturing company with the headquarters in Oak Creek for the last 10 years, and would like 100,000 square feet of this property for his headquarters. There is interest from two food manufacturers, but as those are not office or retail uses, they are not allowed under the current zoning.

Tom Abler, 1230 W. York Street:

"A couple questions, one of them that I think the gentleman answered, where there's going to be signage where they can't make a left-hand turn going north on 13th Street, is that correct?"

Mr. Schlueter replied that was correct.

Mr. Abler:

"Okay. And I think, to the other question, it's going to be below grade, so it's going to be lower than 13 Street, your business?"

Mr. Schlueter said that it would be significantly below grade - the York and 13th Street intersection would be 16 feet below grade. Mr. Schlueter attempted to refer to a slide view which was slow in loading.

Mr. Abler:

"While the slide is loading, can I rattle off another question I had? You had a thumbnail of what looked like a street going in in the future. And I don't know if I read that correctly, but did you say that's going to be residential, that's directly north of the of the building?"

Mr. Schlueter answered that is the neighbor's property to the north who wrote the letter supporting this change.

Mayor Bukiewicz added that this land is currently a farm field.

Mr. Abler:

"So, there's a house that's directly across from it. Is that going to be removed? I would think it would have to be because of that road. At least that's the direction of the road."

Planner Papelbon explained that what Mr. Abler was seeing was the Official Map, which lays out future roads for the City. There is no immediate plan for that particular road to go in anytime soon. At such time that parcel comes up for development, that road would be reviewed at that time. It is not included as part of this particular request for this particular development of this property.

Mr. Abler:

"Okay, good, understood. Okay, and just one comment there, especially during rush hour, the cars are coming down there at a big, at a pretty good clip. And I think I typed in, not very well, but in the notes that there might be contractors, or I was thinking big large vehicles, coming in and out of that intersection. And I can foresee that kind of being dangerous, that people are going 45-50 miles an hour, because as you said there is an incline and sometimes when I leave my subdivision, unless I you know, look way down the road, and even when they do that, I can, people are coming up that hill at a pretty good clip. You can't see them till the last minute, since there is a grade, but that's just my, my concern."

Mr. Schlueter thanked Mr. Abler for sharing his concerns, explaining that the traffic professionals recommended an acceleration lane, which would be part of the plan. Cars turning right out of the property wouldn't actually go into the current drive lane; rather, they would have their own small lane to get going outside of the faster traffic.

Mr. Abler:

"Okay, that would be, that would be definitely helpful because I know this is a sharp turn."

Denise Abler, 1230 W. York Street:

"This is Denise, Tom's wife. I do have some other concerns about noise because in the summertime, since they expanded the highway the interstate, if the weather, if the wind is coming from a certain direction from the west, we hear a lot more traffic noise. So, would we be looking at maybe having some type of barrier, whether it's landscaping or fencing or something to help with that noise?"

Mr. Schlueter answered that he felt strongly that the building itself would actually stop a lot of the noise. Out of consideration for the neighbors, he is proposing double the landscape that would normally go into a building or development of this type, which would significantly reduce the volume of the traffic and would actually reflect a lot of that noise back to the west.

Ms. Abler:

"That would be awesome. Um, I find it interesting that more of our neighbors haven't commented on this. I mean, I know some of them are further back into our subdivision so they may not hear the noise and maybe don't see the traffic that Tom and I do because we're right on the corner, but even on good days... I know you talked about changing that lane so that whoever's coming out of your business goes into a separate lane, so does that mean you're widening our road and we're going to lose our berm that we have in our, in our yard?"

Mr. Schlueter stated they would only be doing that on the western half for an acceleration lane going south.

Mayor Bukiewicz asked if Ms. Abler was referring to 13th Street.

Ms. Abler:

"Yes, I am, sorry. Our house abuts both 13th and York because we're right on the corner of both."

Mayor Bukiewicz noted the County has plans to eventually expand 13th Street, from Ryan Road up to Puetz Road, then from Puetz Road to Drexel Avenue. The section from Drexel to Ryan is probably an example of what 13th Street would look like with the ditch removed but not the berm.

Ms. Abler:

"I understand, because when we purchased the property we were pretty much told that they were probably going to expand that road."

Mayor Bukiewicz asked Commissioner Sullivan if he knew when the project was scheduled to begin.

Commissioner Sullivan stated that the work from Puetz to Drexel was scheduled for 2023, and anything south would be later.

Mayor Bukiewicz said with regard to the freeway noise, although the DOT is doing some sound abatement walls, they are not on that side of Ryan Road.

Alderman Guzikowski added there were sound barriers further south at Oakwood Road because of the changes in the freeway, but they are not moving up to Ryan Road.

Mr. Schlueter offered that if Mr. and Ms. Abler or any of the neighbors had any further questions, he would welcome phone calls and comments.

Planner Papelbon offered to provide Mr. Schlueter's contact information via an email request.

Ms. Abler:

"That would be perfect."

Mr. Abler:

"Yeah, and I'm sorry, one more question. Is the entrance going to be, so right now they have a roughed in entrance, is that going to be the only entrance or is there going to be one further north too?"

Mr. Schlueter responded the one to the south would not be for any traffic other than cars and the office traffic would be just toward the north end of the property.

Ms. Abler:

"You know, I have one other thought and this is only because we've lived here for quite a while. When the highway gets closed down because of accidents, especially with bad weather coming, a lot of people will get off on Ryan and take 13th Street to go wherever they're going and they seem to think that it's still highway speeds and I feel a little concerned with that. I mean, I know this isn't a part of what this is, but I'm just saying, as long as you're looking at this, it's maybe something to think about down the road."

Mayor Bukiewicz replied that in talking with the County Supervisor, he understood the speed limit to the north by the middle school would be lowered, but he was unsure if it would be changed any further south.

Commissioner Sullivan corrected Mayor Bukiewicz, saying that the dropping of the speed limit was under review, but a definitive answer had not yet been given.

Commissioner Hanna expressed the view that the more you widen the road, the faster people go, regardless of the posted speed limit.

Assistant Fire Chief Havey stated he had no concerns with either the site or the access to the project.

Commissioner Chandler asked Planner Papelbon if other Business Park areas were as close to residential neighborhoods as this property would be.

Planner Papelbon responded that the Ryan Business Park and Oakview Business Park were very close to existing residential neighborhoods.

Mayor Bukiewicz stated that although perhaps commercial zoning made the most sense for the property, the flexibility of the Business Park [land use category] was their best bet because the building could be used for many purposes, such as light manufacturing or an engineering firm. Mayor Bukiewicz referred to the property previously owned by Black Diamond across the street from Fire Station 3. When Black Diamond moved out, the rezoning to Business Park allowed places like City 13 (an escape room) to go in. The Business Park [land use category] allows for more functionality for different things. Mayor Bukiewicz added that it provided more flexibility versus just being all manufacturing or all commercial retail. Although the Plan Commission just updated the Comprehensive Plan in March, Mayor Bukiewicz felt the question was, what is the best use of the property and what provides the citizens the most flexibility. Although sensitive to the neighborhood and the noise issues, the property owners to the north are in favor of it. The traffic will hopefully be better and safer after the County completes their traffic study. Mayor Bukiewicz expressed that he was in favor of the Business Park [land use category] designation.

Planner Papelbon stated that even with a Business Park designation, there might not be a complete foreclosure on the inclusion of any possible commercial usage on this property. What the Comprehensive Plan category for Business Park includes is a mix of office, training, research, production and other ancillary uses. Under current Code, whether it be the Lm-1 or the M-1 Manufacturing district, there is a provision for a portion of a tenant space to have a retail component. For instance, should Mr. Schlueter's business ever determine that they want to have some portion of it be a commercial space, they would have the ability in current Code to do that under the M-1 or Lm-1 district. It is a small portion (about 1250 square feet), but the other part is that we currently allow wholesale operations in Manufacturing districts as well. That would be kind of a specific clientele with an almost commercial feel to it, where people would be going in and potentially obtaining goods and services on a business-to-business scale. Planner Papelbon added that she agreed a Business Park designation allows for a whole host of land use categories that would include up to manufacturing. The City would still have the capability to regulate the types of uses within the Business Park. Those controls are already in place and available to the City. The Plan Commission has controls via Rezoning, Conditional Use Permits, and Site Plan Reviews that would all be appropriate should this move forward. A Site Plan Review, for example, would address issues such as lighting sensitive to the neighborhood, increased buffers and landscaping and context of the building and the architecture. The Plan Commission would still

have extensive controls for whatever happens on this property, be it Manufacturing, Business Park or Commercial.

Mayor Bukiewicz added that contractors typically go to a wholesale house, which is actually a small retail space with a warehouse in the back, rather than to a large box store.

Commissioner Carrillo stated that the building would still look like an industrial building regardless.

Mayor Bukiewicz reiterated that the Plan Commission had control over what any potential building would look like, and that this discussion was focused on the land use.

Commissioner Carrillo stated that the renderings shown to Plan Commission are a good indication of the intent of the developer as to what the building may look like.

Mayor Bukiewicz noted that any building would need to come back for a Site Plan Review.

Alderman Guzikowski moved that the Plan Commission adopt Resolution 2020-01, amending the Land Use Plan category in the *Comprehensive Plan, City of Oak Creek* (adopted March 3, 2020) from Commercial to Business Park for the property at 9141 S. 13th St., following a public hearing and adoption by the Common Council. Commissioner Loreck seconded. On roll call: Commissioners Hanna, Carrillo and Chandler voted no; all others voted aye. Motion carried.

ATTEST:



Douglas Seymour, Plan Commission Secretary

10-27-20

Date



Meeting Date: October 13, 2020

Item No. 7c

PLAN COMMISSION REPORT

Proposal: Comprehensive Plan Amendment

Description: Reconsideration of a request to change the Land Use Plan category from Commercial to Business Park for property at 9141 S. 13th St.

Applicant(s): John Schlueter, Frontline Commercial Real Estate

Address(es): 9141 S. 13th St.

Suggested Motion: That the Plan Commission adopts Resolution 2020-01, amending the Land Use Plan category in the *Comprehensive Plan, City of Oak Creek* (adopted March 3, 2020) from Commercial to Business Park for the property at 9141 S. 13th St., following a public hearing and adoption by the Common Council.

Owner(s): American Property Acquisition, LLC

Tax Key(s): 877-9010-000

Lot Size(s): 18.3905 ac

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

Overlay District(s): PUD

Wetlands: Yes No Floodplain: Yes No

Comprehensive Plan: Commercial

Background:

At the September 8, 2020 meeting, the Plan Commission reviewed and considered a request by the Applicant to amend the Land Use Plan in the *Comprehensive Plan* (adopted March 2020) for the property at 9141 S. 13th St. from Commercial to Industrial in anticipation of a future speculative multitenant industrial development. During that review, and within the staff report, an alternative category of Business Park was offered consideration. While the Plan Commission did not vote to recommend approval of the change, the result was nearly evenly split in a 4-3 vote. As there were two (2) Plan Commissioners absent, and taking the concerns raised during the previous review into consideration, the Applicant is requesting that the full

Plan Commission consider an amendment to Business Park. Revised information has been included with this report.

Although the original review was part of a public hearing process, this review is a reconsideration of the proposal for Business Park only. The next step in the process will be a public hearing before the Common Council. There are a few reasons for the change in procedure:

1. The Plan Commission duly noticed and held a public hearing on the original request.
2. The Applicant is formally agreeing with the suggestion from the original consideration that Business Park may be a better category for the proposal than Industrial, and incorporated comments provided at the Plan Commission hearing and by staff into the reconsideration request.
3. Statute requires a majority approval of the entire reviewing body in order for the amendment to pass. As there were two (2) Plan Commissioners absent, the vote could be affected by their participation; hence, this is a reconsideration/continuation of review and not a new application.
4. Since the Common Council has the ultimate review and approval authority for Comprehensive Plan amendments by Statute and Code, a hearing by that body to adopt a formal Ordinance is appropriate. This was confirmed as the preferred process in discussions with the City Attorney. The public hearing is scheduled for November 17, 2020.

September 8, 2020

The Applicant is requesting that the Land Use Plan in the *Comprehensive Plan* (adopted March 2020) for the property at 9141 S. 13th St. be amended from Commercial to Industrial in anticipation of a future speculative multitenant industrial development. Amending the Land Use Plan in the *Comprehensive Plan* would allow for future consideration of development proposals. It should be clearly understood that consideration of the proposed amendment to the *Comprehensive Plan* does not constitute endorsement of any concept plan that has been submitted for the property. If the amendment to the *Comprehensive Plan* were to be adopted, there remain multiple steps involved in an entitlement process for any development of the property. This would include, but may not be limited to: rezoning; Planned Unit Development (PUD) amendment; and ultimately review of site, architectural, landscape, and lighting plans.

For clarity of review and to facilitate the discussion of the request, the following staff report is divided into sections.

Historical Context – Previous Approvals and Comprehensive Plan Future Land Use

While previous approvals for the property do not preclude future amendments, particularly in light of neighborhood and market changes, they provide insight how the Land Use Plan in the current *Comprehensive Plan* was determined. Beginning with Ordinance 805 (adopted in 1979), the zoning on the properties at 9141, 9191, and 9315 S. 13th St. was changed from Rs-2 Single Family Residential to IPD – Industrial Planned Development. Section 5 – Permitted Uses in that Ordinance did allow for manufacturing uses similar to

those anticipated for future development on this property. However, it was superseded by the adoption of Ordinance 1151 in 1986, which changed the zoning for the parcels at 9141 and 9191 S. 13th St. to CPD – Commercial Planned Development. Permitted Uses under this Ordinance did not include manufacturing uses. Most recently, Ordinance 805 was amended in Ordinance No. 2961 (2020) to allow a hotel use on the property at 9315 S. 13th St., but did not remove the requirements from the previously-approved Ordinances.

Prior to the adoption of the current *Comprehensive Plan (2020)*, the subject property was identified in the Future Land Use Map as part of the “Planned Business” category.

Existing Context - Comprehensive Plan and Surrounding Uses

The Comprehensive Plan describes the Commercial land use category thus:

This land use comprises commercial structures with businesses selling goods and services. These uses can range in size from individual businesses on dedicated properties to shopping centers with multiple tenants. Commercial development in Oak Creek should continue to be primarily concentrated along major transportation corridors; however, the development of commercial nodes integrated into residential areas serving the neighborhood should be encouraged.

Industrial land use, as described in the Comprehensive Plan, “comprises a mix of warehousing, distribution, manufacturing, and processing. Large-scale industrial developments should continue to be located and expanded along the southern portion of the I-94 corridor, and reinvestment should be encouraged in the smaller-scale industrial development located in the northern portion of Oak Creek.”

Parcels in the immediate area of the request are identified on the Land Use Map as Commercial on the west side of 13th St., Single Family Detached north and northeast of the subject parcel, Single Family Attached on the east side of 13th St., and Industrial immediately east of the subject parcel.



Land Use Plan

- Agriculture
- Single-Family Detached
- Single-Family Attached
- Multi-family
- Mixed-Use
- Commercial
- Business Park
- Industrial
- Public/Semi-Public
- Parks and Open Space
- Utility and Railroad
- Airport
- Flex Overlay
- Floodway

Existing uses in the immediate area include commercial to the south (Steinhafel’s, a tire shop, United Rentals, a granite store, and McDonald’s), vacant land to the immediate north, single family (including Riverview Estates) and two-family residential to the east and northeast, and manufacturing (Aldi) to the east and southeast. All parcels on the west side of S. 13th St. from the subject parcel to the intersection with Ryan Rd. are zoned B-4, Highway Business, and are subject to various PUDs.

Staff Evaluation

Conceptual development plans for the subject parcel include a large multitenant speculative industrial building that could accommodate any of the allowed uses in the M-1, Manufacturing or LM-1, Light Manufacturing districts. In general, the location along the I-94 corridor meets with the preferences noted in the Industrial land use category of the Comprehensive Plan. However, there are several items that should be taken into consideration with the proposed amendment request.

- Commercial Designation. The property has been zoned for commercial development since the adoption of the Ordinance 1151 in 1986. Zoning of the property has not changed from a commercial designation since the adoption of that Ordinance.
- Proximity to Residential Development.

-
- The property is one (1) of two (2) remaining parcels on the west side of S. 13th Street prior to entering a primarily residential area. As previously mentioned, there are two (2) single family residential properties immediately across S. 13th St. from the subject parcel. Two-family residential properties are immediately kitty-corner to the proposal, with the Riverview Estates subdivision beginning at York Street (north). One (1) single family residential property, currently zoned B-3, Office and Professional Business (see below), is located on the west side of S. 13th St. from the entrance to that subdivision. Should the amendment be approved, future reviews will likely incorporate requirements related to buffers, landscaping, reduced and shielded lighting, and truck routes to reduce impact on the residential properties in the vicinity. Such considerations would likely be relevant to the review of site and building plans regardless of whether this property would be designated for commercial or industrial (or business park) uses.
 - While the vacant parcel immediately to the north is zoned B-3, Office and Professional Business, it has been included in the Single Family Detached category of the Land Use Plan in the *Comprehensive Plan*. Thus, the subject parcel would potentially be immediately adjacent to future residential development. Plan Commissioners should be aware that there is currently no plan for the development of the parcel to the north, and any proposal would require reviews and approvals consistent with the requirements in place at the time of application.
 - Although there are four (4) parcels currently zoned M-1 (PUD), Manufacturing for the Aldi distribution center, the existing facility is fully contained on the southern three (3) parcels. The closest portion of the distribution center is in excess of 350 feet to the nearest residential property, whereas the subject parcel is immediately across S. 13th St. from existing residential properties. (Note: Aldi owns a parcel along S. 13th St. that is still zoned Rs-3, Single Family Residential, but it is not developed.)
 - Proximity to Similar Uses and Interstate Access. As mentioned in the bullet point above, the Aldi Distribution facility is located on the east side of S. 13th St. across from the subject parcel. Similar uses to anticipated future development on the subject parcel can be found in Ryan Business Park, the newest business park development located on the southeast corner of W. Ryan Road and S. 13th Street. Business Parks, as a land use category, are described in the *Comprehensive Plan* as consisting of “groups of buildings planned and constructed as business parks for professional firms with a mix of office, training, research, production, and other ancillary uses. Business Park uses in Oak Creek should continue to be concentrated in the vicinity of Interstate 94-41.” The proximity of this development to the subject parcel is both evidence that the area can support a mix of uses, but it also indicates that the location of such uses is concentrated closer to and south of the intersection of W. Ryan Road and S. 13th Street. Whether uses should continue to be encouraged closer to the intersection and interstate access is for the Plan Commission and Common Council to determine.

The above considerations were incorporated into the current *Comprehensive Plan* when presented for adoption by the Plan Commission and Common Council in December 2019 and January 2020. While staff have reservations for amending the *Comprehensive Plan* after thoughtful input over a nearly 2-year period,

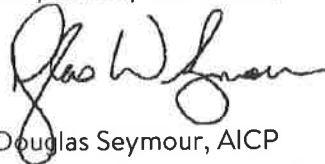
and within a relatively short period following adoption, many concerns can be addressed with subsequent reviews should the Plan Commission wish to approve of the proposal.

Recognizing the aforementioned concerns, another option the Plan Commission may choose to consider is whether a Business Park designation might be appropriate for the property (see previous bullet for definition). While the conceptual development plans for the property illustrate a single multitenant building as opposed to multiple buildings typically found in a business park setting, amending the Land Use Plan category to Business Park would reinforce the importance that the City places on the function and design of both commercial and industrial sites and buildings in this setting. Particularly important for the City include the Applicant's understanding of the types of allowable businesses, and that architecture, landscaping, lighting, signage, buffering, and screening will need to be enhanced should the proposed amendment be approved.

Per Wis. Stats. 62.23(3)(b), adoption of any amendment must be by a majority approval of the entire Plan Commission. The State of Wisconsin Smart Growth Law requires that all local land use decisions after January 1, 2010 must be consistent with the objectives, goals, and policies contained within the comprehensive plan. Approval of the change to the Comprehensive Plan would bring the Comprehensive Plan in line with the intent and goals for future development of the property at 9141 S. 13th St.

Options/Alternatives: The Plan Commission has the discretion to approve or disapprove of the Comprehensive Plan Amendment request. This is the first step in allowing additional reviews to occur. Should the request not be recommended for Council approval, the Applicant may choose to substantially amend the request for reconsideration. Disapproval would likely result in the existing vacant and underutilized conditions of the properties to remain.

Respectfully submitted:



Douglas Seymour, AICP
Director of Community Development

Prepared:



Kari Papelbon, CFM, AICP
Planner

Attachments:

Location Map

Narrative dated September 25, 2020 (2 pages)

Exhibits – Truck Route, Concept Site Plan, Concept Renderings (5 pages)

Neighbor Letter of Support (1 page)

PC Resolution 2020-01

Location Map

9141 S 13th St



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



Legend	
	9141 S. 13th St
	Flood Plain (2008)
	Floodway (2008)
	Environmental Corridor
	Official Street Pattern
	DNR Wetlands Inventory



September 25, 2020

Plan Commission
 City of Oak Creek
 8040 S 6th Street
 Oak Creek, WI 53154

RE: 9141 S. 13th Street
 Comprehensive Plan Amendment

Dear Members of the Plan Commission:

Frontline Commercial Real Estate, LLC respectfully submits the following information as it relates to the Comprehensive Plan Amendment that would change the Land Use Plan category from Commercial to Business Park for the property located at 9141 S. 13th Street in Oak Creek, WI.

For reference, the following documents are included for your review:

- Exhibit A - Trucking routes for nearby freight companies
- Exhibit B - Industrial uses surrounding the site
- Exhibit C - Site Plan
- Exhibit D - Renderings

During the Plan Commission hearing on September 8, 2020, there was some discussion regarding traffic. Please see the Trip Generation Comparison Table below, prepared by Traffic Analysis & Design, Inc. (TADI).

Trip Generation Comparison Table

Land Use	ITE Code	Proposed Size	Weekday Daily	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
General Light Industrial	110	350,000 SF	1,380 FCE	100 (88%)	15 (12%)	115 FCE	10 (13%)	80 (87%)	90 (0.10)
Industrial Park	130	350,000 SF	1,800 FCE	115 (81%)	25 (19%)	140 (0.40)	30 (21%)	110 (79%)	140 (0.40)
Warehousing	150	350,000 SF	600 FCE	50 (77%)	15 (23%)	65 FCE	20 (27%)	50 (73%)	70 FCE
High-Cube Transload and Short-Term Storage Warehouse	154	350,000 SF	490 (1.40)	25 (77%)	5 (23%)	30 (0.08)	10 (28%)	25 (72%)	35 (0.10)
Shopping Center	820	224,000 SF	10,400 FCE	165 (62%)	100 (38%)	265 FCE	475 (48%)	510 (52%)	985 FCE

* Proposed 224,000 SF Shopping Center based on the site's size of approximately 800,000 SF; Assumes 30% green space, resulting in 560,000 SF of impervious surface—of which building occupies 40% and parking occupies 60%.

The first Land Use category in the table (General Light Industrial) shows the projected traffic counts for our proposed use. The last Land Use category in the table (Shopping Center) shows the projected traffic counts for a commercial use—a use permitted under the current Land Use Plan.

As noted in the table, commercial daily trips are significantly higher than that of industrial. For instance, during peak PM hours, *a shopping center will generate more than ten (10) times the number of trips than that of light industrial.* It should also be noted that this table includes weekday traffic data only – we anticipate that a shopping center would generate an even higher multiple, compared to that of general light industrial, on Saturdays and Sundays.

In terms of the site’s surrounding uses, the Land Use Plan designates Commercial for the properties directly to the south. However, Good Year Tire and United Rentals have significant outside storage and effectively heavier industrial type uses, than that of the proposed development for this site. No outdoor storage is requested or intended for our site. Furthermore, even true retail uses, such as McDonald’s and Wendy’s, have significant accommodation for heavy trucks based upon their client’s needs – as demonstrated on the attached Exhibit B.

Traffic generated from existing trucking companies was also discussed at the September 8th meeting. Our proposed site is significantly closer to I-94 than other truck users in the area (e.g., Komatsu Mining Corp., GE Healthcare Repair Center, Pilot Freight Services, Forward Air and FedEx Freight) which are approximately three (3) miles to the I-94 ramp on E. Ryan Road. Their trucks utilize S. Howell Avenue or S. 13th Street, passing neighborhoods with forty (40) to fifty (50) residential homes on each route. By contrast, our site is ½ mile from the interstate and will pass zero homes to access the interstate. A “no left turn” sign will be placed at the site’s exit to ensure this.

We have included renderings for the Plan Commission’s review (Exhibit D), based on comments in the prior meeting. We have doubled the landscape budget to substantially increase trees in the northeast corner of the property. Additionally, the elevation of the site as compared to the elevation of S. 13th Street is fifteen feet (15’) below grade, offering significant reduction in sight lines to both the parking lot and building. Finally, the northeast quadrant of the property will be developed for office use, which is allowed per current zoning.

9141 S. 13th Street - OakView Business Park

	9141 S. 13th Street	OakView Business Park
Distance to Hwy 100/I-94 Interchange	1/2 Mile	3 Miles
Homes Impacted by Truck Traffic	0	40 - 50, dependent on route

Thank you for considering our request. Should you have any questions or require any additional information, please contact be directly at (414) 769-7000. Thank you.

Sincerely,



John Schlueter
 President
 Frontline Commercial Real Estate, LLC



53 RESIDENTIAL HOMES EN ROUTE

39 RESIDENTIAL HOMES EN ROUTE

Credent

Sury's Cream

Yaskawa America

Ad Tech Medical

Stella & Chewits

PPG Industries



194 FRONTLINE BUILDING

OAK CREEK, WI



VIEW FROM STEINHAFELS LOOKING NORTH

194 FRONTLINE BUILDING

OAK CREEK, WI





VIEW FROM WEST YORK STREET

194 FRONTLINE BUILDING

OAK CREEK, WI





VIEW FROM NORTH-WEST CORNER

194 FRONTLINE BUILDING

OAK CREEK, WI



Date: September 28, 2020

City of Oak Creek
8040 S. 6th Street
Oak Creek, WI 53154

Re: 9141 S. 13th St., Oak Creek, WI 53154

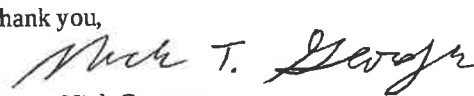
To Whom it May Concern:


The property just north of 9141 S. 13th Street in Oak Creek, Wisconsin has been in our family for generations. Because of our close ties to the land, the surrounding uses are especially important to us.

We fully support rezoning this site to allow for an industrial use on the property. In terms of other uses, we do not believe that multifamily or single family along I-94 is the best use. And we do not believe that retail is the best use for this site either – this is based on economic reasons, the fact that there is already significant retail all over Oak Creek, and the fact that American TV was unsuccessful on the property for so many years.

We want to ensure successful developments in this area, and we think industrial is the best use of the neighboring land.

Thank you,


Name: Nick Georgas
Title: Owner
Address: 9069 S. 13th Street, Oak Creek


Name: Andrew Georgas
Title: Property Manager
Address: 9069 S. 13th Street, Oak Creek

RESOLUTION NO. 2020-01

**A RESOLUTION ADOPTED BY THE PLAN COMMISSION AMENDING THE
ADOPTED COMPREHENSIVE PLAN FOR THE
CITY OF OAK CREEK, IN MILWAUKEE COUNTY, WISCONSIN**

WHEREAS, Sections 62.23 and 66.1001 of the Wisconsin Statutes establish the required procedure for a local government to adopt a Comprehensive Plan; and

WHEREAS, the City of Oak Creek Plan Commission has the authority to amend the Comprehensive Plan by resolution, and also to recommend that the Common Council adopt the Comprehensive Plan; and

WHEREAS, John Schlueter, Frontline Commercial Real Estate has proposed an amendment to the *Comprehensive Plan, City of Oak Creek* (adopted March 3, 2020) designating the property at 9141 S. 13th St. as "Business Park;" and

WHEREAS, the City had duly noticed a public hearing on the aforementioned amendment to the *Comprehensive Plan, City of Oak Creek* (adopted March 3, 2020), and the Plan Commission held the public hearing on September 8, 2020 following the procedures in Section 66.1001(4)(d), Wisconsin Statutes.

NOW, THEREFORE, BE IT RESOLVED that the Plan Commission of the City of Oak Creek hereby adopts an amendment to the Comprehensive Plan from "Commercial" to "Business Park" for the property at 9141 S. 13th St., and recognizing that the Common Council must also adopt the amendment to the Comprehensive Plan for it to become effective; and

BE IT FURTHER RESOLVED that the Secretary of the Plan Commission certifies a copy of the amendment to the Common Council; and

BE IT FURTHER RESOLVED that the Plan Commission does hereby recommend that the Common Council adopts the amendment to the Comprehensive Plan by ordinance.

Passed and adopted this 13th day of October, 2020.

Plan Commission Chair

Attest:

Secretary of the Plan Commission

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Passed and adopted this 13th day of October, 2020.



Plan Commission Chair

Attest:



Secretary of the Plan Commission



COMMON COUNCIL REPORT

Item: Addendum to the Personnel Policy Manual

Recommendation: The Personnel Committee recommends Common Council approval of the Addendum to the Personnel Policy Manual

Fiscal Impact: n/a

Critical Success Factor(s):

- Vibrant and Diverse Cultural Opportunities
- Thoughtful Development and Prosperous Economy
- Safe, Welcoming, and Engaged Community
- Inspired, Aligned, and Proactive City Leadership
- Financial Stability
- Quality Infrastructure, Amenities, and Services
- Not Applicable

Background: The Utility Department developed a personnel manual after their collective bargaining agreement ended in 2012. To streamline the City's compliance with personnel issues and policies, the City updated its Personnel Policy Manual (Manual). The Manual became effective on August 1, 2020.

As of August, the Utility Department no longer requires a separate personnel manual. However, some personnel items that the Utility Department has had in place since 2012 need to be incorporated. The attached Addendum is a compilation of the items that we are requesting to add to the Personnel Policy Manual on behalf of the Utility Department. This Addendum is effective August 1, 2020.

Options/Alternatives: Council could decide not to include the Addendum in the current Personnel Policy Manual.

Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Prepared:

Judy L. Rogers
Human Resources Manager

Fiscal Review:

Jamie Strobl
Assistant Comptroller

Approved:

Michael Sullivan
General Manager

Water and Sewer Utility
Addendum
Effective August 1, 2020

DRAFT

Contents

Section 3: EMPLOYMENT RELATIONSHIP	4
3.15 Work Schedule.....	4
SECTION 5: COMPENSATION.....	4
5.13 Premium Pay	4
5.13.1 Compensatory Time	4
5.13.2 Overtime (Hours Worked Versus Hours Paid)	4
5.13.3 Holiday Pay	4
5.13.4 Call-In Pay.....	4
5.13.5 Stand-by Pay	5
5.13.6 Shift Pay Differential	5
5.13.7 Add-On Pay	5
5.13.8 Double Time Pay.....	5
5.13.9 Rest Period Pay.....	5
SECTION 6: BENEFITS	5
6.13 Tuition Reimbursement	5
6.13.1 DNR Certifications/Licenses.....	5
6.14 Cell Phone Reimbursement	6
SECTION 7: LEAVE AND ATTENDANCE.....	6
7.10 Paid Time Office (PTO).....	6
7.10.1 PTO Request	6
7.11.1 Floating Holidays.....	6
SECTION 8: EMPLOYEE HEALTH AND SAFETY.....	6
8.25 Clothing and Safety	6
8.25.1 Uniforms.....	6
8.25.2 Safety Gear	6

Section 3: EMPLOYMENT RELATIONSHIP

3.15 Work Schedule

The normal work schedule for regular full-time employees will be forty (40) hours per week and eight (8) hours per day. Employee work schedules can and will vary depending on the department and the position held. Any changes in the regular hours of the work day or work week will normally be posted thirty (30) days in advance, except where emergency precludes such advance notice.

Treatment plant operators shall be assigned a work week which generally provides for 24-hour coverage for each day of the year; however, nothing herein shall require the Utility to staff every shift. The current schedule for treatment plant operators is 10 days on, 4 days off. The Utility may change the work schedule.

Under the current schedule (ten days on; four days off), the overtime rates for weekend call in shall be defined as follows:

Friday - Time and One-Half

Saturday and Sunday - Double Time

Monday - Time and One-Half

Should the schedule be changed, the first day off in a calendar week shall be paid at time and one-half for call in, and the second day off in a calendar week shall be paid at double time for call in.

SECTION 5: COMPENSATION

5.13 Premium Pay

5.13.1 Compensatory Time

Maximum allowed compensatory hours to be used in a one-year period is 120 hours, and carry over will be limited to 40 hours.

5.13.2 Overtime (Hours Worked Versus Hours Paid)

Hours paid will be used in the over and double time premium rate calculations. This means all forms of paid leave will be applied to the 40-hour workweek for the purposes of calculating pay. Also, shift differential, premium pay and DNR Certification/License will be used in the calculation of the overtime and double time premium rates.

5.13.3 Holiday Pay

Regular full-time employees, (excluding Treatment plan personnel) who are required to perform work on a holiday, shall be compensated at the rate of twice their normal straight time hourly rate, in addition to their regular compensation for the holiday.

If Treatment Plant personnel are called in to work holidays not included in their regular work schedule they will be compensated at two times their straight time hourly rate.

5.13.4 Call-In Pay

Call-in pay will be for a minimum of three (3) hours and will be compensated at the overtime rate.

5.13.5 Stand-by Pay

An employee required to work stand-by duty shall be compensated with one hour's pay at one and one-half times the employee's regular straight time pay rate for each day of stand-by duty. On Sundays and holidays, an employee shall be compensated with one hour's pay at two times the employee's regular straight time hourly pay rate when on standby duty.

A continuous rotating stand-by duty schedule shall be set up by the managers, with all full-time distribution and plant employees, not on probation, being placed on this schedule for their respective divisions. All standby duty shall be distributed as equally as possible.

If there is a conflict with stand-by duty due to an employee's scheduled holiday or PTO, it shall be the responsibility of the employee to trade stand-by duty with another employee subject to the manager's approval.

5.13.6 Shift Pay Differential

A shift pay differential will be paid for 2nd and 3rd shift in the amounts of 70 cents per hour and 90 cents per hour, respectively.

5.13.7 Add-On Pay

Treatment Plant personnel will receive add-on pay when they are regularly scheduled to work, Sunday or a holiday. The rate of pay is \$7.77 per hour in addition to the regular rate of pay.

5.13.8 Double Time Pay

The Treatment, Engineering and Distribution Divisions will receive double time if they are requested to work on Sunday, with or without having worked and/or received pay for 40 hours in the most recent period used for the calculations.

5.13.9 Rest Period Pay

An employee working unscheduled overtime due to an emergency or extenuating circumstance, and that overtime is at least six (6) hours, will be granted a rest period of eight (8) hours before reporting to work his/her normal shift. If the rest period extends into an employee's normal working hours, the employee shall be compensated for up to a maximum of four (4) hours at the applicable regular straight time hourly pay rate.

SECTION 6: BENEFITS

6.13 Tuition Reimbursement

6.13.1 DNR Certifications/Licenses

Utility employees are able to become certified in the DNR's drinking water and/or sanitary sewer operator certification program.

Compensation will be as shown below:

DNR Surface Water License	\$0.40/hour
DNR Distribution System License	\$0.30/hour
DNR Sanitary Sewer Collection License	\$0.30/hour
Maximum compensation for multiple licenses	\$0.50/hour

Employees are eligible every three years to receive a reimbursement for registration and licensing fees charged by DNR.

6.14 Cell Phone Reimbursement

Employees who are required to possess a cell phone for work purposes may, in lieu of using a Utility provided cell phone, use their personal cell phone and be reimbursed the monthly cell phone cost, up to a \$25/month.

SECTION 7: LEAVE AND ATTENDANCE

7.10 Paid Time Office (PTO)

7.10.1 PTO Request

PTO requests made within 24 hours or more are considered as scheduled days. Requests made in less than 24 hours prior to date will be considered as unscheduled days.

7.11.1 Floating Holidays

Treatment plant personnel will receive a day off during the year for each of the listed holidays for which they are scheduled to work. All holidays may be taken at times selected by the employee, with supervisor's approval. Treatment Plant personnel will have the option of being paid at their regular straight time hourly rate for eight (8) hours, in lieu of taking eight (8) hours off for a holiday. Any unused holiday hours will be paid out at the end of the year.

SECTION 8: EMPLOYEE HEALTH AND SAFETY

8.25 Clothing and Safety

8.25.1 Uniforms

Clothing and uniform expenditures should not exceed the division's budgeted amount of \$250 per employee per year.

8.25.2 Safety Gear

Safety shoes/boots.

Employees required to wear safety shoes will be reimburse if the shoes/boots meet the required safety standards as determined by the General Manager, or his designee. Employees will be reimbursed up to \$115/year or a maximum of \$345 over a three (3) year period.

Prescription Safety Glasses.

Employees will receive a one-time full reimbursement for their first eye exam. After that all exams are at the employee's cost.

Employees will receive a reimbursement for one (1) pair of clear prescription glasses and one (1) pair of prescription sunglasses. Employee will receive no future reimbursements for prescription wear unless their prescription changes.



COMMON COUNCIL REPORT

Item: 2021 Health Insurance Rates

Recommendation: The Personnel Committee recommends Common Council approval of the 2021 Health Insurance Rates, as suggested by the City's Employee Benefits consulting firm.

Fiscal Impact: n/a

- Critical Success Factor(s):**
- Vibrant and Diverse Cultural Opportunities
 - Thoughtful Development and Prosperous Economy
 - Safe, Welcoming, and Engaged Community
 - Inspired, Aligned, and Proactive City Leadership
 - Financial Stability
 - Quality Infrastructure, Amenities, and Services
 - Not Applicable

Background: Arthur J. Gallagher & Co., the City's Employee Benefits Consulting firm, has submitted their suggested health insurance rates for 2021 (See attached).

The 2021 rates are the first increase in the City's health insurance rates since January 1, 2017.

The Staff is also including a chart for reference. The chart compares the monthly, annual, and per period amounts for 2020 versus 2021. Based on two pay periods a month, the overall largest increase between the 2020 and 2021 rates is \$52.68 per month for family coverage.

Options/Alternatives: The Council could recommend that the rates increase by a lesser amount, or not at all. However, this would negatively impact the Health Insurance Fund.

Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Prepared:

Judy L. Rogers
Human Resources Manager

Fiscal Review:

Jamie Strobl
Assistant Comptroller



Gallagher

Insurance | Risk Management | Consulting

245 S. Executive Drive
Suite 200
Brookfield, WI 53005

November 13, 2020

City of Oak Creek
8040 South 6th Street
Oak Creek, WI 53154
Attn: Andrew Vickers

Dear Andrew:

This letter will serve as a reference for 2021 suggested COBRA rates for the self-funded medical and dental plans. Suggested Medical & Dental COBRA Rates are provided by Gallagher Financial Benefit Consulting Team. The rates below are the suggested COBRA rates generated by the Gallagher Financial Benefit Consulting Team. Medical rates also include: ACA and other applicable taxes & fees, fully insured transplant policy and Gallagher consulting fees*.

<u>Medical: Police/Fire</u>	Single	Employee+1	Family
Suggested COBRA Rates (includes 2% admin)	\$904.20	\$1,649.46	\$2,337.50

Total Rates (<u>without</u> 2% admin)	\$886.47	\$1,617.12	\$2,291.67
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<u>Medical: Other (Non Police/Fire)</u>	Single	Employee+1	Family
Suggested COBRA Rates (includes 2% admin)	\$1,007.20	\$1,838.31	\$2,605.60

Total Rates (<u>without</u> 2% admin)	\$987.46	\$1,802.26	\$2,554.51
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<u>Delta Dental:</u>	Single	Employee+1	Family
Suggested COBRA Rates (includes 2% admin)	\$35.99	\$70.80	\$117.14

Total COBRA Rates (<u>without</u> 2% admin)	\$35.28	\$69.42	\$114.84
---	---------	---------	----------

Sincerely,

Valerie L. Hansen
Area Vice President

* Gallagher Consulting fees are \$23.27 per employee. No other commissions or fees collected from Medical or Dental carriers.

This analysis is for illustrative purposes only, and is not a proposal for coverage or a guarantee of future expenses, claims costs, managed care savings, etc. There are many variables that can affect future health care costs including utilization patterns, catastrophic claims, changes in plan design, health care trend increases, etc. This analysis does not amend, extend, or alter the coverage provided by the actual insurance policies and contracts. See your policy or contact us for specific information or further details in this regard.

Full Premium Cost Increase to Fund Health Insurance
Effective Jan 1, 2021

Police/Fire (Active)	2020				
	Monthly	Annually	ER Cont	EE Cont	26 Pays
Single	\$ 688.40	\$ 8,260.80	\$ 7,434.72	\$ 826.08	\$ 31.77
Employee +1	\$ 1,255.79	\$ 15,069.48	\$ 13,562.53	\$ 1,506.95	\$ 57.96
Family	\$ 1,779.62	\$ 21,355.44	\$ 19,219.90	\$ 2,135.54	\$ 82.14
OTHERS					
Single	\$ 766.82	\$ 9,201.84	\$ 8,281.66	\$ 920.18	\$ 35.39
Employee +1	\$ 1,399.56	\$ 16,794.72	\$ 15,115.25	\$ 1,679.47	\$ 64.60
Family	\$ 1,983.73	\$ 23,804.76	\$ 21,424.28	\$ 2,380.48	\$ 91.56

Police/Fire (Active)	2021				
	Monthly	Annually	ER Cont	EE Cont	26 Pays
Single	\$ 886.47	\$ 10,637.64	\$ 9,573.88	\$ 1,063.76	\$ 40.91
Employee +1	\$ 1,617.12	\$ 19,405.44	\$ 17,464.90	\$ 1,940.54	\$ 74.64
Family	\$ 2,291.67	\$ 27,500.04	\$ 24,750.04	\$ 2,750.00	\$ 105.77
OTHERS					
Single	\$ 987.46	\$ 11,849.52	\$ 10,664.57	\$ 1,184.95	\$ 45.57
Employee +1	\$ 1,802.26	\$ 21,627.12	\$ 19,464.41	\$ 2,162.71	\$ 83.18
Family	\$ 2,554.51	\$ 30,654.12	\$ 27,588.71	\$ 3,065.41	\$ 117.90

DIFFERENCE		
1 Pay	2 Pay	Annually
\$ 9.14	\$ 18.28	\$ 237.64
\$ 16.68	\$ 33.36	\$ 433.68
\$ 23.63	\$ 47.26	\$ 614.38
\$ 10.19	\$ 20.38	\$ 264.94
\$ 18.58	\$ 37.16	\$ 483.08
\$ 26.34	\$ 52.68	\$ 684.84



COMMON COUNCIL REPORT

Item: 2021 Regular Combined Council meeting dates

Recommendation: That the Common Council review and direct City Staff regarding the scheduling of the 2021 Regular Combined Common Council meeting dates.

Fiscal Impact: None.

Critical Success Factor(s):

- Vibrant and Diverse Cultural Opportunities
- Thoughtful Development and Prosperous Economy
- Safe, Welcoming, and Engaged Community
- Inspired, Aligned, and Proactive City Leadership
- Financial Stability
- Quality Infrastructure, Amenities, and Services
- Not Applicable

Background: Mayor Bukiewicz is requesting discussion and direction to the Clerk's Office regarding the scheduling of the 2021 Common Council meeting dates.

Per Oak Creek Municipal Code, Section 2.28(b) regular meetings of the Common Council shall be held on the first and third Tuesdays of each calendar month, at the hour of 7:00 p.m., or as otherwise scheduled by the Council.

The Council's last scheduled meeting of the 2020 calendar year will occur on December 15. The following two weeks are three-day work weeks (due to the Christmas and New Years holidays). After the holidays, the first work day is January 4, with the first scheduled meeting to occur on January 5. Mayor Bukiewicz is asking the Council to discuss and consider vacating the first meeting in January, 2021.

Additionally, in past years, the Council has voted to vacate the first meeting in July, as if often falls within the July 4th holiday week. In 2021, it falls on a Monday and the Mayor is proposing that we vacate the first meeting in August instead, which, if held, is scheduled for Monday, August 2, due to National Night Out the following day.

Attached is a tentative 2020 schedule. The above date recommended for vacation is in blue for reference. A final calendar will be presented to the Council on December 1 for formal adoption.

Options/Alternatives: The Council could choose to not vacate one or both of the recommended meetings of January 5 and August 2, 2021.

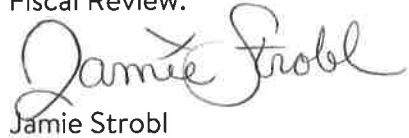
Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Prepared:

Christa J. Miller, CMC/WCMC
Deputy City Clerk

Fiscal Review:

A handwritten signature in cursive script that reads "Jamie Strobl". The signature is written in black ink and is positioned above the printed name.

Jamie Strobl

Assistant Comptroller

Attachments: 2021 Schedule of Regular Combined Common Council Meetings

2021

January

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

March

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

May

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

June

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

August

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

October

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

November

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

December

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

Common Council Dates - Circled
National Night Out - Orange

Election Dates - Green
Holiday - Pink

Proposed Vacated Meeting(s) - Blue



COMMON COUNCIL REPORT

Item: Single axle dump truck with plow equipment, spreader and pre-wett system.

Recommendation: That the Common Council approve the recommendation of the Director of Public Works to purchase one (1) 2021, single axle dump truck with plow equipment, spreader and pre-wett system from JX Enterprises Inc., in the amount of \$181,888.00.

Fiscal Impact: The money for this truck would come from the 2021 CEP/CIP Capital Project. The total amount for the purchase of this dump truck is \$180,000.00.

- Critical Success Factor(s):**
- Vibrant and Diverse Cultural Opportunities
 - Thoughtful Development and Prosperous Economy
 - Safe, Welcoming, and Engaged Community
 - Inspired, Aligned, and Proactive City Leadership
 - Financial Stability
 - Quality Infrastructure, Amenities, and Services
 - Not Applicable

Background: The Public Works Department received bid pricing from Sourcewell for a fully equipped vehicle from Peterbilt. Pricing for the Peterbilt was \$181,888.00. The Department of Public Works will be auctioning truck #717, a 1994 International dump truck with plow equipment and spreader once we have taken delivery of the new vehicle.

This purchase is a 2021 CEP project budgeted for \$180,00.00 Public works intends to make up the short fall in the budget with money from our vehicle maintenance account.

VENDOR	AMOUNT
JX Enterprises Inc.	\$181,888.00

Options/Alternatives:

Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Prepared:

Ted Johnson
Director of Public Works

Fiscal Review:

Jamie Strobl
Assistant Comptroller

Attachments: Sourcewell Bid Pricing from JX Enterprises Inc. (Peterbilt).



820 Silvernail Rd, Suite A
Pewaukee, WI 53072



Peterbilt Motors Company
Contract #081-716-PMC

Date: Oct 9, 2020
To: City of Oak Creek, WI
Attn: Gary Wagner
8040 S. 6th Street
Oak Creek, WI 53154
414-570-5683

Dear Pat,

JX Truck Center - is pleased to present the following proposal for
(1) New Peterbilt 348 chassis and snowplow body setup with the attached specifications:

Peterbilt 348 stock chassis List Price:	\$143,503
Sourcewell Discount:	32.54%
Sourcewell Chassis Price:	\$96,807

Sourced Goods:	
Frame Layout:	\$475
PX-9 Engine (5yr/100k) Ext Warranty:	\$1750
PX-9 Aftertreatment (5yr/100k) Ext warranty:	\$740
Pre-delivery inspection:	\$500
Cleanup/Delivery:	\$170
WI Doc Fee:	\$300
Chassis flooring during body installation: (180 days of flooring for the body Install)	\$2932
Monroe Body Setup:	\$81,628
Total Sourced Goods:	\$88,013

Proposal Total \$184,820

Proposal total if chassis paid for when received at JX prior to body install: \$181,888

Quote is valid for 90 days

Sincerely,

Ken Wozniak | Sales Executive
JX Enterprises, Inc
Cell: (414) 491-0045
kwozniak@jxe.com | *Your Partner for the Long Haul*

Date of Acceptance: _____

By: _____

Title: _____



1151 W Main Avenue
DePere, WI 54115
Sales Rep: Eric Krahenbuhl
Ph: (262) 269-6322
www.MonroeTruck.com

J.O. #

Quotation ID: 2CHK001144

Date: 10/16/2020

Valid thru: 11/16/2020

Terms: NET 30

Quoted by: Clayton Kraft

Ph/Fax: 920-347-4189 / 920-336-8118

Quoted to:

JX PETERBILT (WAUKESHA) (ATTN:)
1320 WALNUT RIDGE DR
HARTLAND, WI 53029
Ph: 262-547-0001 / Fax:
Email:

OAK CREEK

Chassis Information

Year:	Make:	Model:	Chassis Color:	Cab Type:
Single/Dual:	CA:	CT:	Wheelbase:	Engine:
			F.O. Number #:	Vin:

Notes:

Monroe Truck Equipment, Inc. is pleased to offer the following quote for your review:

Description	Amount
11' CRYSTEEL HEAVY DUTY DUMP BODY - 5-7 YD * 52"-36" SLOPING SIDES - 1/2 X 78" STAINLESS STEEL CABSHIELD - 7 GAUGE 201 S/S SIDES AND ENDS - 36" TAILGATE WITH FULL RIBBED DOUBLE WALLED BRACING - 3/16" AR450 (180000 PSI TENSILE; 145000 PSI YIELD) FLOOR - 10" I-BEAM CROSSMEMBERLESS UNDERSTRUCTURE * 1/4" STAINLESS STEEL REAR PILLAR TIED INTO LOWER 8" APRON - FULL RIB TAILGATE W/ MANUAL RELEASE - DUAL BODY PROPS * GRAB HANDLE * WALK RAIL PER STREET DEPARTMENT DESIGN - LADDER ON D/S - 3 OVAL LIGHT CUTOUTS - FMVSS108 LIGHTS AND REFLECTORS - BACK-UP ALARM - MINIMIZER POLY FENDER KITS - LEFT IN BARE STAINLESS STEEL (WITH EXCEPTION OF FLOOR AND UNDERSTRUCTURE) - AIR TAILGATE: INSTALLATION OF OEM AIR TAILGATE - INSTALLED CRYSTEEL ROLLER COMBO HOIST - RC750 WITH GREASABLE PIVOT POINTS PINTLE MOUNT; 3/4" PLATE WITH 3/4" D-RINGS (NO HITCH) 15 TON SWIVEL PINTLE HOOK MONROE TRUCK SIDE PLOW HITCH - FOLD FLAT LIFT ARM - 4 X 10 D/A LIFT CYLINDER - THRUST ARMS - HEAVY DUTY BUMPER- DRIVERS SIDE ONLY - GLED LOOP STYLE * L.E.D. PLOW LIGHTS (J.W. SPEAKER) - HEATED L.E.D. RECTANGULAR HEADLIGHTS - XENOY HOUSING, BLACK - INCLUDES AMBER TURN SIGNALS MONROE FULL MOLDBOARD TRIP REVERSIBLE PLOW; MP36R11-CT - 10 GAUGE ROLL FORMED STRAIGHT MOLDBOARD * (8) 1/2" X 4" TAPERED, ONE-PIECE FLAME CUT RIBS	



Description**Amount**

- 2" X 3" X 3/8" TOP MOLDBOARD ANGLE
- 4" X 4" X 3/4" BOTTOM MOLDBOARD ANGLE
- HORIZONTAL MOLDBOARD BRACE ANGLES
- * 3/4" X 8" CUTTING EDGE
- DUAL COMPRESSION TRIP SPRING ASSEMBLIES
- 4" X 4" X 3/8" CROSS-TUBE SUPPORT
- 3-1/2" X 3-1/2" X 1/2" SEMI-CIRCLE
- (2) 3" X 10" DOUBLE ACTING POWER REVERSE CYLINDERS WITH CUSHION VALVE
- * SINGLE CHAIN LIFT IN LIEU OF LEVEL LIFT ASSEMBLY
- * QCP LOOP INSTALLED
- MOLDBOARD AND PUSHFRAME 100% CONTINUOUSLY WELDED
- MOLDBOARD POWDER COATED ORANGE
- PUSH FRAME POWDER COATED BLACK
- JACK KIT
- INSTALLED

MONROE DFPW HD DOUBLE FUNCTION PATROL WING

- 8' TRIP EDGE
- RIGHT SIDE MOUNT
- * PARAGLIDE FRONT POST- US PATENT NO. 8,596.376
- REAR MOUNTED CROSS TUBE
- * TORSION TRIP EDGE WING MOLDBOARD
- 3/16" TAPERED MOLDBOARD - 29" INTAKE 29" DISCHARGE
- * SINGLE 3" HEAVY DUTY PUSH ARM
- * 3/4" X 8" CUTTING EDGE
- WING STOP
- MOLDBOARD POWDER COATED ORANGE
- HARDWARE POWDER COATED BLACK

DUAL AIR BAG KIT W/ AUTOMATIC CONTROL**MONROE REVERSE FLIGHT UNDER-TAILGATE SPREADER**

- MS966RF REV FLIGHT SPRDR 96" WIDE, SS, GEAR BOX DRIVE, LEFT DISCHARGE
- 7 GA. TROUGH
- 1/4" END PLATES
- FULL OPENING TOP AND BOTTOM CLEAN-OUT DOORS
- 6" AUGER DIAMETER
- QUICK DETACH MOUNTING BRACKETS
- TAILGATE SHIELDS
- BARE STAINLESS STEEL (NOT PAINTED)
- * CUSTOM STAINLESS STEEL FRAM W/ POLY DISC
- * SPEED SENSOR IN AUGER MOTOR

LIQUID DISPENSING ELECTRIC CLOSED LOOP SYSTEM

- PLUMBING KIT, ELEC, PRE-WET, 3GPM LDS 333
- TANK KIT: 100 GALLON (1 TANK), 5" FILL LID
- NOZZLE MOUNT, 304 STAINLESS STEEL
- FLUSHER KIT 75 & 100 GALLON TAILGATE TANK KIT
- BULK FILL FOR 75 & 100 GALLON V-BOX TANK KIT
- TAILGATE PROP ASSY,ADJ,USE (2) PER SPREADER FOR PREWET SYSTEM
- DISCONNECT KIT (ALL SYSTEMS)1 PER SPINNER
- INSTALLED

MONROE CUSTOM HYDRAULICS- LOADSENSE, FRONT MOUNT, MANUAL

- FRONT MOUNT PISTON PUMP
- 1310 SERIES DRIVE LINE
- KEYED PUMP SHAFT END YOKE
- ENGINE MOUNT FLANGE YOKE
- FRONT MOUNT PUMP MOUNTING PLATE
- FORCE AMERICA FASD34-L, FRONT MOUNT, LH ROT, 1 1/4" SHAFT 5/16" KEYWAY; INSTL
- SHUT OFF VALVE, HIGH PRESSURE AT PUMP; INSTALLED
- V40/20 VALVE ASSY
- VALVE ENCLOSURE, FRAME MOUNT, STAINLESS STEEL; INSTALLED
- ENCLOSURE WITH WEATHER TIGHT COVER
- 30 GALLON CAPACITY FILTER HYDRAULIC RESERVOIR WITH INTERNAL FILTER-STAINLESS STEEL
- FILLER/BREATHER CAP, LEVEL/TEMP SIGHT GLASS, 3/4" MAGNETIC PLUG,
- MORSE CONTROL LEVERS W/ CABLES MOUNTED IN FLOOR MOUNT STAND
- FORCE 5100EX-3F SPREADER CONTROLS
- HYDRAULIC OIL, HOSES AND FITTINGS TO COMPLETE HYDRAULICS SYSTEM
- 4 BANK MANIFOLD PLATE FOR WING, INCLUDES COUPLERS
- MANIFOLD, PINTLE PLATE MOUNTED; INSTALLED

FORCE PRECISE SYSTEM:

Description

Amount

* MOBILE RESOURCE MANAGMENT PRECISE GPS SYSTEM
 * WIRELESS ROAD TEMP SENSOR WITH DISPLAY
 STAINLESS STEEL HYD LINES:
 - PLOW
 - WING
 - SPREADER

STROBE LIGHT: WHELEN, L.E.D. LIGHT-BAR, AMBER, PERM.
 - MOUNTED ON CABSHIELD
 STROBE, OVAL LED, CLEAR LENS AMBER BULB
 - MOUNTED IN REAR POSTS OF DUMP BODY
 CLEAR LED WORK LIGHT
 (1) FOR SPREADER
 (1) FOR WING

Quote Total: \$81,628.00

Additional Options:

Description

Amount

**Add to quote?
Yes / No**

Terms & Conditions

- Terms are Due Upon Receipt unless prior credit arrangements are made at the time of order.
- Please note if chassis is furnished, it is as a convenience and terms are Net Due on Receipt of Chassis.
- State and Federal taxes will be added where applicable. **Out-of-state municipal entities may be subject to Wisconsin sales tax.**
- Restocking fees may be applicable for cancelled orders.
- MTE is not responsible or liable for equipment that does not meet local/state regulations if those laws are not made known at time of order.

By signing and accepting this quote, the customer agrees to the terms listed above and has confirmed that all chassis information listed above is accurate to chassis specs.

Re-Assign (Required for all pool units):	<input type="checkbox"/> Fleet	<input type="checkbox"/> Retail	Customer P.O. Number:	Dealer Code:	Sourcewell Member Number:
MSO/MCO (ONLY check if legally required):	<input type="checkbox"/> MCO	<input type="checkbox"/> MSO			
Customer Signature:				Date of Acceptance:	





Peterbilt Of Wisconsin (P123)
 820 Silvenail Rd. Suite A
 Pewaukee, Wisconsin 53072

City of Oak creek
 7000 S 6th St 800 W Puetz Rd
 Oak Creek , Wisconsin 53154
 United States of America

Ken Wozniak
 Cell Phone: 414-491-0045
 Office Phone: 262-709-3474
 Email: kwozniak@jxe.com

Gary Wagner

Vehicle Summary

	Unit		Chassis	
Model:		Model 348	Fr Axle Load (lbs):	20000
Type:		Full Truck	Rr Axle Load (lbs):	23000
Description 1:	348 PX9 RDS WI PLOW		G.C.W. (lbs):	43000
Description 2:	2021 Model 348			
	Application		Road Conditions:	
Intended Serv.:		Snowplow	Class A (Highway)	90
Commodity:		Other Commodity	Class B (Hwy/Mtn)	10
			Class C (Off-Hwy)	0
	Body		Class D (Off-Road)	0
Type:		End Dump	Maximum Grade:	6
Length (ft):		10	Wheelbase (in):	166
Height (ft):		10.5	Overhang (in):	70
Max Laden Weight (lbs):		1000	Fr Axle to BOC (in):	69.8
	Trailer		Cab to Axle (in):	96.2
No. of Trailer Axles:		0	Cab to EOF (in):	166.2
Type:			Overall Comb. Length (in):	274.2
Length (ft):		0		
Height (ft):		0	Special Req.	
Kingpin Inset (in):		0		
Corner Radius (in):		0		
	Restrictions			
Length (ft):		40		
Width (in):		102		
Height (ft):		13.5		

Approved by: _____

Date: _____

Note: All sales are F.O.B. designated plant of manufacture.



Sales Code	Std/Opt	Description	Weight
Base Model			
0003481	S	Model 348 The Model 348 was designed to exceed the rigid demands of Class 7 and Class 8 specialty application markets that require rugged durability and a wide range of optional content. The Model 348 represents a multi-dimensional performer with a GVW from 33,000 to 66,000 lbs. and optional capacity ratings to suit almost any vocation. The 348 is also available in a specifically designed all-wheel-drive configuration. From construction and crane service to utility and delivery services in both Class 7 and Class 8 markets, the 348 is in a class by itself.	10,610
0091200	S	Other Commodity	0
0093150	O	Snowplow Truck which is configured for mounting a snowplow to the front. May also have dump or other body.	0
0095170	O	End Dump	0
0098170	S	United States Registry Canadian Registry Package Requires Air Conditioning Excise Tax Canada, Speedometer to be KPH ipso MPH, Daytime Running Lights and Rubber Battery Pad in Bottom of Battery Box.	0
Configuration			
0200700	S	Not Applicable Secondary Manufacturer	0
Frame & Equipment			
0519180	O	11-5/8" Steel Rails to 444" 11.625 x 3.874 x .375 Dimension, 2,568,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 21.4 cubic inches. Weight: 1.91 lbs/inch pair	474
0611330	O	Zinc Coated Anti Corrosion Treated Frame Rails Requires Frame Rail Code. Zinc Phosphate coating will replace the standard frame rail primer and provide added corrosion prevention for your customer's operating in severe conditions or in climates where vehicle rust is common.	0
0612230	O	Custom Wheelbase or Overhang Engineering approval may be required.	0
0613090	S	Three-Piece Crossmembers	0
0620490	O	End-of-Frame Xmbro Bolted IPO Huck Fastened	0
0620530	O	FEPTO Provision 27.8in Bumper Extension Includes Crankshaft Adapter Plate and Stationary Grille. Requires FEPTO Bumper.	86
0644020	O	EOF Square with Steel Crossmember	64
0651090	S	Omit Rear Mudflaps and Hangers	0

Price Level: July 1, 2020
 Deal: 348 PX9 RDS W/ PLOW
 Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020
 Quote Number: QUO-713138-T6D8S8



Sales Code	Std/ Opt	Description	Weight
Front Axle & Equipment			
1011360	○	Dana Spicer D2000F 20,000 lb, 3.5 in. Drop Factory front axle alignment to improve handling & reduce tire wear. Zerk fittings on tie rod ends, king pins, & draglink ball joints for ease of maintenance & help extend service life of components. Cognis EMGARD® FE 75W-90 synthetic axle lube provides over 1% fuel economy improvement. Reduces wear & extends maintenance intervals, resulting in increased uptime. Provides improved fluid flow to protect components in extreme cold conditions & withstand the stress from high temperatures, extending component life.	144
1114030	○	Taper Leaf Springs, Shocks 20,000 lb Standard with Heavy Resistance Shocks.	119
1233110	○	Power Steering TRW THP60 Dual For use with 16,000 to 20,000 lb. axle ratings. Glidekote splines on steering shaft extend service life of components.	54
1250250	○	Power Steering Reservoir Frame Mounted w/Cooler A power steering cooler helps reduce the heat of the power steering fluid. This is commonly used with systems that may experience more stress from towing or off-road driving.	2
1354850	○	PHP10 Iron PreSet PLUS Hubs-Air Disc Preset iron hub assemblies are designed for demanding conditions and require less maintenance while still offering dependability and superior performance. Precisely engineered to minimize roller stress under heavy loads and increase bearing life when used in demanding conditions such as wide-based single wheels and misalignment due to spindle wear.	56
1380290	○	Bendix Air Disc Front Brakes Bendix air disc front brakes use a floating caliper design to provide foundation braking on all axles and complies with reduced stopping distance regulations.	30
1391480	○	Pad Dust Shields for Air Disc Brakes; Front Axle Pad dust shields for air disc brakes can increase brake life. Brake dust shields reduce the buildup of road grime, extend brake system life and prevent premature failure.	2
Rear Axle & Equipment			
1513180	○	Dana Spicer S23-190 23,000 lb Laser factory axle alignment to improve handling & reduce tire wear. Magnetic rear axle oil drain plug captures & holds any metal fragments in drive axle lube to extend service life. Parking brakes on all drive axles for optimal performance. Cognis EMGARD® FE 75W-90 synthetic axle lube provides over 1% fuel economy improvement. Reduces wear & extends maintenance intervals, resulting in increased uptime. Provides improved fluid flow to protect components in extreme cold conditions & withstand the stress from high temperatures, extending component life.	94
1616290	○	PHP10 Aluminum PreSet PLUS Hubs	0
1660000	○	Dust Shields For Cam Brakes, Drive Axle(s)	15

Price Level: July 1, 2020

Deal: 348 PX9 RDS WI PLOW

Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020

Quote Number: QUO-713138-T6D8S8



Sales Code	Std/Opt	Description	Weight
1680280	O	Bendix Smart ATC Traction Control	2
1680490	O	Gusseted Cam Brackets, Drive Axle(s)	2
1680500	S	SBM Valve Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	0
1680795	O	Diff Lock, Single Drive Axle with Speed Interlock	30
1680950	S	Stability System Not Selected Or Not Available	0
1682430	S	Anti-Lock Braking System (ABS) 4S4M ABS-6. Includes air braking system.	0
1684200	S	Synthetic Axle Lubricant All Axles Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold conditions and withstand the stress from high temperatures, extending component life.	0
1686348	S	Single Drive Axle (Model 348)	0
1687010	S	Bendix Air Cam Rear Drum Brakes 16.5x7 Bendix Air Cam Rear Drum Brakes to fit all heavy haul, construction, refuse and highway truck and tractor applications. Includes Automatic Slack Adjusters & Outboard Mounted Brake Drums.	0
1706140	O	Ratio 6.14 Rear Axle	0
1811210	S	Peterbilt Air Trac 23,000 lb Light Weight	0
1920385	O	Air Springs, Internal Bumpers Air Trac / Air Leaf suspensions	0
1922260	O	Dash Mtd Dump Switch with Indicator Light Dash mounted dump switch with indicator light for suspension.	2
Engine & Equipment			
2074506	O	PACCAR PX-9 350@2000 GOV@2200 1000@1400 Productivity (2017 Emissions) Includes alum flywheel housing, cruise control, and J1939 provisions (provides an interface point for the Electronic Service Analysis-ESA and other PACCAR approved diagnostic tools). Chevron Delo LE SAE 10W30 engine oil is specially formulated for new low emissions engines. Magnetic engine oil drain plug captures and holds any metal fragments in engine oil to extend service life.	0

Price Level: July 1, 2020
 Deal: 348 PX9 RDS WI PLOW
 Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020
 Quote Number: QUO-713138-TGD8S8



Sales Code	Std/ Opt	Description	Weight
		N21320 N205 120...Standard Maximum Speed Limit	
		N21470 P062 NO...Cruise Control Auto Resume (
		N21480 P068 NO...Auto Engine Brake in Cruise	
		N21450 P026 NO...Gear Down Protection (P026)	
		N21440 P015 YES...Engine Protection Shutdown (
		N21350 P001 64...Maximum Accelerator Pedal Ve	
		N21370 P059 64...Maximum Cruise Speed (P059)	
		N21590 P230 YES...Enable Hot Ambient Automatic	
		N21530 P233 YES...Enable Impending Shutdown Wa	
		N21540 P234 60...Timer For Impending Shutdown	
		N21460 P046 1400..Max PTO Speed (P046)	
		N21520 P030 5....Timer Setting (P030)	
		N21570 P031 NO...Idle Shutdown Manual Overrul	
		N21610 P172 40...Low Ambient Temperature Thre	
		N21630 P171 80...High Ambient Temperature Thr	
		N21510 P520 YES...Enable Idle Shutdown Park Br	
		N21430 N201 0.....Reserve Speed Limit Offset (
		N21410 N202 0.....Maximum Cycle Distance (N202	
		N21400 N203 252...Reserve Speed Function Reset	
		N21420 N206 10...Maximum Active Distance (N20	
		N21340 P112 120...Hard Maximum Speed Limit (P1	
		N21550 P516 35...Engine Load Threshold (P516)	
		N21620 P173 60...Intermediate Ambient Tempera	
		N21330 N207 0.....Expiration Distance (N207)	
		N21500 N209 0.....Expiration Distance (N209)	
2091310	O	Engine Idle Shutdown Timer Disabled	0
2091315	O	Enable EIST Ambient Temp Overrule	0
2091372		Eff EIST NA Expiration Miles	0
2091640		Effective VSL Setting NA	0
2092013	O	Typical Operating Speed 60 MPH	0
2092032	O	Powertrain Optimized for Performance Best analysis for vehicles used in vocational applications or with heavy GCWRs.	0
2140010	O	Belly Pan	35
2140200	S	CARB Engine Idling Compliance PACCAR PX-7, PX-9 and MX, Cummins X15 and ISX diesel engines will include the required factory installed serialized sticker on the drivers door to identify them as meeting the NOx idling standard.	0
2513060	S	PACCAR 160 Amp Alternator, Brushed PACCAR 160 AMP alternator, brushed producing 160 Amps at road speed and 100 Amps at idle.	0
2521090	O	Immersion Type Block Heater 110-120V	2

Price Level July 1, 2020
 Deal: 348 PX9 RDS W/ PLOW
 Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020
 Quote Number: QUO-713138-T6D8S8



Sales Code	Std/ Opt	Description	Weight
		Standard location for 2.1M and 1.9M models is left-hand under cab, Model 520 is in bumper, and for Model 220 it is at the driver step. Plug includes a weather-proof cover that protects the receptacle. This pre-heater keeps the coolant in the engine block from freezing when the engine is not running.	
2522110	S	PACCAR 12V Starter, N/A PACCAR MX Engines PACCAR 12-volt electrical system. With centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system w/circuit protection circuits number & color coded.	0
2535040	O	3 Optima DT31T Batteries 2700 CCA Threaded Stud type terminal. AGM (Absorbent Glass Material). Stranded copper battery cables are double aught (00) or larger to reduce resistance.	55
2539410	O	Battery Jumper Terminal Mounted Under Hood LH Frame Rail. Not available with PX-7 engines.	4
2621000	O	2-Speed Fan Clutch For Frequent Start/Stops A 2-speed fan clutch is ideal for vocational applications where the fan clutch engagement time exceeds 10% of the engine run time. When the fan clutch is disengaged, the fan still rotates at 15-25% of the engine RPM. This fan rotation provides crucial airflow to the engine and draws virtually no horsepower.	0
2723210	S	18.7 CFM Air Compressor N/A X15. Furnished on engine. Teflon lined stainless steel braided compressor discharge line.	0
2812210	O	VGT Exhaust Brake (Variable Geometry Turbo). Provides approximately 90-100 HP of retardation and is part of the turbocharger.	0
2921160	S	Spin-On Fuel/Water Separator	0
2921210	S	No Fluid Heat Option for Fuel Filter	0
2921320	O	12V Heat for Fuel Filter Fuel filter heaters help ensure a seamless flow of diesel from the tank to the combustion chamber. Eliminating any possibility of moisture freezing within the fuel filter while simultaneously increasing the fuel temperature for atomization within the engine.	0
3010400	O	Engine Protection Shutdown Includes oil pressure, oil temperature, coolant temperature, and intake manifold temperature.	0
3114270	S	High Efficiency Cooling System Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, & reliability. Constant tension band clamps reduce leaks, Chevron Delo Extended Life Coolant (NOAT) extends maintenance intervals reducing maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 579/367 FEPTO 1325 sq in, 567/365/367: 1440 sq in, 365 FEPTO: 1184 sq in, 389/367 HH: 1669 sq in, 348: 1000 sq in, 520: 1242 sq in.	0
3211120	S	Radial Seal, Dry Type Air Cleaner, Frontal	0

Price Level: July 1, 2020

Deal: 348 PX9 RDS W/ PLOW

Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020

Quote Number: QUO-713138-T6D8S8



Sales Code	Std/ Opt	Description	Weight
		Air Intake. Molded rubber air intake connections with lined stainless steel clamps seal to prevent contaminants in air intake.	
3365270	O	Exhaust Single RH Side of Cab DPF/SCR right-hand Under Cab.	29
3381770	O	Curved Tip Standpipe(s)	0
3387870	O	24" Ht, 5" Dia Chrome, Clear Coat Standpipe(s)	0

Transmission & Equipment

4052110	O	Allison 3000 RDS-P Transmission, Gen 5 Rugged Duty Series. Includes Rear Transmission Support except on MX engines, Mobil Delvac Automatic Transmission Fluid, and Water-Oil Heat Exchange. Also includes features that monitor the transmission fluid, filter and clutch condition. Will display percent life remaining for the transmission fluid, filter and clutches on the shift selector. This information may be displayed using the Mode and Up and Down buttons. A wrench icon will also be included to indicate when the transmission fluid, filter or clutches need servicing. Suited for vehicles operating on/off highway and/or requiring PTO operation. Forward ratios: 1st-3.49, 2nd-1.86, 3rd-1.41, 4th-1.00, 5th-0.75, 6th-0.65. Reverse ratios: DR-(5.03).	195
4210080	S	1710 HD Driveline, 1 Midship Bearing	0
4252170	O	Auto Neutral Activates With Parking Brake Auto Neutral helps improve jobsite safety by reducing the possibility of the truck moving due to throttle application.	0
4252890	O	Allison FuelSense 2.0 Not Desired	0
4252950	O	Omit Allison Neutral At Stop	0
4256640	O	Allison 6-Speed Configuration, Close Ratio Gears 3000 Series Transmissions.	0
4256920	O	Dash Mounted Push Button Shifter Available with Allison transmissions	0

Air & Trailer Equipment

4510210	O	Bendix AD-HF EP Air Dryer, Heater Coalescing filter, extended purge. Bendix AD-HF air filters protects the life of your engine system and components. Proven PuraGuard oil coalescing technology in the the air dryer cartridge. This oil coalescing filter ensures the removal of oil and oil aerosols before they can contaminate the moisture removing desiccant.	-2
4520420	O	Pull Cords All Air Tanks	0
4540420	S	Nylon Chassis Hose	0
4543320	S	Steel Painted Air Tanks All air tanks are steel with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks	0

Price Level: July 1, 2020
 Deal: 348 PX9 RDS W/ PLOW
 Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020
 Quote Number: QUO-713138-T6D8S8



Sales Code	Std/Opt	Description	Weight
		outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	
4543390	O	High Mount Air Tanks BOC/BOS Where Possible Subject to frame review	0
4611930	O	Body Connections 5' BOC Junction box contains light and power circuits for body connections located 5' from back-of-cab	4
Tires & Wheels			
5064010	O	FF: BR 20ply 315/80R22.5 M870 Efficiency Rating: Fair Diameter= 42.8 inches; SLR= 19.9 inches The Bridgestone M870 is a high scrub All-Position Radial tire designed specifically for urban waste collection.	86
5167310	O	RR: BR 14ply 11R22.5 M843 Efficiency Rating: Poor Diameter= 42.5 inches; SLR= 19.9 inches	96
5190004	O	Code-rear Tire Qty 04	0
5220520	O	FF: Alcoa 89U637 22.5 X 9.00 Clean Buff Finish Aluminum, Ultra ONE wheels with MagnaForce alloy that saves more than 50 lbs. versus a comparable steel wheel. Built for refuse, logging, mining and other heavy haul applications that demand a tough wheel. Each wheel offers a 10,000 lbs. load rating.	-36
5320410	O	RR: Alcoa 885657 22.5X8.25 Clean Buff Finish Aluminum wheel severe service.	-68
5390004	O	Code-rear Rim Qty 04	0
5407640	O	FF: Polished Wheels, Outer Surface, Sgl/Tdm Steer Polish outer surface of outer wheel. Without chrome wheel nuts.	0
5407650	O	RR: Polished Wheels, Outer Surface, Single Drive Without chrome wheel nuts. Polish outer surface of outer wheel.	0
Fuel Tanks			
5554070	O	26" Aluminum 60 Gallon Fuel Tank LH U/C Includes steps for cab access. Paddle handle filler cap with threadless filler neck. Top draw fuel plumbing reduces chance of introducing air into the fuel system during low fuel level conditions due to the central placement of fuel pickup tube. Wire braid fuel lines increase durability & reduce potential for leaks.	9
5602060	O	Location LH U/C 60 Gallon	0
5650810	O	Polish (1) Aluminum Fuel Tank	0
5652830	O	Polish All Fuel / Hydraulic Tank Straps Does not apply to rectangular DEF tank straps	0

Price Level: July 1 2020

Deal: 348 PX9 RDS W/ FLOW

Printed On: 10/1/2020 8:28:03 AM

Date: October 01 2020

Quote Number: QUO-713138-T6D6S8



Sales Code	Std/ Opt	Description	Weight
5652890	S	DEF Tank Mounted LH BOC Models 220 and 520 mounted left hand back-of-cab.	0
5652990	S	DEF To Fuel Ratio 2:1 Or Greater	0
5653000	O	Polished Stainless Steel Cover For DEF Tank	0
5655019	S	DEF Tank Small 11.1 Gallon Capacity	0
Battery Box & Bumper			
6010390	O	Omit Standard Battery Box Use with passenger seat/in-cab battery box codes only	-45
6030540	O	Polish Battery/Tool Box(s), Aftertreatment Cab Entry complete	0
6040550	S	Aftertreatment Aluminum Non-Slip Cab Entry Aftertreatment right-hand under cab step. DPF/SCR for diesel engines, catalyst for natural gas engines. On Models 579 specifying chassis fairings, the box is aerodynamic.	0
6121060	O	Steel Bumper Swept Back Painted Black, With FEPTO Two tow pin holes and step plates on top of bumper	90
Cab & Equipment			
6510110	S	Alum Cab 108in BBC Metton Hood w/Bright Crown Includes view window RH door and convex mirror over RH door.	0
6540120	O	Severe Service Cab Package #1 Includes Aluminum side skins, aluminum rear skin, steel windshield mask, steel firewall, and steel front floor sheet on all cabs, and additional reinforcement structure on the back wall of the day cab.	39
6540160	O	Thermal Insulation Package in Cab Includes thick, closed-cell foam in floor, special mylar-faced foam in walls and roof structure.	2
6800360	O	Rubber Fender Lips 2" Wide	8
6911700	S	National Driver Seat Increased comfort with more foam in critical areas, better lumbar support, improved adjustability and suspension with toggle link design.	0
6921700	S	National Passenger Seat Increased comfort with more foam in critical areas, better lumbar support, improved adjustability and suspension with toggle link design.	0
6930580	O	Drivers Armrests - LH & RH	4
6930800	O	Black Seat Color IPO Standard Color	0
6939070	O	Mounted On In-Cab Battery Box For use with non-air passenger seats only. Includes battery quick disconnect located under driver side door.	39
6939400	S	Air Ride Driver	0

Price Level: July 1, 2020
 Deal: 348 PX9 RDS WIPLOW
 Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020
 Quote Number: QUO-713138-T6D8S3



Sales Code	Std/Opt	Description	Weight
6939420	S	High Back Driver	0
6939480	O	Mordura Driver	0
6939520	S	High Back Passenger	0
6939580	O	Mordura Passenger	0
7001520	O	Adjustable Steering Column - Tilt/Telescope	11
7001620	S	Steering Wheel With Peterbilt Logo Steering Wheel with embossed Peterbilt logo over horn button.	0
7036120	S	Interior Gray/Black Includes rugged charcoal instrument panels, glare-resistant gray dash, black bezels on gauges, (2) power ports, monochromatic molded door pads with durable in-mold color, gray molded back wall, 18 inch 4-spoke soft-touch steering wheel, soft-touch steering column cover, power lift passenger window, extruded rubber floor covering, header-mounted dome light, foot well lighting, integrated "dead pedal", (4) inside entry grab handles, (2) inside sunvisors, (2) coat hooks, (2) cup holders and map bin in dash.	0
7210420	O	Dark Window Tint IPO Standard Tint - Day Cab	0
7210430	O	Extended Rear Window ipo Std Window-Day Cab The extended rear window protrudes two inches more than the standard conventional rear cab window. Take this into consideration when determining your loadspace.	18
7210540	S	Day Cab Rear Window Day cab rear window flush to back of cab.	0
7230060	S	1-Piece Curved Windshield	0
7322010	S	Combo Fresh Air Heater/Air Conditioner With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	0
7410040	O	Outside Sunvisor - Stainless Steel Not available with 2.1M high roof sleeper.	4
7560100	O	Mirrors SSTL Each Side Heated and Motorized with Switch on Door.	2
7560850	O	(2) Convex 8 Inch SSTL Mirrors Center mounted under mirror bracket. If rear view mirrors are heated, the convex mirrors will be heated. Option includes dual door stops.	4
7564110	S	Power Package Includes power door locks and power windows.	0
7565180	O	Polished Lower Mirror Bracket Covers	0
7610020	O	(1) Air Horn 15" Painted Mounted under cab.	8
7722120	O	ConcertClass, AM/FM, Weatherband, 3.5 Aux	10

Price Level: July 1, 2020
 Deal: 348 PX9 RDS WI PLOW
 Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020
 Quote Number: QUO-713138-T6D858



Sales Code	Std/Opt	Description	Weight
7725710	O	Standard Speaker Package For Cab (2) Speakers	4
7748140	O	CB Terminals/Wiring Mounted Under Header	0
7748320	O	(2) 48" CB Antennas	2
7748500	O	CB Antenna Mounting, LH Mirror Available with Rami only on 1.9m, available without Rami on medium duty	1
7748510	O	CB Antenna Mounting, RH Mirror Available with Rami only on 1.9m, available without Rami on medium duty	1
7788140	O	Radio Antenna Mounted on LH Mirror Bracket	0
7850210	O	Plug-In Auto Reset Circuit Breaker in place of fuses in junction box.	0
7851480	S	Peterbilt Electric Windshield Wipers With Intermittent Feature.	0
7852010	O	Removable Ashtray In Cup Holder	0
7900090	O	Triangle Reflector Kit, Ship Loose Florescent triangle emergency road flares are designed to meet and exceed all DOT standards.	13
7900270	O	Fire Extinguisher, Cab Mounted Hazmat approved UL listed/rated ABC	8
7900970	O	Backup Alarm Wiring To EOF	0
8011400	O	Main Transmission Oil Temperature Gauge Located in Driver Information Display	0
8021380	S	Air Restriction Indicator Mounted on air cleaner, intake piping, or firewall	0
8070260	O	Switch To Deactivate Bendix ATC Traction Control Bendix ATC is required on the specification. Switch is to temporarily disable the Traction Control in extreme conditions such as snow, ice or mud. The ATC warning light will display in a constant state.	0
8071340	O	Bright Bezel Gauges	0
8071560	O	(3) Additional Electric Switches Without Wiring	0
8071870	S	Main Instrumentation Panel, Graphics Display Includes speedometer with trip odometer, tachometer with hourmeter and outside air temperature display, voltmeter, engine oil pressure, engine coolant temperature, fuel level, primary and secondary air pressure gauges. Includes standard warning light package: high water temperature, low oil pressure, and low air pressure warning lights with audible alarms, high beam, turn signal, low fuel, parking brake, and ice warning indicators; seat belt reminder; rocker switches with long-life	0

Price Level July 1 2020
 Deal: 348 PXS RDS W/ FLOW
 Printed On: 10/1/2020 8:28:03 AM

Date: October 01, 2020
 Quote Number: QUO:713138-T6D8S8



Sales Code	Std/ Opt	Description	Weight
		LED indicators; multi-function turn stalk with flash-to-pass feature (night mode flashes headlights and marker lights; day mode flashes headlights only), intermittent windshield wiper and headlamp beam control. Hydraulic braked trucks do not include air pressure gauges.	
8075690	O	Dual Output Sensors For Road & Engine Speed Terminals routed to back of cab / front of sleeper	0
8111110	S	Headlights Composite Fender Mounted Integral park, turn, and side marker	0
8120980	S	(5) Marker Lights, Aero LED	0
8132210	O	(1) 6 in Spotlight, Round Halogen LH (1) 6" spotlight, round halogen left hand side.	4
8134070	O	(2) Additional Dome/Reading Lights, Ceiling Mtd	0
8140120	S	Incandescent Square Stop/Turn/Tail/Backup Left-hand / right-hand square end of frame or dropped a-brace	0
Paint			
8530770	S	(1) Color Axalta Two Stage - Cab/Hood Base Coat/Clear Coat N85020 A - L6445EY OMAHA ORANGE N85500 CAB ROOF L6445EY OMAHA ORANGE N85300 FENDER L6445EY OMAHA ORANGE N85200 FRAME L0001EA BLACK N85400 HOOD TOP L6445EY OMAHA ORANGE	0

Shipping Destination

Options Not Subject To Discount

9400091	S	Peterbilt Class 7 Standard Coverage 1 year/Unlimited Miles/km	0
9400094	S	PACCAR PX-9 Standard Coverage 2 yrs/250,000 mi (402,336 km)/6,250 hrs	0

Miscellaneous

9409800	S	2017 EPA Emissions Engine Warranty Only	0
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Promotions

Order Comments



Total Weight

12,422

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.

Dimensional and performance data for unpublished options may vary from that displayed in CRM.

PRICING DISCLAIMER

While we make every effort to maintain the web site to preserve pricing accuracy, prices are subject to change without notice. Although the information in this price list is presented in good faith and believed to be correct at the time of printing, we make no representations or warranties as to the completeness or accuracy of this information. We reserve the right to change, delete or otherwise modify the pricing information which is represented herein without any prior notice. We carefully check pricing specifications, but occasionally errors can occur, therefore we reserve the right to change such prices without notice. We disclaim all liability for any errors or omissions in the materials. In no event will we be responsible for any damages of any nature whatsoever from the reliance upon information from these materials. Please check your order prebills to confirm your pricing information



Shipping Destinations

Intermediate Destination: none

Final Destinations	Quantity
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FRAME RAKE



The listed heights should be considered approximations due to variations which may occur in component manufacturing processes, spring set, and the way in which the vehicle is loaded.

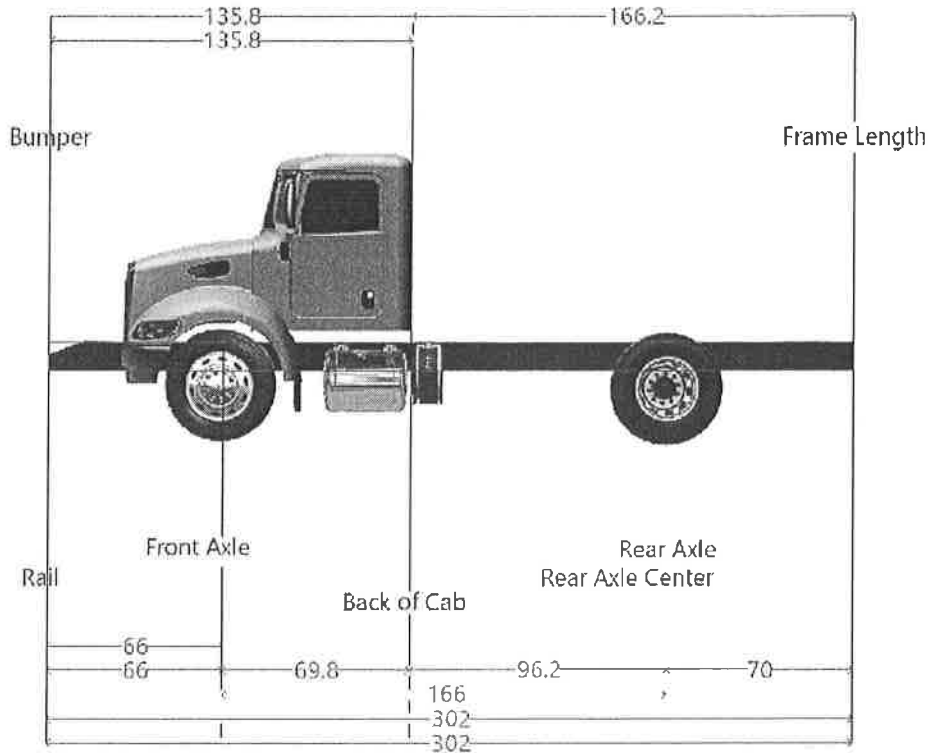
Component	Sales Code	Description	Laden	Unladen
Frame	0519180	11-5/8" Steel Rails to 444"	11.6	11.6
Front Spring	1114030	Taper Leaf Springs, Shocks 20,000 lb	9.5	11.5
Front Axle Drop 3.5"	1011360	Dana Spicer D2000F 20,000 lb, 3.5 in. Drop	0.0	0.0
Height Adj.	0000000	80mm Front Spring Spacer Blocks	3.1	3.1
Front Tires	5064010	FF: BR 20ply 315/80R22.5 M870	19.9	20.9
Front Frame Height			44.2	47.1
Frame	0519180	11-5/8" Steel Rails to 444"	11.6	11.6
Guppy Belly Adj.	0000000	No Adjustment.	0.0	0.0
Suspension	1811210	Peterbilt Air Trac 23,000 lb Light Weight	11.0	11.4
Saddle Height Adj.	0000000	No Adjustment.	0.0	0.0
Restrictor Can Adj.	0000000	No Adjustment.	0.0	0.0
Rear Tires	5167310	RR: BR 14ply 11R22.5 M843	19.9	21.0
Rear Frame Height			42.5	44.0
Frame Rake			-1.7	-3.1
Frame Rake Slope (%)			-1.0	-1.9

These characteristics are considered to be out of standard range: Laden rake more than 1% of wheelbase from level (positive or negative).

VERTICAL DIMENSIONS

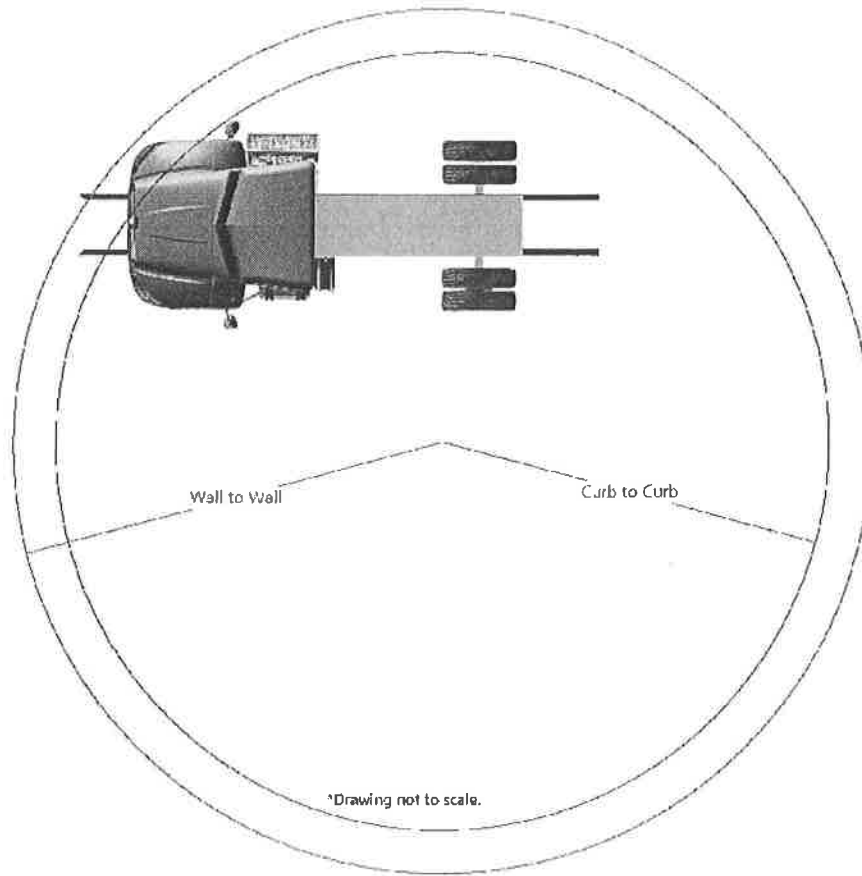
Vertical Dimensions	Laden	Unladen
Ground to Bottom of frame	31.9	34.1
Bottom of Frame to Top of Roof or Fairing	70.7	70.7
Ground to Top of Roof or Fairing	110.6	112.8
Exhaust Height	122.4	124.6
Ground Clearance	Laden	
RH U/C	15.9	
LH U/C	12.0	
DEF Tank	-23.2	
RH BOC 1	N/A	
LH BOC 1	N/A	
RH BOC 2	N/A	
LH BOC 2	N/A	

HORIZONTAL DIMENSIONS



Dimension	Measurement	Start	End
Axle Spacing	0	166	166
Bumper to Back of Cab	135.8	-66	69.8
Bumper to Front Axle	66	-66	0
Bumper to Front Frame	0	-66	-66
Cab to End of Frame	166.2	69.8	236
Cab to End of Frame/Loadspace	CAB TO END OF FRAME EQUALS LOADSPACE ON THIS CONFIGURATION.		
Cab to Rear Axle	96.2	69.8	166
Effective Bumper to Back Of Cab	135.8	-66	69.8
Frame Length	302	-66	236
Front Axle to Back of Cab	69.8	0	69.8
Front of Frame to Axle	66	-66	0
Load Space	166.2	69.8	236
Overall Length	302	-66	236
Overhang	70	166	236
Pusher Offset #1	0	166	166
Pusher Offset #2	0	166	166
Pusher Offset #3	0	166	166
Tag Offset	0	166	166
Wheelbase	166	0	166

TURNING RADIUS



LEFT TURN RADIUS		RIGHT TURN RADIUS	
Curb to Curb	25.4	Curb to Curb	25.4
Wall to Wall	27.1	Wall to Wall	27.1

VEHICLE SUMMARY

Truck	Model 348 / Full Truck	Wheelbase	166
Axle	Dana Spicer D2000F 20,000 lb, 3.5 in. Drop	Weight	12422
Tire	FF: BR 20ply 315/80R22.5 M870		
Wheel	FF: Alcoa B9U637 22.5 X 9.00 Clean Buff Finish		

AXLE TRACK & WIDTH

Front Axle Track	86.06
Front Axle Width	98.86
Rear Axle Track	73.47
Rear Axle Width	97.77

VEHICLE WEIGHT RATING



FRONT AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1011360	Dana Spicer D2000F 20,000 lb, 3.5 in. Drop	20,000
Springs	1114030	Taper Leaf Springs, Shocks 20,000 lb	20,000
Power Steering	1233110	Power Steering TRW THP60 Dual	20,000
Hubs, Drums	1354850	PHP10 Iron PreSet PLUS Hubs-Air Disc	23,000
Tires	5064010	FF: BR 20ply 315/80R22.5 M870	20,000
Wheels	5220520	FF: Alcoa 89U637 22.5 X 9.00 Clean Buff Finish	20,000

Minimum: 11,000
Maximum: 20,000

The front axle weight rating cannot exceed 20000

REAR AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1513180	Dana Spicer S23-190 23,000 lb	23,000
Hubs, Drums	1616290	PHP10 Aluminum PreSet PLUS Hubs	78,000
Suspension	1811210	Peterbilt Air Trac 23,000 lb Light Weight	23,000
Tires	5167310	RR: BR 14ply 11R22.5 M843	23,360
Wheels	5320410	RR: Alcoa 88S657 22.5X8.25 Clean Buff Finish	32,200

Minimum: 19,000
Maximum: 23,000

The rear axle weight rating cannot exceed 23000

GROSS COMBINATION WEIGHT RATING

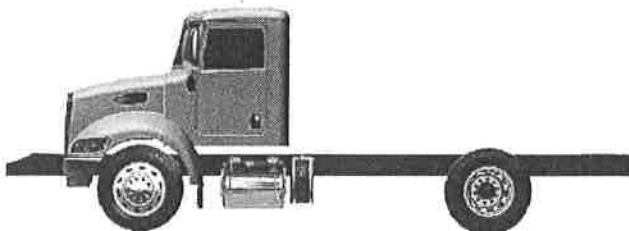
GCWR (lbs)	43,000
Min	43,000
Max	80,000

The Gross Combination Weight Rating rating cannot exceed 80000

WEIGHT DISTRIBUTION

Model: 348

Actual performance of a specific unit can be affected by your operating conditions. The performance calculations should only be used as a guideline.



Recommended payload center of gravity to achieve specified ground loads:
measured from centerline of drive axles: 64 in. from the centerline of the drive axle(s) *

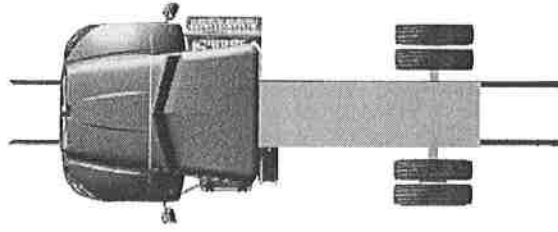
Weight (lbs)	Front	Rear	Total
Chassis	7930	4492	12422
Tools/Driver	273	102	375
Fuel & DEF	349	184	533
Max Payload	11447	18223	29670
Auxiliary Payload	0	0	0
Total	20000	23000	43000
Specify Ground Load	20000	23000	

Auxiliary Payload

Item	Location from FA CL	Weight	Point Description
Load Point #1	0	0	
Load Point #2	0	0	
Load Point #3	0	0	
Component(s)	-	0	Composite Totals

Fifth wheel slide length is 0 Inches
Selected rearmost setting is 0 inches
Wheelbase measurement: 166 inches
Overhang measurement: 70 inches

FRAME LAYOUT



Note: The image displayed is representative only. It should not be construed as a layout diagram. Dimensions and components are not to scale.

Selected Options (Wheelbase: 166)

Sales Code	Description	Length	Side
6040550	Aftertreatment Aluminum Non-Slip Cab Entry	45.3	Right
5655019	DEF Tank Small	6	Left
5554070	26" Aluminum 60 Gallon Fuel Tank LH U/C	31.45	Left
6010390	Omit Standard Battery Box	12	Center



COMMON COUNCIL REPORT

- Item:** Fire Department Strategic Planning Facilitation
- Recommendation:** That the Common Council approves the selection of the Center for Public Safety Excellence Technical Advisor Program for strategic planning facilitation services in the amount of \$15,120.
- Fiscal Impact:** The funding for these services will be obtained through the \$20,000 amount approved for 2020 CIP Project 20002.
- Critical Success Factor(s):**
- Vibrant and Diverse Cultural Opportunities
 - Thoughtful Development and Prosperous Economy
 - Safe, Welcoming, and Engaged Community
 - Inspired, Aligned, and Proactive City Leadership
 - Financial Stability
 - Quality Infrastructure, Amenities, and Services
 - Not Applicable

Background: Building on the success of the City's 2017 strategic planning process, the Fire Department is requesting the approval of a vendor to provide professional strategic planning facilitation services. The Department has specified that the strategic planning process will be community-driven and involve external and internal stakeholders who will provide feedback on community expectations, concerns, and priorities.

The Department obtained proposals from three firms with experience in emergency services strategic planning. Following a review of credentials, services provided, time allocations, outputs, and document preparation, the Department has selected the Center for Public Safety Excellence Technical Advisor Program (CPSE-TAP) for facilitation services.

In addition to providing a comprehensive list of services, CPSE-TAP is the only team with expertise on the Commission on Fire Accreditation International (CFAI) accreditation model. As an accredited agency, CPSE-TAP will be able to facilitate the development of our strategic plan while also offering guidance related to accreditation competencies.

Pending approval, the Department anticipates beginning the strategic planning process in spring of 2021, with a targeted completion date of July 31, 2021.

Options/Alternatives: NA

Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Prepared:

Michael Kressuk, Jr.
Fire Chief

Fiscal Review:

A handwritten signature in cursive script that reads "Jamie Strobl".

Jamie Strobl

Assistant Comptroller

Attachments:

CPSE Tap Proposal

Sole Source/CFAI Model Letter



Center for
Public Safety
Excellence

4501 Singer Court, Suite 180
Chantilly, VA 20151
(866) 866-2324 T
(703) 961-0113 F
www.cpse.org

September 24, 2020

Michael A. Kressuk, Jr., Fire Chief
Oak Creek Fire Department
7000 South 6th Street
Oak Creek, Wisconsin 53154

Dear Chief Kressuk:

In respect to the sole source consideration, the Center for Public Safety Excellence (CPSE) is a non-profit corporation that holds the Commission on Fire Accreditation International (CFAI) and the Commission on Professional Credentialing (CPC). The CFAI was created through a memo of understanding between the International Association of Fire Chiefs (IAFC) and the International City/County Management Association (ICMA), and is the only organization that provides fire service accreditation in the world.

The Center's Technical Advisor Program (TAP) has the only team of experts on the CFAI model available to professionally facilitate community-driven strategic planning processes. These CPSE technical advisors assure that the tenets of a quality strategic plan are accomplished while ensuring that all current and proposed relative international fire accreditation competencies are properly addressed. This is of greatest benefit to fire departments which are interested in, or who plan to pursue or maintain international fire accreditation during their five-year strategic planning period.

Formal CPSE "conflict of interest" policies are in place and are strictly followed with the use of the technical advisor team to assure that neither collusion nor special advantage is afforded to an agency in its bid for accredited status. Every agency that sits before the CFAI in a bid for accreditation is heard on its own merit, and the technical advisors who worked with the agency are in no way a part of the formal accreditation evaluation or hearing by CFAI.

Should you have any questions in this matter, please feel free to contact me or our Chief Executive Officer, Ms. Preet Bassi.

Sincerely,

Brian R. Dean, MS, CFO, EFO
Strategic Planning Manager
(703) 691-4620 Ext 209

Cc: Ms. Preet Bassi, CEO



Commission on
Fire Accreditation
International



Commission on
Professional
Credentialing



Technical
Advisor
Program



Center for
Public Safety
Excellence

4501 Singer Court, Suite 180
Chantilly, VA 20151
(703) 691-4620 T
(703) 961-0113 F
www.cpse.org

Community-Driven Strategic Plan Proposal
to
Oak Creek Fire Department
7000 South 6th Street
Oak Creek, Wisconsin 53154

Michael A. Kressuk, Jr.
Fire Chief
September 11, 2020



CONTENTS

THE CPSE DIFFERENCE	3
SCOPE.....	3
PROJECT FRAMEWORK	4
PROJECT TIMELINE.....	4
DELIVERABLES	5
CPSE RESOURCES	5
ESTIMATED FEES AND EXPENSES.....	6
ASSUMPTIONS	6
INQUIRIES	6
SAMPLE STATEMENT OF WORK.....	7



COMMUNITY-DRIVEN STRATEGIC PLAN PROPOSAL

THE CPSE DIFFERENCE

The mission of the Center for Public Safety Excellence is: *“To lead the fire and emergency service to excellence through the continuous quality improvement process of accreditation, credentialing, and education.”*

By teaching, coaching, guiding, and advising, CPSE’s Technical Advisor Program (TAP) strives to provide agencies the tools to internalize continuous quality improvement and thereby achieve excellence.

Give a man a fish and you feed him for a day. Teach a man to fish and you feed him for a lifetime.

TAP places great importance on thorough preparation for each project including:

- A clear understanding of the agency’s background, goals and objectives, and the complex issues they are facing,
- A workplan that is comprehensive, well designed, and provides ample opportunity for stakeholder input,
- Sufficient resources and a commitment to successfully complete the project within the desired time frame at a reasonable cost, and
- A commitment to support the agency after the Strategic Plan is adopted.

TAP uses contemporary methods and enlists energetic and positive individuals to help facilitate agency work. Our advisors personalize their approach and garner candid feedback from stakeholders while putting stakeholders at ease. The end result is a truly strategic rather than tactical plan.

SCOPE

The purpose of a strategic plan is to identify and provide a process that envisions the future by accomplishing organizational visions. A well-crafted Strategic Plan, guided by good management, and executed by committed personnel will translate to improved effectiveness, efficiency, and better quality of services being delivered. CPSE believes the most successful strategic planning efforts involve both internal and external stakeholders.

The Community-Driven Strategic Plan Facilitation process typically takes 60 to 90 days and includes:

- Meeting with external stakeholders to gather feedback on community expectations, concerns, and priorities,
- A three-day work session with the agency’s internal stakeholders to integrate community feedback into their mission, vision, and values, and
- A professionally formatted and published document encompassing strategic initiatives, goals, objectives, critical tasks, and performance measures.

Expected outcomes include a Strategic Plan that will:

- Address the organization’s mission, vision, and values
- Be achievable, measurable, and responsive to changing community needs
- Be easily reviewed and modified to meet the changing internal and external needs of the agency
- Build upon community partnerships and enhance the ability to harmonize the goals of the agency with the community’s identified needs
- Encourage and embrace involvement, participation, and teamwork
- Establish strategic initiatives
- Establish goals, objectives, performance measures, and an implementation strategy corresponding to the strategic initiatives
- Focus on critical issues and needs of internal and external stakeholders

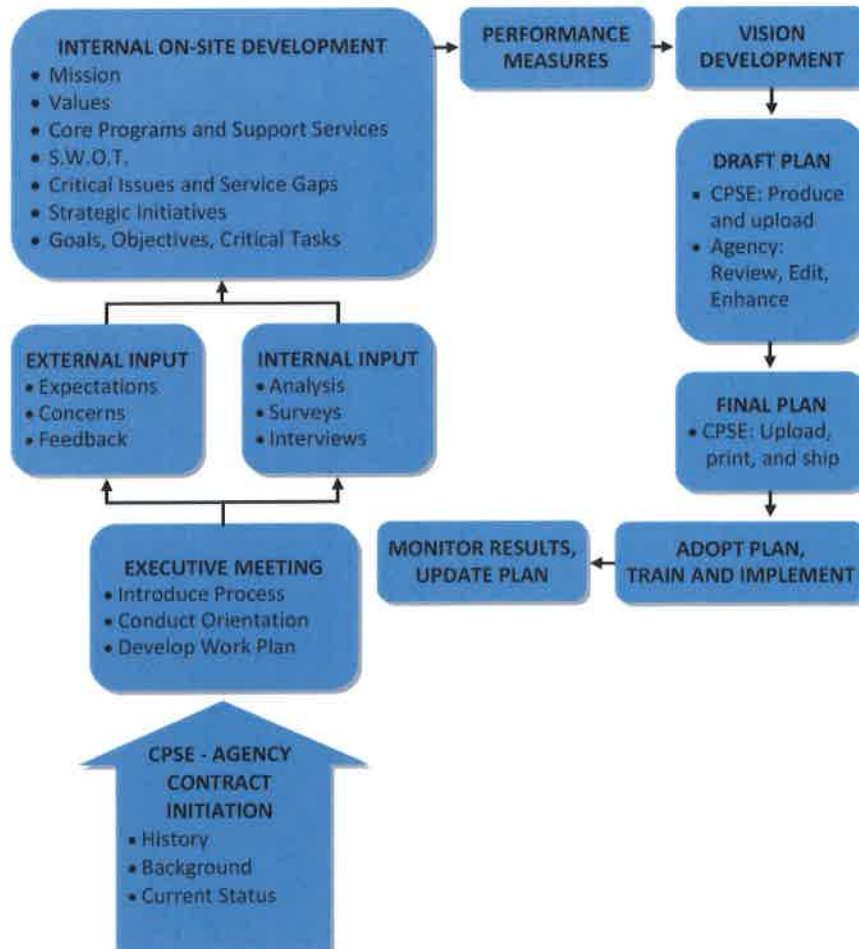


COMMUNITY-DRIVEN STRATEGIC PLAN PROPOSAL

- Provide a basis for improving efficiency, effectiveness, and service deliverables

PROJECT FRAMEWORK

CPSE will take a systematic approach to the agency's planning process. The chart below illustrates the general flow of events for a comprehensive strategic planning process:



PROJECT TIMELINE

There will be four stages to this project. Once this proposal is accepted, a detailed Statement of Work (SOW) will be built that addresses the details for these stages, their timing, and the roles that CPSE and the agency will play in their completion. A sample SOW is provided at the end of this proposal. Once a signed professional services agreement (PSA) and a finalized SOW is received, CPSE can begin work on this project within 30 days and complete the project within another 30 to 60 days for a total project time of 60 to 90 days.

1. Project Executive Orientation
2. External Stakeholders Public Meeting
3. Internal Stakeholders Work Session
 - a. Develop goal, objectives, and performance measures
 - b. Develop an implementation strategy
4. Strategic Plan publication



DELIVERABLES

CPSE is responsible for the following deliverables:

1. Development of a project work plan
2. Identification and coordination of stakeholders
3. Facilitation of on-site work sessions involving stakeholders
4. Status reports, as deemed necessary by the agency
5. Provision of an executive orientation session
6. Provision of all necessary forms
7. Findings from surveys, interviews, questionnaires and facilitation
8. A technically and professionally competent Strategic Plan, that includes:
 - a. Mission
 - b. Vision
 - c. Guiding values or principles
 - d. Community expectations, concerns, and positive feedback
 - e. Prioritization of programs/services
 - f. SWOT analysis
 - g. Identified critical issues and service gaps
 - h. Strategic initiatives
 - i. Planned outcomes
 - j. Goals, objectives, performance expectations
 - k. Implementation strategies including areas of responsibility, critical tasks and timelines
9. One (1) digital copy of the draft report for review of accuracy of obtained information
10. One (1) digital copy and ten (10) professionally bound copies of the final Strategic Plan.*

CPSE RESOURCES

CPSE's Strategic Planning Manager oversees every project to ensure that the end result of each project is a satisfied client whose expectations are fully met. Each project will also have an assigned Senior Technical Advisor to facilitate the onsite work, a second facilitator to assist with the internal stakeholder work session, and a TAP support specialist to ensure all materials are professionally prepared.

* CPSE is currently changing its deliverables to provide more modern tools and instruments. Deliverables may change as stated.



COMMUNITY-DRIVEN STRATEGIC PLAN PROPOSAL

ESTIMATED FEES AND EXPENSES

CPSE has estimated the following fees and expenses for this project:

The proposed cost for CPSE to facilitate the development of the Oak Creek Fire Department's Community-Driven Strategic Plan is **\$16,800**. **For an accredited agency, CPSE is glad to extend a 10 percent discount of \$1,680 for a total proposed cost of \$15,120.**

This total proposed cost includes all technical advisor time and travel expenses to facilitate one external stakeholder meeting (limited to no more than 75 people) and a three-day internal stakeholder work session (limited to no more than 36 people). These events will be scheduled during the same week. Any additional travel requested and approved by the Oak Creek Fire Department will be billed by CPSE at actual cost and is above and beyond the proposed cost above.

ASSUMPTIONS

- The Oak Creek Fire Department is a municipal fire service agency that protects the residents, businesses and visitors of Oak Creek, Wisconsin.
- Michael A. Kressuk, Jr., Fire Chief is the key contact for this project.
- CPSE is required to follow the agency's specific procurement requirements for this project. Specific procurement requirements will need to be provided by the agency as part of the development of the professional services agreement.
- The purpose of CPSE's Technical Advisor Program (TAP) is to coach, mentor, guide, and assist fire service agencies. Agency representatives will play an active role in developing their community-driven strategic plan.
- This proposal is valid for a period of sixty (60) days.
- CPSE and the Oak Creek Fire Department will execute a professional services agreement prior to the start of this project.
- CPSE and the Oak Creek Fire Department will execute a statement of work governed by the professional services agreement prior to the start of this project that will be the sole document to govern the scope, methods, terms, and deliverables of this project.

INQUIRIES

Please contact CPSE with any inquiries regarding this proposal:

Brian R Dean, CFO

Strategic Planning Manager

4501 Singer Court, Suite 180

Chantilly, VA 20151

Office: (703) 691-4620, ext. 209

Mobile: (407) 919-9862

Email: bdean@cpse.org

COMMUNITY-DRIVEN STRATEGIC PLAN PROPOSAL

SAMPLE STATEMENT OF WORK



Appendix A: Strategic Planning Statement of Work February 1, 2019

Project Steps	Step Details	Step Timing	Step Responsibility	Step Billing
1. Project Acceptance	<ul style="list-style-type: none"> Finalized Statement of Work Signed Professional Services Agreement Construction of Shared Site Identification of CPSE and agency project points of contact 	Tuesday, February 12, 2019	CPSE and Anytown Fire Department	One-third (1/3) of the total contract price
2. Project Executive Orientation	<ul style="list-style-type: none"> Discussion of final SOW and identification of resources need for each step Overview of Shared Site 	By Tuesday, February 19, 2019	CPSE	N/A
3. Post Required Materials to Shared Site	<ul style="list-style-type: none"> Agency primary contact information Agency and community images, including high resolution agency logo Agency current mission and values, if available Agency organizational chart Agency background information, as available 	By Tuesday, February 26, 2019	Anytown Fire Department	N/A
4. Invite Stakeholders	<ul style="list-style-type: none"> Send invitations to request external stakeholder participation in External Stakeholder Meeting Invite identified internal stakeholder and schedule the work session 	By Tuesday, March 12, 2019	Anytown Fire Department	N/A
5. Post Required Materials to Shared Site	<ul style="list-style-type: none"> List of external stakeholders List of internal stakeholders with rank/title and assignment (shift, station, etc.) 	By Friday, April 19, 2019	Anytown Fire Department	N/A
6. External Stakeholder Meeting	<ul style="list-style-type: none"> Determine external stakeholder priorities of service delivery Determine external stakeholder expectations Receive external stakeholder input on positive and correctional issues 	Monday, April 22, 2019	CPSE	N/A
7. Internal Stakeholder Work Session	<ul style="list-style-type: none"> Review input from External Stakeholders Develop, Revise or Update Mission Statement Develop, Revise or update Value Statements Establish core programs and support services Conduct S.W.O.T. Analysis Identify Critical Issues and Service Gaps Determine strategic Initiatives with outcomes expected Develop goals, objectives, and critical tasks Develop, Revise or Update Vision Statement 	Tuesday, April 23, 2019 through Thursday, April 25, 2019	CPSE	One-third (1/3) of the total contract price
8. Draft Report Published	<ul style="list-style-type: none"> Draft uploaded to Shared Site for Agency review 	By Monday, May 6, 2019	CPSE	N/A
9. Review of Draft Report	<ul style="list-style-type: none"> Edits to draft report completed via Shared Site 	By Monday, May 20, 2019	Anytown Fire Department	N/A
10. Strategic Plan Finalized	<ul style="list-style-type: none"> Approval of final draft 	By Monday, May 27, 2019	Anytown Fire Department	N/A
11. Strategic Plan Issued	<ul style="list-style-type: none"> Delivery of one digital and ten (10) hard copies of the finalized Strategic Plan. 	By Monday, June 3, 2019	CPSE	One-third (1/3) of the total contract price



COMMUNITY-DRIVEN STRATEGIC PLAN PROPOSAL



Appendix A: Strategic Planning Statement of Work February 1, 2019

Acceptance:

Anytown Fire Department

Center for Public Safety Excellence (CPSE)

Initials of Authorized Party: *ABC*

Initials of Authorized Party: *DEF*

EXAMPLE



Meeting Date: November 17, 2020

Item No. 13

COMMON COUNCIL REPORT

- Item:** Hold Harmless Agreement with Oak Creek Franklin Joint School District 340 E. Puetz Road
- Recommendation:** The the Common Council adopts Resolution No. 12200-111720, a resolution approving a hold harmless agreement with Oak Creek Joint School District at 340 E. Puetz Road. (Tax Key No. 827-9028-000)(2nd Aldermanic District)
- Fiscal Impact:** None
- Critical Success Factor(s):**
- Vibrant and Diverse Cultural Opportunities
 - Thoughtful Development and Prosperous Economy
 - Safe, Welcoming, and Engaged Community
 - Inspired, Aligned, and Proactive City Leadership
 - Financial Stability
 - Quality Infrastructure, Amenities, and Services
 - Not Applicable

Background: The high school performing arts addition required the relocation of parking lot lighting. A light base was installed in the existing public sanitary and storm sewer easement. The contractor and school district worked with staff to determine a suitable location in the easement. The light base was adjusted so that it fell between the sanitary and storm sewer pipes. The Hold Harmless Agreement permits the installation of the light base in the easement and places the financial responsibility of the light base on the School District. If work is required on the sanitary or storm sewer the School District will be responsible for the cost to remove and reinstall the light base.

Options/Alternatives: The alternative would be to not allow the installation of the light base in the easement. This would cost the School District a change order to relocate several lights in the parking lot in order to get the proper lighting.

Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Approved:

Brian L. Johnston, PE
Utility Engineer

Fiscal Review:

Jamie Strobel
Assistant Comptroller

Attachments: Resolution No. 12200-111720, Hold Harmless Agreement

RESOLUTION NO. 12200-111720

BY: _____

RESOLUTION FOR HOLD HARMLESS AGREEMENT AT 340 E PUETZ ROAD

(TAX KEY NO. 827-9028-000)

(3RD ALDERMANIC DISTRICT)

WHEREAS, the construction of the High School Performing Arts Addition at 340 E Puetz Road, and;

WHEREAS, a light base was installed in the existing public sanitary and storm easement, and;

WHEREAS, a Hold Harmless Agreement was prepared to permit the installation of the light base in the easement, and;

WHEREAS, the Oak Creek Franklin Joint School District will assume all financial responsibility of the light base being installed in the easement;

NOW, THEREFORE BE IT RESOLVED by the Mayor and the Common Council of the City of Oak Creek that the Hold Harmless Agreement be approved and the Mayor and City Clerk are hereby authorized to execute the same.

BE IT FURTHER RESOLVED, that the City Clerk is hereby authorized and directed to record the document in the office of the Register of Deeds in and for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 17th day of November, 2020.

Passed and adopted this 17th day of November, 2020.

President, Common Council

Approved this 17th day of November, 2020.

Mayor

ATTEST:

City Clerk

VOTE: Ayes _____ Noes _____



COMMON COUNCIL REPORT

Item: Guardian Credit Union First Amendment to the Driveway Easement Agreement at 170 W. Drexel Avenue

Recommendation: That the Common Council adopts Resolution No. 12201-111720, a resolution approving the First Amendment to the Driveway Easement Agreement with Guardian Credit Union at 170 W. Drexel Avenue. (Tax Key No. 782-9041-000) (1st Aldermanic District)

Fiscal Impact: None

- Critical Success Factor(s):
- [] Vibrant and Diverse Cultural Opportunities
- [] Thoughtful Development and Prosperous Economy
- [] Safe, Welcoming, and Engaged Community
- [] Inspired, Aligned, and Proactive City Leadership
- [] Financial Stability
- [x] Quality Infrastructure, Amenities, and Services
- [] Not Applicable

Background: Guardian Credit Union and the City entered into a Driveway Easement Agreement on August 6, 2004. This agreement permitted one-way traffic from Drexel Avenue to use the Utilities east driveway to access their property. Guardian has moved their headquarters to the Howell location and with this more traffic to the property. Also, the traffic along Howell has increased creating difficulty accessing the bank property from Howell. Guardian approached the City and Utility on allowing two-way traffic through the Utility drive access. This request triggered certain improvements to be completed on the Utility driveway approach to Drexel Avenue. Guardian has completed the improvements on their driveway and the approach on Drexel Avenue. Guardian has provided the First Amendment to the Driveway Easement Agreement for approval. This agreement permits the two-way traffic access.

Options/Alternatives: The alternative would be to restrict the movement of the driveway to the previous permitted use of an entrance only.

Respectfully submitted:

[Signature of Andrew J. Vickers]

Andrew J. Vickers, MPA
City Administrator

Approved:

[Signature of Brian L. Johnston]

Brian L. Johnston, PE
Utility Engineer

Fiscal Review:

[Signature of Jamie Strobel]

Jamie Strobel
Assistant Comptroller

Attachments: Resolution No. 12201-111720, First Amendment to the Driveway Easement Agreement

RESOLUTION NO. 12201-111720

BY: _____

**RESOLUTION FOR GUARDIAN CREDIT UNION
FIRST AMENDMENT TO THE DRIVEWAY EASEMENT AGREEMENT**

(TAX KEY NO. 782-9041-000)

(1ST ALDERMANIC DISTRICT)

WHEREAS, Guardian Credit Union and the City entered into a Driveway Easement Agreement August 6, 2004 and recorded as Doc # 8841207 in Milwaukee County, and;

WHEREAS, Guardian Credit Union requested to allow two-way traffic off of Drexel Avenue, and;

WHEREAS, Guardian Credit Union improved their driveway and the approach on Drexel Avenue to accommodate two-way traffic, and;

WHEREAS, the First Amendment to the Driveway Easement Agreement allows for two-way traffic, and;

NOW, THEREFORE BE IT RESOLVED by the Mayor and the Common Council of the City of Oak Creek that the First Amendment to the Driveway Easement Agreement be approved and the Mayor and City Clerk are hereby authorized to execute the same.

BE IT FURTHER RESOLVED, that the City Clerk is hereby authorized and directed to record the document in the office of the Register of Deeds in and for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 17th day of November, 2020.

Passed and adopted this 17th day of November, 2020.

President, Common Council

Approved this 17th day of November, 2020.

Mayor

ATTEST:

City Clerk

VOTE: Ayes _____ Noes _____



COMMON COUNCIL REPORT

Item: Certificate of Completion - Commerce 94 Project LLC

Recommendation: That the Common Council adopts Resolution No. 12199-111720, a resolution authorizing the issuance of a Certificate of Completion to Commerce 94 Project LLC for the construction related to the development of 9700 S. 13th Street. (5th Aldermanic District).

Fiscal Impact: Part of the construction included public utilities and a new public road (Bartel Court) that will be the City's responsibility to own and maintain going forward.

Critical Success Factor(s):

- Vibrant and Diverse Cultural Opportunities
- Thoughtful Development and Prosperous Economy
- Safe, Welcoming, and Engaged Community
- Inspired, Aligned, and Proactive City Leadership
- Financial Stability
- Quality Infrastructure, Amenities, and Services
- Not Applicable

Background: Pursuant to provisions of the Tax Incremental District No. 16 City/Landlord Development Agreement ("Agreement") between Commerce 94 Project LLC ("Landlord") and the City, Landlord is seeking City issuance of the required Certificate of Completion for the applicable and acceptable construction related to his development of 9700 S. 13th Street.

The Agreement establishes that Landlord is required to construct "Landlord" work and "General Infrastructure" work in the development of 9700 S. 13th Street, which is the new Amazon facility now occupied and operational. In summary, the Landlord must satisfy the following:

1. Landlord acquisition of the Large User parcel
2. Landlord completion of the Large User site improvements
3. Landlord's substantial completion of light industrial building with at least 640,000 S.F. ground floor
4. Related site improvements per approved Plans
5. Ancillary uses per approved Plans
6. Land acquisition for rights-of-way, infrastructure and site improvements

Thus, the Agreement covers all improvements to the Landlord's site including the building, paving, utilities and landscaping; and the offsite public road improvements on WisDOT's STH 100 (Ryan Road), Milwaukee County's CTH V (13th Street) and a new Oak Creek public road (Bartel Court). These roads, main feeders of traffic to and from the site, were substantially altered and expanded as outlined in the project's Traffic Impact Analysis.

The work was completed over a 20-month time frame and was inspected continuously along the way. Attached to this Council report are documents from WisDOT, Milwaukee County, and the City's Resolution No. 12172-072120 accepting the construction of the road improvements; and the City-issued Certificate of Occupancy dated October 16, 2020 for the building and site improvements.

The recommendation from staff is that the Council sign and issue the requested Certificate of Completion to Commerce 94 Project LLC. The document will then be recorded with the Milwaukee County Register of Deeds as record that these provisions of the Agreement have been satisfied.

Options/Alternatives: The alternative is to not issue the Certificate of Completion, and continue to work with the Landlord to close out the Agreement.

Respectfully submitted:



Andrew J. Vickers, MPA
City Administrator

Approved:



Michael C. Simmons, PE
City Engineer

Fiscal Review:



Jamie Strobl
Assistant Comptroller

Attachments: Resolution 12199-111720, WisDOT's Road Acceptance Letter, Milwaukee County's Road Acceptance Letter, OC's Road Acceptance Resolution, Landlord's Certificate of Occupancy, Certificate of Completion (for signatures)

RESOLUTION NO. 12199-111720

BY: _____

**RESOLUTION AUTHORIZING THE ISSUANCE OF A CERTIFICATE OF COMPLETION
TO COMMERCE 94 PROJECT LLC FOR THE CONSTRUCTION RELATED TO
THE DEVELOPMENT OF 9700 S. 13TH STREET**

(5TH ALDERMANIC DISTRICT)

WHEREAS, Commerce 94 Project LLC ("Landlord") and the City of Oak Creek ("City") entered into a Tax Incremental District No. 16 City/Landlord Development Agreement ("Agreement") dated November 5, 2018 and recorded with the Milwaukee County Register of Deeds as Document No. 10826674; and

WHEREAS, the Agreement establishes that the Landlord is required to successfully construct "Landlord" and "General Infrastructure" work required in the development of 9700 S. 13th Street; such work being all improvements to the site including the building, paving, utilities and landscaping; and the offsite public road improvements on WisDOT's STH 100 (Ryan Road), Milwaukee County's CTH V (13th Street) and a new Oak Creek public road (Bartel Court); and

WHEREAS, the Agreement requires that the City issue a Certificate of Completion to the Landlord upon satisfactory completion of said "Landlord" and "General Infrastructure" work; and

WHEREAS, the City Engineer and the other pertinent jurisdictional roadway agencies assert that the improvements have been completed in accordance with the approved plans and specifications;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Oak Creek that the City hereby accepts the work and issues the Certificate of Completion to Landlord.

BE IT FURTHER RESOLVED, that the City Clerk is hereby authorized and directed to record the Certificate of Completion in the Office of the Register of Deeds in and for Milwaukee County, Wisconsin.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 17th day of November, 2020.

Passed and adopted this 17th day of November, 2020.

Kenneth Gehl, Common Council President

Approved this 17th day of November, 2020.

Daniel J. Bukiewicz, Mayor

ATTEST:

Catherine A. Roeske, City Clerk

VOTE: Ayes _____ Noes _____

WisDOT Transportation System Development
Southeast Regional Office
141 N.W. Barstow Street
P.O. Box 798
Waukesha, WI 53187-0798

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: enter (262) 548-5903
FAX: enter (262) 548-5662
Email: Waukesha.dtd@dot.wi.gov



November 2nd, 2020

Berghammer Construction
4750 N 132nd St
Butler, WI 53007
ATTN: Garrett Lenz

SUBJECT: **PERMIT NUMBER 40-19m-19 STH 100/RYAN RD**
Oak Creek
MILWAUKEE COUNTY

Pursuant to Section 105.11.2.1.3 of the Standard Specifications, the work under your contract for the improvement of the subject project is substantially complete.

Sincerely,

A handwritten signature in blue ink that reads "Paul Jacobson".

Paul Jacobson
Project Manager
SE Freeways Construction
WisDOT



DEPARTMENT OF TRANSPORTATION
Milwaukee County
Donna Brown-Martin, Director and Highway Commissioner

November 2, 2020

Ryan Business Park, LLC
City of Oak Creek
Attn: Michael Simmons, City Engineer
8040 S. Six Street,
Oak Creek, WI 53154

Subject: FINAL ACCEPTANCE (MCDOT Permit E19 095 & E19 096)
CTH V/S. 13th St.
200' North of W Daniel Ln to 600' North of W Ryan Rd
City of Oak Creek
Milwaukee County

Pursuant to Section 105.11.2 of the WisDOT Standard Specifications for Highway and Bridge Construction (per Developer Agreement, Document #10868555) the work under your contract for the improvements of the subject project was completed on October 31, 2020.

Final Acceptance is hereby granted on November 2, 2020. You are hereby relieved of maintenance responsibility for the subject project.

Failure to discover defective work or materials before final acceptance does not prevent Milwaukee County Department of Transportation (MCDOT) from rejecting that work or those materials. A review of the work will be conducted, no later than, one (1) year from the date of this letter. The permit holder will be notified of any defective work at that time and corrective action may be required.

Sincerely,

A handwritten signature in black ink that reads "Lauren Justus". The signature is written in a cursive style.

Lauren Justus
Construction Engineer

Cc via email: Andrea Weddle-Henning, Director of Transportation Services, MCDOT
Michael Faber, Principal, Capstone Quadrangle
Vernon Singleton, Construction Coordinator, MCDOT
Andrea Masters, Engineering Project Manager, MCDOT
Eduardo Santiago, Highway Operations Director, MCDOT
Garrett Lenz, Assistant Project Manager, Berghammer
Paul Jacobson, Project Manager, WisDOT
Thomas Erdmann, Civil Engineer – Transportation, WisDOT

RESOLUTION NO. 12172-072120

BY: Ald. Gehl

**RESOLUTION ACCEPTING THE WORKMANSHIP OF
THE BARTEL COURT PUBLIC IMPROVEMENTS**

(5TH ALDERMANIC DISTRICT)

WHEREAS, Ryan Business Park LLC ("Developer") and the City of Oak Creek ("City") entered into a Development Agreement dated April 22, 2019 and recorded with the Milwaukee County Register of Deeds as Document No. 10868555; and

WHEREAS, the Developer has successfully constructed the public improvements related to Bartel Court ("Bartel Improvements"); including public street, bridge, street lighting, storm sewer, sanitary sewer, water main and street trees; and

WHEREAS, the City Engineer asserts that the Bartel Improvements have been constructed in accordance with all City standards and the approved plans and specifications.


NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Oak Creek that acceptance of the workmanship, as complete, of the Bartel Improvements is hereby granted by the City.

Introduced at a regular meeting of the Common Council of the City of Oak Creek held this 21st day of July, 2020.


Passed and adopted this 21st day of July, 2020.


Common Council President Kenneth Gehl

Approved this 21st day of July, 2020.


Mayor Daniel J. Bukiewicz

ATTEST:


Catherine A. Roeske, City Clerk

VOTE: Ayes 4 Noes 0
Ald. Kurkowski and Ald. Toman were excused.



OAKCREEK
— WISCONSIN —

Certificate of OCCUPANCY

This certifies that the premises substantially complies with the provisions of the ordinances of the City of Oak Creek, and may be used for the following:

USE: MANUFACTURING

LOCATION OF PROPERTY: 9700 S 13TH ST

TAX KEY: 9059008001

BUSINESS NAME: COMMERCE 94 PROJECT, LLC

RECORD NUMBER: OCC19-0001

DATE: 10/16/2020

APPROVED BY:

ANTHONY CSAVOJ, BUILDING INSPECTOR

CERTIFICATE
OF COMPLETION

Document Number

Document Title

CERTIFICATE
OF COMPLETION

Tax Incremental District No. 16
City/Landlord Development Agreement

Recording Area

Name and Return Address

Joshua P. Roling
Foley & Lardner LLP
777 East Wisconsin Avenue
Milwaukee, WI 53202

Parcel Identification Number (PIN)
905-9011-000

Property Address	9700 S. 13 th St., Oak Creek, WI 53154
Landlord:	Commerce 94 Project, LLC, a Delaware limited liability company
Legal Description:	See attached Exhibit "A"

Reference is made to that certain Tax Incremental District No. 16 City/Landlord Development Agreement (Project Arrow) dated as of November 5, 2018 (the "Development Agreement"), by and between the City of Oak Creek, a municipal corporation of the State of Wisconsin, located in Milwaukee County, Wisconsin (the "City") and Commerce 94 Project, LLC, a Delaware limited liability company ("Landlord"), as evidenced by a Memorandum of Agreement and Restrictive Covenant (Project Arrow) dated as of November 5, 2018, and recorded in the Register of Deeds Office in Milwaukee County, Wisconsin, on November 9, 2018, as Document Number 10826674. Capitalized terms used but not defined herein shall have the meaning ascribed to such terms in the Development Agreement.

THIS IS TO CERTIFY that the undersigned, on behalf of the City, caused the inspection of the real estate described in Exhibit "A" attached hereto and the physical improvements constructed thereon, and that the Landlord's Work and the General Infrastructure have been completed in accordance with all applicable City ordinances and Plans and Specifications approved by the City pursuant to the terms of the Development Agreement. Construction of the Landlord's Work and the General Infrastructure is deemed by the City to be timely completed.

Dated at Oak Creek, Wisconsin, this ____ day of _____, 2020.

CITY OF OAK CREEK

Daniel J. Bukiewicz, Mayor

Attest: _____
Catherine A. Roeske, City Clerk

STATE OF WISCONSIN }
 }
 } SS
COUNTY OF MILWAUKEE }

Personally came before me this _____ day of _____, 2020, the above named Daniel J. Bukiewicz and Catherine A. Roeske, as Mayor and City Clerk, respectively, of the City of Oak Creek, and to me known to be the persons who executed the foregoing instrument and acknowledged the same.

* _____
Notary Public, State of Wisconsin
My Commission: _____

Exhibit "A"

Legal Description

LOT 5 OF CERTIFIED SURVEY MAP NO. 9242 RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS FOR MILWAUKEE COUNTY, WISCONSIN ON JULY 15, 2020 AS DOCUMENT NO. 10998655, BEING A PART OF LOT 2 AND A PART OF LOT 4 OF CERTIFIED SURVEY MAP NO. 9085 AND ADDITIONAL LANDS NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 29 AND THE NORTHEAST 1/4, SOUTHEAST 1/4, SOUTHWEST 1/4 AND NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 29, TOWNSHIP 5 NORTH, RANGE 22 EAST, IN THE CITY OF OAK CREEK, MILWAUKEE COUNTY, WISCONSIN.



COMMON COUNCIL REPORT

Item: Traffic & Safety

Recommendation: To concur with the recommendations of the Traffic and Safety Commission to approve the installation of “NO PARKING, STOPPING, STANDING 7AM - 4PM SCHOOL DAYS ONLY” signs on the south side of Wood Avenue between 21st Street and 20th Street and along the west side of 21st Street between Cedar Hills School property and Carrington Avenue; and the installation of “NO PARKING ANYTIME” signs on the west side of S. Orchard Way from 130-ft north of S. Cortland Drive to cul-de-sac at northern limits of S. Orchard Way.

Fiscal Impact: Street Department would construct and install signs.

- Critical Success Factor(s):
- Vibrant and Diverse Cultural Opportunities
 - Thoughtful Development and Prosperous Economy
 - Safe, Welcoming, and Engaged Community
 - Inspired, Aligned, and Proactive City Leadership
 - Financial Stability
 - Quality Infrastructure, Amenities, and Services
 - Not Applicable

Background: Cedar Hills Elementary School - Andrew Chromy from the Oak Creek-Franklin School District (OCFSD) and two residents called into the meeting for this item. The request to restrict parking was initiated by the OCFSD because modifications are being made to the school that will change the location students will be picked up/dropped off, starting in September 2021. Currently students are picked up/dropped off at the front of the school, off of Sycamore Avenue/S. 22nd Street. Starting in September 2021, vehicles will be routed to S. 24th Street, along the south side of Cedar Hills Elementary School, and exit onto S. 21st Street. The two residents that called into the meeting were in favor of restricting parking along S. 21st Street and Wood Avenue to reduce the risk of conflicts with vehicles. One resident questioned why the west side of S. 21st Street was selected to restrict parking instead of the east side of S. 21st Street. Engineering evaluated S. 21st Street and determined the west side would be the preferred side since No Parking signs are currently posted on the west side of S. 21st Street along the school property, therefore the proposed signs would be an extension of the existing parking restriction on S. 21st Street, minimizing the number of residents impacted. Committee Member, Rudy Umbs expressed concerns with vehicles queuing along 24th Street and onto W. Sycamore Avenue, mixing with the school buses. Andrew Chromy explained during the school district’s evaluation, about 50-75 cars pickup/drop-off students and there will be enough room for about 24-28 cars to cue along the updated route, therefore taking 1/3 to 1/2 of the vehicles out of the main traffic pattern. Andrew Chromy informed the commission that letters were sent to adjacent property owners during the planning stages of the Cedar Hills Construction and the main concern the OCFSD received were regarding vehicles exiting onto Wood Avenue. Therefore, the school district will be installing pavement marking/signage and will be communicating with parents to suggest vehicles turn north onto S. 21st Street,

avoiding the Wood Avenue and 20th Street intersection. Mr. Umbs expressed concerns that pavement marking, signage and communication alone would not be enough of a deterrent to prevent vehicles from turning right onto S. 21st Street to Wood Avenue. Andrew Chromy will consider Mr. Umbs' comments. The commission did support the proposed installation of the "NO PARKING, STOPPING, STANDING 7AM - 4PM SCHOOL DAYS ONLY" signs.

S. Orchard Way - there was nobody in attendance for this item. Prior to residents occupying the Seasons at Orchard Hills, a parking concern was initiated by the Development Coordinator, suggesting the City might experience problems snow plowing on Orchard Way with cars parking on the public road. The City was reassured all residents have assigned parking stalls or garages on site and shouldn't have a need for long-term parking along Orchard Way. Since residents have occupied the buildings, a request was received from the Department of Public Works to restrict parking on one side of S. Orchard Way, since many cars are parked along both sides of the street, making it difficult for a pickup truck to pass through. The commission discussed issues with snow plowing and emergency vehicles being able to pass through safely if cars are parked along each side of S. Orchard Way. Therefore, the commission agreed that restricting parking along the west side of S. Orchard Way will increase safety for all vehicles.

Options/Alternatives: Do nothing and leave existing conditions.

Respectfully submitted:



Andrew J. Vickers, MPA
City Administrator

Prepared:



Ashley Kiepczynski, PE
Design Engineer

Fiscal Review:



Jamie Strobl
Assistant Comptroller

Attachments: Maps





COMMON COUNCIL REPORT

Item: License Committee Report

Recommendation: That the Common Council grant the various license requests as listed on the 11/2/2020 License Committee Report.

Fiscal Impact: License fees in the amount of 779.24 were collected. Additional fees in the amount of \$10,248.50 will be collected prior to the release of the Reserve Class B Combination license.

Critical Success Factor(s):

- Vibrant and Diverse Cultural Opportunities
- Thoughtful Development and Prosperous Economy
- Safe, Welcoming, and Engaged Community
- Inspired, Aligned, and Proactive City Leadership
- Financial Stability
- Quality Infrastructure, Amenities, and Services
- Not Applicable

Background:

1. Grant an Operator's license to:

* Andrew R. Petty (Charcoal Grill)	* Holly R. Jankowski
* Malisa J. Grall (Sidetracked)	* Ashley N. Spitz (Pick 'n Save)
* Donald J. Grimm (Charcoal Grill)	* Valencia Bianchini (Cubanitas)

2. Grant a change of premise to Meijer Store #283, 171 W. Town Square Way, to the following: "1 room, 1 story, approximately 150,000 sq. ft. Meijer Pickup available outside of store in designated section of parking lot on west side of building, as identified with Meijer Pickup signs. Product is located in coolers and on shelves in Grocery and Fresh Foods. Overstock is located on pallets in receiving area. Records and receipts are located in administrative offices at front of store."

3. Grant a Reserve Class B Combination license to Jennifer A. Neumann, Rollin Smoke LLC dba Smoke Creek, 10166 S. 27th St., with release of license subject to final inspections and receipt of occupancy permit.

Options/Alternatives: None

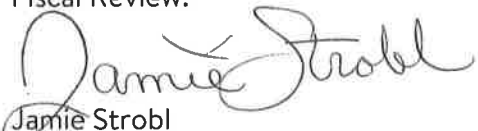
Respectfully submitted:

Andrew J. Vickers, MPA
City Administrator

Prepared:

Christa J. Miller, CMC/WCMC
Deputy City Clerk

Fiscal Review:



Handwritten signature of Jamie Strobl in cursive script.

Jamie Strobl

Assistant Comptroller

Attachments: none



COMMON COUNCIL REPORT

Item: Vendor Summary Report

Recommendation: That the Common Council approve the November 11, 2020 Vendor Summary Report in the total of \$586,364.69

Fiscal Impact: Total claims paid of \$586,364.69.

Critical Success Factor(s):

- Vibrant and Diverse Cultural Opportunities
- Thoughtful Development and Prosperous Economy
- Safe, Welcoming, and Engaged Community
- Inspired, Aligned, and Proactive City Leadership
- Financial Stability
- Quality Infrastructure, Amenities, and Services
- Not Applicable

Background: Of note are the following payments:

1. \$136,197.68 to Benistar (pg #2) for November Medicare supplement insurance.
2. \$10,719.00 to Buelow Vetter (pg #2) for legal services.
3. \$36,840.02 to CDW Government, Inc. (pgs #2-3) for Microsoft annual renewal.
4. \$6,986.00 to Cimcon Lighting, Inc. (pg #3) for annual software agreement and street light maintenance, Project #17024.
5. \$24,700.00 to Edgerton Contractors, Inc. (pg #4) for work on former Peter Cooper site.
6. \$19,255.13 to Enterprise FM Trust (pgs #4-5) for DPW vehicle lease monthly payment, Project #19024.
7. \$35,000.00 to ESRI, Inc. (pg #5) for ESRI enterprise agreement fee.
8. \$12,381.26 to Kansas City Life Insurance Co. (pg #8) for December disability insurance.
9. \$7,175.51 to Kronos, Inc. (pg #8) for OCPD Telestaff annual license fee.
10. \$18,668.09 to Musson Bros., Inc. (pg #10) for culvert improvements on Nicholson Road, Project #14017.
11. \$18,910.32 to Payne & Dolan, Inc. (pg #12) for street improvements, Project #19019.
12. \$6,785.55 to Securian Financial Group, Inc. (pgs #13-14) for December employee life insurance.
13. \$6,821.87 to Sherwin Industries, Inc. (pg #14) for road maintenance supplies, Project #17028.
14. \$61,502.68 to US Bank (pgs #21-29) for equipment and vehicle maintenance, travel and training, supplies, building maintenance, dues and publications, license fees, data lines, Verizon phone services, legal notices, and office supplies.

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15. \$20,088.24 to WE Energies (pg #16) for street lighting, electricity & natural gas.
 16. \$10,520.66 to WI Court Fines & Surcharges (pg #17) for October 2020 court fines.
 17. \$58,389.77 to WI Dept. of Transportation (pg #17) for construction services relating to Ryan Business Park.

Options/Alternatives: None

Respectfully submitted:



Andrew J. Vickers, MPA
City Administrator

Prepared:



Kristina Strmsek
Staff Accountant

Fiscal Review:



Jamie Strobl
Assistant Comptroller

Attachments: 11/11/2020 Invoice GL Distribution Report